



IN THE MATTER OF an application submitted by the New York City 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 Nos. 8d and 9b:

1. eliminating from within an existing R6A District a C1-5 District bounded by a line 75 feet northerly of 46th Avenue, a line 100 feet easterly of Vernon boulevard, 46th Road, and a line 100 feet westerly of Vernon Boulevard;
2. eliminating from with an existing R7A District a C2-5 District bounded by a line 900 feet southwesterly of 43rd Avenue, Vernon Boulevard, the northerly street line of former 44th Road, and a line 100 feet westerly of Vernon Boulevard;
3. eliminating a Special Mixed-Use District (MX-9) bounded by the southwesterly boundary line of Queens Bridge Park and its southeasterly prolongation, Vernon Boulevard, 43rd Avenue, and the U.S. Pierhead and Bulkhead Line;
4. changing from an M1-3 District to an M1-4A District property bounded by a line 225 feet northeasterly of 40th Avenue, 23rd Street, a line 100 feet northeasterly of 41st Avenue, and a line midway between 22nd Street and 23rd Street;
5. changing from an M1-4 District to an M1-4A District property bounded by 43rd Avenue, 13th Street, 44th Avenue, a line 100 feet northwesterly and westerly of 21st Street, a line 100 feet northerly of 44th Drive, Vernon Boulevard, 44th Road, and 9th Street;
6. changing from an M1-3 District to an M1-5A District property bounded by a line 225 feet northeasterly of 40th Avenue, a line midway between 22nd Street and 23rd Street, a line 100 feet northeasterly of 41st Avenue, 23rd Street, 41st Avenue, and 21st Street;
7. changing from an M1-4 District to an M1-5A District property bounded by:
 - a. Queens Plaza South, 13th Street, 43rd Avenue, 9th Street, 44th Road, and Vernon Boulevard; and
 - b. a line 190 feet southwesterly of 43rd Avenue, 22nd Street, 44th Avenue, a line 100 feet westerly of 23rd Street and its northerly prolongation, a line 100 feet northerly of 44th Drive, a line 130 feet easterly of 21st Street, and a line 120 feet northwesterly of 22nd Street and its southwesterly prolongation;
8. changing from an M1-4 District to an M1-6A District property bounded by Queens Plaza

South, 21st Street, 43rd Avenue, 23rd Street, a line 100 feet northerly of 44th Drive, a line 100 feet westerly of 23rd Street and its northerly prolongation, 44th Avenue, 22nd Street, a line 190 feet southwesterly of 43rd Avenue, a line 120 feet northwesterly of 22nd Street and its southwesterly prolongation, a line 130 feet easterly of 21st Street, a line 100 feet northerly of 44th Drive, a line 100 feet westerly and northwesterly of 21st Street, 44th Avenue, and 13th Street;

9. changing an M1-5 District to an M1-6A District property bounded by Queens Plaza South, 23rd Street, 43rd Avenue, and 21st Street;
10. changing from an M1-4 District to an M1-2A/R6A District property bounded by a line midway between 44th Drive and 45th Avenue, a line 100 feet westerly of 11th Street, 46th Road, a line 100 feet easterly of Vernon Boulevard, and a line 100 feet easterly of 10th Street;
11. changing from an R6A District to an M1-3A/R7A District property bounded by a line 75 feet northerly of 46th Avenue, a line 100 feet easterly of Vernon boulevard, 46th Road, and a line 100 feet westerly of Vernon Boulevard;
12. changing from an M1-4 District to an M1-3A/R7A District property bounded by 45th Road, a line 100 feet easterly of Vernon Boulevard, a line 75 feet northerly of 46th Avenue, and Vernon Boulevard;
13. changing from an M1-4 District to an M1-3A/R7X District property bounded by:
 - a. 45th Avenue, a line 100 feet easterly of Vernon Boulevard, 45th Road, and Vernon Boulevard; and
 - b. 46th Road, a line 100 feet westerly of Vernon Boulevard, 47th Avenue, and a line 100 feet easterly of 5th Street;
14. changing from an R6B District to an M1-4A/R8A property bounded by 44th Drive, 23rd Street, a line midway between 44th Drive and 45th Avenue, and a line 45 feet westerly of 23rd Street;
15. changing from an M1-4 District to an M1-4A/R8A District property bounded by a line 100 feet northerly of 44th Drive, a line 100 feet westerly of 11th Street, a line midway between 44th Drive and 45th Avenue, a line 100 feet southeasterly of 10th Street, 45th Avenue, and Vernon Boulevard;
16. changing from an M1-4/R7A District to an M1-4A/R8A District property bounded by a line 100 feet northerly of 44th Drive, 23rd Street, 44th Drive, a line 45 feet westerly of 23rd Street, a line midway between 44th Drive and 45th Avenue, and a line 100 feet westerly of 11th Street;

17. changing from an M1-4 District to an M1-5A/R8 District property bounded by:
 - a. a line 150 feet southerly of former southerly terminus of 44th Avenue and its easterly prolongation, the northerly street line of 44th Road and its easterly prolongation, Vernon Boulevard, 45th Avenue, 5th Street, the westerly centerline prolongation of 44th Drive, and the U.S. Pierhead and Bulkhead Line; and
 - b. 46th Avenue, a line 100 feet westerly of Vernon Boulevard, 46th Road, and a line 100 feet easterly of 5th Street;
18. changing from an M1-4/R6A District to an M1-5A/R8 District property bounded by 46th Avenue, a line 100 feet easterly of 5th Street, 47th Avenue, and 5th Street;
19. changing from an M1-5/R9 District to an M1-6/R9 District property bounded by Queens Plaza South, a line 100 feet northwesterly of Crescent Street, 42nd Road, and 24th Street;
20. changing from an M1-5/R9 District to an M1-6/R10 District property bounded by 42nd Road, a line 100 feet northwesterly of Crescent Street, 43rd Avenue, and 23rd Street;
21. changing an R7A District to an M1-6A/R9 District property bounded by a line 900 feet southwesterly of 43rd Avenue, Vernon Boulevard, the northerly street line of 44th Road and its easterly prolongation, a line 150 feet southerly of former southerly terminus of 44th Avenue and its easterly prolongation, and a line 135 feet easterly of former westerly terminus of 44th Avenue and its northerly and southerly prolongations;
22. changing an M1-4 District to an M1-6A/R9 District property bounded by 44th Drive and its westerly centerline prolongation, 5th Street, 45th Avenue, Vernon Boulevard, a line 75 feet northerly of 46th Avenue, a line 100 feet westerly of Vernon Boulevard, 46th Avenue, 5th Street and its northerly centerline prolongation, the northeasterly boundary line of Canal, and the U.S. Pierhead and Bulkhead Line;
23. changing an M3-1 District to an M1-6A/R9 District property bounded by the northeasterly boundary line of Canal, the northerly centerline prolongation of 5th Street, the northeasterly boundary line of a Park, and the U.S. Pierhead and Bulkhead Line;
24. changing an M1-5 District to an M1-6A/R10 District property bounded by 41st Avenue, 23rd Street, Queens Plaza North, and 21st Street; and
25. establishing a Special Long Island City District (LIC) bounded by:
 - a. a line 225 feet northeasterly of 40th Avenue, 23rd Street, Queens Plaza South, and 21st Street; and
 - b. the southwesterly boundary line of Queens Bridge Park, Vernon Boulevard, Queens

Plaza South, 21st Street, 43rd Avenue, 23rd Street, a line 100 feet northerly of 44th Drive, a line 100 feet westerly of 11th Street, 46th Road, a line 100 feet easterly of Vernon Boulevard, a line 75 feet northerly of 46th Avenue, a line 100 feet westerly of Vernon Boulevard, 47th Avenue, a line 100 feet easterly of 5th Street, 46th Avenue, 5th Street and its northerly centerline prolongation, the northeasterly boundary line of a Park, and the U.S. Pierhead and Bulkhead Line;

Borough of Queens, Community Districts 1 and 2, as shown on a diagram (for illustrative purposes only) dated April 21, 2025, and subject to the conditions of CEQR Declaration E-848.

An application for a zoning map amendment (C 250176 ZMQ) and related applications were filed by the Department of City Planning (DCP) on April 18, 2025. The zoning map amendment, along with related applications, would facilitate land use changes for an approximately 54-block area in Long Island City (LIC).

Together, the proposed actions comprise the OneLIC Neighborhood Plan (OneLIC Plan), a comprehensive plan that would affect an area generally bounded by the mid-block between 39th Avenue and 40th Avenue, between 21st Street and 23rd Street, and Queens Plaza South to the north, the East River and 5th Street to the west, 47th Avenue, 46th Road, and the mid-block between 44th Drive and 45th Avenue to the south, and 24th Street to the east, referred to as the project area. Most of the project area is in Queens Community District 2 while the remainder (six full or partial blocks) is within Queens Community District 1.

The OneLIC Plan was developed in partnership with community stakeholders and elected officials and in coordination with City and public agencies to build upon LIC's status as one of Queens' primary central business districts, only behind Midtown Manhattan, Lower Manhattan, and Downtown Brooklyn. The neighborhood's ample transportation accessibility, unique waterfront, and underutilized sites present an opportunity to generate a significant number of new homes, deliver more open space and community facility opportunities, increase access to diverse jobs and training, and plan for infrastructure improvements to add to the area's overall resiliency. These actions would be reinforced by investments into local community resources and the public realm to improve sustainability, safety, mobility, and neighborhood connectivity.

Implementation of the objectives of the plan would create approximately 14,700 new housing units, including 4,300 income-restricted units through the establishment of a Mandatory Inclusionary Housing (MIH) area, and 3.8 million square feet of commercial, community facility, and light industrial space. The OneLIC Plan would help mitigate the housing crisis by allowing the development of new housing and facilitating economic growth in a neighborhood with strong public transit access, providing direct connections to other major Central Business Districts in eastern Queens, Midtown Manhattan, Lower Manhattan, and Downtown Brooklyn.

To accomplish these goals, DCP, the Department of Housing Preservation and Development (HPD), the Department of Citywide Administrative Services (DCAS), and New York City Economic Development Corporation (EDC), are proposing a series of land use actions including zoning map amendments, acquisition and site selection by the City, designation of an Urban Development Action Area (UDAA), and approval of an Urban Development Action Area Project (UDAAP).

RELATED ACTIONS

In addition to the zoning map amendment (C 250176 ZMQ) that is the subject of this report, the proposed project also requires action by the City Planning Commission (CPC) on the following applications, which are being considered concurrently with this application:

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| N 250177 ZRQ | Zoning text amendment to expand and modify the Special Long Island City Mixed Use District (Special LIC District), modify the Northern Hunter's Point Waterfront Access Plan (WAP), and establish a Mandatory Inclusionary Housing (MIH) area. |
| C 250175 HAQ | Disposition approval, UDAA and UDAAP designation located at 44-59 45 th Avenue (Block 24, Lot 7). |
| C 250178 PCQ | Site selection and acquisition of property by the City located at 43-82 |

Vernon Boulevard (Block 488, p/o Lot 114).

C 250179 PPQ Disposition of City-owned property located at 44-36 Vernon Boulevard (Block 489, Lot 1).

C 250180 PPQ Disposition of City-owned property located under the Ed Koch Queensboro Bridge (Block 428, Lots 12, 13, 16 and Block 429, Lots 13, 15, 29).

C 250224 MMQ Making adjustments to the street network in the area bounded by 44th Avenue, Vernon Boulevard, 45th Avenue and the East River including eliminating, establishing, widening, and narrowing streets.

BACKGROUND

The OneLIC Plan was developed in partnership with local stakeholders and City agency partners building on decades of public and private planning efforts. The plan presents an opportunity to generate a significant number of new homes with substantial amounts of income-restricted housing, increase access to diverse jobs, and plan for infrastructure, capital, and programmatic improvements. In 1995, most of the project area was broadly rezoned from M3-1 and M1-3 zoning districts to an M1-4 district. The current M1-4 zoning district which is mapped across most of the project area has remained unchanged since then, hindering new residential development and limiting the growth of emerging businesses and industries. Despite its strong access to public transit and proximity to local and regional job hubs, the project area remains largely built for low-density manufacturing uses and is constrained in its ability to provide room for growth and economic diversification.

Meanwhile, the demand for housing has skyrocketed across Western Queens and the areas immediately surrounding the project area continue to develop into mixed-use neighborhoods with primarily residential uses. Because LIC was last rezoned prior to the 2016 establishment of the City's MIH Program, recent development has not yielded enough income-restricted housing

as they have not been subject to MIH provisions which require new residential buildings to set aside 20-to-30-percent of residential floor area for permanently income-restricted units. LIC's rents have increased roughly 55 percent over the last decade, significantly outpacing rents seen across the borough and the city. This is in context of a broader city-wide housing crisis exemplified by a below one percent rental vacancy rate in Queens, which is even lower than the city's record-low 1.4 percent vacancy rate. This is a factor in driving up housing costs: over 40 percent of LIC households are considered "rent burdened", spending more than 30 percent of their income on housing costs. Although parts of LIC have seen rapid housing growth, outdated zoning has not required income-restricted housing as part of new development and a large portion of the project area is zoned exclusively for industrial and commercial uses and restricts new housing. Several public and private planning efforts were initiated and withdrawn since 2015 thus spurring a request in 2023 from local elected officials, Community Boards, and local stakeholders for a neighborhood-wide, holistic planning process led by the City.

In response, DCP, partnered with City agencies, local elected officials, Community Boards 1 and 2, and local stakeholders to launch the OneLIC Plan in October 2023. This partnership embarked on an 18-month long, multiphase stakeholder engagement process. Numerous open houses, workshops, town halls, and focused discussions explored land use and zoning issues, infrastructure and service needs, and community priorities, culminating in the June 2024 publication of a draft zoning framework and strategies document that incorporated stakeholder recommendations, serving as a guidepost for developing the final plan.

To facilitate this vision, DCP, together with HPD, DCAS and EDC, propose a series of land use actions, including zoning map amendments, acquisition, disposition of City-owned property and Urban Development Action Area (UDAA) designation and Urban Development Action Area Project (UDAAP) approval, and zoning text amendments to modify the Special Long Island City Mixed Use District and to map an MIH area. These actions seek to accomplish the following community-informed land use goals:

- Create more housing for people at a range of income levels.

- Create a connected, resilient, and accessible waterfront from Gantry State Park to Queensbridge Park.
- Meet the infrastructure and community needs of a growing neighborhood while mitigating climate impacts.
- Support the diversity and vitality of LIC’s unique and thriving economy.
- Make it easier for LIC residents to access neighborhood resources and amenities.

Project Area History

During the 19th century, LIC’s proximity to the East River, Newtown Creek, and Anable Basin, led many heavy industrial businesses to establish along the waterfront and its surrounding blocks. In 1870, LIC was incorporated as an independent city merging the villages of Astoria, Ravenswood, Hunters Point, Blissville, Sunnyside, Dutch Kills, Steinway, Bowery Bay, and Middleton. A decade prior, a ferry service opened in Hunters Point South. During this time, prior to the opening of Pennsylvania Station in 1910, the western terminus of the Long Island Rail Road (LIRR) was located in LIC. LIRR trains would terminate in LIC, and passengers would then take ferries to Manhattan. This connection marked the start of LIC’s rapid development, led primarily by industrialization and transportation access.

At the turn of the 20th century, LIC was incorporated into the City of New York and large-scale transportation infrastructure projects, such as the Queensboro Bridge and subway stations, were completed around this period. In the late 1930s, construction of the New York City Housing Authority (NYCHA) Queensbridge Complex began, and the City acquired 15 acres of land between Vernon Boulevard and the East River to construct Queensbridge Park. LIC’s industrial core grew throughout the first half of the 20th century with the development of heavy manufacturing and large-scale food production plants. In 1961, the area was zoned with manufacturing zoning districts, reflecting the concentration of industrial uses. Large portions of the study area were zoned with manufacturing districts that permit the heaviest industrial uses. However, in the second half of the 20th century, industrial activity in LIC began to decline as globalization and New York City’s financial crisis pulled many industrial jobs out of the City. The

withdrawal of industrial waterfront uses also precipitated neglect of the shoreline, resulting in the deterioration of waterfront infrastructure over subsequent decades.

Beginning in the 1980s, LIC's economy began to broaden to include office space, art institutions, and educational institutions. Underutilized industrial sites across the wider LIC area were being adaptively reused or redeveloped to house a mix of commercial and residential uses. In 1983, Silvercup Studios, a film and television production company, redeveloped the Silvercup Bakery building into 400,000 square feet of sound production stages. Today, Silvercup Studios is the largest of many film and media companies that make LIC a center of New York City's creative economy.

The City sought to support a mixed-use community in Hunters Point South and to create a 24-hour pedestrian-oriented central business district in and around the Court Square and Queens Plaza areas. As a result, the City initiated a series of studies and rezonings in the 1990s and 2000s that are reflected in LIC today. In 1990, One Court Square, previously known as the Citigroup building, was developed as a 50-story, 658-foot-tall office tower, which at the time was the tallest commercial building to be constructed in Queens. When the building was constructed, it was the first of its kind in an area mostly characterized by low-rise housing, auto shops, and manufacturers. Today, One Court Square is among a handful of large-scale commercial developments in this area and is tenanted by many companies that choose to locate their New York offices in LIC's formidable central business district.

Areas immediately surrounding the project area continued to develop into mixed-use neighborhoods with significant residential density added throughout the end of the 20th century. Efforts from the City and State included the development of Queens West and Hunters Point South in the late 1990s and continue today with the planned construction of the final two parcels at Hunters Point South. DCP supported the continued development of Hunters Point, Court Square, Queens Plaza, and Dutch Kills by introducing mixed-use zoning districts through a series of zoning map amendments and establishing a special district text in the area. DCP also established the Northern Hunters Point Waterfront Access Plan in 1997, the first of its kind, with the goal of

providing public and visual access to the waterfront upon the redevelopment of waterfront parcels identified in the plan.

In 2005, the Bloomberg administration adopted a citywide Industrial Business Zone (IBZ) policy to support and grow industrial jobs in New York City (NYC). The policy sought to strengthen areas with large industrial employment bases through tax incentives, business support, and a commitment to not pursue residential rezonings in these areas. Today, LIC is home to one of 21 IBZs and includes much of the project area. The LIC IBZ is home to a variety of industrial uses such as life sciences, media and entertainment, breweries, and distribution. Employment in LIC has been characterized by a declining industrial sector and a growing office sector. Since 2000, industrial job losses in LIC were offset by growth in non-industrial sectors, while the project area has not experienced the same non-industrial growth due to outdated zoning.

Since the 2001 rezoning, the predominant type of development in the LIC Special District has been mixed-use buildings with primarily residential uses. This has resulted in the construction of over 21,000 housing units within a half-mile radius from the project area since 2010 with few income-restricted units. While the larger LIC area has experienced residential growth in the last two decades, much of the project area remains zoned for low- and medium-density manufacturing. Therefore, virtually no housing has been developed within the project area.

The project area has not benefitted from the rezoning efforts of the past several decades and remains governed by outdated zoning districts that were mapped in 1995. The project area is a significant piece in a patchwork of zoning changes in the broader neighborhood that have contributed to the growth and development of LIC. Properties along the waterfront have been subject to private, developer-led proposals in the last ten years, all of which were withdrawn prior to entering the Uniform Land Use Review Procedure (ULURP), the City's public review process. While these planning efforts helped to raise key concerns and opportunities from residents and local workers, none of them took a comprehensive approach that coordinated changes to zoning along with local investments in City programs, capital projects, and policies.

Today, much of LIC's industrial past remains in built form. As the City's industrial economy declined because of globalization and changing needs for space, LIC's economy has since broadened to include commercial office space, art institutions, and learning institutions such as LaGuardia Community College and the City University of New York (CUNY) School of Law, which have been able to repurpose industrial lofts and redevelop underutilized sites. However, much of the study area remains characterized by low-density industrial buildings that are constrained in their ability to provide room for growth and diversification.

Project Area

The project area is centrally located within the City, with exceptional transit access and road infrastructure, including the Queensboro Bridge to the north and the Queens-Midtown Tunnel to the south. Prominent corridors within the project area include Vernon Boulevard and 21st Street which run north-south, and Queens Plaza South and 44th Drive, which are primary east-west corridors. The project area consists of commercial, mixed-use, and non-residential sub-areas with varying building typologies. The subareas include the following: Waterfront, Corridors, Core and Queens Plaza, and Industrial.

Waterfront subarea

The Waterfront subarea consists of approximately 0.5 miles of frontage along the East River and Vernon Boulevard, including frontage along Anable Basin, an inlet off the East River. Eight parcels account for over 42 acres of LIC's waterfront. Anable Basin measures approximately a quarter mile long and 150 feet wide. It is lined with a cluster of buildings that reflect LIC's industrial history, currently consisting of vacant, unimproved lots and underutilized low-rise warehouses.

The Waterfront subarea is also home to three City-owned sites located around the intersection of 44th Drive and Vernon Boulevard. The northern portion of 44th Drive is developed with a six-story loft building (Vernon Building) that is currently managed and occupied by the New York City Public Schools (NYCPS). The lots (Block 489, Lot 1 and Block 488, Lot 11) total approximately

103,700 square feet and are mapped with an M1-4 zoning district. The site is a hub for NYCPS operations across the five boroughs and largely used for storage, office space, and other citywide administrative uses. To the west of the Vernon Building is an accessory parking lot for municipal employees and is under the jurisdiction of the NYC Department of Small Business Services (SBS). The lots (Block 489, Lots 23 and 15) total approximately 136,000 square feet and are mapped with a M1-4 zoning district.

South of 44th Drive is developed with a one-story building that is operated by the DOT (DOT building). The DOT building is currently used for the agency's critical operations, including equipment storage for its Roadway Repair and Maintenance, Sidewalk Inspection and Management, and Jolt Elimination/Pothole Repair units. The property (Block 24, Lot 7) totals approximately 42,500 square feet and is mapped with an M1-4 zoning district. It is bounded by 44th Drive to the north, 5th Street to the west, 45th Avenue to the south and a privately-owned lot to the east. Under the proposed actions this lot would be rezoned to an M1-5A/R8 zoning district mapped with an MIH area, within the proposed Special District boundary. As part of the proposed actions, HPD proposes UDAA designation, UDAAP approval, and disposition of this parcel. The proposed development would consist of approximately 320 income-restricted units as well as community facility and commercial space.

North of the City-owned sites, Con Edison, a public utility company, owns and operates a facility along the waterfront located on Block 488, Lot 114. The lot totals approximately 458,000 square feet, currently mapped with an M1-4 zoning district and includes approximately 890 feet of waterfront along the East River. The Con Edison Learning Center is an approximately 185,000 square-foot training facility and education center for Con Edison staff. The OneLIC Plan does not propose any changes to bulk or use on the Con Edison site. The facility includes classrooms, a library, and an outdoor simulated training yard where employees learn to work on utility systems and a 400-space parking lot. The site is subject to and will continue to be subject to the Northern Hunters Point Waterfront Access Plan (WAP). Absent any development, the waterfront edge of Con Edison would not be improved with publicly accessible open space. As a part of the proposed actions, DCAS and EDC propose the acquisition and site selection of waterfront portions of this

property to create publicly accessible open space along the waterfront.

At the northernmost point of the waterfront area are properties that were subject to the Silvercup West Rezoning in 2006, which rezoned five lots south of the Queensboro Bridge from an M1-4 district to a new Special Mixed Use District (MX-9) with an underlying zoning of M1-5/R10. One lot is vacant, and another lot is comprised of a New York Power Authority (NYPA) peaker plant. This rezoning is described further later in this report.

Industrial subarea

The Industrial subarea consists of two distinct areas of the IBZ within the project area. IBZs are specific geographic areas within NYC designated to retain and promote industrial activities. Established in 2005, these zones offer various benefits to encourage the retention and growth of industrial businesses in the City. A key feature of these zones is the commitment to restrict new residential development within IBZs.

Of the two IBZ areas within the Industrial subarea, the larger IBZ area is located east of the waterfront properties bounded by Vernon Boulevard to the west, Queens Plaza South to the north, 23rd Street to the east, and mid-block between 44th Road and 44th Drive to the south. The smaller IBZ area is located east of NYCHA Queensbridge Houses and north of Queens Plaza South, bounded by 21st Street to the west, 41st Avenue to the south, 23rd Street to the west, and mid-block between 39th Avenue and 40th Avenue to the north.

The area has long been characterized by a variety of industrial uses. Today, it is home to many sectors such as film production, construction warehousing, arts production, and large-scale food production. In more recent years, this subarea has seen a growth in uses such as restaurants, breweries, and retail storefronts. Permitted uses include industrial uses such as warehousing and manufacturing uses, and commercial uses such as retail and office.

Core and Queens Plaza subarea

The Core and Queens Plaza subarea comprises three portions within the project area. The

northernmost portion is located east of the NYCHA Queensbridge Houses and south of the smaller Industrial subarea. It is bounded by 21st Street to the west, Queens Plaza North to the south, 23rd Street to the east, and 41st Avenue to the north.

The second portion is located east of the larger Industrial subarea, bounded by 23rd Street to the west, 44th Road and 43rd Avenue to the south, 24th Street and mid-block between 24th Street and Crescent Street to the east, and Queens Plaza South to the north.

Most of the Core and Queens Plaza subarea is mapped with manufacturing zoning districts or paired manufacturing and residential districts. This has yielded a variety of building forms from single-story warehouses to high-density mixed-use towers. However, most sites in this subarea maintain an industrial character that is reflective of LIC's past.

Corridors subarea

The two main corridors consist of 44th Drive and Vernon Boulevard. The portion of 44th Drive within the project area is bounded by 23rd Street to the east and Vernon Boulevard to the west. The portion of Vernon Boulevard within the project area is bounded by the midblock north of Gordon Triangle to the north and 46th Road and 47th Avenue to the south.

These portions of 44th Drive and Vernon Boulevard are largely mapped with a manufacturing district that prohibits residential and mixed-use buildings, mostly comprised of single-story warehouses. The underlying zoning regulations have impeded redevelopment and have led to a public realm that is uninviting for pedestrians, cyclists, and public transit riders. A residential district paired with a manufacturing district is mapped on the eastern portion of 44th Drive near the Court Square – 23rd Street subway station and has yielded numerous mixed-use buildings with primarily residential uses. A residential district with a C1-5 commercial overlay is mapped along the southern portion of the Vernon Boulevard corridor and is mostly developed with one-to-six story buildings with residential or solely commercial uses.

Open Space

The NYC Department of Parks and Recreation (DPR) owns and operates one public open space within the project area: the Gordon Triangle. The triangle is an approximately 3,485-square-foot passive recreational plaza with seating and landscaping. It is located at the intersection of Vernon Boulevard and 10th Street to the south and is bounded by 44th Drive to the north.

Queensboro Bridge Ramps

The project area includes the location of the eastern terminus of the Ed Koch Queensboro Bridge, providing a connection from LIC to Midtown Manhattan. Several vehicular ramps, providing east and west bound access, are located within the project area and provide direct connection to the local street network in LIC. Portions of the elevated ramps that provide access to the bridge are elevated above tax lots owned and maintained by the City (Ramps Sites). The disposition actions included in this application seek to dispose of the development rights for the segments of ramps located above Block 428 and Block 429. These sites are under the jurisdiction of DOT, are used for the storage of DOT equipment and vehicles and are not open to the public.

The Ramps Sites include the following:

- Block 428, Lots 12, 13 and 16 are generally bounded by 42nd Road to the north, 24th Street to the east, 43rd Avenue to the south and 23rd Street to the west. These lots total approximately 12,767 square feet of lot area and are currently mapped with M1-5/R9 and M1-5/R7-3 zoning districts.
- Block 429 Lots 13, 15, and 29 are generally bound by 42nd Road to the north, Crescent Street to the east, 43rd Avenue to the south and 24th Street to the west. These lots total approximately 20,010 square feet of lot area and are currently mapped with an M1-5/R9 zoning district.

Transit and Transportation Infrastructure

LIC features some of the highest levels of transit accessibility in Queens. The project area is served by eight subway lines at three primary stations. The 21st Street-Queensbridge station, located at the intersection of 21st Street and 40th Avenue, is serviced by the F subway line. The Queensboro

Plaza station, located along Queens Plaza South, is serviced by the N, W, and 7 subway lines. Moreover, the Court Square station is serviced by the E, G, M, and 7 subway lines. A short distance from the project area is the Queens Plaza station, serviced by the E, M, and R subway lines. All stations provide direct access to Midtown Manhattan within one to three stops. The LIC and Hunter's Point Avenue LIRR stations, located just outside of the project area, provide service between Long Island and Midtown Manhattan with termini at Grand Central Terminal and Penn Station. Fifteen bus lines that cross the project area provide extensive access to Queens, Manhattan, and Brooklyn. The NYC Ferry operates ferry landings in LIC and Hunter's Point South, providing access to Queens, Manhattan, and Brooklyn. Vehicular access to Manhattan via the Ed Koch Queensboro Bridge and the Queens-Midtown Tunnel provides access to other major employment centers. North-south bike lanes are located along Vernon Boulevard, 11th Street and 23rd Street, and east-west bike lanes are located on 44th Drive and Queens Plaza North.

Prior Planning Efforts and Land Use Actions in the Surrounding Area

Past planning efforts and land use actions have been led by the City, State, and private applicants in years following 1993, when DCP released the *Plan for Long Island City: A Framework for Development*. Objectives over time have included encouraging a mix of uses in development, protecting industrial businesses and character of the neighborhood, and directing growth of residential, commercial, and industrial uses to targeted areas to facilitate housing growth and stimulate economic development. Special zoning mechanisms, including two special districts and waterfront open space provisions, have been crafted to recognize the successful co-existence of residential and industrial uses in the area for decades and transform former industrial sites into housing in appropriate locations.

Although many past planning efforts were implemented and shaped the transformative growth of LIC, some development proposals were approved but not constructed, and several large projects were withdrawn. Planning efforts and land use actions related to the OneLIC Plan are described below:

Queens West (1990)

The New York State Empire State Development Corporation (ESDC) established a General Project Plan (GPP) in 1990 to create a new residential neighborhood called Queens West in a 70-acre waterfront area located between Anable Basin to the north and Newtown Creek to the south. The GPP created a new public street system, 21 development parcels, and a waterfront park out of large, formerly heavy industrial parcels like the Pepsi Co. bottling plant. Development is subject to the regulations detailed in the GPP and overrides the M3-1 zoning district that is still mapped across 16 parcels today. Construction was completed in 2014 with a total of approximately 6.4 million square feet of floor area, including over 4,600 residential dwelling units (20 percent of which are rented below market rate), approximately 170,000 square feet of retail uses, two public schools, and the 13-acre Gantry Park. The GPP has since been amended to transfer portions of the project area south of 50th Avenue to the City.

42-02 Vernon Boulevard (1991)

In 1991, a private application by R.A.K. Tennis Corporation was adopted to rezone a six-acre waterfront site located between the East River and Vernon Boulevard at the intersection of 44th Avenue (C 890367 ZMQ). The application changed an M3-1 district to an R7A zoning district with a C2-5 commercial overlay mapped along Vernon Boulevard and an R9 district on the remainder of the site. Additional actions included a mapping of 44th Avenue to extend the existing street alignment into the development site (C 890368 MMQ) and recording of Restrictive Declaration D-138 (Declaration (D-138)). Declaration (D-138) implemented controls for building bulk through a series of required setbacks and for the design, construction, maintenance and operation of a 20,000-square-foot publicly accessible waterfront esplanade. The adoption of this map amendment was prior to the adoption of the modern Special Regulations Applying in the Waterfront area found in the Zoning Resolution, Article VI Chapter 2, which were not adopted until 1993. Redevelopment of the site has not yet occurred.

Long Island City Framework Implementation (1995)

In 1995, DCP changed zoning districts and special zoning regulations across a broad area

generally bounded by 41st Avenue and Sunnyside Yards to the north, 39th Street to the east, Newtown Creek to the south, and the East River to the west (C 950403 ZMQ). Goals included protecting industrial employment and encouraging non-industrial development in areas that were already mixed-use in character, in alignment with DCP's 1993 *Plan for Long Island City: A Framework for Development*. Heavy-industrial zoning districts and districts with high parking requirements were changed to M1-4 and M1-5 zoning districts to reflect the light industrial character that had emerged in the neighborhood and eliminate accessory off-street parking requirements. Heavy-industrial M3 zoning districts remained mapped on the north side of Newtown Creek to the east of the Pulaski Bridge and the Dutch Kills inlet.

DCP replaced the zoning text of the first Special Hunters Point Mixed Used District, which was established in 1981 by a private applicant, the Hunters Point Community Council, Inc (C 800984 ZMQ). The first special district allowed manufacturing and residential uses to legally co-exist with limited infill and enlargement options on blocks located northwest of Jackson Avenue, between 44th Drive to the north, Borden Avenue to the south, and 5th Street and 11th Street to the west. The *Long Island City Framework Implementation* increased flexibility for residential and commercial development within the special district by mapping contextual, moderate-density residential districts with commercial overlays along Vernon Boulevard, 21st Street, Jackson Avenue, and the south side of 44th Drive and eliminated special provisions that restricted residential development to larger lots located adjacent to existing residential uses.

Additionally, special parking regulations were adopted across a large area inclusive of high-density development sites, subway nodes, and access points to bridges, tunnels, and arterial streets leading in and out of Manhattan. The regulations were intended to prevent the development of public parking lots that could displace industrial jobs and interrupt the urban, built-up character of the neighborhood by limiting the amount of accessory parking allowed and prohibiting the development of public parking lots and garages in certain areas.

Northern Hunters Point Waterfront Access Plan (1997)

In 1997, DCP established the Northern Hunters Point Waterfront Access Plan (WAP) affecting

waterfront blocks between Anable Basin and the Queensborough Bridge (N 970630 ZRQ). The WAP created zoning regulations to implement a continuous shorefront esplanade connecting Queensbridge Park to public parks at Queens West, as envisioned in DCP's 1993 *Plan for Long Island City: A Framework for Development*. The Northern Hunters Point Waterfront was subdivided into 12 parcels based on existing and anticipated ownership patterns. New developments, including those for industrial uses, are required to meet regulations of the WAP that align with underlying waterfront public access area requirements or modified requirements depending on length of the shoreline, lot area, and whether certain parcels were merged or developed individually. The WAP also defined locations or flexible zones for visual corridors and upland connections that extend the existing street network to the shoreline, including streets that cross lot line boundaries with multiple owners.

No parcels subject to the WAP have completed construction to date and thus the goals of providing connecting waterfront parks and providing open space have not been realized. Variables that have influenced this outcome include low development potential within the M1-4 low-density industrial district broadly mapped across the waterfront blocks subject to the WAP, the long-standing Con Edison site serving the utility's office and training needs, and the NYPA peaker plant serving the City's energy needs and presenting conflicts with non-industrial development. Unsuccessful proposals to increase development potential around Anable Basin are detailed in a subsection below, as well as one project that has moved forward with construction of a residential tower with ground-floor retail facilitated by a Board of Standards and Appeals (BSA) variance application and a waterfront certification approval from DCP.

Special Long Island City Mixed Use District (2001)

In 2001, DCP established the Special Long Island City Mixed Use District (LIC Special District) across an area that extends diagonally between Borden Avenue to the south and 41st Street to the north on the northwest side of Sunnyside Yards (C 000406 (A) ZMQ). The LIC Special District replaced the Special Hunters Point Mixed Use District with an expanded geography of 35 blocks focused around transit stations in the LIC Core and introduced paired manufacturing and residential districts. The new district implemented the City's goal of forming a central business

district in LIC, as described in DCP's *Plan for Long Island City: A Framework for Development*, by mapping high-density districts in targeted areas with excellent transit access and adopting special zoning regulations that allow for a wide range of mixed-use development and mandatory improvements to the public realm.

The LIC Special District was further expanded throughout the 2000s to include the Queens Plaza (QP), Hunters Point (HP), and Dutch Kills (DK) subdistricts, mapping paired residential and manufacturing districts at varying densities. Following these zoning changes, the area was developed with high-and-medium-density mixed-use developments that resulted in thousands of new housing units but only delivered a minimal amount of income-restricted housing.

Silvercup West (2006)

In 2006, the City Council adopted an application to rezone five lots located south of the Queensboro Bridge, between Vernon Boulevard and the East River (C 060326 ZSQ). The application, put forth by Silvercup Studios, rezoned an M1-4 district to a new Special Mixed Use District (MX-9) with an underlying zoning of M1-5/R10. The rezoning was intended to facilitate a large-scale mixed-use development, known as Silvercup West, which would include a film and television production studio, towers containing residential, office, retail, and community facility uses, and waterfront public open space. Since the rezoning, however, the project's special permits expired, and no development has occurred.

Special Southern Hunters Point District (2008)

In 2005, the City acquired 30 acres of waterfront lots south of 50th Avenue and amended the Queens West GPP project area to develop a bid for the 2012 Olympic Village, after which the proposed 4,500 residential units would be converted to middle-income housing. The bid was unsuccessful and the City moved forward with a plan to develop dense, predominantly residential developments with neighborhood-serving retail uses across nine parcels. In 2008, City agencies including EDC, HPD, Parks, and DCP created a new street network, public park, and development parcels mapped with R7-3 and R10 zoning districts. Building bulk is controlled by special zoning regulations detailed in the Special Southern Hunters Point District (SHP District) and additional

waterfront access is required via the Newtown Creek WAP (N 080363 ZRQ).

Eight parcels were reserved for development facilitated by HPD Requests for Proposals and five of these parcels have been developed into 3,249 housing units, 34,561 square feet of commercial and retail space, 34,126 square feet of community facility space, and two schools (Hunters Point Campus and P.S. 384). When complete, Hunters Point South will contain approximately 5,000 units of housing, over 60 percent of which would be income-restricted through city subsidies and tax incentives. Hunters Point South Park was completed in 2018 and includes 11 acres of passive and active programming, portions of soft shoreline that help manage flooding, and unique features like a 30-foot-tall, cantilevered platform for viewing the skyline. HPD is in the process of soliciting proposals for the redevelopment of the last two remaining parcels, located on Centre Boulevard between 54th and 56th Avenues.

One parcel in the SHP District is privately-owned and is subject to regulations of the Newtown Creek Subdistrict and WAP. Development in the subdistrict was completed in 2024 with three towers including 1,387 residential dwelling units, approximately 90,000 square feet of commercial and retail space, and approximately 100,000 square feet of publicly accessible open space with a playground, a lawn, and a dog run.

LIC Core Neighborhood Plan (2015)

In 2015, DCP launched the LIC Core Neighborhood Planning Study. Building upon past planning work, the study area included nearly 50 blocks anchored by transit hubs at Queensboro Plaza, Queens Plaza, and Court Square. The study sought to foster commercial development and job creation; ensure income-restricted housing by implementing MIH; identify new capital and service investments; and identify economic opportunities to benefit neighborhood residents and businesses. The study was ultimately withdrawn; however, it laid the groundwork for the proposal subject to this application, culminating in the OneLIC Neighborhood Plan.

Anable Basin (2015 - 2020)

Since 2015, several project proposals have been developed among private developers and City

and State agencies to transform land around Anable Basin and adjacent northern lots on the East River from industrial and vacant sites to a high-density, mixed-use area including new residential and commercial uses with a network of connected, publicly accessible waterfront open spaces.

Anable Basin Special District (2015)

In 2015, a private developer requested a series of land use actions, including establishing a new special district and mapping MIH, to facilitate the development of a flexible mix of uses on private properties fronting Anable Basin. These actions would have facilitated the development of approximately 5,000 residential dwelling units, approximately 800,000 to 1.5 million square feet of commercial, industrial, and community facility uses, approximately 135,000 square feet of open space, and a school. The application was withdrawn in 2018.

LIC Innovation Center (2017)

In 2017, EDC initiated the Long Island City Innovation Center (LICIC) project with a proposal for a rezoning and a large-scale general development special permit to facilitate 1.75 million square feet of commercial, industrial, and residential uses on two City-owned sites located north of Anable Basin on 44th Drive. The proposal could have produced over a thousand residential dwelling units (a portion of which would be subject to MIH requirements), a school, and waterfront open space, but was withdrawn in 2018.

Amazon HQ2 (2018)

In late 2018, the global online retailer Amazon selected LIC as the location for their second headquarters (HQ2) and they developed a proposal to develop lots around Anable Basin through a GPP with the State. Their relocation to LIC was expected to generate between 25,000 and 40,000 jobs over the course of 10 years with commitments to provide workforce development programs, 3.5 acres of new waterfront open space, and hundreds of millions of dollars of infrastructure investments, including school seats. The project was withdrawn in 2019.

YourLIC (2019)

In 2019, a coalition of four private developers proposed a series of land use actions affecting lots

around Anable Basin, including two City-owned lots on 44th Drive, to create a high-density special district with a goal of facilitating an even ratio of commercial and industrial floor area to residential floor area across the district. The proposal would have facilitated 10-12 million square feet of redevelopment, including over 6,000 residential dwelling units (a portion of which would be subject to MIH requirements), new streets, seven acres of waterfront open space, and three schools. This proposal was withdrawn before entering the public review process in 2020.

45-40 Vernon Blvd (2023)

A private developer received approval for a variance from the Board of Standards and Appeals (BSA) in 2023 to construct a 21-story residential building with ground-floor retail that would have approximately 202 dwelling units (233-15-BZ). The development proposal includes adaptive reuse of a three-story historic loft building previously occupied by the Paragon Paint and Varnish company until 1988. The variance granted development flexibility by allowing residential uses in an industrial zoning district and exceeding building bulk controls for FAR, height, residential tower size, and a waterfront setback. The developer also received approval from DCP in 2024 for the required construction of approximately 8,000 square feet of publicly accessible waterfront open space, which would be the first such space realizing the vision of the Northern Hunters Point WAP upon completion.

Historic Districts and Landmarks

Designated in 1968 by the NYC Landmarks Preservation Commission (LPC), the Hunters Point Historic District (LP-0450) is an approximately one-block district in the Hunters Point neighborhood of LIC. Located along 45th Avenue between 21st and 23rd Streets, the district is noted for its rowhouses comprising a unique variety of architectural styles ranging from Italianate to French Second Empire. Construction of these rowhouses began in the 1870s and development continued on the block through the end of the 19th century. The LPC designated the historic district based its distinctive character in the area.

The Queensboro Bridge (LP-0828) was designated as an individual landmark by the LPC in 1974. The bridge was completed in 1908 and was opened to the public in 1909 for pedestrian,

vehicle, and trolley uses. Noted for its vital connection between Queens and Manhattan, architectural interest, and engineering achievement, the bridge stands today as a major vehicle, bicycle, and pedestrian connector between these two boroughs.

Designated in 1982 as an individual landmark by the LPC, the New York Architectural Terra Cotta Works Building (LP-1304) is a two-story building located along Vernon Boulevard, just south of the Queensboro Bridge. The site is the former office headquarters of the New York Architectural Terra Cotta Company. As the only major manufacturer of architectural terra cotta, the company had a pronounced role in the development of New York City's buildings. The landmarked building is the last remaining remnant of the company and is currently vacant.

City of Yes Text Amendments

In 2023 and 2024, DCP proposed a series of three zoning text amendments, known collectively as City of Yes, to address the city's current needs: 1) City of Yes for Carbon Neutrality (COYCN) was adopted in December 2023 to update zoning regulations to help the City achieve climate goals; 2) City of Yes for Economic Opportunity (ZEO) was adopted in March 2025 to modernize zoning rules to help businesses find space and grow, support entrepreneurs and businesses, boost growing industries, and enable more vibrant streetscapes and corridors; and 3) City of Yes for Housing Affordability (CHO) was adopted in December 2025 to enable more housing and a wider variety of housing types in every neighborhood to address the housing shortage and high cost of housing throughout the City. Most relevant to the OneLIC Plan are CHO and ZEO. ZEO is relevant to the proposed actions as it created new manufacturing districts to encourage the development of job-intensive loft-like buildings, which were common types of development prior to the establishment of the 1961 Zoning Resolution. ZEO also created a new tiered framework for streetscape regulations to encourage active, dynamic, and pedestrian-centered corridors. This framework has been applied, with some modifications, as part of the zoning text for the OneLIC Plan. CHO proposed a variety of components to address the City's housing shortage, the most relevant being the increase in maximum FAR and maximum building heights applied to all residential zoning districts for new buildings that provide income-restricted dwelling units. The proposed actions, as part of the OneLIC Plan, were designed to be

complementary with these changes.

Existing Zoning

The project area includes the western portion of Community District 2 and southern portions of Community District 1. Most of the project area has been rezoned as part of one of the three major City-led rezonings in the area. The 1995 Long Island City Framework Implementation Rezoning affected most of the properties within the project area. The 2001 Special Long Island City Rezoning changed zoning districts for properties located in the easternmost portion of the project area. The 2004 Hunters Point Subdistrict Rezoning affected many of the properties located along the 44th Drive corridor. There are no MIH areas mapped within the project area.

The project area is mapped with R6B, R6A, R7A, R9, M1-3, M1-4, M1-4/R6A, M1-4/R7A, M1-5, M1-5/R9, M1-5/R10, and M1-6/R10 zoning districts. Commercial overlays include C1-5 and C2-5. The existing zoning districts are discussed below.

R6A (within Special LIC District – Hunters Point subdistrict)

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

R6A districts are medium-density contextual districts that allow all types of residential and community facility uses. R6A districts permit a maximum residential FAR of 3.0, a maximum residential FAR of 3.90 for qualifying affordable housing or qualifying senior housing, and a maximum FAR of 3.0 for community facility uses.

Base heights are permitted to range from 40 to 65 feet. Above this height, a setback of 15 feet is required along a narrow street, and 10 feet along a wide street. Building heights may reach a maximum of 75 feet for standard residences and 95 feet for qualifying affordable housing or qualifying senior housing.

R6B (within Special LIC – Hunters Point subdistrict)

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

An R6B district is a typical rowhouse district that includes height limits and street wall lineup provisions to ensure that new buildings are consistent with the scale of the existing built context. R6B districts permit a maximum residential FAR of 2.0, a maximum residential FAR of 2.40 for qualifying affordable housing or qualifying senior housing, and a maximum FAR of 2.0 for community facility uses.. Building base heights must range from 30 and 45 feet, with a 10-foot setback along wide streets and a 15-foot setback along narrow streets, before rising to a maximum height of 55 feet for standard residences and 65 feet for qualifying affordable housing or qualifying senior housing.

R7A (outside Special LIC District)

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

R7A districts are medium-density contextual residential districts that allow all types of community facility and residential uses. R7A districts permit a maximum residential FAR of 4.0, a maximum residential FAR of 5.01 for qualifying affordable housing or qualifying senior housing, and a maximum FAR of 4.0 for community facilities. Base heights are permitted to range from 40 to 75 feet, or up to 85 feet for qualifying affordable housing or qualifying senior housing. Above these heights, a setback of 15 feet is required along narrow streets and 10 feet along wide streets. Building heights may reach a maximum of 85 feet for standard residences and 115 feet for qualifying affordable housing or qualifying senior housing.

R9 (outside Special LIC District)

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

R9 districts are high-density non-contextual residential districts that allow residential uses and

community facility uses of all types. R9 districts permit a maximum residential FAR of 7.52, a maximum residential FAR of 9.02 for qualifying affordable housing or qualifying senior housing, and a maximum community facility FAR of 10.0. R9 districts, like other non-contextual districts, permit building heights to be governed by either sky exposure plane regulations, or standard residence envelope. Where the standard residence envelope is utilized, base heights are permitted to be between 60 and 95 feet on narrow streets and 135 feet for qualifying affordable housing or qualifying senior housing, above which a 15-foot setback is required, and base heights are permitted to be between 60 and 105 feet on a wide street and 135 feet for qualifying affordable housing or qualifying senior housing, above which a 10-foot setback is required. Building heights may reach a maximum of 135 feet on a narrow street and 145 feet on a wide street for standard residences and a maximum of 185 feet for qualifying affordable housing or qualifying senior housing.

M1-3 AND M1-5 (outside and within Special LIC District)

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

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

M1-3 and M1-5 districts are medium density light manufacturing districts, which serve as buffers between other manufacturing districts and adjacent residential or commercial districts. These districts allow all types of retail and commercial uses, general service uses, manufacturing uses, and some types of community facility uses. Residential uses are not permitted. These M1 districts permit a maximum commercial and manufacturing FAR of 5.0 and community facility FAR of 6.5. The districts permit a maximum building base height of 85 feet or six stories, before Sky Exposure Plane regulations apply to the overall height. Additionally, towers are permitted to penetrate the sky exposure plane, provided they adhere to additional setback and coverage criteria.

M1-4 (outside Special LIC District)

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

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

M3-1 (outside Special LIC District)

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

M1-4 / R6A (within Special LIC District – Hunters Point subdistrict)

An M1-4 district is paired with an R6A district and mapped on two partial blocks along 5th Street.

Paired districts combine a manufacturing and a residential district and are mapped in the Hunters Point Subdistrict of the LIC. The paired district is bounded by 5th Street to the west, 46th Avenue to the north, and 47th Avenue to the south.

M1-4/R6A districts permit a maximum residential FAR of 3.0, or 3.9 for qualifying affordable housing or qualifying senior housing. They also allow a maximum FAR of 2.0 for commercial and industrial uses, and up to 3.0 for community facility uses. In paired districts, the residential envelopes govern building height. Base heights are permitted to be between 40 and 65 feet, above which a 15-foot setback is required along a narrow street or 10 feet along a wide street. Building heights may reach a maximum of 75 feet for standard residences and 95 feet for qualifying affordable housing or qualifying senior housing.

The Hunters Point subdistrict modifies the basic paired district regulations by permitting grocery stores without a maximum size restriction and by requiring new street walls to align with adjoining buildings.

M1-4 / R7A (within Special LIC District – Hunters Point subdistrict)

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

These paired districts allow all types of residential, community facility, and general service uses, most retail and commercial uses, and some manufacturing uses. M1-4/R7A districts permit a maximum residential FAR of 4.0, a maximum residential FAR of 5.01 for qualifying affordable housing or qualifying senior housing, a maximum FAR of 2.0 for commercial and industrial uses, and a maximum FAR of 4.0 for community facility uses. In paired districts, the residential envelopes govern building height. Base heights are permitted to range from 40 to 75 feet, or up to 85 feet for qualifying affordable housing or qualifying senior housing. Above these heights, a 15-

foot setback is required along narrow streets and a 10-foot setback along wide streets. The maximum building height is 85 feet for standard residences and 95 feet for qualifying affordable housing or qualifying senior housing.

The Hunters Point subdistrict modifies the basic paired district regulations by permitting grocery stores without a maximum size restriction and requiring new street walls to line up with adjoining buildings.

M1-5/R9 (within Special LIC District – Queens Plaza subdistrict)

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

M1-5/R9 paired districts permit a mix of uses, allowing new residential and non-residential uses within the same building. These paired districts allow all types of residential, community facility, and general service uses, most retail and commercial uses, and some manufacturing uses. The Queens Plaza subdistrict modifies many standard regulations for paired districts. The subdistrict permits retail establishments of all sizes, specifies corridors with special retail rules, and has bulk regulations that supersede the underlying regulations. Area B permits a maximum FAR of 8.0 for all uses, and a maximum residential FAR of 9.6 for qualifying affordable housing or qualifying senior housing. The area permits a minimum base height of 100 feet and a maximum building base height of 150 feet, above which a setback of 10 feet is required on wide streets, and 15 feet on narrow streets. No overall building height applies.

M1-5/R10 (MX-9)

Within the project area, an M1-5 district is paired with an R10 district and mapped on an area bounded by the Queensborough Bridge to the north, unmapped 43rd Avenue to the south, Vernon

Boulevard to the east and the East River to the west. Paired districts combine a manufacturing and a residential district. The M1-5/R10 district corresponds to the Special Mixed-Use District-9 (MX-9), with which it is coterminous.

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

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

M1-6 / R9 (within Special LIC District – Queens Plaza subdistrict)

Within the project area, an M1-6 district is paired with an R9 district and mapped on one block. Paired districts combine a manufacturing and a residential district and are mapped in the Queens Plaza subdistrict of the LIC Special District. M1-6 / R9 corresponds specifically to Area D of the Queens Plaza subdistrict. The paired district is bound by Queens Plaza South to the north, 23rd Street to the west, 42nd Road to the south, and 24th Street to the east.

M1-6/R9 districts are non-contextual, high-density light manufacturing districts paired with a high-density residential district. The paired districts permit a mix of uses, allowing new residential and non-residential uses within the same building. These paired districts allow all types of residential, community facility, and general service uses, most retail and commercial uses, and some manufacturing uses. The Queens Plaza subdistrict modifies many standard regulations for paired districts. The subdistrict permits retail establishments of all sizes, specifies corridors with special retail rules, and has bulk regulations that supersede the underlying zoning regulations. Area D permits a maximum residential FAR of 8.0, a maximum residential FAR of 9.6 for qualifying affordable housing or qualifying senior housing, a maximum community facility FAR of 10.0, and a maximum commercial and manufacturing FAR of 15.0. The area permits a minimum base height

of 100 feet and maximum building base height of 150 feet, above which a setback of 10 feet is required on wide streets, and 15 feet on narrow streets. No overall building height applies.

M1-6 / R10 (within LIC – Queens Plaza subdistrict)

Within the project area, an M1-6 district is paired with an R10 district and mapped on one block. Paired districts combine a manufacturing with a residential district and are mapped in the Queens Plaza subdistrict. The M1-6/R10 district corresponds specifically to areas A-1 and A-2 of the Queens Plaza subdistrict. Only portions of area A-2 are in the project area. The paired district is bound by 43rd Avenue to the north, 23rd Street to the west, 44th Road to the south, and 24th Street to the east.

M1-6/R10 districts are non-contextual light manufacturing districts paired with a high-density residential districts. The paired districts permit a mix of uses, allowing new residential and non-residential uses within the same building. These paired districts allow all types of residential, community facility, and general service uses, most retail and commercial uses, and some manufacturing uses. The Queens Plaza subdistrict modifies many standard regulations for paired districts. The subdistrict permits retail establishments of all sizes, specifies corridors with special retail rules, and has bulk regulations that supersede the underlying. Area A-2 permits a maximum FAR of 12.0 for all uses. The area permits a minimum base height of 60 feet and maximum building base height of 150 feet, above which a setback of 10 feet is required on wide streets, and 15 feet on narrow streets. No overall building height applies.

C1-5 and C2-5 Commercial Overlays (within Special LIC District – Hunters Point subdistrict)

Commercial overlays are mapped along streets within residential districts that serve local retail and service needs. C1-5 overlays are located across four full blockfronts and two partial blockfronts within the Project Area along Vernon Boulevard at a 100-foot depth where an R6A district is mapped. A C2-5 overlay is located at a 100-foot depth along the western side of Vernon Boulevard between 44th Road and 100 feet north of 44th Avenue.

C1-5 and C2-5 commercial overlays allow residential uses, community facility uses, and

commercial uses. C1 and C2 commercial overlays generally permit commercial uses listed in Use Groups V through X, with size restrictions applicable to some retail and many services, amusement, storage and production uses. In R6 and R7 districts, a maximum FAR of 2.0 is permitted for commercial uses. In mixed-use buildings, commercial uses are limited to one or two floors. Existing uses include office space, medical offices, educational facilities, neighborhood grocery stores, restaurants, and beauty parlors.

Special District Zoning Regulations

Off-Street Parking Regulations for the Long Island City Area

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

Use Regulations

In Hunters Point, Queens Plaza, and Dutch Kills Subdistricts, uses listed under Food and Beverage Retailers in the Use Group VI are permitted without a size limitation. Additionally, in M1 Districts in the Queens Plaza Subdistrict, the underlying use regulations are modified to remove all size limitations listed under Use Group VI.

Queens Plaza Subdistrict Regulations

In addition to the special rules mentioned above, the Special District modifies the following:

Streetscape Regulations

Streetscape regulations regarding ground floor uses restrict residential uses aside from lobbies along Jackson Avenue, Queens Plaza North, Queens Plaza South, Crescent Street, and portions of other blocks. There are also limitations to the length of a lobby and parking. Additionally, loading berths are not permitted along the designated street frontages.

Special Sign Regulations

The subdistrict provides regulations to permit non-flashing signs on the rooftop of non-residential buildings, provided that the sign directs attention to a business conducted within the building. Such signs are only permitted on Queens Plaza South, Queens Boulevard, Queens Plaza East, or Queens Plaza North at a height between 70 and 150 feet above curb level. The regulations limit properties to one sign per zoning lot, a maximum height of 45 feet and 150 feet in maximum width. The regulations also limit illumination into existing residences at the time of the application for a permit within 100 feet of the building.

Engagement

To facilitate public engagement for the OneLIC Plan, a consultant was selected and dozens of City and State agencies, in partnership with local elected officials, took part in various engagement efforts. To reach a broad cross-section of the neighborhood and capture a diverse array of feedback, the engagement process involved a variety of formats, meeting venues, and meeting times. In October 2023, the OneLIC planning process kicked off with a town hall to introduce the neighborhood planning effort and start discussing the community's vision and goals for the neighborhood.

DCP hosted 16 public events that engaged 1,800 participants and received over 5,750 comments. To identify neighborhood priorities, focus area meetings, which are meetings dedicated to discussing and receiving feedback on specific neighborhood issues, were held on the following topics: (1) housing, (2) economic development and arts & culture, (3) transportation, (4) open space, and (5) climate resiliency. These meetings, led by engagement consultants, DCP and other City agencies, included presentations, interactive activities, and break-out group discussions. The feedback from these focus area meetings, in addition to feedback collected from numerous town halls, workshops, information sessions, surveys, and walking tours, informed a set of community recommendations. These included shared goals and draft strategies for new policies, capital projects, programs, and services to address the current and future needs of LIC residents. These goals, priorities, and strategies were captured in a draft strategies booklet which was published in June 2024. At the same time, DCP released a draft land use framework, identifying four geographic

sub-areas and a mix of goals and visions for growth within the OneLIC Project Area.

Continued subsequent engagement included surveys, workshops, and a walking tour to develop a waterfront access framework. Ahead of certification, two information sessions were held to provide an overview of the plan and a Draft Neighborhood Plan book was released. The Plan book summarizes the planning process, plan goals, draft strategies, and the draft zoning proposal.

Proposed Actions

DCP established planning goals for the OneLIC Plan built on stakeholder conversations, which are described above. The culmination of this work is a set of land use actions that would implement these goals to comprehensively update zoning in the project area to permit a wider range of uses including residential, commercial retail, light-industrial, areas-related, community facilities, and new open space. The proposed actions would support significant new housing that would include permanently income-restricted housing and new jobs in a neighborhood with very strong public transit access and direct connections to the other major Central Business Districts in eastern Queens, Downtown Brooklyn, and Manhattan.

Absent the proposed actions, the project area would continue to produce substantially less housing than surrounding areas, and permanent income-restricted housing would not be mandated as part of new housing development. While the establishment of the LIC Special District in 2001 spurred significant development in the last two decades, the project area was largely left out of the special district.

The proposed actions reflect DCP's ongoing community engagement process with local community boards, community residents, business owners, community-based organizations, elected officials, and other stakeholders to achieve the following goals to:

- Create more housing for people at a range of income levels.

- Create a connected, resilient, and publicly accessible waterfront from Gantry State Park to Queensbridge Park.
- Meet the infrastructure and community needs of a growing neighborhood while mitigating future and current climate impacts.
- Support the diversity and vitality of Long Island City's unique and thriving economy.
- Make it easier for Long Island City residents to access neighborhood resources and amenities.

DCP, in partnership with other City agencies, is proposing a set of discretionary land use actions to accomplish these goals and objectives. Specifically, the proposed actions are:

Zoning Map Amendment (ZM) to:

- Rezone portions of existing R6B, R6A/C1-5, R7A/C2-5, R7A, M1-3, M1-4, M1-5, M3-1 M1-4/R6A, M1-4/R7A, M1-5/R9 and M1-6/R9 zoning districts to M1-2A/R6A, M1-3A/R7A, M1-3A/R7X, M1-4A/R8A, M1-5A/R8, M1-6A/R9, M1-6/R10, M1-6A/R10, M1-4A, M1-5A and M1-6A zoning districts.
- Expand the existing Special Long Island City Mixed Use District (Article XI, Chapter 7) to portions of the project area that are outside of the existing special district.
- Remove Special Mixed-Use District 9 (MX-9).
- Modify the Northern Hunters Point Waterfront Access Plan (WAP), ZR 62-951, for the waterfront blocks within the project area. The proposed WAP would modify and specify the location of required shore public walkways, supplemental public access areas, upland connections, and visual corridors to ensure access to the waterfront including the Basin from surrounding neighborhoods and to address the configuration of varied conditions along the waterfront. The WAP would also modify requirements and standards for public access to address the unique character of the Basin and align them with modern citywide standards.

Zoning Text Amendment (ZR) to:

- Amend Appendix F of the Zoning Resolution, to designate Mandatory Inclusionary Housing (MIH) areas to the proposed M1-2A/R6A, M1-3A/R7A, M1-3A/R7X, M1-4A/R8A, M1-5A/R8, M1-6A/R9, M1-6/R10, M1-6A/R10 zoning districts.
- Modify the existing Special Long Island City Mixed Use District (Article XI, Chapter 7) to create special use, floor area, bulk circulation and parking regulations on both waterfront and non-waterfront blocks and to establish special height, setback, and street wall regulations for buildings on waterfront blocks and on select corridors, among other special rules.
- Allow for space occupied by schools to be exempt from floor area calculations within the new LIC Special District subareas.
- Create an authorization that would allow for additional flexibility in building envelopes for developments utilizing the new school area floor area exemption.
- Create a CPC chair certification to allow the transfer of development rights on contiguous zoning lots with common ownership that are otherwise separated by a mapped street on blocks within the waterfront subdistrict.
- Create a CPC chair certification to provide a floor area bonus to rezoned waterfront lots that provide additional active open space.
- Create a CPC chair certification to allow for the modification of height restrictions established under Section 61-21 (Restriction on Highest Projection of Building or Structure) for zoning districts without a maximum height limit within the newly established subdistricts of the LIC Mixed Use District following verification that said modifications would not pose a hazard to air navigation.
- Create an authorization to allow sites within M1-6/R9, M1-6/R10 and M1-6A/R10 districts to access the Zoning Resolution’s floor area bonus for on-site public plazas.

Designation of an Urban Development Action Area (UDAA), Approval of an Urban Development Action Area Project (UDAAP), and Disposition of City-Owned Properties

- HPD seeks UDAA designation, UDAAP approval, and disposition approval of Queens Block 24, Lot 7 to facilitate a mixed-use affordable housing project.

Change in the City Map (MM) to:

- Narrow 44th Drive west of Vernon Boulevard, from 100 feet to 85 feet;
- Widening 45th Avenue west of Vernon Boulevard, from 30 feet to 46 feet;
- Eliminate, discontinue, and close the terminus of 44th Drive west of the western streetline of 5th Street;
- Eliminate, discontinue, and close 44th Road west of Vernon Boulevard;
- Eliminate 44th Avenue west of Vernon Boulevard;
- Establish an extension of 5th Street running north from 44th Drive and an extension of 44th Avenue running west of Vernon Boulevard, with an intersection of these two elements;
- Remap 44th Road west of Vernon Boulevard with a new alignment that tracks existing property lines.

Disposition of Non-Residential City-Owned Property (PP):

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

Combination of Acquisition and Site Selection of Property by the City (PC):

- DCAS and EDC are seeking the acquisition and site selection of an easement on waterfront portions of a property located on Block 488, Lot 114. This action would allow the City to create new waterfront public open space.

Proposed Zoning Map Changes

Proposed MI-2A/R6A (existing MI-4)

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

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

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

Proposed M1-3A/R7A (existing M1-4 and R6A/C1-5)

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

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

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

Proposed M1-3A/R7X (existing M1-4)

M1-3A/R7X districts are proposed for approximately portions of one block:

- A portion of a block between 45th Road to the south, 45th Avenue to the north at a depth of approximately 100 feet from the eastern side of Vernon Boulevard.
- An area between 47th Avenue to the south, 46th Road to the north, stretching approximately 400 feet midblock, between 5th Street to the west and Vernon Boulevard to the east.

M1-3A/R7X is a mixed-use district that pairs M1-3A, a manufacturing district that supports a mix of mid-rise commercial and industrial uses, with R7X, a medium-density contextual residential district that allows residential uses and community facility uses. Paired zoning districts also have special regulations that enable residential and certain industrial uses to be located either side-by-side or within the same building. M1-3A/R7X districts permit a maximum residential FAR of 6.0, when mapped with inclusionary housing, and a maximum FAR of 5.0 for community facility use, and a maximum FAR of 4.0 for commercial and industrial uses. Mixed-use buildings with residential and non-residential uses would be allowed a maximum street wall height of 105 feet, above which the building must be set back, and may rise to a maximum height of 145 feet, with a maximum of 14 stories. A building setback of 10 feet is required on wide streets and 15 feet on narrow streets.

Proposed M1-4A/R8A (existing R6B, M1-4 and M1-4/R7A)

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

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

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

Proposed M1-5A/R8 (existing M1-4)

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

- Four lots west of Vernon Boulevard at Block 44, Lots 11 and 15 and Block 489, Lots 1 and 3.
- Portions of a block between 47th Avenue to the south and 46th Road to the north along western side of 5th Street at an approximately 100-foot depth.
- Portions of a block between 46th Road to the south and 46th Avenue to the north at an approximately 500-foot depth.
- A block bounded by 44th Drive to the north, 45th Avenue to the south, Vernon Boulevard to the east and 5th Avenue to the west.

An M1-5A/R8 district is a mixed-use district that pairs an M1-5A district, a manufacturing district that supports a mix of mid-rise commercial and industrial uses, with an R8 district, a high-density residential district that allows residential uses and community facility uses. Paired zoning districts also have special regulations that enable residential and certain industrial uses to be located either side-by-side or within the same building. M1-5A/R8 districts permit a maximum residential FAR of 7.2, when mapped with inclusionary housing, and a maximum FAR of 6.5 for community facility, commercial, and industrial uses. Mixed-use buildings with residential and non-residential uses are permitted a maximum base height of 105 feet above which the building must be set back. The mixed-use buildings may rise to a maximum height of 215 feet on non-waterfront blocks and up to 435 feet when located on a waterfront block. A building setback of 10 feet is required on wide streets, and 15 feet on narrow streets.

Proposed M1-6/R9 (existing R7A, R7A/C2-5 and M1-5/R9)

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

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

An M1-6/R9 district is a paired district within the D Area of the Queens Plaza subdistrict of the Special Long Island City Mixed Use District. The district pairs an M1-6 district, a manufacturing district that supports a mix of high-rise commercial and industrial uses, with an R9 district, a high-density residential district that allows residential uses and community facility uses. The paired districts permit a mix of uses, allowing new residential and non-residential uses within the same building. These paired districts allow all types of residential, community facility, and general service uses, most retail and commercial uses, and some manufacturing uses. Under the special district, M1-6/R9 district permits a maximum residential FAR of 8.0, a maximum residential FAR of 9.6 for qualifying affordable housing or qualifying senior housing, a maximum community facility FAR of 10.0, and a maximum commercial and manufacturing FAR of 15.0. This district permits a maximum building base height of 150 feet after which a building setback of 10 feet is required on wide streets, and 15 feet on narrow streets. The district does not limit the overall building height.

Proposed M1-6A/R9 (existing M1-4)

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

- Portions of a block between Anable Basin to the north, 46th Avenue to the south, 5th Street to the west and a line approximately 100 feet west of Vernon Boulevard.
- Portions of a block west of Vernon Boulevard between 45th Avenue to the north and a point approximately 75 feet north of 46th Avenue.
- One lot south of 44th Drive, north of Anable Basin and west of Vernon Boulevard at Block 25, Lot 15.
- Portions of two lots west of Vernon Boulevard along either side of the unbuilt 44th Avenue at an approximately 100-foot depth.

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

Proposed M1-6/R10 (existing M1-5/R9)

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

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

M1-6/R10 is a paired district within the A-2 Area of the Queens Plaza subdistrict of the Special Long Island City Mixed Use District. The district pairs M1-6, a manufacturing district that

supports a mix of high-rise commercial and industrial uses, with R10, a high-density residential district that allows residential uses and community facility uses. Paired zoning districts also have special regulations that enable residential and certain industrial uses to be located either side-by-side or within the same building. Under the special district, M1-6/R10 district permits a maximum residential FAR of 12.0 with inclusionary housing, and a maximum FAR of 12.0 for community facility, commercial, and industrial uses. This district permits a maximum building base height of 150 feet after which a building setback of 10 feet on wide streets and 15 feet on narrow streets is required. The district does not limit the overall building height.

Proposed M1-6A/R10 (existing M1-5)

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

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

M1-6A/R10 is a paired district that pairs M1-6A, a manufacturing district that supports a mix of high-rise commercial and industrial uses, with R10, a high-density residential district that allows residential uses and community facility uses. Paired zoning districts also have special regulations that enable residential and certain industrial uses to be located either side-by-side or within the same building. M1-6A/R10 districts permit a maximum residential FAR of 12.0, when mapped with inclusionary housing, a maximum FAR of 8.0 for commercial and industrial uses, and a maximum FAR of 10.0 for community facility uses. Mixed-use buildings with residential and non-residential uses would be allowed with a maximum street wall height of 155 feet after which a building setback of 10 feet on wide streets and 15 feet on narrow streets is required. The maximum permitted building height is 355 feet.

Proposed M1-4A (existing M1-3 and M1-4)

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

- An area between Vernon Boulevard to the west, a point approximately 100 feet west of 21st Street to the east and the midblock between 44th Road and 44th Drive.

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

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

Proposed M1-5A (existing M1-3 and M1-4)

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

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

- An area bounded by 44th Avenue to the north, a point approximately 100 feet east of 21st Street to the west, a point approximately 100 feet west of 23rd Street to the east and the midblock between 44th Avenue and 44th Drive to the south.
- A portion of block between 22nd Street to the east, a point approximately 100 feet from 21st Street, 44th Avenue to the south and a point approximately 150 feet from 44th Avenue to the north.

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

Proposed M1-6A (existing M1-3 and M1-4)

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

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

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

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

Proposed Zoning Text Amendments

DCP proposes the following text amendments to facilitate the OneLIC Plan’s land use objectives:

Special Long Island City Mixed Use District (LIC)

The Special LIC District’s boundaries would be modified to cover the project area’s paired districts as well as its manufacturing districts.

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

Bulk Regulations

Per the table below, the maximum permitted residential FARs would be modified in the following subareas of the Northern Hunters Point Waterfront subdistrict when mapped with MIH:

<u>Subarea</u>	<u>Zoning District</u>	<u>Standard MIH Residential FAR</u>	<u>Proposed MIH Residential FAR</u>
<u>A</u>	<u>M1-6A/R9</u>	<u>9.02</u>	<u>10.10</u>
<u>B</u>	<u>M1-5A/R8</u>	<u>7.20</u>	<u>7.20</u>
<u>C1</u>	<u>M1-5A/R8</u>	<u>7.20</u>	<u>7.74</u>
<u>C2</u>	<u>M1-5A/R8</u>	<u>7.20</u>	<u>7.80</u>
<u>D</u>	<u>M1-6A/R9</u>	<u>9.02</u>	<u>8.42</u>
<u>E</u>	<u>M1-5A/R8</u>	<u>7.20</u>	<u>7.20</u>
<u>F</u>	<u>M1-3A/R7X</u>	<u>6.00</u>	<u>6.00</u>

Per the table below, the maximum permitted community facility FARs would be modified within the Northern Hunters Point Waterfront subdistrict in the following zoning districts:

Zoning District	Standard Community Facility FAR	Proposed Community Facility FAR
M1-3A/R7X	5	4
M1-5A/R8	6.5	4
M1-6A/R9	10	8* or 10**

*Where residential FAR is modified to 8.42.

**Where residential FAR is modified to 10.10

Per the table below, the maximum permitted commercial and manufacturing FARs would be modified within the Northern Hunters Point Waterfront subdistrict in the following subareas:

Subarea	Zoning District	Standard Commercial and Manufacturing FAR	Proposed Commercial and Manufacturing FAR
C1	<u>M1-5A/R8</u>	6.5	4
C2	<u>M1-5A/R8</u>	6.5	4

Per the table below, the maximum permitted base and building height would be modified in the

following zoning district:

Zoning District	Underlying Maximum Base Height	Proposed Maximum Base Height	Underlying Maximum Building Height	Proposed Maximum Building Height
M1-6A/R10	155'	155'	355'	750**
M1-6/R10	150*** or 155'	155'	355' or N/A**	N/A**
M1-6/R9	135' or 150'***	155'	285' or N/A***	N/A***

* Applicable to zoning lots north of Queens Plaza North, in other areas no height limit applies.

** Follows subarea A-2 of the Queens Plaza Subdistrict.

*** Follows subarea D of the Queens Plaza Subdistrict.

Per the table below, the maximum permitted residential, community facility, commercial, and manufacturing FAR would be modified in the following zoning districts to follow floor area regulations applicable in the Queens Plaza subdistrict of the Special Long Island City Mixed Use District:

Zoning District	Underlying Floor Area Regulations				Proposed Floor Area Regulations			
	Max Residential FAR	Max Community Facility FAR	Max Commercial FAR	Max Manufacturing FAR	Max Residential FAR	Max Community Facility FAR	Max Commercial FAR	Max Manufacturing FAR
M1-6/R9	9.02	10.0	10.0	10.0	9.6*	10	15*	15*
M1-6/R10	12.0	10.0	10.0	10.0	12.0	12.0**	12.0**	12.0**

* Follows subarea D of the Queens Plaza Subdistrict.

** Follows subarea A-2 of the Queens Plaza Subdistrict.

Waterfront Bulk Controls

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

Per the table below, base heights, transition zone heights, and overall heights of districts mapped within the waterfront area would be modified under the Special District:

Zoning District	Underlying Bulk Controls				Proposed Bulk Controls		
	Max Base Height (ft)	Max Transition Height Tier 1 (ft)	Max Transition Height Tier 2 (Ft)	Maximum Building Height	Maximum Base Height	Maximum Transition Height	Maximum Building Height
M1-5A/R8	105*	145	215	435	85-125**	300	500***
M1-6A/R9	135*	185	285	N/A	85-125**	300	N/A

*When developed within 50 feet of the shoreline, a building may rise to a maximum base height of 85 feet.

**A variety of base heights would be applied throughout the waterfront subdistrict to respond to the unique context of Anable Basin and surrounding street network.

***Inclusive of penthouse provisions. For sites that qualify as waterfront lots, no maximum building height applies.

Waterfront Open Space Bonus

The special district would create an open space bonus on waterfront blocks to generate open spaces large enough to accommodate defined community needs, such as active recreation. The bonus would apply to M1-6A/R9 districts on zoning lots with a minimum lot area of 40,000 square feet or more. Should lots within these districts provide additional open space, they would be able to reach an additional 0.6 FAR where MIH is mapped.

Additional Provisions

In order to create opportunities for publicly accessible open space near the core, the special district would include a CPC authorization to allow developments within M1-6/R9, M1-6/R10 and M1-6A/R10 districts to access the Zoning Resolution's floor area bonus for on-site public plazas. The current public plaza program under Section 37-70 allows bonuses at these densities where currently not permitted in the Queens Plaza subdistrict. The typical 20 percent maximum bonus would apply, and the underlying bonus ratio of 1:4 and 1:6 would respectively apply to R9 (C6-3) and R10 (C6-4) districts paired with M1 districts. The authorization would be available for zoning lots greater than 25,000 square feet and would allow modification of maximum height requirements to accommodate the plaza and bonus floor area. In addition, the authorization would allow modifications to the plaza design requirements to encourage spaces that reflect the mixed-use character of the area.

The special text would remove the size limitations associated with Use Group VI in M1 Districts that includes food and beverage retail and services to serve the growing population. This zoning mechanism would help incentivize large-scale retail services alongside residences to locate in parts of LIC where paired districts are being introduced. It would promote a mixed-use character in the area that encourages job growth and brings retail services closer to where people live, which is what the paired districts aim to achieve.

Streetscape and Urban Design Regulations

To foster architectural excellence and enhance walkability and vibrancy, the LIC Special District would apply active ground-floor and transparency requirements along 44th Drive, Vernon

Boulevard, Queens Plaza South, and 43rd Avenue. These commercial corridors would be designated as Tier C frontages pursuant to the recently adopted *City of Yes for Economic Opportunity* text amendment. All other street frontages within paired M and R districts would become designated as Tier B Street frontages pursuant to the underlying zoning. This would apply to active ground floor, transparency, parking, and curb cut requirements.

Responding to community calls for providing a pedestrian friendly experience in industrial areas, portions of 43rd Avenue and 44th Avenue within M districts would be designated as alternate Tier B frontages. This would apply blank wall restrictions and parking wrap regulations. Similarly, portions of Vernon Boulevard, 11th Street, 21st Street, 23rd Street, and Queens Plaza South within M districts would be designated as alternate Tier B frontages and would have curb cut limitations.

Floor Area Regulations

On zoning lots greater than 20,000 square feet, the Northern Hunters Point Waterfront and Queens Plaza West subdistricts of the Special LIC District would permit up to 150,000 square feet of floor area for schools to be exempted. This exemption would apply to qualifying school developments pursuant to a letter of agreement with the New York City School Construction Authority and subject to the jurisdiction of the NYC Department of Education. The proposed actions would also create a CPC authorization that would allow for modified bulk when using the floor area exemption for schools under certain conditions throughout the Project Area.

Height Restrictions

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

New Paired Districts

The proposed actions would establish new mixed-use districts including M1-2A/R6A, M1-3A/R7A, M1-3A/R7X, M1-4A/R8A, M1-5A/R8, M1-6A/R9 and M1-6A/R10. These districts' use

and bulk regulations are described in detail in the “Proposed Zoning Map Amendments” section above.

Waterfront Access Plan

The Special LIC District would modify the existing Northern Hunters Point Waterfront Access Plan to institutionalize a framework by which a continuous shore public walkway would be constructed over time through a mix of public and private investment. The WAP would cover the waterfront blocks within the project area. Developments, enlargements, or changes of use on the waterfront would be required to comply with modernized waterfront zoning regulations.

Waterfront Public Access Area (WPAA) guidelines apply citywide for lots within the waterfront area and generally require a minimum 40-foot shore public walkway on typical sites and a minimum of 30-foot shore public walkway on certain constrained sites. Access to the shore public walkway is required from City streets, City parks, or provided through upland connections (which are part of the WPAA). In high-density districts, at least 20 percent of the lot must be designated as waterfront public access.

Some areas of the City contain Waterfront Access Plans (WAPs). These are typically found where past comprehensive planning efforts have taken place or when there is a unique waterfront context. Along this waterfront area, both are true. The Northern Hunters Point WAP was developed in 1997 to establish a long-term vision for the area and address site specific challenges. Unfortunately, the existing WAP has fallen out of date and no longer aligns with the community priorities and present challenges. The OneLIC Plan would modify the existing WAP by bringing the waterfront zoning requirements up to current standards and set forth context-specific regulations to improve waterfront access, respond to climate risks, and expand open space amenities for the community.

The WAP establishes the location of required shore public walkways, supplemental public access areas, upland connections, and visual corridors. The requirements are specified on a parcel-by-parcel basis, to address unique site challenges and ensure that new waterfront open space is well-integrated within the neighborhood’s street and open space network. The WAP would also modify

area-wide design requirements and design reference standards. These modifications will broaden the flood resiliency design solutions for this specific context, in comparison to citywide waterfront zoning regulations. For instance, a minimum elevation will be required for shore public walkways to plan for future sea level rise and ensure that WPAA's remain usable in the long term.

The WAP would incentivize incorporation of active and passive open space amenities that encourage physical activity, play, and community gathering. A reduction in the required planting area would be allowed when certain amenities are provided, such as courts, interactive water play, playgrounds and dog runs. The WAP would right-size requirements for lawns, ensuring that smaller sites are not required to provide small lawns (which tend to pose a maintenance issue). The WAP would also allow for an adjusted maintained level of illumination to respond to unique conditions along Anable Basin, where ambient light from adjacent buildings will help light the open space. These and other modifications in the WAP would help ensure that future waterfront open space is flood resilient and accommodates a variety of uses, activities, and experiences.

Additionally, to address implementation constraints of large parcels, the WAP would enable sequencing of complex multi-phased developments.

City Planning Commission Special Permits and Authorizations

Though much of the proposal provides a future as-of-right zoning framework to achieve the stated land use objectives of the rezoning, the proposed actions would create three chair certifications and two new authorizations that may be pursued by applicants in the future:

- Create a City Planning Commission (CPC) authorization that would allow for additional flexibility in building envelopes for developments utilizing the new school floor area exemption rule within the new special district subareas.
- Create an authorization to provide a floor area bonus for the creation of public plazas within qualifying high-density zoning districts.
- Create a CPC chair certification to allow the transfer of development rights on contiguous zoning lots with common ownership that are otherwise separated by a mapped street on blocks within the waterfront subdistrict.

- Create a CPC chair certification to provide a floor area bonus to rezoned waterfront lots that provide additional active open space.
- Create a CPC chair certification to allow for the modification of height restrictions within zoning districts without height limitations within the Special Long Island City Mixed Used District following verification that said modifications would not pose a hazard to air navigation.

Mandatory Inclusionary Housing

The proposed actions include an amendment to Appendix F to establish MIH areas within the proposed M1-2A/R6A, M1-3A/R7A, M1-3A/R7X, M1-4A/R8A, M1-5A/R8, M1-6A/R9, M1-6/R10, M1-6A/R10 districts of the Special LIC District.

Mapping these districts as MIH areas would require a share of new housing to be permanently income-restricted where significant new housing capacity would be created. The MIH program requires permanently income-restricted housing within new residential developments, enlargements, and conversions from non-residential to residential use within the mapped MIH areas. The program requires permanently income-restricted housing to be set aside for all developments over 10 units or 12,500 zoning square feet within the MIH areas or, as an additional option for developments below 25 units and 25,000 square feet, a payment into an affordable housing fund.

The MIH program includes three options that pair set-aside percentages with different income-restricted levels to reach a range of low and moderate incomes while accounting for the financial feasibility tradeoff inherent between income levels and size of the affordable set-aside. Option 1 requires 25 percent of residential floor area to be income-restricted for households with incomes averaging 60 percent of the Area Median Income (AMI). Option 1 also includes a requirement that 10 percent of residential floor area be income-restricted at 40 percent of AMI. Option 2 requires 30 percent of residential floor area to be income-restricted to households with an average income of 80 percent AMI. Option 3, known as the “Deep Affordability” option, requires that 20 percent of residential floor area be made income-restricted to residents at an average of 40 percent AMI.

Options 1, 2, and 3 cannot be targeted to residents with incomes above 130 percent AMI. Option 4, known as the “Workforce” option, for markets where moderate- or middle-income development is marginally financially feasible without subsidy, requires a 30 percent set-aside at AMIs averaging 115 percent and does not allow public funding or income bands above 135 percent AMI. Option 4 cannot be mapped as a standalone option and can only be applied alongside Options 1, 2, or 3.

Designation of an Urban Development Action Area, Approval of an Urban Development Action Area Project, and Disposition of City-Owned Property

The proposed actions include the designation of a UDAA, approval of a UDAAP, and disposition of a City-owned site located on Block 24, Lot 7.

The development site located at Block 24, Lot 7 consists of underutilized property that tends to impair or arrest the sound development of the surrounding community, with or without tangible physical blight. Incentives are needed in order to induce the correction of these substandard, insanitary, and blighting conditions. The project activities would protect and promote health and safety and would promote sound growth and development. The development site is therefore eligible to be a UDAA and the proposed project is therefore eligible to be a UDAA project pursuant to Article 16 of the General Municipal Law.

The City-owned development site located at Block 24, Lot 7 is proposed for disposition to a developer to be selected by HPD.

Proposed Disposition of Non-Residential City-Owned Property

The proposed actions include the disposition of City-owned property under the jurisdiction of NYCPS and SBS on Block 488, Lots 15 and 11, and Block 489, Lots 1 and 23, in an area generally bounded by 44th Drive to the south, Vernon Boulevard to the east, the East River to the west, and a point approximately 300 feet north of 44th Drive. This action would allow for the disposition of

City-owned property to enable the future redevelopment of these sites to accommodate future housing, waterfront open space, and a mix of commercial, retail industrial, or community-oriented uses. Such community-oriented uses could include workforce development, arts and culture, educational, or other spaces. City map amendments included in the proposed actions would bisect these development sites, creating two zoning lots with secondary frontage on the newly created public street. In addition to the proposed development, waterfront portions of the proposed disposition sites will be constructed to create new waterfront open space. In coordination with the certification of the proposed actions, EDC intends to release a Request for Information (RFI) seeking proposals for the adaptive reuse of the Vernon Building. Following the approval of the proposed actions, the City will work with stakeholders and gather community input to inform future approaches to these sites, which may include releasing one or more competitive RFPs seeking respondents to undertake the redevelopment of the project sites.

The proposed actions include the disposition of City-owned properties located on Block 428, Lots 12, 13, 16 and Block 429, Lots 13, 15, 29. This action facilitates the disposition of a negative easement on the undevelopable lots that contain the ramps to Ed Koch Queensboro Bridge. As a result of the zoning map amendments included in the proposed actions, the total zoning floor area available to be transferred on both blocks is approximately 153,000 square feet and 183,000 square feet on Block 428 and Block 429, respectively. Following the approval of the disposition actions, EDC will sell the development rights to interested parties on adjacent zoning lots through a competitive RFP process. The development rights will be used on receiving sites for an as-of-right use pursuant to zoning or subject to future discretionary approvals, if necessary.

Proposed Combination Acquisition and Site Selection of Property

The proposed actions include a combined acquisition and site selection of property by the City. DCAS and EDC are seeking the acquisition and site selection of waterfront portions of a property located on Block 488, Lot 114. This action would allow the City the ability to acquire an easement to create publicly accessible open space along the East River waterfront. EDC, on behalf of the City, is in the process of negotiating the terms of this agreement with Con Edison, the owner of the site. The easement area would be located along the entirety of the approximately 890 linear

feet of waterfront at a depth ranging from 40 to 60 feet from the shoreline edge. The portion of the site contemplated for acquisition is primarily used today for parking and underutilized open space along the bulkhead area. It is anticipated that the Con Edison Learning Center and accessory functions will remain open and operational on the site; however, portions of the parking lot may require alteration depending on the width of the easement agreed upon. Access to the waterfront open space would be provided through the western portion of 43rd Avenue, a mapped street owned by the City and currently occupied by the Department of Sanitation (DSNY). Following the acquisition of the privately owned waterfront easement, it is anticipated that DSNY will relocate and the western portion of 43rd Avenue will be improved by NYC DOT standards. Creating publicly accessible open space on this stretch of land would help remove a key barrier to realizing a continuous, connected greenway connecting from Gantry State Park to Queensbridge Park in Long Island City.

Proposed Changes to the City Map

The proposed actions include changes to the City Map to:

- Narrow 44th Drive west of Vernon Boulevard, from 100 feet to 85 feet;
- Widening 45th Avenue west of Vernon Boulevard, from 30 feet to 46 feet;
- Eliminate, discontinue, and close the terminus of 44th Drive west of the western streetline of 5th Street;
- Eliminate, discontinue, and close 44th Road west of Vernon Boulevard;
- Eliminate 44th Avenue west of Vernon Boulevard;
- Establish an extension of 5th Street running north from 44th Drive and an extension of 44th Avenue running west of Vernon Boulevard, with an intersection of these two elements;
- Remap 44th Road west of Vernon Boulevard with a new alignment that tracks existing property lines

The proposed changes to the City Map are intended to rationalize the street network and enhance circulation along the waterfront. The proposed de-mapping of and mapping of new streets would also facilitate redevelopment of City-owned land for a mix of uses including significant amounts

of affordable housing along with community facility, commercial, light manufacturing, open space, or other uses allowed under the proposed zoning. The proposed mapping actions on Blocks 488 and 489 would reconnect the area to the street grid and surrounding communities and support the redevelopment and remediation of large vacant and underutilized sites. The proposed street widening would enhance circulation and access to light and air on adjacent lots. In addition, existing grades near existing and proposed 5th Street would be raised to improve resilience of the new developments along the waterfront.

ENVIRONMENTAL REVIEW

This application (C 250176 ZMQ), in conjunction with the related applications (N 250177 ZRQ, C 250175 HAQ, C 250178 PCQ, C 250179 PPQ, C 250180 PPQ, and C 250176 MMQ), 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 25DCP001Q. The lead is the City Planning Commission.

It was determined that the proposed actions may have a significant impact on the environment, and that an Environmental Impact Statement (EIS) would be required. A positive declaration was issued on July 12, 2024, and distributed, published and filed. Together with the positive declaration, a draft scope of work for the Draft Environmental Impact Statement (DEIS) was issued on July 12, 2024. A public scoping meeting was held on August 12, 2024, and the final scope of work was issued on April 18, 2025.

A DEIS was prepared and a Notice of Completion for the DEIS was issued on April 18, 2025. Pursuant to the SEQRA regulations and the CEQR procedures, a joint public hearing was held on the DEIS on May 21, 2025, in conjunction with the public hearing on this ULURP item (C 250176 ZMQ), and related items (N 250177 ZRQ, C 250175 HAQ, C 250178 PCQ, C 250179 PPQ, C 250180 PPQ, and C 250224 MMQ).

A Final Environmental Impact Statement (FEIS) reflecting the comments made during the public hearing was completed, and a Notice of Completion of the FEIS was issued on August 22, 2025. The proposed actions as analyzed in the FEIS identified significant adverse impacts with respect to community facilities, open space, shadows, historic and cultural resources (architectural), transportation (traffic, transit, and pedestrians), air quality (mobile source), noise (mobile source) and construction activities (transportation, air quality, noise). The identified significant adverse impacts and proposed mitigation measures under the proposed actions are summarized in Chapter 21, “Mitigation” of the FEIS.

Significant adverse impacts related to hazardous materials, air quality, and noise would be avoided through the placement of (E) designations (E-848) on selected projected and potential development sites as specified in Chapters 10, 15, and 17, respectively of the FEIS.

WATERFRONT REVITALIZATION PROGRAM CONSISTENCY REVIEW

This application (C 250176 ZMQ) in conjunction with the applications for the related actions (N 250177 ZRQ), were reviewed by the City Coastal Commission for consistency with the policies of the New York City Waterfront Revitalization Program (WRP) as amended, approved by the New York City Council on October 30, 2013, and by the New York State Department of State on February 3, 2016, pursuant to the New York State Waterfront Revitalization and Coastal Resources Act of 1981 (New York State Executive Law, Section 910 *et seq.*). The designated WRP number is 25-025. This action was determined to be consistent with the policies of the New York City Waterfront Revitalization Program. **UNIFORM LAND USE REVIEW**

On April 21, 2025, this application (C 250176 ZMQ) and the related applications, (C 250175 HAQ, C 250178 PCQ, C 250179 PPQ, C 250180 PPQ, and C 250224 MMQ) were certified as complete by DCP and were duly referred to Community Boards 1 and 2, to the Queens Borough President, and to the Queens Borough Board, in accordance with Title 62 of the Rules of the City of New York, Section 2-02(b), along with the related application for a zoning text amendment (N 250177 ZRQ) for information and review, in accordance with the procedures for referring non-ULURP matters.

Community Board Public Hearing

Queens Community Board 1 held a public hearing on this application (C 250176 ZMQ) and the related applications (N 250177 ZRQ, C 250175 HAQ, C 250178 PCQ, C 250179 PPQ, C 250180 PPQ, and C 250176 MMQ) on May 21, 2025, and, on June 17, 2025, by a vote of 22 in favor, eleven in opposition, and two abstaining, adopted a resolution recommending conditional approval of the application.

Queens Community Board 2 held a public hearing on this application (C 250176 ZMQ) and the related applications (N 250177 ZRQ, C 250175 HAQ, C 250178 PCQ, C 250179 PPQ, C 250180 PPQ, and C 250224 MMQ) on May 21, 2025, and, on June 18, 2025, by a vote of 36 in favor, seven in opposition, and no abstentions, adopted a resolution recommending conditional approval of the application.

The complete Community Board 1 and Community Board 2 resolutions are appended to this report.

Borough President Recommendation

The Queens Borough President held a public hearing on this application (C 250176 ZMQ) and the related applications (N 250177 ZRQ, C 250175 HAQ, C 250178 PCQ, C 250179 PPQ, C 250180 PPQ, and C 250224 MMQ) on June 26, 2025, and, on July 28, 2025, adopted a resolution recommending conditional approval of the application. The full recommendation is appended to this report.

City Planning Commission Public Hearing

On July 16, 2025 (Calendar No. 12), the City Planning Commission scheduled July 30, 2025, for a public hearing on this application (C 250176 ZMQ) and the related applications (N 250177 ZRQ, C 250175 HAQ, C 250178 PCQ, C 250179 PPQ, C 250180 PPQ, and C 250224 MMQ). The hearing was duly held on July 30, 2025 (Calendar No. 25). 45 speakers testified in favor of the application and eight in opposition.

Speakers in favor of the application included representatives from regional and local advocacy groups including the Regional Plan Association (RPA), New York Building Congress, LIC Neighborhood Partnership (LICNP), the Hunter's Point Park Conservancy; representatives from arts and culture organizations including Museum of Modern Art (MOMA) PS1 and Culture Lab LIC; groups representing property owners including Plaxall and the Real Estate Board of New York (REBNY); and members of Community Board 2. Additional speakers in favor included area residents, small business owners, and smaller property owners.

A representative from the RPA spoke in strong support of the plan, stating that while the area's population has been growing, the demand for housing has been outpacing the supply; in particular, affordable housing. The representative acknowledged the plan as a comprehensive and collaborative effort to address myriad challenges, including addressing open space and infrastructure needs. The representative expressed support for the creation of a connected public waterfront between Gantry State Park to Queensbridge Park by updating the WAP, stating that appropriate resiliency and design standards include stricter elevation requirements and including a variety of active and passive uses would help to mitigate climate change impacts and coastal flooding on waterfront sites. The representative recommended including all parcels within the Waterfront subarea, including the Con Edison facility and properties between 44th Avenue and the Queensboro Bridge.

The director of policy and research for the New York Building Congress, which represents over 500 organizations and over 250,000 trade workers, expressed strong support for the plan. They applauded the extensive community engagement process the plan undertook, which led to a comprehensive, community-informed proposal that adequately addresses LIC's pressing needs for affordable housing, public open space, and climate resilience. They noted the 4,000 income-restricted units proposed, stating that this would help to alleviate the City's housing crisis while also providing a wide range of housing for families at all income levels. They expressed support for investments in sewer infrastructure to address current flooding issues and prepare for future climate change risks; the proposed new school seats to ensure that schools can keep pace with the growing population; and the proposal to transform areas beneath the Queensboro Bridge into

vibrant public spaces along the waterfront, linking the broader community with Queensbridge Park.

The vice president of economic development of the LICNP spoke in support of the plan, describing it as a vital step towards a more equitable and sustainable future for the neighborhood, particularly by adding a significant number of housing units, investing in infrastructure, and prioritizing waterfront access. They noted that the plan should include ways to support arts and culture in the neighborhood by expanding opportunities for creative uses.

The president of the Hunters Point Park Conservancy testified in support of the plan and noted that after a decade of involvement in various public and private planning efforts in LIC, they were optimistic to see a plan move forward. They were encouraged by the plan's creation of new open space by improving underutilized and vacant sites along Vernon Boulevard and under the Queensboro Bridge, noting LIC's already low ratio of publicly accessible green space per capita, ranking 57th out of 59 districts. They expressed support of Community Boards 1, 2, and the Borough President's approvals with conditions.

The director of MOMA PS1 spoke in favor of the plan and described the institution as an anchor for art and cultural programming in LIC, welcoming over 150,00 visitors and contributing millions into the local economy annually. They noted that the plan has inspired them to be more ambitious in providing more open space, including opening their Jackson Avenue wall, renovating their court yard as ADA-accessible green space, and opening up their first floor for space for learning and creative exploration for children and families. They noted the Borough President's recommendation to include their capital project for community programmatic needs as part of the plan. They also stated the need for zoning incentives for developers to provide affordable space for local artists and non-profits.

Three representatives of Plaxall, a large property owner within the project area, spoke in favor of the plan, calling it a critical step in supporting the many changes that have transformed LIC from an industrial neighborhood to a mixed-use one. They noted the growing trend of families leaving

LIC for other nearby Queens neighborhoods due to the lack of affordable family-friendly homes and supported the plan's goal to create more than 4,000 units of income-restricted housing as well as providing new school seats, thereby giving confidence to families that they can raise their children in the area. They highlighted that the addition of these 4,000 units would be 45 percent larger than the 3,000 affordable units that will be available at Hunter's Point South at full build, creating more opportunities for those seeking affordable housing in LIC. They observed that the proposed flood protections measures around Anable Basin, through a combination of raised shorelines and the elevation of new and existing streets, will create new protections from the threat of sea level rise in the face of climate change. They expressed support for Community Boards 1, 2, and the Borough Presidents' recommendations for approval of the plan with conditions.

The director of urban planning for REBNY, a trade organization for the real estate industry, testified in strong support of the plan, calling it a critical step toward increasing housing production in one of the fastest growing neighborhoods in the city. In addition to the proposal, they noted new tools available through the City of Yes for Housing Opportunity, such as the active recreation bonus, which would help facilitate housing development while creating publicly accessible open spaces for residents while improving the public realm. They highlighted the creation of continuous public waterfront access along the East River, citing that it would enhance neighborhood cohesion and improve the pedestrian experience.

The chair of Community Board 2 spoke in favor of the plan, noting that the board represents the majority of the rezoning area. They acknowledged the many changes that have occurred in LIC over the past decades, including a growing population and the emergence of more art, tech, and finance industries, and supported the approach to shape the future. They noted the challenges young families face who want to stay in the neighborhood due to the lack of homeownership opportunities and stable affordable rental apartments. They noted that the mapping of an MIH area with Options 1, 2 and 3 would help families stay in place. They reiterated the board's overall support of the plan and conditions related to infrastructure, housing, school seats, climate resiliency, and accountability – and expressed an interest in working with developers on

agreements to provide community benefits. They asserted the importance of city agencies remaining as partners through adoption and implementation of the plan by tracking progress and delivering on commitments.

These individuals were joined by additional speakers in favor of the proposal, including smaller property owners voicing strong support for the plan for addressing interconnected issues related to affordable housing, school seats, infrastructure, and open space needs. Many speakers resounded the need to create thousands of new housing units, including income-restricted units, in transit-rich, centrally located neighborhoods like LIC. Speakers in favor of the plan largely supported this objective in addition to the creation of a connected public waterfront from Gantry State Park to Queensbridge Park and meaningful investments in infrastructure.

Eight speakers testified in opposition to the plan, including members of Community Board 2; a representative from Culture Lab, a local arts organization; and representatives from local advocacy organizations including the Court Square Civic Association and the Western Queens Community Land Trust (WQCLT). These representatives were joined by local residents and small property owners.

Two members of Community Board 2 stated that while in favor of new open space, income-restricted housing, and more school seats, the plan does not adequately address these needs. They stated that income-restricted units proposed under MIH do not meet the needs of low-income and working-class residents and when coupled with market rate units, the anticipated developments would accelerate displacement of economically vulnerable residents. They warned that without a commitment to creating new open space beyond the continuous public waterfront proposed to connect Gantry State Park to Queensbridge Park, relying on private developers to provide open space risks not yielding any at all; only further exacerbating the issue of LIC's already low open space ratio per capita, ranking nearly last in the city. They expressed concerns over the proposed 70+-foot buildings across the street from NYCHA Queensbridge Houses and potential adverse impacts of light and air, in addition to the lack of investments in capital improvements in nearby NYCHA campuses. They urged the Commission to oppose the plan unless the conditions

outlined by Community Boards 1 and 2 were incorporated.

The executive director of Culture Lab, a local arts organization representing 112 working artists within the project area, stated that the plan needs to go further to ensure protection for existing artists, musicians, and arts organizations from displacement. They emphasized the importance of arts and culture as an essential part of the neighborhood, encouraging tourism, its significant contribution to the local economy, and providing jobs. They stated that the following be incorporated into the plan: 1) zoning incentives to provide free or affordable space for artists; 2) a developer-funded LIC arts fund, managed by a third-party non-profit with transparency; 3) investment in cultural infrastructure such as an amphitheater and local artist-led installations; and 4) partnerships with schools and city agencies to embed arts in LIC's long term plans. They highlighted the importance of partnerships with developers to ensure community benefits and stated that Plaxall has been providing a model for this type of partnership by donating space to Culture Lab, thereby delivering economic and cultural contributions to the neighborhood.

A representative from the Court Square Civic Association expressed that while in favor of more public open space, the plan fails to ensure the creation of these spaces, stating that the DEIS reflects a decrease: while 4.38 acres would be created along the waterfront, open space across the project area would drop by 20 percent and active open space would drop to .2 acres per 1,000 residents, which is below the City's own guidelines of 2 acres per 1,000 residents. They raised the mandate outlined in Local Law 1065 which requires the City to increase tree canopy by 30 percent and while the Court Square area only has 5 percent tree canopy, the DEIS fails to address this deficit. They expressed strong concern over the proposed R9 and R10 zoning districts within a flood zone, unrestricted height limits, and the exacerbating effects on LIC's already low open space ratio. They stated that the proposed M1-4A/R8A district on 44th Avenue would encourage development that is out of context with the surrounding area and should instead be modified to M1-3A/R7A and extended to 44th Road. Expressing similar concerns over out-of-scale development, they warned that the proposed M1-6A district should not be mapped along 44th Drive.

Representatives from the WQCLT expressed support for more income-restricted housing but voiced concerns that MIH does not achieve the level of affordability local residents need to prevent displacement. Deeply concerned about potential gentrification and displacement, they recommended that the City provide deeper affordability than what MIH requires, especially on public sites, and codify displacement measures for industrial businesses in manufacturing zones. While supportive of a transformation of the DOE-owned building located at 44-36 Vernon Boulevard, they described a community-led vision of a future outcome of the site which includes affordable commercial space for small businesses, a commissary kitchen space for restaurant workers embarking on new food businesses, affordable studios for local artists, and light manufacturing space. Concerned with the proposed increases in density, they argued that infrastructure improvements to the sewer system, the transit network, and adding new school seats must be promised as part of the plan before any new construction begins and were particularly concerned about building in the floodplain. They also voiced distress over the unlimited height cap on the sites across from NYCHA Queensboro Houses and the lack of capital improvement funding for nearby NYCHA campuses. They reflected that they were not anti-development; but they are pro-equitable development and urged the Commission to vote in opposition to the plan until significant changes that prioritizes the well-being of vulnerable populations within the project area and protects residents, small business owners, and industrial uses from displacement.

Additional speakers, including area residents, expressed opposition to the current plan's proposal and supported the WQCLT's vision for the DOE-owned building as an affordable mixed-use hub for local businesses and artists. They voiced concerns over the possible displacement of existing businesses within the IBZ and that the proposed zoning districts would facilitate unaffordable new developments and drastically change the existing community in which small businesses and creatives can thrive. They highlighted the need for City commitments to upgrade the storm and wastewater system before adding tens of thousands of new units as the existing system is already exacerbated, causing unsanitary sewer backups during even moderate rain events. They encouraged the Commission to modify the plan to incorporate conditions outlined by Community Boards 1 and 2 and to support the WQCLT's proposal to turn the DOE-owned site

into an affordable community hub.

There were no other speakers and the hearing was closed.

The Commission also received written testimonies, which included testimony both in support of and in opposition to the proposal reflecting a broad mix of perspectives, submitted by community organizations, economic development groups, housing advocates, area residents, workers, developers, property owners, and more. Written testimonies expressed strong support for building permanently income-restricted housing on the City-owned sites. Supporters assert that the area's advantageous geographic centrality within the city, the abundance of transit resources, and opportunities along the waterfront, make the project area an opportune location for growth. Supportive testimonies praised the plan's proposal to update outdated zoning to deliver thousands of new homes and welcome the provision of MIH to facilitate much-needed income-restricted housing to address the City's housing crisis and to allow residents to stay in the neighborhood. Supporters also welcomed the proposal's efforts to create new open spaces, address flood risk, add new school seats, and transform underutilized city-owned sites. Written testimonies further urged the City for capital investment commitments and a timeline for implementation, including upgrading sewer and plumbing infrastructure, new schools, and additional capital commitments from NYCHA that goes beyond already-funded projects.

Critics of the plan acknowledged the need for more income-restricted housing but expressed concerns about possible displacement of existing residents and small businesses and stated the need for deeply affordable housing, asserting that MIH does not provide housing that is affordable enough for area residents. Multiple testimonies raised objections to the density of the proposed zoning districts, in particular, the M1-6A/R10 district proposed to be mapped across the street from NYCHA Queensbridge Houses, stating that the towers that could be developed as-of-right within that district could cast shadows on the NYCHA campus and would fuel gentrification. There were also concerns about the M1-4A/R8A district proposed to be mapped on the 44th Drive corridor, stating that it would allow buildings that are out of scale with the existing built character. Many testimonies in opposition of the plan supported the WQCLT's

vision for the DOE building (44-36 Vernon Boulevard) to provide affordable commercial and community facility spaces for small businesses, artists, and non-profits. Both testimonies in support of and in opposition stated strong support for new income-restricted housing and new open space.

CONSIDERATION

The Commission believes that this application for a zoning map amendment (C 250176 ZMQ), and the related applications (N 250177 ZRQ, C 250175 HAQ, C 250178 PCQ, C 250179 PPQ, C 250180 PPQ, and C 250224 MMQ), as modified herein, is appropriate.

The Commission finds the proposed actions appropriate for a centrally located, transit-rich, mixed-use neighborhood with excellent access to jobs, services, and amenities, with opportunity for diverse job growth and workforce development. LIC has seen transformative change in recent decades, starting with the 1995 Long Island City Framework which identified central LIC as an area with significant potential for office, retail, and residential development. Over the past three decades, the Commission recognizes the global, economic, and environmental events that have changed the landscape of the neighborhood. Planning efforts that sought to leverage LIC's proximity to Manhattan business districts and envisioned the neighborhood to develop into a mixed-use composition for LIC with a thriving commercial business district as the main catalyst for this change, did not come into full fruition because of the tragic historical event of 9/11, and soon thereafter, the Great Recession, Hurricane Sandy, and, most recently, the global COVID-19 Pandemic. By the late 2010s, the area had shifted to a mostly residential market. The Commission recognizes that the proposed actions are consistent with current citywide policy goals to facilitate the production of both market-rate and income-restricted housing – particularly in high-opportunity neighborhoods well-served by transit – and to support a diverse and inclusive economy.

The Commission notes that the existing manufacturing districts, particularly within the Waterfront, Corridors, and Core and Queens Plaza subareas, continue to prohibit new housing. This outdated framework not only prevents New Yorkers from living in one of the city's most opportunity-rich neighborhoods, but it also constrains the area's ability to adapt to new patterns

of living and working. The Commission observes that the zoning districts within the project area have remained largely unchanged for decades, precluding new development while facilitating the status quo that has resulted in large, underutilized sites predominating LIC's waterfront and other significant parcels within the project area. The proposed actions will correct this imbalance by permitting new housing as-of-right and mandating income-restricted housing by mapping MIH, and expanding opportunities for community facility uses while continuing to allow the full range of non-residential uses – including office, retail, and light manufacturing – that defines LIC's diverse, mixed-use character. The Commission finds that as LIC continues to grow, the proposed actions present an opportunity to create new open space that supports resiliency efforts in the face of climate change and supports a continuous public waterfront from Gantry State Park to Queensbridge Park. The establishment of up to six acres of publicly accessible waterfront open space will create an important open space network for both the local LIC community and the city as a whole. The Commission strongly supports the 2021 New York City Comprehensive Waterfront Plan's goal of increasing New Yorkers' access to the waterfront and commends the provisions in the proposed actions that will create a vibrant, active, and resilient waterfront.

The Commission heard testimony from speakers in support of and in opposition to the OneLIC Plan who identified climate resiliency as a top priority. The Commission finds that the proposed actions, combined with other citywide resiliency initiatives, represent a tremendous opportunity to address LIC's vulnerability to climate change while also addressing the city's housing crisis. Flood risk is particularly high for the low-lying sites around Anable Basin, which according to coastal flood maps will be among the first to flood under high tide conditions in the future, and serve as an entry point for flooding in LIC more broadly. By unlocking development along the waterfront and ensuring it delivers resilient open space, the proposed actions will support critical climate adaptation measures in a far more coordinated manner than can be achieved by existing conditions or through a piecemeal approach to development. The Commission notes that for the purpose of coastal flood resilience, the proposed WAP sets a minimum elevation for circulation paths within the shore public walkways and that this elevation is based on the New York City Panel for Climate Change's high-end projections for sea level rise through the 2100s.

The Commission understands that the City uses other strategies to reduce flood risk in addition to increasing coastal flood resilience at or near the shoreline. Appendix G of the NYC Building Code requires that all new or improved buildings within the 1 percent annual chance floodplain meet flood resilient construction standards. These standards exceed those of FEMA and are intended to help new and improved buildings withstand storm surge. The Commission notes that buildings designed to these standards suffered far less damage and disruption from Hurricane Sandy than buildings that were not. The Commission recognizes that the Proposed Actions support the layering of these strategies, and that a significant amount of flood resilient construction will be delivered upon the development of sites within and outside of the Waterfront subarea. This development will play an important role in expanding the city's stock of resilient housing units.

The Commission also recognizes the City's efforts to increase the resilience of industrial areas. The Commission notes that sites within the Industrial subarea must follow strict regulations on the storing and processing of water reactive chemicals or any chemical that may become flammable, explosive, or pose other environmental danger in case of flooding. These chemicals are prohibited in the 1 percent annual chance floodplain. The Commission is pleased that The Right-to-Know program administered by DEP involves conducting facility inspections to ensure compliance with regulations related to the storage and segregation of hazardous substances above the 1 percent annual chance floodplain level.

The Commission recognizes that while the proposed actions are a critical step to addressing LIC's vulnerability to coastal flooding, the city will need to take subsequent action to further reduce this risk. The Commission notes the newly created Bureau of Coastal Resiliency within the DEP will lead and coordinate the planning, implementation, and operation of the City's coastal resilience infrastructure. The Commission urges the Department of City Planning to work closely with the Bureau of Coastal Resiliency to continue to develop long term strategies for keeping residents safe and improving the quality of life in New York's waterfront neighborhoods, including LIC.

The Commission also heard testimony regarding the need to identify strategies to address stormwater flooding. The Commission recognizes new development will play an important role in managing stormwater flooding as a result of DEP's Unified Stormwater Rule. This rule requires new development to hold stormwater on site during wet weather events to reduce combined sewer overflows into the city's water bodies. Together, the stormwater rule and the proposed actions are a critical tool for turning LIC into a resilient neighborhood where new development does not just provide new homes, jobs, and open space, but also acts as an extension of the city's ever-expanding green infrastructure network.

The Commission also notes that DEP is actively investigating stormwater flooding hot spots in LIC. Once a spot is identified, DEP can implement tailored solutions to address the flooding, such as vectoring and degreasing sewers. The Commission also recognizes DEP is working on an amended Drainage Plan for LIC that will deliver clarity on stormwater flooding in the area and potential investment needs. The Commission urges DEP to complete this plan in a timely manner.

Zoning Map Amendment (C 250176 ZMQ)

The Commission recognizes that the OneLIC Plan looks to address the needs of the city that have accumulated over the years, including the need for housing while mandating income-restricted housing. The Commission notes that the facilitation of residential development will be achieved in part by the establishment of M1-5A/R8 and M1-6A/R9 zoning districts within the Waterfront subarea, the establishment of M1-2A/R6A, M1-3A/R7A, M1-3A/R7X, M1-4A/R8A, and M1-5A/R8 districts along the Corridor subarea and the establishment of M1-6/R9, M1-6A/R10, and M1-6/R10 along the Core and Queens Plaza subarea.

The Commission finds the proposed zoning districts for the four subareas, including the Industrial subarea, appropriate, and notes that this zoning approach was developed with attention to nuance and is responsive to the distinct characteristics of each subarea.

The Commission recognizes that the proposed zoning districts within the Waterfront subarea would unify neighbors south of Anable Basin with those north of the Queensboro Bridge by encouraging the redevelopment of large, underutilized lots along the waterfront. Changing zoning from a low-density manufacturing district to high-density mixed-use districts, M1-5A/R8 and M1-6A/R9, could generate significant housing while requiring income-restricted housing by mapping an MIH area, where it is not permitted today. The Commission notes that there are lots not being rezoned along the waterfront for increased residential capacity, and therefore the existing floor area that they generate and transfer to a proposed development site would not be subject to MIH.

The Commission notes that within the Corridor subarea, medium-density districts (M1-3/R7A, M1-3A/R7X, M14-A/R8A, and M1-5A/R8) will allow for more residential growth, require income-restricted housing through MIH, and align with the surrounding Hunters Point neighborhood. The Commission recognizes that the highest densities within this subarea are proposed along 44th Drive, a prominent, wide corridor, and are near transit, and more moderate densities will be in context with the lower density character near Murray Playground. The Commission notes that when paired with updated streetscape regulations, new development will enhance the public realm along 44th Drive and Vernon Boulevard by limiting conflict between pedestrians and vehicular traffic and activate ground floor spaces that line the sidewalk.

Within the Core and Queens Plaza subarea, the Commission finds the highest-density mixed-use M1-6A/R10 district between Queens Plaza South and 41st Avenue, appropriate, as significant mixed-use development would be generated in an area close to transit and alongside neighborhood-serving commercial and industrial uses. M1-6/R9 and M1-6/R10 districts near Queens Plaza match the surrounding density in Court Square. The Commission appreciates the significant amount of housing and job-generating uses that this zoning will facilitate in this area while mandating the inclusion of MIH units. The Commission heard numerous testimony calling for the need for more open space beyond the proposed public waterfront connecting Gantry State Park with Queensbridge Park and notes that the plan's public plaza bonus, outlined in these district regulations, will incentivize open space with clear design standards and requirements for

quality and amenities, thereby expanding the area's open space network and improving navigation and wayfinding in the areas around Queens Plaza.

The Commission recognizes the importance of encouraging job growth by balancing the preservation of and growth of the existing industrial hub in LIC, identified by the OneLIC Plan as the Industrial subarea. The Commission finds that the proposed M1-4A, M1-5A, and M1-6A zoning districts will maintain industrial uses allowed in this area today, while encouraging job-generating uses through the additional density allowances of these districts. The Commission notes that these districts are designed to foster industrial and commercial growth in sectors such as offices, film production, food production, and other industries that have been emerging in the area. The Commission commends the use of the newly created M1A district from the *City of Yes for Economic Opportunity* text amendment, which was designed to allow for more flexible development at a range of industrial intensities, and can support varying building typologies such as multi-story loft-style buildings that are historically common and effective for industrial businesses but can no longer be developed under current zoning rules. The Commission notes that the highest densities are proposed closest to Queens Plaza to bring new jobs closest to transit and to serve as a transition from the existing context towards the waterfront.

The Commission heard numerous testimonies supporting the creation of a connected public waterfront spanning from Gantry Plaza State Park to Queensbridge Park and supports the plan's innovative revisions to the existing Northern Hunters Point WAP to help realize this important open space resource. The Commission notes that the WAP sets forth the waterfront access framework, including where upland connections, visual corridors, shore public walkways, and supplemental public access areas would be required. The contiguous shore public walkway from Gantry Plaza State Park to Queensbridge Park would be constructed over time through a mixture of public and private investment.

The Commission recognizes the economic shifts that contribute to the decline in manufacturing and notes that there are no significant adverse impacts with respect to direct or indirect business displacement as identified in the FEIS. There are currently approximately 4,700 jobs in the study

area, 41 percent of which are 1,900 are industrial, of those 1,200 are manufacturing. Overall employment within the project area and citywide has declined in recent decades, with the exception to this decline in food manufacturing where the city recorded modest job gains over the past 20 years. Citywide, gains have occurred in cultural production, construction, transportation, and warehousing. A small but growing industry of makers of cultural and artisanal food production has appeared in the study area in recent years. The Commission notes the plan's consistency with the citywide IBZ policy by continuing to prohibit residential development and allowing only commercial and industrial uses within much of the Industrial subarea. The new M1A district will be mapped in the IBZ as an effort to maintain this industrial character while encouraging the development of more modern industrial uses, thereby attracting businesses and workers that are aligned with such job trends to the area.

The Commission recognizes and appreciates testimony and public comments expressing support by local business owners, the appeal of a large nearby customer base, and ease of transit access. Additionally, the Commission notes the agency's work and collaboration with LIC Partnership (LICP), an industrial business service provider who works with the Department of Small Business Services (SBS) to connect LIC businesses to resources including grants. DCP is also working with SBS and EDC on the Citywide Industrial Plan, exploring ways to maintain and grow industry citywide.

The Commission heard testimony expressing the need to support existing arts and culture resources and appreciates elements of the OneLIC Plan that supports this important aspect of the neighborhood. The Commission notes that cultural and community-oriented recreation spaces such as open-air amphitheaters, performance stages, and gathering lawns, will be possible amenities for developers to provide on-site when opting for the floor area bonus for active recreation space as part of the updated WAP. The WPAA will also encourage the inclusion of public art within these public spaces. The Commission notes that additional support, including ZEO's consolidation of arts and manufacturing uses into a single use group, enables arts and cultural uses to locate throughout the project area as-of-right. The Commission also appreciates that the Create in Place initiative, launched by the Department of Cultural Affairs (DCLA),

which offers tailored support to arts and cultural institutions citywide including an interagency task force, a resource hub, a creative space network connecting organizations with underutilized space, and case support to navigate city requirements or assist with space transitions, is also available to existing and future artists and arts organizations.

The Commission finds the proposed zoning framework responds to LIC's central location, strong transit access, and potential to support both new housing and economic growth.

Zoning Text Amendment (C 250177 ZRQ)

The proposed zoning text amendment will map an MIH area within the M1-2A/R6A, M1-3A/R7A, M1-3A/R7X, M1-4A/R8A, M1-5A/R8, M1-6A/R9, M1-6M1-6/R10, and M1-6A/R10 zoning districts with all three MIH options available. The Commission finds that providing all MIH options will offer developers the flexibility to achieve deeper and broader affordability while ensuring permanently income-restricted housing in an area with extremely low rental vacancy rates.

The Commission notes that the zoning text amendment will modify the Special Long Island City Mixed Use District (LIC), expanding the general goals of this district by establishing streetscape regulations that will enhance the public realm and create safe, walkable corridors that activate the streetscape. The Commission believes that this will increase neighborhood diversity by broadening housing choices and creating physical and visual public access to and along the waterfront in all subareas, appropriately responding to LIC's history and current trends, while supporting housing creation alongside other key goals of the proposal.

The Commission notes that in conjunction with the modifications to the Northern Hunters Point Waterfront WAP, the proposed Special District regulations for the Waterfront subarea are driven by urban design principles that include but are not limited to a lively and engaged public realm, visual and physical connectivity to the waterfront, and thoughtful building-scale strategies that

consider the pedestrian experience and relationship to the waterfront. Ground floor areas facing the waterfront will be required to provide more access points, encouraging greater pedestrian activity along the water's edge. Lower base heights fronting Anable Basin will help to create a human-scale transition between the shore public walkway and the towers above. The proposed Special District carefully considered the location, form, and distribution of towers within the waterfront area to ensure sufficient light and air to the basin and public spaces within the Waterfront subarea. Visual connectivity to the waterfront from new development is maintained through tower spacing and height transition requirements, which also aid in creating a more dynamic skyline.

The Commission finds that the proposed modifications to the Special District WAP are responsive to numerous testimonies calling for quality open space in a neighborhood that is severely lacking. The Commission notes that the proposed WAP provides a tailored set of requirements per each of the 10 parcels located within the Waterfront subarea that responds to site-specific constraints and unique conditions found in this area of the neighborhood, such as Anable Basin and critical utility operations like the NY Power Authority's peaker plant. Similarly, the Special District WAP modifies underlying WPAA provisions to allow for more flexibility in elements, such as the waterfront public access areas, shore public walkways, supplemental public access areas, and screening. The Commission believes that these modifications will reduce prohibitive standards and provide necessary flexibility for amenities to support public uses within the Waterfront subarea.

The Commission notes that the Special District WAP also modifies site-specific requirements that increase the physical and visual connectivity to the waterfront through the mapping of visual corridors and upland connections in strategic locations within several of the parcels located along the Waterfront subarea that respond to existing corridors and adjacent land uses. The Commission appreciates that these requirements, coupled with improvements to the existing and proposed street network, will enhance the public realm and create a safer environment for pedestrians and cyclists alike, facilitating critical connectivity between the inland community and the waterfront.

Unique to the Special District, the WAP expands the type of activities and amenities, capitalizing on the unique settings of individual sites along Long Island City's waterfront to facilitate a variety of active and passive open space experiences. The Commission supports the creation of a new discretionary action for a residential floor area bonus to waterfront sites zoned M1-6A/R9 when additional open space is provided. The Commission further notes that this additional open space would be contiguous with required waterfront open space and must include active recreation programming, such as but not limited to sports courts, play areas, cultural spaces, and water-based recreation as outlined in the special district. In addition, the Commission acknowledges the modification of bulk regulations that complement the WAP regulations on the waterfront blocks. The Commission recognizes that the intent of these bulk modifications is to encourage the creation of appropriately sized and configured publicly accessible waterfront open space, whether through zoning lot merger or through other mechanisms that enable the construction of a contiguous public waterfront access area and provided that the lot is adjacent to the waterfront lot and that the owner of that adjacent lot has entered into a binding agreement to develop and maintain publicly accessible waterfront open space that will justify additional density on the site. The transfer of floor area will be permitted on contiguous zoning lots with common ownership that are otherwise separated by a mapped street on blocks within the waterfront subdistrict, enabling site planning flexibility while maintaining appropriate limits on bulk through specific height and setback limitations. The Commission notes that the modifications associated with Special LIC district along this waterfront will provide design flexibility for better building design and area.

The Commission is pleased that the proposed WAP ensures innovation in design quality that goes beyond the citywide standards established in waterfront zoning and establishes proactive measures to make LIC more resilient as the climate changes over time. The Commission notes that the WAP will establish a target elevation within the waterfront public access area that will provide protection from tidal flooding driven by sea level rise through the 2100s and flooding from low-level coastal storm events. The WAP will also permit and encourage a variety of shoreline treatments to create a dynamic and engaging ecosystem while enhancing coastal flood

resiliency. The Commission also notes that the proposal to amend the City Map includes the elevation of a new city street that will lift portions of waterfront sub-area well above future tidal flood depths and make it easier to implement building-scale flood resiliency measures.

The Commission heard testimony expressing concerns about the implementation and timing of a continuous build out along the waterfront. The Commission acknowledges that the sites along the waterfront are a combination of privately and publicly owned properties that will be built out over time, dependent on numerous factors including private interest and funding. However, the WAP anticipates incremental development of a continuous waterfront open space over a number of waterfront sites by requiring all sites to set aside a certain percentage of their lot area for publicly accessible open space and comply with all requirements for connections to that open space. The Commission notes that DCP's Chairperson's waterfront certification process is a safeguard to ensure compliance with all applicable design standards. The Commission is pleased that DCP will review each waterfront public access area established by the WAP to ensure compliance with the design standards for plantings, seating, lighting, and other amenities, while also ensuring sites developed under different timeframes are connected and seamlessly designed. The Commission notes that the Department of Buildings (DOB) cannot issue building permits for development until the Chairperson's waterfront certification process is complete, ensuring that applications meet all the requirements.

In addition to the open space bonus along the waterfront, the Commission notes the appropriateness of a maximum floor area bonus of up to 20 percent above base FAR for developments that deliver public plaza providing new publicly accessible open space in a neighborhood that needs more inland open space opportunities. For new development on lots with more than 25,000 square feet, these incentive zoning mechanisms complement the objectives of the LIC Plan by facilitating the potential creation of new public space. The Commission acknowledges that the public plaza bonus would require a separate discretionary action, which would provide future opportunities to evaluate public benefits and impacts. The Commission also recognizes that new residents place additional focus on the availability of public open space. While opportunities for new parkland are greatly limited by the lack of

publicly owned sites within the area, the Commission acknowledges that the public plaza bonus will provide measured relief and contribute to a more vibrant and active public realm by providing more areas for gathering and engagement with non-residential ground floor spaces. The Commission further notes that the City is engaged in efforts under the Queensboro Bridge, through the local Councilmember's initiative, to transform publicly owned sites into publicly accessible open spaces that will provide critical passive and active recreation space for the existing residents of Queensbridge Houses and the broader inland community.

The Commission further recognizes that the projected increase in residential population will place additional demands on community facilities, which are currently broadly prohibited under the existing manufacturing districts. It finds that proposed actions' extensive range of permitted community facility uses, including essential resources like public schools, will complement new housing. To support the integration of vital public infrastructure in LIC, the Commission finds the proposed floor area exemption of up to 150,000 square feet for new public schools to be appropriate, necessary, and responds to numerous public testimonies highlighting the need for additional school seats. This exemption is narrowly tailored to apply only to sites of at least 20,000 square feet—the School Construction Authority's (SCA) minimum site size for new school construction—and only when such schools are delivered pursuant to an agreement with the SCA. The Commission acknowledges that a separate discretionary action is required if development sites would need to increase their height, which would provide future opportunities to evaluate public benefits and impacts. In a neighborhood expected to see substantial new housing and job growth, the ability to facilitate new educational infrastructure without displacing residential or commercial floor area is a key element of a holistic planning strategy that prioritizes livability, equity, and long-term neighborhood vitality. In addition to educational infrastructure, the Commission heard numerous public testimonies raising concerns around the need for capital investments in public housing, parks, libraries, and water and sewer infrastructure. The Commission acknowledges DCP's ongoing efforts, working with partner agencies, to identify opportunities to address these concerns and needs.

Designation of Urban Development Areas (UDAA), Approval of Urban Development Action

Area Projects (UDAAP), and Disposition of City-Owned Properties (C 250175 HAQ) and Disposition of City-Owned Properties (C 250179 PPQ, C 250180 PPQ)

The Commission finds the UDAA designations, project approvals, and disposition of City-owned property appropriate. The Commission notes the UDAA and UDAAP of the city-owned site on Block 24, Lot 7 to facilitate the development of approximately 320 new 100 percent income-restricted housing units, with space for potential community facility uses. The Commission recognizes that the programing, unit mix or affordability breakdown of this site has not yet been determined and that HPD will facilitate an engagement process with the local Councilmember and the community in the future to determine the desired affordability levels for this site. The Commission acknowledges that feedback garnered from the plan's community engagement process, as well as numerous public testimonies, expressed a strong desire for this site to include deeply affordable units with varying unit types, including larger family-sized units. In response to public feedback about the need to protect existing tenants from possible displacement, the Commission is pleased that HPD's Partners in Preservation and the Tenant Harassment Prevention Task Force actively engaging with the LIC community. The Commission further notes the challenges to provide 100 percent affordable housing on city-owned sites but strongly encourages this route.

The Commission notes the lots under the ramps to the Ed Koch Queensboro Bridge are also subject to disposition approval at Block 428, Lots 12, 13, and 16, and Block 429 Lots 13, 15, and 29. The Commission acknowledges this disposition action is necessary for the City to enter into any future agreements with private entities on the adjoining privately owned sites and would allow the City to maintain control over what development rights are conveyed for the greater need of the City. The Commission understands project development would occur through a future Request for Proposal (RFP) process, where detailed programmatic requirements, such as open space, would be outlined in the RFP.

Acquisition and Site Selection (C 250178 PCQ)

The Commission finds the acquisition and site selection for part of Block 488, Lot 114 on the Con Edison property, appropriate. The Commission acknowledges that approval of this action would grant the city the ability to acquire the waterfront portion of this lot in the future, which would facilitate a continuous connection along the shoreline.

Related City Map Amendment (C 250224 MMQ)

The Commission believes the City Map amendments are appropriate. The Commission acknowledges that the existing street network is substandard and does not provide sufficient access to waterfront parcels. In order to enhance circulation and right-size streets to create a distinct waterfront, the Commission supports a series of changes to the City Map, including establishing a new loop road, connecting 45th Avenue with 44th Avenue, eliminating, discontinuing, and closing street ends at 44th Dr and 44th Road, widening substandard streets at 45th Avenue, realigning portions of 44th Road, and narrowing portions of 44th Dr in order to create an accessible, intimate, and well-connected public waterfront.

The Commission notes that this complex city map amendment was broken up into six distinct steps with a specific sequence that represents the current understanding of the sequence of development and street improvements moving forward. However, the Commission also understands the complexity of proposed work in this area, which is being undertaken by the City as well as by several private entities and further recognizes the possibility that developments and improvements may proceed in a different order. The Commission believes that the exact sequence of component amendments to the City Map are not of significant importance and that changes to that sequence are unlikely to affect the appropriateness of the amendment as a whole.

CPC Modifications

The Commission notes the modifications to the text amendment include the removal of a discretionary action to modify height restrictions. The Commission acknowledges that the project area is not within a flight obstruction area and development within the boundaries of the Special District would not need approval from the Chairperson of the City Planning Commission

to authorize development within an established airway or runway operations. Separate verification letters from the Federal Aviation Administration (FAA) and the Port Authority of New York and New Jersey would still be required but would be outside the purview of the Commission.

The Commission notes the addition of signage regulations that were intended to be kept in place for blocks within the proposed Queens Plaza West Subdistrict that were formerly within the existing Queens Plaza Subdistrict zoning text but were mistakenly removed.

Lastly, the Commission notes that the proposal includes a series of modifications to the language and organization of the Zoning Resolution to make its provisions clearer to the reader. These changes modify a number of sections in the proposed text amendment to correct cross-references, grammar, and improve paragraph structure and overall clarity of the regulations. The Commission believes these changes are appropriate.

The Commission further notes the modification to the WAP that would apply the proposed text provisions from the Con Ed Learning Center site (WAP Parcel 3) to the New York Power Authority (NYPA) peaker plant site (WAP Parcel 2). This addition to WAP Parcel 2 would permit early delivery of waterfront access by NYPA where no other new development would take place, aligning with the goal of connecting the waterfront north and south along the shoreline. The Commission also notes the clarification of designation where a street adjoins a public park can be considered a wide street. Similar to WPAA features like visual corridors and upland connections that are treated as wide streets because they abut larger open spaces, the Commission finds it agreeable that those streets abutting a public park should have similar treatment.

With its numerous transportation options and waterfront proximity, the OneLIC area is a well-suited place to encourage more homes, jobs, community facility space, and public waterfront space, and to plan for infrastructure improvements to improve the area's overall resiliency. The Commission finds that the proposed actions will create a balanced, flexible framework for the future growth of a mixed-use LIC, promoting housing production, economic vitality, public realm improvements, and long-term neighborhood resilience.

RESOLUTION

RESOLVED, that having considered the FEIS, for which a Notice of Completion was issued on August 22, 2025, with respect to this application (CEQR No. 25DCP001Q), the City Planning Commission finds that the requirements of the New York State Environmental Quality Review Act and Regulations have been met and that:

1. The environmental impacts disclosed in the FEIS were evaluated in relation to the social, economic, and other considerations associated with the actions that are set forth in this report; and
2. Consistent with social, economic and other essential considerations from among the reasonable alternatives available, the action is one which avoids or minimizes adverse environmental impacts to the maximum extent practicable

The report of the City Planning Commission, together with the FEIS, issued August 22, 2025, constitutes the written statement of findings that form the basis of the decision, pursuant to Section 617.11(d) of the SEQRA regulations; and be it further

RESOLVED, that the City Planning Commission, in its capacity as the City Coastal Commission, has reviewed the waterfront aspects of this application and finds that the proposed action is consistent with WRP policies; 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 Nos. 8d and 9b, as follows:

1. eliminating from within an existing R6A District a C1-5 District bounded by a line 75 feet northerly of 46th Avenue, a line 100 feet easterly of Vernon boulevard, 46th Road, and a

line 100 feet westerly of Vernon Boulevard;

2. eliminating from with an existing R7A District a C2-5 District bounded by a line 900 feet southwesterly of 43rd Avenue, Vernon Boulevard, the northerly street line of former 44th Road, and a line 100 feet westerly of Vernon Boulevard;
3. eliminating a Special Mixed-Use District (MX-9) bounded by the southwesterly boundary line of Queens Bridge Park and its southeasterly prolongation, Vernon Boulevard, 43rd Avenue, and the U.S. Pierhead and Bulkhead Line;
4. changing from an M1-3 District to an M1-4A District property bounded by a line 225 feet northeasterly of 40th Avenue, 23rd Street, a line 100 feet northeasterly of 41st Avenue, and a line midway between 22nd Street and 23rd Street;
5. changing from an M1-4 District to an M1-4A District property bounded by 43rd Avenue, 13th Street, 44th Avenue, a line 100 feet northwesterly and westerly of 21st Street, a line 100 feet northerly of 44th Drive, Vernon Boulevard, 44th Road, and 9th Street;
6. changing from an M1-3 District to an M1-5A District property bounded by a line 225 feet northeasterly of 40th Avenue, a line midway between 22nd Street and 23rd Street, a line 100 feet northeasterly of 41st Avenue, 23rd Street, 41st Avenue, and 21st Street;
7. changing from an M1-4 District to an M1-5A District property bounded by:
 - a. Queens Plaza South, 13th Street, 43rd Avenue, 9th Street, 44th Road, and Vernon Boulevard; and
 - b. a line 190 feet southwesterly of 43rd Avenue, 22nd Street, 44th Avenue, a line 100 feet westerly of 23rd Street and its northerly prolongation, a line 100 feet northerly of 44th Drive, a line 130 feet easterly of 21st Street, and a line 120 feet northwesterly of 22nd Street and its southwesterly prolongation;
8. changing from an M1-4 District to an M1-6A District property bounded by Queens Plaza South, 21st Street, 43rd Avenue, 23rd Street, a line 100 feet northerly of 44th Drive, a line 100 feet westerly of 23rd Street and its northerly prolongation, 44th Avenue, 22nd Street, a line 190 feet southwesterly of 43rd Avenue, a line 120 feet northwesterly of 22nd Street and its southwesterly prolongation, a line 130 feet easterly of 21st Street, a line 100 feet northerly of 44th Drive, a line 100 feet westerly and northwesterly of 21st Street, 44th Avenue, and 13th Street;
9. changing an M1-5 District to an M1-6A District property bounded by Queens Plaza South, 23rd Street, 43rd Avenue, and 21st Street;

10. changing from an M1-4 District to an M1-2A/R6A District property bounded by a line midway between 44th Drive and 45th Avenue, a line 100 feet westerly of 11th Street, 46th Road, a line 100 feet easterly of Vernon Boulevard, and a line 100 feet easterly of 10th Street;
11. changing from an R6A District to an M1-3A/R7A District property bounded by a line 75 feet northerly of 46th Avenue, a line 100 feet easterly of Vernon boulevard, 46th Road, and a line 100 feet westerly of Vernon Boulevard;
12. changing from an M1-4 District to an M1-3A/R7A District property bounded by 45th Road, a line 100 feet easterly of Vernon Boulevard, a line 75 feet northerly of 46th Avenue, and Vernon Boulevard;
13. changing from an M1-4 District to an M1-3A/R7X District property bounded by:
 - a. 45th Avenue, a line 100 feet easterly of Vernon Boulevard, 45th Road, and Vernon Boulevard; and
 - b. 46th Road, a line 100 feet westerly of Vernon Boulevard, 47th Avenue, and a line 100 feet easterly of 5th Street;
14. changing from an R6B District to an M1-4A/R8A property bounded by 44th Drive, 23rd Street, a line midway between 44th Drive and 45th Avenue, and a line 45 feet westerly of 23rd Street;
15. changing from an M1-4 District to an M1-4A/R8A District property bounded by a line 100 feet northerly of 44th Drive, a line 100 feet westerly of 11th Street, a line midway between 44th Drive and 45th Avenue, a line 100 feet southeasterly of 10th Street, 45th Avenue, and Vernon Boulevard;
16. changing from an M1-4/R7A District to an M1-4A/R8A District property bounded by a line 100 feet northerly of 44th Drive, 23rd Street, 44th Drive, a line 45 feet westerly of 23rd Street, a line midway between 44th Drive and 45th Avenue, and a line 100 feet westerly of 11th Street;
17. changing from an M1-4 District to an M1-5A/R8 District property bounded by:
 - a. a line 150 feet southerly of former southerly terminus of 44th Avenue and its easterly prolongation, the northerly street line of 44th Road and its easterly prolongation, Vernon Boulevard, 45th Avenue, 5th Street, the westerly centerline prolongation of 44th Drive, and the U.S. Pierhead and Bulkhead Line; and
 - b. 46th Avenue, a line 100 feet westerly of Vernon Boulevard, 46th Road, and a line 100 feet easterly of 5th Street;

18. changing from an M1-4/R6A District to an M1-5A/R8 District property bounded by 46th Avenue, a line 100 feet easterly of 5th Street, 47th Avenue, and 5th Street;
19. changing from an M1-5/R9 District to an M1-6/R9 District property bounded by Queens Plaza South, a line 100 feet northwesterly of Crescent Street, 42nd Road, and 24th Street;
20. changing from an M1-5/R9 District to an M1-6/R10 District property bounded by 42nd Road, a line 100 feet northwesterly of Crescent Street, 43rd Avenue, and 23rd Street;
21. changing an R7A District to an M1-6A/R9 District property bounded by a line 900 feet southwesterly of 43rd Avenue, Vernon Boulevard, the northerly street line of 44th Road and its easterly prolongation, a line 150 feet southerly of former southerly terminus of 44th Avenue and its easterly prolongation, and a line 135 feet easterly of former westerly terminus of 44th Avenue and its northerly and southerly prolongations;
22. changing an M1-4 District to an M1-6A/R9 District property bounded by 44th Drive and its westerly centerline prolongation, 5th Street, 45th Avenue, Vernon Boulevard, a line 75 feet northerly of 46th Avenue, a line 100 feet westerly of Vernon Boulevard, 46th Avenue, 5th Street and its northerly centerline prolongation, the northeasterly boundary line of Canal, and the U.S. Pierhead and Bulkhead Line;
23. changing an M3-1 District to an M1-6A/R9 District property bounded by the northeasterly boundary line of Canal, the northerly centerline prolongation of 5th Street, the northeasterly boundary line of a Park, and the U.S. Pierhead and Bulkhead Line;
24. changing an M1-5 District to an M1-6A/R10 District property bounded by 41st Avenue, 23rd Street, Queens Plaza North, and 21st Street; and
25. establishing a Special Long Island City District (LIC) bounded by:
 - a. a line 225 feet northeasterly of 40th Avenue, 23rd Street, Queens Plaza South, and 21st Street; and
 - b. the southwesterly boundary line of Queens Bridge Park, Vernon Boulevard, Queens Plaza South, 21st Street, 43rd Avenue, 23rd Street, a line 100 feet northerly of 44th Drive, a line 100 feet westerly of 11th Street, 46th Road, a line 100 feet easterly of Vernon Boulevard, a line 75 feet northerly of 46th Avenue, a line 100 feet westerly of Vernon Boulevard, 47th Avenue, a line 100 feet easterly of 5th Street, 46th Avenue, 5th Street and its northerly centerline prolongation, the northeasterly boundary line of a Park, and the U.S. Pierhead and Bulkhead Line;

Borough of Queens, Community Districts 1 and 2, as shown on a diagram (for illustrative purposes only) dated April 21, 2025, and subject to the conditions of CEQR Declaration E-848.

The above resolution (C 240176 ZMQ), duly adopted by the City Planning Commission on September 3, 2025 (Calendar No. 11), 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.

DANIEL R. GARODNICK, Esq., *Chair*

KENNETH J. KNUCKLES, Esq., *Vice Chairman*

GAIL BENJAMIN, ALFRED C. CERULLO III, Esq., ANTHONY W. CROWELL, Esq.,

JOSEPH I. DOUEK, DAVID GOLD, Esq., RASMIA KIRMANI-FRYE,

RAJU MANN, ORLANDO MARÍN, RAJ RAMPERSHAD, *Commissioners*

LEAH GOODRIDGE, Esq., *Commissioner, ABSENT*

JUAN CAMILO OSORIO, *Commissioner, VOTING NO*



COMMUNITY/BOROUGH BOARD RECOMMENDATION

Project Name: Long Island City Neighborhood Plan	
Applicant: DCP - NYC Department of City Planning Queens Office	Applicant's Primary Contact: Hye-Kyung Yang
Application # 250176 ZMQ	Borough: Queens
CEQR Number: 25DCP001Q	Validated Community Districts: Q02,Q01

Docket Description:

Please use the above application number on all correspondence concerning this application

RECOMMENDATION: Conditional Favorable			
# In Favor: 22	# Against: 11	# Abstaining: 2	Total members appointed to the board: 50
Date of Vote: 6/17/2025 12:00 AM		Vote Location: Astoria World Manor/Lior 25-22 Astoria Blvd. Queens	

Please attach any further explanation of the recommendation on additional sheets as necessary

Date of Public Hearing: 6/17/2025 6:30 PM	
Was a quorum present? Yes	<i>A public hearing requires a quorum of 20% of the appointed members of the board but in no event fewer than seven such members</i>
Public Hearing Location:	Astoria World Manor/Lori 25-22 Astoria Blvd. Queens NY

CONSIDERATION: The Board generally recognized the need for new housing and sustainability initiatives, welcoming proposals to change the usage of underutilized land. However the Board concurrently identified significant concerns regarding the impacts on public infrastructure, transit systems, neighborhood character, public open space, and the availability of deeply affordable housing for New Yorkers. Please see the attached letter with the enclosed stipulations the committee formulated with the chairperson.

Recommendation submitted by	QN CB1	Date: 6/30/2025 11:31 AM
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City of New York Community Board #1, Queens

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45-02 Ditmars Boulevard, LL Suite 1025
Astoria, N.Y. 11105
Tel: 718-626-1021, Fax: 718-626-1072
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Donovan Richards Jr.
Borough President, Queens
Michael Carlier
Director, Community Board
Evie Hantzopoulos
Chairperson
Florence Koulouris
District Manager

EXECUTIVE BOARD

Chairperson
Evie Hantzopoulos
First Vice Chairperson
Amy Hau
Second Vice Chairperson
Thomas Ryan
Third Vice Chairperson
Corinne Wood-Haynes
Executive Secretary
Daniel Aliberti
Sergeant-at-Arms
Tyrone Gardner
Ex-Officio
Marie Torniali

COMMITTEES & CHAIRPERSONS

*Business/ Economic
Development*
Brian Martinez
*Capital/Expense Budget
Co-Chairs*
Amy Hau
Corinne Wood-Haynes
*Communications and
Public Outreach*
Quinella Williams
Consumer Affairs/Licenses
Kathleen Warnock
*Education/Libraries/Youth
Services*
Amin Mehedi
Environmental/Sanitation
Patricia Mahecha
Health & Human Services
Shahenaz Hamde
Housing
Katie Ellman
*Land Use & Zoning
Co-Chairs*
Elizabeth Erion
Andreas Migias
*Legal/ Legislative/
Parliamentary*
Rod Townsend
Office Budget and Staff
Evie Hantzopoulos
*Parks/Recreation/
Cultural*
Richard Khuzami
Public Safety
Christopher Hanway
Transportation
Dominic Stiller

BOARD MEMBERS (cont.)

Michelle Amor
Cristian Batres
Kian Betancourt
Ann Bruno
Gerald Caliendo
Christina Chaise
Jean Marie D'Alleva
Jacqueline Diaz
Stacey Eliuk
Robert Feltault
Dean O. Feratovic
Adam Fisher-Cox
Frank Fredericks
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Vanessa Jones-Hall
Huge Ma
Raga Maddela
Athanasios Magoutas
Stella Nicolaou
Dino Panagoulas
Phyllis Parra
Juliet Payabyab
RoseMarie Poveromo
Dominique Robinson
Plinia Sarchese
Judy Trilivas
Ryan Van Manen
Mario Vergara
Thomas Wright Fernandez
Pablo Zuniga

June 25, 2025

Mr. Daniel Garodnick
Chairperson
City Planning Commission
Calendar Information Office
120 Broadway, 31st Floor
New York, NY 10271

Re: Community Board 1 Queens Vote on the One LIC Neighborhood Plan
(ULURP Application No. C250176ZMQ)

Dear Mr. Garodnick,

On June 17, 2025, Community Board 1 held a meeting to review and vote on the One LIC Neighborhood Plan.

At that meeting, with a quorum present, a motion was made and seconded to conditionally approve the One LIC Neighborhood Plan with stipulations. The Board voted in favor of the motion with a vote of (22) twenty-two in favor of the motion; (11) eleven opposed; and (2) two ineligible to vote. Please find a copy of the stipulations attached to this letter.

The Board generally recognized the need for new housing and sustainability initiatives, welcoming proposals to change the usage of underutilized land. However, the board concurrently identified significant concerns regarding the project's potential impacts on public infrastructure, transit systems, neighborhood character, public open space, and the availability of deeply affordable housing for New Yorkers. The Board believes that the City must pair CBIQ's goals of affordability, sustainability and accessibility with a clear, cohesive multi-agency plan, complete with tangible investments and commitments to address all of the impacts of the proposed rezoning plan and stipulations for approval.

If you have any questions, please feel free to contact Community Board 1.

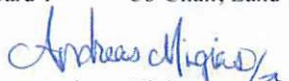
Sincerely,


Evie Hantzopoulos

Chair, Community Board 1


Elizabeth Erion,

Co-Chair, Land Use Committee


Andreas Migias

Co-Chair, Land Use Committee

ENC.

**Queens Community Board 1
Stipulations for
Conditional Approval of One LIC Neighborhood Plan and Rezoning**

These stipulations are meant to reflect and summarize the wide range of diverse comments the Board received from its land use committee members and full board members. The Board focused most of its examination, analysis, and effort on the area which falls within CB1Q boundaries. As a result, the Board's stipulations mainly address issues within that area; however, they also include general stipulations that address the entire area to be rezoned. The city must prepare a clear, cohesive multi-agency plan to address all of the impacts of the proposed rezoning plan, and firm commitments that are made transparent to the community.

Zoning and Urban Design

General feedback from the community as well as the board's membership affirms that residential development should be encouraged in Dutch Kills, especially with affordable housing units. It is reasonable to expect that the neighborhood context will change with new development that is somewhat larger in scale and density.

It is, however, absurd and unreasonable to expect the Dutch Kills and Queensbridge communities to live with the impacts from a projected development 600 ft., mixed-use tower on a 15-story base (150 ft) that could reach a height of 750 ft. Mapping the proposed R10 district results in 71- to 75- story buildings that have 70 - 80% high end market rate units, juxtaposed next to 6-story NYCHA development is not only out of context, it is in the words of one NYCHA resident, "obscene". Initial community engagement with Queensbridge and Dutch Kills residents did not include any indication or models of towers of this height or the possibilities of supertalls, and the reaction was highly negative when it was finally revealed.

In place of the proposed R10 district, a more appropriate approach for Blocks 411 and 412, between 21st and 23rd streets, might allow varied building heights, encouraging lower ones near 21st Street. FARs should be midrange and no higher than what would allow maximum building heights between 10 and 20 stories. The proposed building envelopes should be modified to establish reasonable and lower maximum height limits and densities. Buildings should have setbacks, terraces and facade articulation to minimize the extent and duration of new shadows that are cast on sensitive receptors nearby such as the planted area and solar panels on the 6-story Queensbridge South campus. It might also help limit obstructed views of the landmarked Queensborough Bridge for pedestrians and residents.

Even more consideration should be given to the fact that the two blocks being rezoned for mixed-use will now provide affordable housing where it wasn't previously permitted. Since each block is in single ownership and not likely to be subdivided, approaching the rezoning as a Large-Scale General Development plan might instead maximize density more, achieve a better design with less visual and shadow impacts and secure a public benefit such as open space without resorting to mapping one of the highest zoning districts in the city. A mid-range R7 or R8 zoning district on these sites would encourage that approach.

Stipulations

- a) CB1Q strongly opposes mapping a high-density M1-6A/R10 district on Blocks 411 and 412 at Queens Plaza North between 21st and 23rd streets. The proposed zoning districts should be lowered to allow development similar to the newer medium density and building heights in the Dutch Kills Subdistrict of the LIC Special District.
- b) Limits should be established for building height when applying bonus floor area from available programs such as Quality Housing, MIH and/or Transit Improvement incentives to new developments.

- c) Eliminate a proposed Text Amendment that establishes a CPC authorization to grant a floor area bonus in exchange for publicly-accessible open space. Any development under the new higher density zoning contributes to the increasing need for more publicly-accessible open space in Dutch Kills. The city should, instead, require open space for public use to mitigate the project's impact on the local community (amount to be determined by degree of impact).
- d) Revise the boundaries in a proposed Text Amendment that creates the Queens Plaza West (QPW) Subdistrict Map. The CD1Q rezoning area is proposed to be included in the new QPW Subdistrict that lies within CD2Q. Those six blocks, separated from CD2, are adjacent to and should be subject to regulations within the Dutch Kills Subdistrict or the Queens Plaza Subdistrict. Development on those blocks should reflect the surrounding context and scale, planning and development issues.
- e) Remove unlimited height restrictions throughout the entire rezoning area, especially in flood plain areas where densities should be limited and resiliency measures implemented as an alternative.
- f) Any publicly-owned site that is slated for disposition, should be placed and remain in public/community ownership in perpetuity. Use of the site may be allowed through a lease agreement with the city.

Infrastructure

The Board is concerned that the significant influx of new residents and workers, as well as construction of larger scale developments will further burden this part of CD1Q that already deals with frail and insufficient public utility services and impact of climate change. Current residents in Dutch Kills are asked to limit electricity usage during the summer to preserve the power from the electrical grid and fear more use restrictions or at worst, a system collapse that the added density and units will place on the electrical grid. Queensbridge Houses has chronic issues with electrical, plumbing, and other infrastructure. While developers must comply with local laws regarding electrifying buildings and managing stormwater, the infrastructure that serves the area can not handle such massive inputs. Testimony from current residents mentioned sewage in basements, elevators being flooded, and other dangerous conditions that arise during inclement weather and storms.

Stipulations:

- a) The City and Council Member should include and utilize resiliency plans developed by local community groups such as Long Island City Coalition, within this rezoning area; serious consideration to including their recommendations in the plan must be given if this is indeed a community-led effort. The City must accept the recommendations by CB2 regarding infrastructure, with which we agree.
- b) Tangible capital investments directed to climate mitigation and infrastructure upgrades must be committed prior to approval of this rezoning. The city must adjust-down any proposed zoning where additional density and scale will result in significant impacts that cannot be mitigated. The City must provide a comprehensive plan for upgrading existing sewer infrastructure to meet the needs of current residents and buildings constructed under previous LIC rezonings, many of which continue to experience flooding and drainage issues due to outdated or insufficient capacity.
- a) Before construction begins for new development, there must be a plan in place with a timeline and identified plans to provide for anticipated needs of new development with respect to utilities, sanitary sewers and stormwater retention. The City must specify actions it will take to ensure that infrastructure will be able to handle the increased capacity and report transparently to the public. .
- c) On a regular basis, relevant city agencies should evaluate, plan and ensure that services and infrastructure are meeting current and projected community needs.

- d) Infrastructure must be repaired or replaced on a timely schedule to accommodate projected population increases expected as a result of this rezoning. It is especially critical that infrastructure is updated since a significant amount of the rezoning study is located within designated flood zones.

Affordability

New development often cuts two ways: it can improve an area, infusing vitality and providing new services to residents. But proliferation of high-end market rate development and wealthier residents also increases the local area median income, affects unregulated area rents, and creates a high risk of potential displacement for current residents with lower incomes. Approximately 15% of housing constructed in the past two decades in LIC has been "affordable". NYCHA data for Queensbridge Houses indicate a current average monthly rent of \$1030 with more than half of its households living on \$20,000 annually. Residents of the development indicated at CB1 meetings that the outreach and visioning process neglected to give a realistic description of the potential development resulting from the rezoning, and lamented the lack of deeply affordable housing that is most urgently needed. .

Thus, the current rezoning plan, which would require Mandatory Inclusionary Housing by law, doesn't go far enough. Depending on which MIH Option is selected, the percentage could range from 20% to 30%. MIH does little to actually address the gross imbalance between market rate and income-restricted that exists, given the scale of this rezoning, given the scale of this rezoning,

It is crucial that the city government addresses the lack of affordable housing in both CD1 and CD2, and increases funding and access to programs that accommodate more deeply affordable units and income bands beyond typical MIH. The city must also prioritize significant upgrades and repairs in NYCHA developments to meet the needs of the residents so they can live with dignity.

In addition, affordability should not be limited to residential units; small business, artists, commercial tenants, manufacturing tenants, non-profits, and others will be at risk for displacement due to the rezoning. Already, speculation has resulted in lease buyouts or pressures to move; once current buildings are knocked down, existing tenants will have difficulty remaining in Long Island City. The "work, live, play" ideal can not only be for higher income professionals; our City owes protections to the working class.

Stipulations:

- a) MIH mapped within the OneLIC study area must be either Option 1 (25%) or Option 3 (20%).
- b) Commitment of additional subsidies for any new development in the Dutch Kills/Queensbridge area for deeply affordable income tiers by securing additional commitments using programs such as Extremely Low & Low-Income Affordability (ELLA), Mix and Match, and other subsidies or incentives that are available to support lower income residents, senior housing, supportive housing, formerly homeless, people with disabilities, and residents of Queensbridge Houses who average approximately \$25,000 annually, bringing the total percentage of affordable units to a minimum of 80% within the blocks in CB1. We encourage additional subsidies for affordable housing for the residential areas in CB2 as well.
- c) Any housing built on publicly owned land should be 100% affordable and remain so in perpetuity, under community or city control.
- d) In any new development in the Dutch Kills subarea, designate 20% of commercial/industrial/manufacturing floor area for below-market affordable rents to non-profits, artists, cultural, worker cooperatives, industrial and small local business tenants. Any publicly-owned site in the rezoning area that is developed for non-residential purposes shall have a minimum of 80% of floor area reserved for below market affordable rent to be utilized by non-profits, artists/cultural organizations, community land trusts/partners, worker cooperatives, small local manufacturers/industry, and others dedicated to public good/community benefit.

NYCHA Housing

Stipulations:

- a) Commitments must be obtained to bring all vacant NYCHA apartments back online for use in both Queensbridge and Ravenswood campuses as soon as possible.
- b) Commit to comprehensive capital upgrades at NYCHA campuses for residential infrastructure repairs for plumbing, electrical and modernization to improve quality of life and living conditions, to be made within a reasonable amount of time.
- c) Any existing promises of repairs must be expedited.
- d) Commitment of capital funding to fund vacant non-dwelling units for community use and services within the Queensbridge and Ravenswood campuses, in consultation with the communities.
- e) Commitment to replace/reinstall the public pool at Queensbridge Park or provide another meaningful and substantive NEW amenity such as a library, recreation center, etc. done in collaboration with the community.

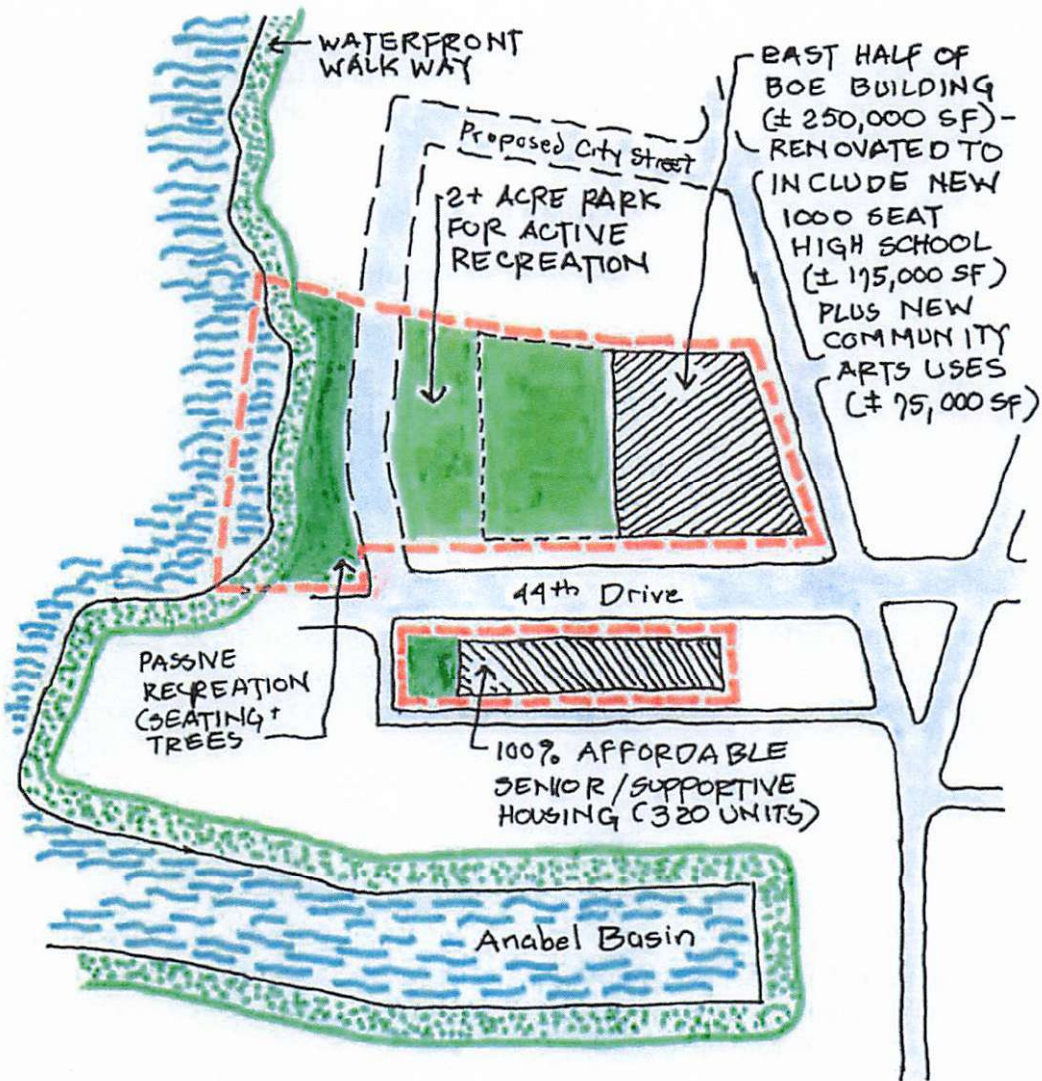
Open Space/Green Space

CD1Q ranks 53rd out of all 59 community boards for accessibility to public open space. Across the area to be rezoned, as a result of the increase in population, there would be a 19% reduction in per capita open space overall. The City must address this for the overall health, welfare, and sustainability of the community.

Stipulations:

- a) Require accessible public open spaces at ground level for any new development within the LIC Special District and the Dutch Kills Subdistrict. Such space should exceed the minimum required by zoning, be open to the public from dawn to dusk and not receive floor area bonus in return.
- b) City must commit to purchasing new land or converting existing public land to public green space or public open space, such as the DOT and currently leased public properties under the Queensborough Bridge. The City must also commit to acquiring new land for public open space within CB2, as recommended by the board.
- c) Prioritize the waterfront connection for Queensbridge Houses and completion of the seawall project;
- d) Fund and prioritize acquisition of privately-held land in CD1 along the waterfront north of Queensbridge Houses in order to widen and extend the waterfront walkway and bike path planned in CD2Q as part of OneLIC.

- Similar to Community Board 2 illustration below, utilize city-owned land along 44th Drive to deliver an integrated set of public benefits, guided by community-generated concepts, and maximize the use of public land for public good. The City should work with the community to refine and realize a comparable mixed-use vision that maximizes public value and equity, including community land trusts.



- Commit to a funded street tree initiative in LIC, particularly in the IBZ and CB1 area to be rezoned, to address heat island effects, air quality, and climate mitigation. Budget should include not only planting but active long-term maintenance and replacement.

Transportation

MTA and DOT should fund capital improvements that address capacity and access constraints at the 39th Avenue and Queens Plaza stations. The N and W trains specifically suffer from capacity issues in Astoria since there is limited room to store extra trains. Therefore, it is imperative that trains can quickly and efficiently cycle through the Queens portion of their route to prevent bottlenecks and delays.

Stipulations:

- a) Fund increased service and frequency on affected bus and subway lines (N, W, E, F, M, R, 7 trains), commensurate with the projected increase in population, including express bus service for the Queensbridge area.
- b) Address negative impacts of proposed tunnel crossover for the F and M trains which are scheduled to begin in December and will add 4+ minutes of wait time to journey for passengers at Queensbridge F line station, increasing passenger accumulation on platform. Assess whether this was examined in the DEIS as the change was recently announced.
- c) Dedicate additional resources to improve transit signals to increase train reliability and speed.
- d) Commitment to add elevators and ADA compliance to all stations that are not conforming.

School Capacity

After a decline in total enrollment post-Covid, the Board of Education reported a 4% increase in K-5 enrollment in District 30 during 2023-24. The City must be proactive in addressing future enrollment, as it is already delayed in addressing overcrowding and providing school seats given LIC's growth. Relying on developers to select an optional bonus to construct a school is not a proactive approach or comprehensive planning.

Stipulations:

- a) Commit to funding and constructing at least two new schools within the rezoning area, based on projected demand and/or other needs, in addition to the current SCA plan for three schools for the existing neighborhood population. It is imperative that schools be zoned to include students from Queensbridge Houses, given the history of segregation in District 30 in regards to school zoning boundaries.

Oversight and Accountability

- a) Establish a community oversight committee to monitor implementation progress, garner community feedback, address issues, and make adjustments or corrections to the plan.
- b) Publish goals, deliverables, timeliness and annual implementation progress report.
- c) Support for union labor and fair employment practices.
- d) Publish and obtain feedback on Points of Agreement prior to finalization of ULURP and Council vote.



COMMUNITY/BOROUGH BOARD RECOMMENDATION

Project Name: Long Island City Neighborhood Plan	
Applicant: DCP - NYC Department of City Planning Queens Office	Applicant's Primary Contact: Hye-Kyung Yang
Application # 250176 ZMQ	Borough: Queens
CEQR Number: 25DCP001Q	Validated Community Districts: Q02,Q01

Docket Description:

Please use the above application number on all correspondence concerning this application

RECOMMENDATION: Conditional Favorable			
# In Favor: 36	# Against: 7	# Abstaining: 0	Total members appointed to the board: 50
Date of Vote: 6/18/2025 12:00 AM		Vote Location: 43-31 39th Street Sunnyside Community Services	

Please attach any further explanation of the recommendation on additional sheets as necessary

Date of Public Hearing:	
Was a quorum present? No	<i>A public hearing requires a quorum of 20% of the appointed members of the board but in no event fewer than seven such members</i>
Public Hearing Location:	

CONSIDERATION:		
Recommendation submitted by	QN CB2	Date: 6/24/2025 11:33 AM



Donovan Richards
Queens Borough President

Community Board No. 2

43-22 50th Street, 2nd Floor
Woodside, New York 11377

(718) 533-8773

Fax (718-533-8777

Email qn02@cb.nyc.gov

www.nyc.gov/queenscb2

Anatole Ashraf
Chairperson

Debra Markell Kleinert
District Manager

June 20, 2025

Mr. Daniel Garodnick
Chairperson
City Planning Commission
Calendar Information Office
120 Broadway, 31st Floor
New York, NY 10271

RE: Recommendations on the OneLIC Neighborhood Plan

Dear Mr. Garodnick:

On June 18, 2025 Community Board 2 held a meeting to vote on the OneLIC Neighborhood Plan.

At that meeting, with a quorum present, a motion was made and seconded to approve the OneLIC Neighborhood Plan with stipulations (see attached). The Board voted in favor of the motion and the vote was (36) thirty-six in favor of the motion; (7) seven opposed; and (0) no abstentions.

If you have any questions, please feel free to contact Community Board 2.

Sincerely,

Anatole Ashraf
Chairperson, Community Board 2

Prameet Kumar
Vice Chair, Land Use & Housing Committee

Christine Hunter
Chair, Land Use & Housing Committee

Debra Markell Kleinert
District Manager, Community Board 2

cc: Honorable Grace Meng, US Congress
Honorable Nydia M. Velazquez, US Congress
Honorable Michael Gianaris, NY State Senate
Honorable Kristen Gonzalez, NY State Senate
Honorable Jessica Ramos, NY State Senate
Honorable Jessica Gonzalez-Rojas, NYS Assembly
Honorable Zohran Mamdani, NYS Assembly
Honorable Steven Raga, NYS Assembly
Honorable Claire Valdez, NYS Assembly
Honorable Robert Holden, NYC Council Member
Honorable Shekar Krishnan, NYC Council Member
Honorable Julie Won, NYC Council Member
Honorable Donovan Richards, Queens Borough President
Vicky Garvey, Queens Borough President's Office
Katherine Crawford, NYC Department of City Planning
Hye-Kyung Yang, NYC Department of City Planning
Anatole Ashraf, Chairperson, Community Board 2
Christine Hunter, Chair, Land Use & Housing Committee
Prameet Kumar, Vice Chair, Land Use & Housing Committee

DCP OneLIC Neighborhood Plan



Donovan Richards
Queens Borough President

Community Board No. 2

43-22 50th Street, 2nd Floor
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Anatole Ashraf
Chairperson

Debra Markell Kleinert
District Manager

Queens Community Board 2 Recommendations on the OneLIC Neighborhood Plan

Community Vision and Priorities for OneLIC

The Queens Community Board 2 (CB2) OneLIC Working Group, comprised of members of the Land Use and Housing Committee and select members of other pertinent committees, has developed the following recommendations in response to the City's proposed OneLIC Initiative. These recommendations reflect themes and findings from deep community engagement and an urgent need to ensure that new development meaningfully benefits existing residents, addresses historic underinvestment, and creates a livable, resilient neighborhood for generations to come.

Our vision for OneLIC is rooted in the belief that public growth must yield public good. This means aligning new housing with deep affordability, tying development to infrastructure delivery, and ensuring that public land is used to meet the community's most pressing needs – including schools, public parks, and housing for vulnerable populations. It also means supporting LIC's vital arts and culture community and making LIC a safer, greener, and more inclusive place to live and work.

While we support the City's goals of affordability, sustainability, and accessibility, our recommendations highlight several critical areas where the plan must go further:

- **Housing Affordability**: Require Mandatory Inclusionary Housing (MIH) Options 1 and 3 throughout the rezoning area to ensure homes are affordable to the residents who need them most – those earning between 40% and 60% of Area Median Income (AMI). Prioritize family-sized units and 100% affordable development on public sites.
- **Infrastructure Plan**: Development must not outpace essential infrastructure. We call for an infrastructure sequencing plan, paired with remedies for the unmet needs left by past rezonings – including upgrades to sewers and transit and the addition of more schools and usable public open spaces.
- **Public Land for Public Good**: City-owned sites must be used to deliver multiple community priorities. We support a cohesive vision that includes affordable housing, a high school, arts facilities, and public park space.

“Serving the Communities of Long Island City, Sunnyside, Woodside, and Maspeth”

- **Zoning with Purpose**: Adjust base zoning downward in key areas to encourage the use of bonuses for public benefits and remove unlimited height provisions to preserve contextual scale and livability.
- **Oversight and Accountability**: Establish a community oversight committee and formalize implementation through a binding memorandum of understanding (MOU), ensuring transparency, timely delivery, and lasting public trust.

This is a once-in-a-generation opportunity to get it right. The success of OneLIC depends on making good on the promise of planning with – not just for – the community. We look forward to working in partnership with City agencies, elected officials, and neighbors to achieve a truly inclusive and equitable Long Island City.

Recommendations

Deepen and Strengthen Housing Affordability

- Apply MIH Options 1 and 3, which require 20% to 25% of residential floor area to be permanently affordable, targeted at 40% to 60% of AMI. These options are essential to address the acute housing needs of low-income families and individuals, many of whom are currently cost-burdened or at risk of displacement from LIC. The community has seen a significant influx of high-income households in recent years, while housing affordable to longtime residents – especially those earning below 60% AMI – has become increasingly scarce. Options 1 and 3 ensure deeper affordability levels that are aligned with the economic realities of residents, including NYCHA households, essential workers, and seniors. Requiring these MIH options throughout the rezoning area would help counteract market pressures, promote economic diversity, and better reflect the needs and priorities of the existing mixed-income community. While we acknowledge that AMI is set federally, we urge the City and State to explore mechanisms that align local housing affordability requirements more closely with neighborhood-level incomes and cost burdens.
- Commit to developing a combination of 100% affordable housing, public parks with both active and passive recreation, and a new school across the City-owned development sites. Developers should adequately protect affordable housing from extreme flooding through stringent resilient methods and/or should consider other sites for vulnerable populations. This ensures that public land delivers maximum public benefit and can serve as a model for equitable development. Developers who do not provide meaningful community benefits—such as deeply affordable housing or public open space—should be subject to reduced maximum building heights to ensure all new development supports neighborhood priorities.
- Encourage the development of projects that significantly exceed minimum affordable housing requirements, particularly those offering majority or fully income-restricted housing, through strengthened zoning and financial incentives. Tools such as expanded density bonuses or transfer of development rights should be considered in partnership with developers and nonprofits committed to long-term affordability. These strategies can help deliver deeper affordability levels that reflect community needs and support mixed-income stability.
- To the greatest extent possible, prioritize family-sized units (2- and 3-bedroom apartments) to support the diverse household needs of LIC’s working families.
- Enhance access to affordable units by supporting application assistance programs, expanding local outreach, and creating clear pipelines for NYCHA and voucher-eligible residents.

- Require the Department of City Planning (DCP) and Housing Preservation and Development (HPD) to publish an updated five-year review of MIH housing production in the city's existing NYC Open Data system, including unit counts, AMI levels, and unit sizes. This will help assess the program's effectiveness in Long Island City and citywide, and guide deeper affordability strategies within OneLIC.
- Encourage the sale of new market-rate units to first-time homeowners, particularly those using State and City first-time homebuyer programs, to help build intergenerational wealth, promote economic stability, and offer alternatives to long-term renting.

Tie Development to Infrastructure Delivery

- Develop and publish an infrastructure sequencing plan that outlines which infrastructure upgrades (schools, sewers, parks, and transit) City agencies must deliver before or alongside new development phases. This plan must include milestone dates and funding commitments to ensure timely delivery. Equally important, it should not only support future growth but also correct for historic underinvestment stemming from prior rezonings in LIC, which permitted rapid residential expansion without the corresponding infrastructure needed to support it. By addressing these legacy gaps alongside new development, the City can build a more equitable and resilient foundation for current and future residents.
- Develop and publish a coordinated and comprehensive phasing plan for the new public waterfront so that staggered development does not exacerbate inland flooding, optimizes coastal resiliency, and residents can immediately begin using sections of the new waterfront.
- Require developers to submit designs for all public and privately owned waterfront sites for WEDG verification.
- Require the Department of Education (DOE), Department of Environmental Protection (DEP), Department of Transportation (DOT), and other relevant agencies to submit implementation plans tied to the projected buildout, ensuring that services grow proportionally to the population.
- Establish a public reporting mechanism, such as annual ULURP progress updates, to track delivery of key infrastructure investments, with findings reported to CB2 and made publicly available.
- Expand NYPD and FDNY services to match population growth from the rezoning, including additional personnel, equipment, and facilities where necessary, to maintain adequate emergency response times and public safety coverage.
- Initiate an emergency preparedness planning process in collaboration with NYC Emergency Management and local stakeholders. This process should identify a range of

environmental vulnerabilities, notably both storm surge and intensive rainfall events, outline community mitigation strategies, and develop protocols for coordinated emergency response, especially in areas of greatest hazard.

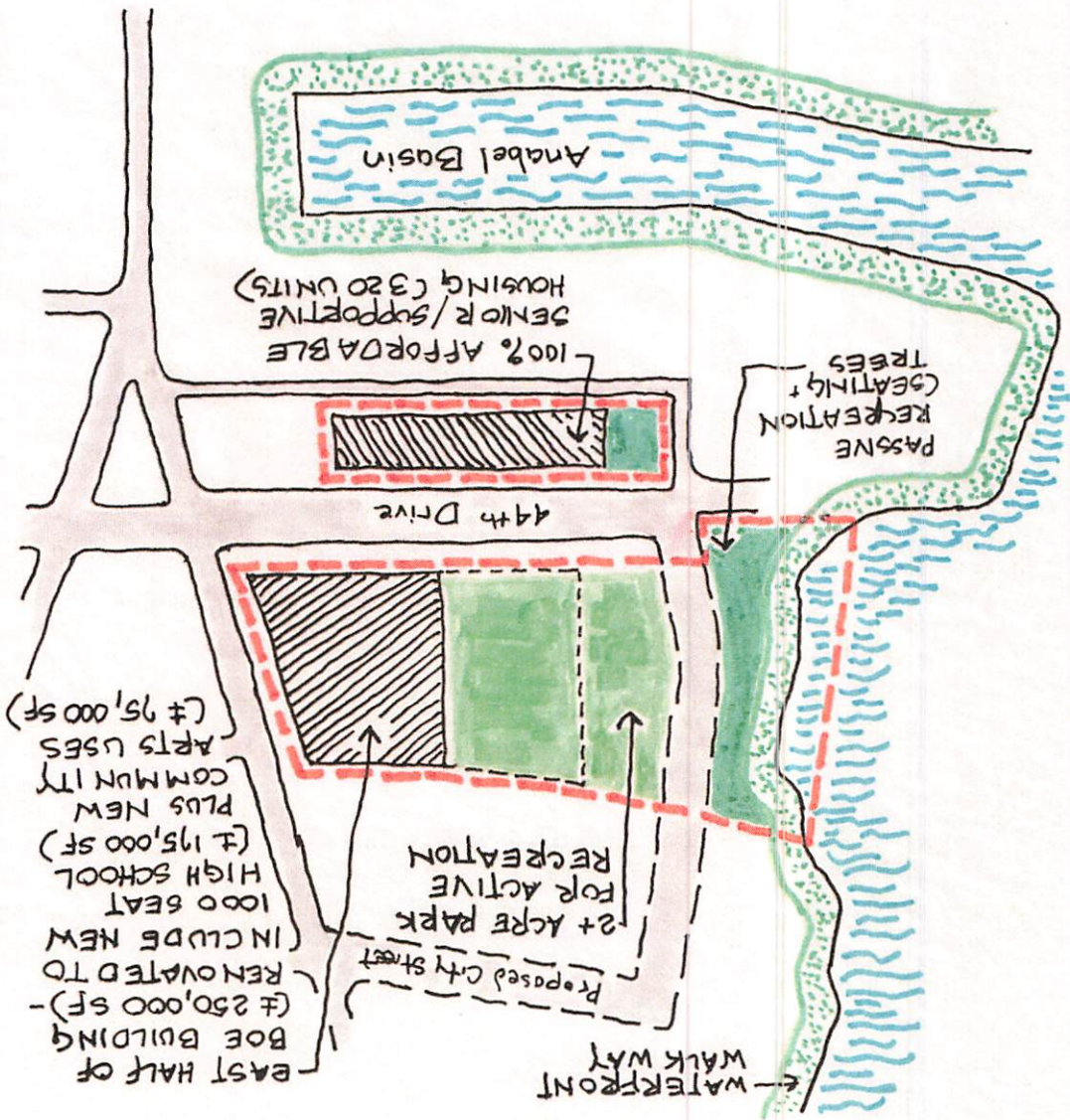
- Identify a site for and commit to establishing a full-service hospital within or near the rezoning area, including comprehensive maternity and neonatal care. Long Island City's growing residential population requires local, accessible healthcare infrastructure to meet basic and emergency needs, especially for families.
- Promote responsible land use and timely housing delivery by identifying priority sites where long-term vacancy or stalled development may be addressed through planning interventions or enhanced accountability. Projects that remain undeveloped or inactive for extended periods should be subject to review, with the aim of advancing public benefit and preventing speculative holding that undermines neighborhood goals.
- Address cumulative environmental impacts in Blissville, even though the neighborhood is not formally part of the OneLIC plan area. Blissville (Census Tract 199) is a historically marginalized community and must be included in the plan's infrastructure and environmental justice framework. Targeted investments such as a dedicated street tree and rain garden initiative in Blissville would mitigate legacy underinvestment and support the goals outlined in the Mayor's Office of Climate and Environmental Justice.

Expand and Improve Public Open Space

- Strengthen and formalize requirements within the Waterfront Access Plan (WAP) to ensure that all designated waterfront areas provide genuinely usable, inclusive, and climate-resilient public spaces. CB2 recommends that the WAP zoning text should be amended to require wider minimum waterfront open space, exceeding the 40' baseline. It should also ensure continuous connectivity, seating, shade, and recreational amenities; clear guidelines for maintenance responsibilities; and integration with upland access points to maximize community benefit and equitable access.
- Expand the footprint of parkland beyond the waterfront by identifying and acquiring upland sites suitable for passive and active recreation, particularly in underserved areas like Court Square and Queens Plaza. LIC falls far short of the City's open space goal of 2.5 acres per 1,000 residents, currently providing only about 1.35 acres per 1,000. As one of the most park-deficient districts in New York City, this shortfall makes it critical that any new development be paired with major investments in public open space to support health, equity, and livability.
- Identify and commit to a site for a publicly owned, fully accessible neighborhood park of at least 2 acres within the Court Square area. This neighborhood is already among the most densely populated in the rezoning area and acutely lacks usable open space to serve a multi-generational population of local residents.

- Transform city-owned land beneath the Queensboro Bridge into permanent public park space. These parcels represent some of the most underutilized land in the rezoning area and are well-positioned to serve adjacent high-density neighborhoods. This land should be repurposed to create accessible, climate-resilient, and actively programmed open space that addresses longstanding open space inequities and connects to broader green infrastructure and pedestrian networks.
- Create a full-sized public outdoor community pool within the rezoning area. LIC currently lacks access to adequate public outdoor swimming facilities. The only option within CB2 is a small 40' x 20' pool at Windmuller Park, which does not meet the needs of the growing population.
- Utilize city-owned land along 44th Drive to deliver an integrated set of public benefits, guided by community-generated concepts such as the one illustrated in the sketch below. This concept proposes: a 2+ acre public park for active recreation; a renovated Board of Education building to accommodate a new high school and 75,000 square feet of community arts space; 100% affordable senior and supportive housing as currently proposed (~320 units); and passive open space with trees and seating along the Anable Basin waterfront. This conceptual vision demonstrates how a cohesive, site-specific plan can address multiple community priorities – housing, education, open space, and arts – in one of the neighborhood’s most strategic public locations at the main entry point to the new public waterfront. The City should work with the community to refine and realize a mixed-use vision that maximizes public value and embodies Long Island City’s unique character. Public land must be retained in public ownership and leased – not sold – to ensure long-term accountability and community benefit.

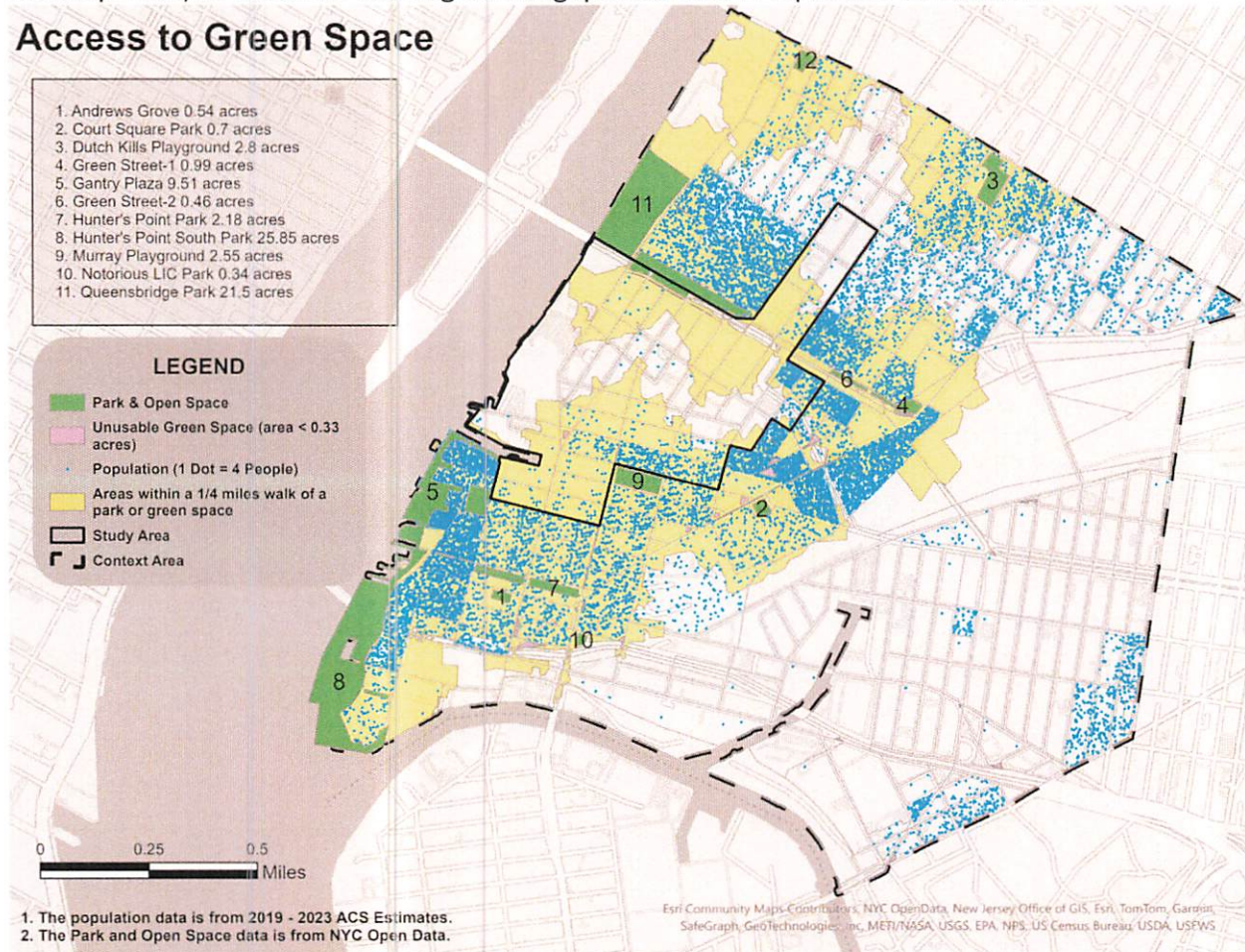
- Establish zoning requirements or design guidelines to ensure that new privately-owned and managed public spaces are truly usable, habitable, and welcoming, with minimum standards for size, seating, shade, and accessibility.
- Convert specific underutilized parcels (such as parking lots or city-owned properties adjacent to NYCHA developments) into new public parks, using tools like land swaps or the "Walk to a Park" site selection framework.



- Terminate or repurpose the City’s lease of the existing DOT-owned parking lot between 22nd and 23rd St south of Queens Plaza to prioritize its use for upland park space. This site, currently leased for private use, presents a unique opportunity to deliver meaningful recreational access in one of the most park-deficient parts of the neighborhood.
- NYC Parks and the City Council must commit to a funded street tree initiative in LIC, particularly in the Industrial Business Zone (IBZ), to address heat island effects. Budget should include not only planting but active long-term maintenance and replacement.
- Expand the footprint of parkland in the broader context area by including park investments in Blissville. Specifically, we support the creation of the proposed 29th Street Park at the head of the Dutch Kills Tributary, directly behind LaGuardia Community College. This location serves Blissville, Court Square, and South Sunnyside, and addresses a documented open space gap in an area designated as a disadvantaged community under NY State criteria.

See the open space map below (created with assistance from the Pratt Center for Community Development) to illustrate existing access gaps and inform equitable investment.

Access to Green Space



Expand School Capacity and Secure Physical School Space

- Commit to funding and constructing at least two new schools within the rezoning area, based on projected demand, in addition to the current School Construction Authority (SCA) plan for three schools for the existing neighborhood population. This should include elementary, middle, and high school capacity.
- Mandate that all new school sites include on-site outdoor play space, rather than relying on already overtaxed public parks for gym and recreation, to support holistic educational environments.

Improve Transit Access and Street Safety

- Partner with the MTA, and formalize in a transit coordination plan, to expand service on the 7, E, G, M, F, N, and W subway lines, including increased frequency and accessibility/circulation upgrades at nearby stations. This should be formalized in a transit coordination plan.
- Expand local bus service, express buses to Manhattan, and ferry service. Create dedicated bus lanes along major corridors, improving last-mile access and reducing commute times.
- Implement a comprehensive Vision Zero strategy tailored to LIC, including raised crosswalks, curb extensions, protected bike lanes, pedestrian refuge islands, and redesigned intersections to reduce injuries and fatalities.
- Create a long-term streetscape master plan, including the Queens Waterfront Greenway project and DOT's Citywide Greenways Plan (currently in development), that reserves right-of-way for future improvements, such as wider sidewalks, wide bike lanes, green infrastructure, and transit accessibility features.
- Actively apply the zoning frameworks that require or encourage developers to fund transit improvements like new station entrances or ADA-compliant elevators as part of their projects. This would leverage private investment to address transit accessibility and capacity needs, especially in high-growth areas near major subway hubs.

Upgrade Sewer and Stormwater Infrastructure

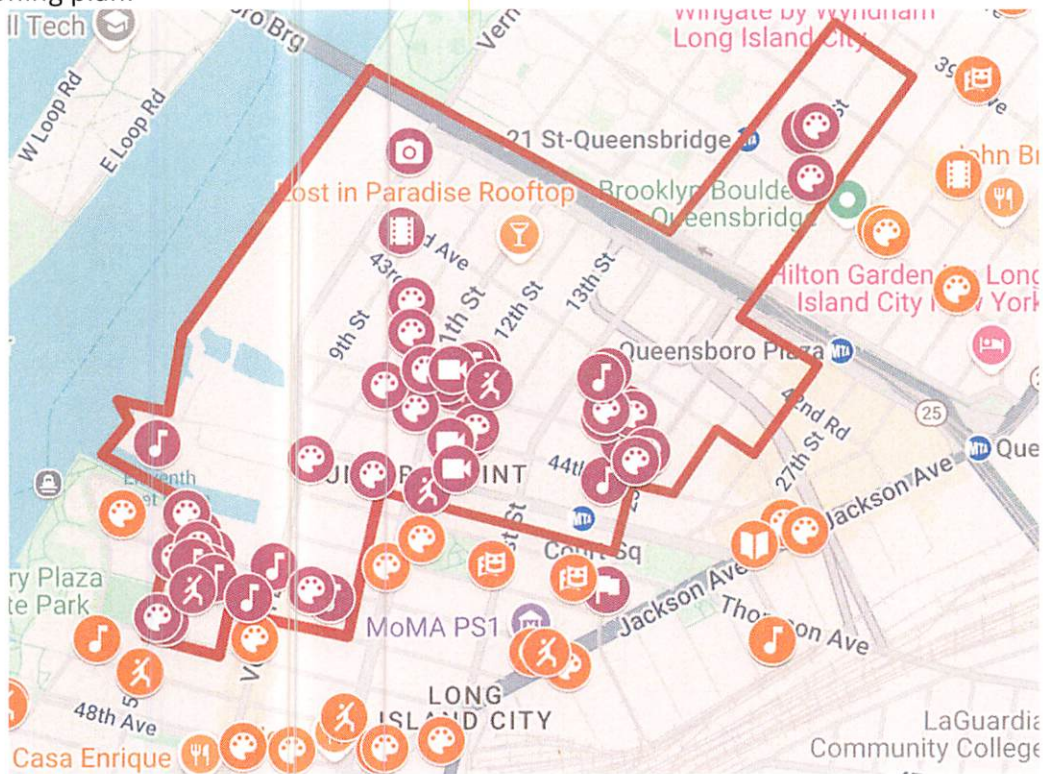
- Identify and fund a package of sewer capacity upgrades necessary to accommodate the additional population from rezoning. In addition, the City must provide a comprehensive plan for upgrading existing sewer infrastructure to meet the needs of current residents and buildings constructed under previous LIC rezonings, many of which continue to experience flooding and drainage issues due to outdated or insufficient capacity.
- Require developers to integrate green infrastructure elements (such as permeable paving, green roofs, rain gardens, and bioswales) into new projects to mitigate runoff and reduce pressure on the combined sewer system.

Preserve and Support Arts and Culture (AC)

- Modify the zoning text to include a floor area exemption for nonprofit arts and cultural facilities, similar to the exemption granted for new public schools.
- Encourage space partnerships between schools and local AC nonprofits in exchange for arts education, achieving both sustainable space for teaching artists and accessible arts education integration.
- Create a zoning incentive program that provides floor area ratio (FAR) bonuses to developers who provide street-level cultural space (minimum 2,000 usable square feet) under long-term, below-market leases to local AC organizations who can make highest and best use of designated spaces.
- Designate a local umbrella nonprofit or collective of nonprofits to serve as matchmaker between developers and local AC nonprofits
- Engage city agencies – including, but not limited to, DOE, Department of Youth and Community Development (DYCD), Department of Cultural Affairs (DCLA), Mayor’s Office of Media and Entertainment (MOME), NYC Economic Development Corporation (EDC), and Small Business Services (SBS) to coordinate capital and programmatic funding earmarked for new AC spaces.
- Create and designate at least one flexible, outdoor public space specifically suited for a variety of performances (e.g., an open amphitheater with access to power and minimum 200 seat capacity) in the rezoning area, potentially within a publicly accessible waterfront park.
- Launch a pilot short-term lease initiative that connects arts groups with vacant storefronts for temporary cultural activation, reducing commercial blight, activating ground floors along the street, and supporting local creatives.
- Support the creation of a cultural and community-oriented facility in the rezoning area to provide flexible, multipurpose space for local organizations and neighborhood programming.
- Establish an Art Fund to be administered by a local IRS 501C3 arts organization existing with the new districts. This Arts Fund shall be funded by a \$10/square foot surcharge on all residential non-affordable housing constructed in the zoning districts created as a result of the new One LIC zoning. The fund shall be used to subsidize artists, not for profit art facilities and not for profit cultural organizations within the created zoning districts.
- Incentivize developers to incorporate publicly accessible sites for arts and culture features such as murals and sculpture installations that honor and preserve the historic character of the neighborhood.

See map screenshot below ([live Google map here](#)) of the current concentration of more than one hundred arts and culture organizations and public art sites in and around the rezoning area.

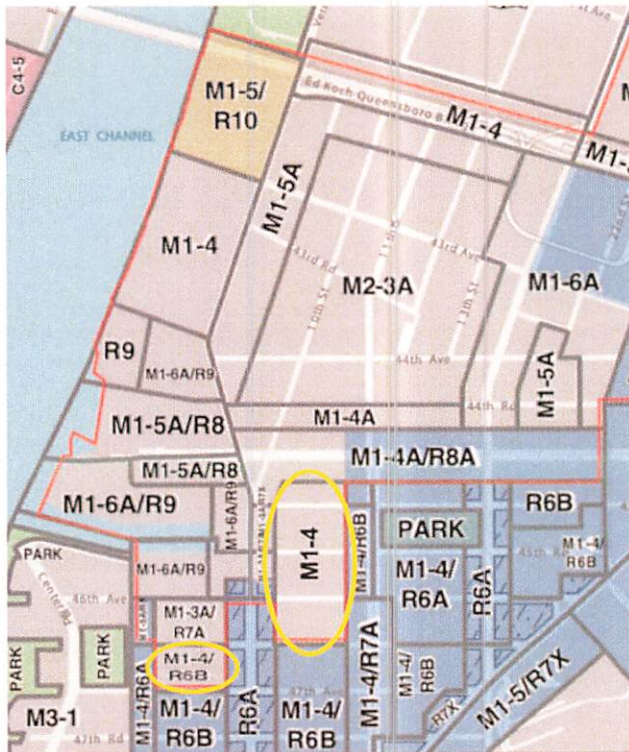
Many locations house dozens of individual artist workspaces or arts organizations, demonstrating the need for more space and vulnerability of adverse impact if not included in the rezoning plan.



Preserve LIC's Industrial Core

- Maintain the character of the Industrial Business Zone (IBZ) by avoiding upzoning that incentivizes speculative development at the cost of existing businesses. New development should complement -- not replace -- LIC's industrial, artisan, and creative communities.
- Apply a downzoning framework to M1-4A, M1-5A, M1-6A, and M2-3A districts, paired with targeted FAR bonuses that incentivize affordable creative, artisan, and maker spaces. This would promote economic diversity while retaining the area's unique mixed-use identity.
- Shift the district north to the north side of 46th Avenue (see diagram below). Preserve the midblock between 46th Ave and 46th Rd where dozens of established small businesses and artisans contribute to Hunters Point's historic fabric.
- Keep the area between 46th Rd and 47th Ave as M1-4/R6B (see diagram below). Development here is already underway under existing zoning and reflects a healthy blend of residences and small businesses. Avoid rezoning that would intensify speculative pressure or destabilize this equilibrium.

- Mandate the NYC EDC and SBS to monitor commercial rent trends in at-risk zones and develop targeted grants for small businesses facing rent increases and employee hiring needs.
- Provide financial assistance for owners facing rising property taxes and mandatory sewer upgrades triggered by zoning changes or development-related infrastructure requirements.
- Redesign IBZ streets to support pedestrian movement, street trees, and goods movement, creating shared streets that reinforce the area's industrial-residential mix.
- Promote full-service grocery stores, especially in underserved and walkable areas, including around NYCHA developments. This should include the use of ground floor commercial space in IBZ and mixed-use zones for food retail. Partner with EDC, SBS, and DCP to create rent subsidies or tax incentives for grocers and bodegas providing fresh food options, modeled after successful development in other cities. Establish a centrally located greenmarket that serves all LIC residents by utilizing a temporarily closed street grid to maximize accessibility without taking away parkland. Prioritize pedestrian access and community programming.



Calibrate Zoning Heights to Incentivize Public Benefits and Protect Sensitive Areas

- Lower the base zoning heights and densities in select areas (particularly along the waterfront and in inland areas currently proposed at R10) through the use of somewhat lower-density districts such as R9, to better align with the City's incentive framework.

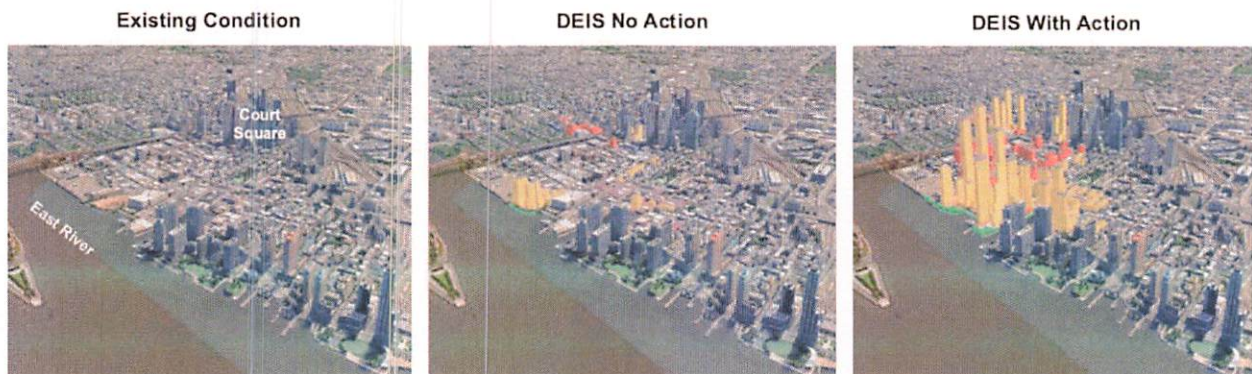
Slightly reducing the as-of-right development potential – such as shifting from R10 to R9 – creates a meaningful tradeoff that steers developers toward using zoning bonuses in exchange for delivering critical public benefits. This adjustment preserves the overall development potential for approximately 14,700 new dwelling units but ensures that growth is contingent on tangible community benefits rather than guaranteed as-of-right. An R9 base allows the City to restore density via bonuses while more effectively leveraging private development to meet public needs.

- Remove Unlimited Height Provisions where they are currently proposed. While we support DCP’s goals of reducing building bulk and encouraging design flexibility, we are concerned about the unpredictability of unlimited height. We urge DCP to reevaluate and replace these provisions with defined height limits that balance flexibility with neighborhood context.
- In the block immediately east of Queensbridge Houses, reduce maximum residential zoning from R10 to R8, to respect the scale of this historic development and reduce shadow impacts on the historic grounds, residential buildings, and rooftop Community Solar installation on buildings at the southeast corner of the NYCHA development.

See illustrative views provided by DCP of the DEIS With Action scenario below.

Aerial View (1)

NE View Capturing Full Study Area



Eye-level View (7)

Vernon Blvd Looking North



Existing Condition

DEIS No Action

DEIS With Action



Establish Ongoing Oversight and Accountability

- Establish a community oversight committee (convened with participation from CB2, local stakeholders, city agencies, and development partners) to monitor implementation progress, surface issues, and advise on course corrections. Developers participating in the rezoning must cover legal and administrative costs associated with drafting and finalizing a community benefits agreement (CBA), to be signed prior to ULURP approval.
- Hold quarterly public meetings of the oversight committee to ensure transparency and allow for regular community input on milestones and challenges.
- Publish annual implementation progress reports covering affordable housing delivery, school construction, open space completion, infrastructure improvements, and quality of life issues due to construction.
- Affirm support for union labor and fair employment practices. We encourage the use of union labor across rezoning-related projects to promote high-quality construction, worker protections, and equitable economic opportunities for residents.
- Ensure that community benefits from new development include reinvestment in public housing and local infrastructure. Explore opportunities to channel revenues or benefits from underutilized or inactive sites -- such as those reactivated through new planning efforts -- into a dedicated fund for capital needs at Queensbridge Houses and other public assets within the rezoning area. This approach reinforces equity and local reinvestment as core tenets of the OneLIC plan.
- Formalize a post-ULURP MOU that outlines agency responsibilities, funding timelines, and coordination protocols to guide post-approval accountability.

CB2 and the OneLIC Working Group appreciated the responsiveness and partnership of DCP and other agencies in responding to questions and providing additional data throughout the review process. We intend to hold the City and its agencies accountable for responding to these recommendations and, more broadly, to ensure that much-needed growth occurs responsibly, equitably, and for the benefit of LIC community members.



BOROUGH PRESIDENT RECOMMENDATION

Project Name: Long Island City Neighborhood Plan	
Applicant: DCP - NYC Department of City Planning Queens Office	Applicant's Administrator: Hye-Kyung Yang
Application # 250176 ZMQ	Borough: Queens
CEQR Number: 25DCP001Q	Validated Community Districts: Q02,Q01

Docket Description:

Please use the above application number on all correspondence concerning this application

RECOMMENDATION: Waiver of Recommendation

Please attach any further explanation of the recommendation on additional sheets as necessary

CONSIDERATION: Conditional Favorable - see Recommendation for conditions.

Recommendation submitted by	QN BP	Date: 7/28/2025 8:58 AM
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Queens Borough President Recommendation

APPLICATION: Long Island City Neighborhood Rezoning
COMMUNITY BOARD: Q02

DOCKET DESCRIPTIONS

ULURP # 250175 HAQ – IN THE MATTER OF an application submitted by the Department of Housing Preservation and Development (HPD)

1. pursuant to Article 16 of the General Municipal Law of New York State for:
 - a. the designation of property located at Block 24, Lot 7. on a block bounded by Vernon Boulevard, 45th Avenue, 5th Street, and 44th Drive (Block 24, Lot 7) as an Urban Development Action Area; and
 - b. an Urban Development Action Area Project for such area; and
2. pursuant to Section 197-c of the New York City Charter for the disposition of such property to a developer to be selected by HPD; to facilitate the development of a mixed-use building containing approximately 320 income-restricted units, community facility and commercial space,
Borough of Queens, Community District 2.

ULURP #250176 ZMQ – IN THE MATTER OF an application submitted by the NYC Department of City Planning - Queens Borough Office pursuant to Sections 197-c and 201 of the New York City Charter for an amendment of the Zoning Map, Section Nos. 8d and 9b:

1. eliminating from within an existing R6A District a C1-5 District bounded by a line 75 feet northerly of 46th Avenue, a line 100 feet easterly of Vernon boulevard, 46th Road, and a line 100 feet westerly of Vernon Boulevard;
2. eliminating from within an existing R7A District a C2-5 District bounded by a line 900 feet southwesterly of 43rd Avenue, Vernon Boulevard, the northerly street line of former 44th Road, and a line 100 feet westerly of Vernon Boulevard;
3. eliminating a Special Mixed-Use District (MX-9) bounded by the southwesterly boundary line of Queens Bridge Park and its southeasterly prolongation, Vernon Boulevard, 43rd Avenue, and the U.S. Pierhead and Bulkhead Line;
4. changing from an M1-3 District to an M1-4A District property bounded by a line 225 feet northeasterly of 40th Avenue, 23rd Street, a line 100 feet northeasterly of 41st Avenue, and a line midway between 22nd Street and 23rd Street;
5. changing from an M1-4 District to an M1-4A District property bounded by 43rd Avenue, 13th Street, 44th Avenue, a line 100 feet northwesterly and westerly of 21st Street, a line 100 feet northerly of 44th Drive, Vernon Boulevard, 44th Road, and 9th Street;
6. changing from an M1-3 District to an M1-5A District property bounded by a line 225 feet northeasterly of 40th Avenue, a line midway between 22nd Street and 23rd Street, a line 100 feet northeasterly of 41st Avenue, 23rd Street, 41st Avenue, and 21st Street;
7. changing from an M1-4 District to an M1-5A District property bounded by:
 - a. Queens Plaza South, 13th Street, 43rd Avenue, 9th Street, 44th Road, and Vernon Boulevard; and
 - b. a line 190 feet southwesterly of 43rd Avenue, 22nd Street, 44th Avenue, a line 100 feet westerly of 23rd Street and its northerly prolongation, a line 100 feet northerly of 44th Drive, a line 130 feet easterly of 21st Street, and a line 120 feet northwesterly of 22nd Street and its southwesterly prolongation;
8. changing from an M1-4 District to an M1-6A District property bounded by Queens Plaza South, 21st Street, 43rd Avenue, 23rd Street, a line 100 feet northerly of 44th Drive, a line 100 feet westerly of 23rd Street and its northerly prolongation, 44th Avenue, 22nd Street, a line 190 feet southwesterly of 43rd Avenue, a line 120 feet northwesterly of 22nd Street and its southwesterly prolongation, a line 130 feet easterly of 21st Street, a line 100 feet northerly of 44th Drive, a line 100 feet westerly and northwesterly of 21st Street, 44th Avenue, and 13th Street;
9. changing an M1-5 District to an M1-6A District property bounded by Queens Plaza South, 23rd Street, 43rd Avenue, and 21st Street;
10. changing from an M1-4 District to an M1-2A/R6A District property bounded by a line midway between 44th Drive and 45th Avenue, a line 100 feet westerly of 11th Street, 46th Road, a line 100 feet easterly of Vernon Boulevard, and a line 100 feet easterly of 10th Street;

11. changing from an R6A District to an M1-3A/R7A District property bounded by a line 75 feet northerly of 46th Avenue, a line 100 feet easterly of Vernon boulevard, 46th Road, and a line 100 feet westerly of Vernon Boulevard;
12. changing from an M1-4 District to an M1-3A/R7A District property bounded by 45th Road, a line 100 feet easterly of Vernon Boulevard, a line 75 feet northerly of 46th Avenue, and Vernon Boulevard;
13. changing from an M1-4 District to an M1-3A/R7X District property bounded by:
 - a. 45th Avenue, a line 100 feet easterly of Vernon Boulevard, 45th Road, and Vernon Boulevard; and
 - b. 46th Road, a line 100 feet westerly of Vernon Boulevard, 47th Avenue, and a line 100 feet easterly of 5th Street;
14. changing from an R6B District to an M1-4A/R8A property bounded by 44th Drive, 23rd Street, a line midway between 44th Drive and 45th Avenue, and a line 45 feet westerly of 23rd Street;
15. changing from an M1-4 District to an M1-4A/R8A District property bounded by a line 100 feet northerly of 44th Drive, a line 100 feet westerly of 11th Street, a line midway between 44th Drive and 45th Avenue, a line 100 feet southeasterly of 10th Street, 45th Avenue, and Vernon Boulevard;
16. changing from an M1-4/R7A District to an M1-4A/R8A District property bounded by a line 100 feet northerly of 44th Drive, 23rd Street, 44th Drive, a line 45 feet westerly of 23rd Street, a line midway between 44th Drive and 45th Avenue, and a line 100 feet westerly of 11th Street;
17. changing from an M1-4 District to an M1-5A/R8 District property bounded by:
 - a. a line 150 feet southerly of former southerly terminus of 44th Avenue and its easterly prolongation, the northerly street line of 44th Road and its easterly prolongation, Vernon Boulevard, 45th Avenue, 5th Street, the westerly centerline prolongation of 44th Drive, and the U.S. Pierhead and Bulkhead Line; and
 - b. 46th Avenue, a line 100 feet westerly of Vernon Boulevard, 46th Road, and a line 100 feet easterly of 5th Street;
18. changing from an M1-4/R6A District to an M1-5A/R8 District property bounded by 46th Avenue, a line 100 feet easterly of 5th Street, 47th Avenue, and 5th Street;
19. changing from an M1-5/R9 District to an M1-6/R9 District property bounded by Queens Plaza South, a line 100 feet northwesterly of Crescent Street, 42nd Road, and 24th Street;
20. changing from an M1-5/R9 District to an M1-6/R10 District property bounded by 42nd Road, a line 100 feet northwesterly of Crescent Street, 43rd Avenue, and 23rd Street;
21. changing an R7A District to an M1-6A/R9 District property bounded by a line 900 feet southwestly of 43rd Avenue, Vernon Boulevard, the northerly street line of 44th Road and its easterly prolongation, a line 150 feet southerly of former southerly terminus of 44th Avenue and its easterly prolongation, and a line 135 feet easterly of former westerly terminus of 44th Avenue and its northerly and southerly prolongations;
22. changing an M1-4 District to an M1-6A/R9 District property bounded by 44th Drive and its westerly centerline prolongation, 5th Street, 45th Avenue, Vernon Boulevard, a line 75 feet northerly of 46th Avenue, a line 100 feet westerly of Vernon Boulevard, 46th Avenue, 5th Street and its northerly centerline prolongation, the northeasterly boundary line of Canal, and the U.S. Pierhead and Bulkhead Line;
23. changing an M3-1 District to an M1-6A/R9 District property bounded by the northeasterly boundary line of Canal, the northerly centerline prolongation of 5th Street, the northeasterly boundary line of a Park, and the U.S. Pierhead and Bulkhead Line;
24. changing an M1-5 District to an M1-6A/R10 District property bounded by 41st Avenue, 23rd Street, Queens Plaza North, and 21st Street; and
25. establishing a Special Long Island City District (LIC) bounded by:
 - a. a line 225 feet northeasterly of 40th Avenue, 23rd Street, Queens Plaza South, and 21st Street; and
 - b. the southwestly boundary line of Queens Bridge Park, Vernon Boulevard, Queens Plaza South, 21st Street, 43rd Avenue, 23rd Street, a line 100 feet northerly of 44th Drive, a line 100 feet westerly of 11th Street, 46th Road, a line 100 feet easterly of Vernon Boulevard, a line 75 feet northerly of 46th Avenue, a line 100 feet westerly of Vernon Boulevard, 47th Avenue, a line 100 feet easterly of 5th Street, 46th Avenue, 5th Street and its northerly centerline prolongation, the northeasterly boundary line of a Park, and the U.S. Pierhead and Bulkhead Line;

Borough of Queens, Community Districts 1 and 2, as shown on a diagram (for illustrative purposes only) dated April 21, 2025, and subject to the conditions of CEQR Declaration E-848.

ULURP #N250177 ZRQ – IN THE MATTER OF an application submitted by the Department of City Planning pursuant to Sections 197-c and 201 of the New York City Charter for zoning text amendment to designate the Project Area as a Mandatory Inclusionary Housing (“MIH”) area, Borough of Queens, Community Districts 1 and 2, as shown on a diagram (for illustrative purposes only) dated April 21, 2025, and subject to the conditions of CEQR Declaration E-848.

ULURP #250178 PCQ – IN THE MATTER OF an application submitted by the Department of Citywide Administrative Services (DCAS) and the New York City Economic Development Corporation (EDC) pursuant to Section 197-c of the New York City Charter, for the acquisition of property located on the east side of Vernon Boulevard between 43rd and 44th avenues (Block 488, p/o Lot 114) Borough of Queens, Community District 2, and for site selection of such property for use as publicly accessible open space.

ULURP #250179 PPQ – IN THE MATTER OF an application submitted by the Department of Citywide Administrative Services (DCAS) pursuant to Section 197-c of the New York City Charter, for the disposition of City-owned property located on the east side of Vernon Boulevard between 44th Drive and 44th Avenue (Block 488, Lots 11 and 15, and Block 489, Lots 1 and 23) pursuant to zoning, Borough of Queens, Community District 2.

ULURP #250180 PPQ – IN THE MATTER OF an application submitted by the Department of Citywide Administrative Services (DCAS) pursuant to Section 197-c of the New York City Charter, for the disposition of City-owned property generally bounded by 42nd Road to the north, 24th Street to the east, 43rd Avenue to the south and 23rd

Street to the west, (Block 428, Lots 12, 13, and 16) and generally bounded by 42nd Road to the north, Crescent Street to the east, 43rd Avenue to the south and 24th Street to the west (Block 429, Lots 13, 15 and 29), Borough of Queens, Community District 2, pursuant to zoning.

PUBLIC HEARING

A Public Hearing was held by the Queens Borough President in the Helen Marshall Cultural Center at 120-55 Queens Boulevard, Kew Gardens NY 11424, via Zoom webinar and livestreamed on www.youtube.com/@queensbp on June 26, 2025 at 9:30 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(s) made a presentation. There were fifty-nine (59) members of the public who gave testimony both in person and on Zoom. 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:

- The New York City Department of City Planning (DCP), together with the New York City Department of Housing Preservation and Development (HPD), New York City Department of Transportation (DOT), New York City Department of Citywide Administrative Services (DCAS), and New York City Economic Development Corporation (EDC), is proposing a series of land use actions including zoning map amendments, acquisition and site selection by the City, designation of an Urban Development Action Area (UDAA), approval of an Urban Development Action Area Project (UDAAP) and disposition of City-owned properties, City map amendment, and zoning text amendments (including modifying the Special Long Island City Mixed Use District and establishing Mandatory Inclusionary Housing [MIH]) (collectively, the “Proposed Actions”), to facilitate the implementation of the objectives and recommendations derived from the City’s on-going community engagement process within the neighborhood land-use plan (“The OneLIC Neighborhood Plan” or “Neighborhood Plan” or “OneLIC”) focused on the Hunters Point North area of Long Island City (LIC);
- The Proposed Actions would affect an approximately 54-block area (the “Project Area”), primarily in Queens Community Districts (CDs) 1 and 2, and generally bounded by the mid-block between 39th Avenue and 40th Avenue, between 21st Street and 23rd Street, and Queens Plaza South to the north, the East River and 5th Street to the west, 47th Avenue, 46th Road, and the mid-block between 44th Drive and 45th Avenue to the south, and 24th Street to the east;
- According to the Applicant team, the Proposed Actions would facilitate the following projected development over a 10-year time horizon:

- Approximately 14,699 new housing units;
 - Approximately 4,300 permanently income-restricted affordable housing units including
 - approximately 320 affordable units in a development on a publicly owned site;
 - Approximately 3.5 million square feet of new commercial, office, and retail space;
 - Approximately 292,000 square feet of community facilities space; and
 - A decrease in approximately 790,000 square feet of industrial space;
- Historically, the LIC neighborhood operated as a nexus between transportation access to and from Manhattan and rapid turn-of-the-century industrialization. Arts, office space and educational institutions were established in the later part of the century, anchoring the neighborhood's economy. As industrialization and manufacturing became globalized, the Bloomberg administration established LIC as an Industrial Business Zone (IBZ) to preserve manufacturing businesses and incentivize them to stay in New York City. Residential towers began to pop up after the 2001 LIC Mixed Use District rezoning, and without Mandatory Inclusionary Housing (MIH) or other subsidies, all units built were and continue to be market-rate. These actions have created the LIC we see today: tall, luxury residential towers abutting one- to two-story manufacturing buildings with narrow streets and little open space for residents. Through the 1997 Waterfront Access Plan (WAP), some waterfront design standards were established, but little progress has been made due to the piecemeal nature of waterfront development;
- In the 2000s, dozens of public and private endeavors to change and/or rezone parts of the LIC neighborhood have been withdrawn or put on an indefinite hiatus. In November 2023, the Department of City Planning kicked off the "OneLIC" Neighborhood Plan to learn from past mistakes and build a new holistic plan. Residents attended dozens of workshops and presentations from 2023 to 2025. To identify neighborhood priorities, focus area meetings, which are meetings dedicated to discussing and receiving feedback on various neighborhood issues, were held on the following topics: (1) housing, (2) economic development and arts & culture, (3) transportation, (4) open space, and (5) climate resiliency. Focus area meetings consisted of a mix of presentations, interactive activities, and break -out group discussions led by the engagement consultant, DCP, and other City agencies. Discussions from these focus area meeting culminated into community recommendations, which consists of seven shared goals and 47 draft strategies for new policies, capital projects, programs, and services to address the current and future needs of LIC residents;
- Both Queens Community Boards 1 and 2 (CB1 and CB2) are included in the Project Area and Rezoning Area and therefore held respective public hearings and voted on the OneLIC Plan. On June 17, 2025, CB1 voted to approve the application with conditions by a vote of twenty-two (22) in favor, eleven (11) opposed, and two (2) abstentions. On June 18, 2025, CB2 voted to approve the application with conditions by a vote of thirty-six (36) in favor, seven (7) opposed and zero (0) abstentions. Both Boards identified numerous conditions related to zoning and land use, affordable housing, open space, transit and sewer infrastructure, public institutions (such as schools and libraries), arts and culture, manufacturing space, waterfront access, and other related urban planning issues – the overall sentiment was investment to address decades-long overcrowding and its effects, as well as planning for a resilient future;
- At the Borough President's Land Use Public Hearing, the Applicant team gave a presentation. The Borough President asked questions related to sewer infrastructure, the MIH Options, Queensbridge Houses, streetscape, parks and open space, arts and culture, the DOE Building RFP. The applicant responded accordingly and bring in other agency partners to answer questions. Fifty-nine (59) public members gave live testimony at the hearing both in-person and on Zoom – thirty-nine (39) people gave testimony in support of the LIC Plan primarily with conditions, and seventeen (17) people gave testimony in opposition of the Plan;

- The Office of the Queens Borough President has received eighty-six (86) total letters of public testimony regarding the LIC Plan. Forty-nine (49) of these letters were in support with conditions and thirty-seven (37) were in opposition. The Justice for All Coalition (JAC) submitted a petition with one hundred eleven (111) signatures in opposition of the LIC Plan, citing displacement, gentrification and the exclusion of Queensbridge and Ravenswood Houses residents in the planning process.

RECOMMENDATION

Long Island City is one of the fastest growing communities in the country due its proximity to Manhattan, serene and publicly accessible waterfront, thriving arts and culture scene, blossoming nightlife and booming economy. But as we see in many urban settings across the nation, community growth that rapid and substantial threatens to price out longtime residents and put this neighborhood financially out of reach for all but a lucky few. The Department of City Planning recognizes that very real concern. I applaud the agency for putting together months of thoughtful, community-led outreach and for putting together an informed neighborhood plan to address uneven development patterns and the wider affordability crisis throughout Western Queens. It is my belief that, as a whole, this proposal is a significant step forward in preserving the unique character of Long Island City, while ensuring the bright future of this community is one that can be enjoyed by all who currently call it home and those who will do so in the coming years — regardless of one's place on the socioeconomic spectrum.

Based on the above consideration, I hereby recommend approval with the following conditions, many of which mirror those put forth by Community Boards 1 and 2, whom I applaud for their advocacy and careful deliberation:

- **Support for CB1 and CB2's recommendations** that pertain to the rezoning, specifically for:
 - Their vision for arts and cultural zoning incentives, as outlined in their conditions;
 - An Infrastructure Sequencing Plan for current and future growth within Long Island City.
 - Require developers to submit designs for public and privately-owned waterfront sites for Waterfront Edge Design Guidelines (WEDG) verification;
 - Strengthen and formalize requirements within the Waterfront Access Plan (WAP) to require the waterfront open space exceed the 40-foot baseline.
 - A new, full-service hospital in or near the Rezoning Area, including comprehensive and neonatal care.
 - Funding and construction of at least two additional schools within the Rezoning Area, in addition to the School Construction Authority's plan for three new schools. Elementary, middle school and high school capacities should be designated based on population needs.
 - Require Mandatory Inclusionary Housing (MIH) Options 1 and 2 throughout the Rezoning Area
 - Require DCP and HPD to publish an updated 5-year review of MIH housing production to assess the program's effectiveness.
 - Expand NYPD and FDNY services to match population growth from the rezoning, including additional personnel, equipment, and facilities where necessary, to maintain adequate emergency response times and public safety coverage.
 - Initiate an emergency preparedness planning process in collaboration with NYC Emergency Management and local stakeholders. This process should identify a range of environmental vulnerabilities, notably both storm surge and intensive rainfall events, outline community mitigation strategies, and develop protocols for coordinated emergency response, especially in areas of greatest hazard.
 - Promote responsible land use and timely housing delivery by identifying priority sites where long-term vacancy or stalled development may be addressed through planning interventions or enhanced accountability. Projects that remain undeveloped or inactive for extended periods should be subject to review, with the aim of advancing public benefit and preventing speculative holding that undermines neighborhood goals.

- Repurpose parcels under the Queensboro Bridge for permanent public park and open space.
- Blissville Green Asphalt Plant resolution— the City and State must ensure that Green Asphalt's smokestack is doubled to reduce air pollution and odor in Blissville.

COMMUNITY FUNDS

- **\$50 million Educational Fund** to support surrounding local schools. This money would be made available to schools for programming, supplies and other incidentals.
- **\$5 million Community Benefits Fund** for surrounding community-based organizations (CBOs) and nonprofit organizations doing work in and around the rezoning area.
- **\$2 million Food Pantry Fund** for existing pantries to continue their work despite other funding or supply chain gaps. We must continue to stabilize those in most need.
- **Infrastructure Fund** to be managed by the Department of Environmental Protection (DEP) and the LIC Rezoning Working Group (see below). For each development that will be built as a result of the Rezoning, 1 percent of the total pro-forma budget should be allocated to infrastructure costs for sewers, storm drains, and other sustainable infrastructure.
- **Small Business Grants** for all independent business owners in the Jamaica catchment area. The Department of Small Business Services (SBS) should work with the NYC Economic Development Corporation (EDC) to administer up to \$10,000 one-time grants for business owners to make repairs, cosmetic changes or renovations to their storefronts and inside.

COMMUNITY PROGRAMMATIC NEEDS

- **Support for a Big Reuse Composting Site along Borden Avenue.** DOT and City Council should work with the composting nonprofit to create an agreement in which Big Reuse can expand their operations.
- **\$27.8 million** for the following identified arts and cultural capital and expense needs:
 - MoMA PS1 capital improvements
 - CultureLab outdoor improvements
 - IrishCenter facade work
 - Sculpture Center flood mitigation
- **\$20 million** for expense needs for CBOs and nonprofits in the area, including but not limited to:
 - Center for the Integration and Advancement of New Americans, Inc. (CIANA)
 - Bread of Life Food Pantry
 - Zone126 Food Pantry
 - Floating Hospital

CITY-OWNED SITES

- **DOE Building Redevelopment.** In addition to CB2's recommendations of incorporating community priorities, I would like to see workforce development and small business incubation spaces within the DOE Building, with set-asides for NYCHA residents.

HEALTHCARE

The City should work to fund existing community partners within healthcare, in addition to exploring a full-service hospital:

- **New NYC Health + Hospitals or NYC Department of Health and Mental Hygiene facility** within or just outside the Rezoning Area.
- **\$20 million** for Mt. Sinai Queens capital needs. This money would fund the reconstruction and modernization of currently unutilized operating rooms, transforming them into two functional procedural suites; development of a new 15-bed Intensive Care Unit (ICU)

HOUSING

- **Mapping only MIH Options 1 and 2 within the Rezoning Area.** In order to preserve deep affordability as well as encourage middle-class stability, only MIH Options 1 and 2 should be mapped in Appendix F.
- **Expanding the eligibility of CityFHEPs Housing Vouchers.** As a citywide program for families and individuals transitioning out of NYC Human Resources Administration or NYC Department of Social Services homeless shelters, the Mayoral Administration should put more funding into the CityFHEPs program as well as eliminating qualifying rules such as having a person work 10 hours per week for the last 30 days of their shelter stay.
- **100 percent capital needs at NYCHA’s Queensbridge Houses.** The City should prioritize all capital needs at Queensbridge to address decades-long inequality in public housing as well as ensuring new generations can live safely and thrive in these apartments. These improvements should include but not be limited to:
 - Streetscape improvements outside the Riis Settlement
 - Extending the back of the community center for a reception, security, etc.
 - Reconstruction of the front walkway of the community center
 - Renovating the Older Adults kitchen in the community center
 - Renovation of the Immigrant Services space
 - Floor refurbishment/replacement of the gym floor
 - Possibility of building up the community center
 - Installation of a CCTV Camera system

LIBRARIES

- **A new library for Queensbridge Houses**, in addition to the Tech Lab.
- **\$900,000** for the new Court Square library space, as well as guaranteed \$250,000 for ongoing, annual expenses.
- **\$225,000** for the Queensbridge Tech Lab enhancements and upgrades, as well as guaranteed \$250,000 for ongoing, annual expenses.

OVERSIGHT & ACCOUNTABILITY

- **LIC Working Group** (to be envisioned similarly to CB2’s “community oversight committee”). If the rezoning is approved, there should be a Working Group that establishes a memorandum of understanding (MOU) and meets quarterly to assess goals and promised community benefits. DCP should convene this group through the first five years of the rezoning to ensure that all benefits are disseminated, and all City projects are on schedule.

PARKS & OPEN SPACE

- **Blissville Greenway.** Funding for capital upgrades in terms of sidewalk, bike lane barriers, trees and greenery along Review Avenue from Borden Avenue to Laurel Hill Boulevard.
- **ConEd waterfront property for public access.** As stated in my response letter to EDC, the City must commit to designing a public path greater than or equal to 16 feet in width for different types of transportation and ADA accessibility.
- **Dutch Kills Green.** Capital funding for the green space and a continuous greenway connection to Northern Blvd.
- **Greenpoint Bridge Entrance.** Capital project to redesign the intersection at Greenpoint Ave and Review Ave to make it safe for pedestrians and cyclists, while continuing to accommodate truck traffic
- **Pulaski Bridge Entrance.** Capital project to redesign the intersection at Jackson Ave and 11th Street to make it safe for pedestrians and cyclists, while continuing to accommodate the truck traffic on the Pulaski Bridge.
- **Queens Waterfront Greenway.** Capital funding to upgrade the existing Vernon Blvd protected bike lane to design a public path greater than or equal to 16 feet in width, and to connect Long Island City to Bayside).

- **Queensboro Bridge Parcels.** The City should work with the State to transfer state jurisdiction to the city in order to use certain parcels for public open space, and Parks and NYCDOT should work to identify workable solutions on any parcel that is not wholly used for vital city services.
- **Queensbridge Baby Park Greenway.** Parks and DOT should work together to add bollards and physical barriers to prevent vehicle incursions in addition to its plan to expand the park's footprint.
- **Ravenswood Playground.** Parks should prioritize all capital needs at this playground outside the Rezoning Area.
- **Thomson Avenue Bridge Over Sunnyside Yards.** Capital project to make build continuous, adequate-width sidewalks and protected bike lanes.

SCHOOLS

- **New schools** at the following locations:
 - 2-1 54th Ave
 - 23-10 43rd Ave
 - 44-59 45th Ave
- **At least \$15 million for capital needs** to surrounding schools:
 - Academy of Finance and Enterprise
 - Academy for Careers in Television and Film
 - ATLAS High School
 - Bard High School Early College Queens
 - Gotham Tech High School
 - High School for Applied Communications
 - Hunters Point Community Middle School
 - Information Technology High School
 - I.S. 126Q
 - I.S. 204
 - I.S. 235
 - LIC High School
 - LaGuardia Community College
 - Long Island City High School
 - PQ4 @ Skillman
 - PS 017
 - PS 76Q
 - PS/IS 78Q
 - PS 111
 - PS 112
 - PS 171
 - PS 234
 - PS 384
 - PS Q258
 - PS Q341
 - PS Q508
 - PS Q575
 - PS Q638
 - School for Cooperative Technical Education
 - Robert F. Wagner, Jr. Secondary School for Arts and Technology
 - The Young Women's Leadership School of Astoria

SEWER INFRASTRUCTURE

- **Commitment from DEP to complete their drainage study by Spring 2026.** If the rezoning is approved, the City must swiftly address the findings in the study and make investments to address stormwater and sewage infrastructure.

STREETSCAPE IMPROVEMENTS

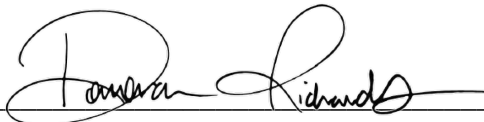
- **\$2.5 million** in capital needs to the Sunnyside Shines BID Street beautification.
- **Capitally-constructed, concrete-protected bike lanes** on Thomson Avenue (Queens Boulevard to Jackson Avenue) and 44th Drive (Thomson Avenue to 23rd Street) included in NYC DDC Project ID HWQ788CS “Court Square Pedestrian Improvements.”

TRANSIT INFRASTRUCTURE

- Sunnyside Station capital improvements
- LIRR Station capital improvements
- Express bus service on Center Boulevard direct to Manhattan via the Queens Midtown Tunnel, returning via the Queensboro Bridge
- Subway capital improvements for the E-F-G-M-N-W-R-7 lines

WORKFORCE DEVELOPMENT (YOUTH AND ADULT)

- **Local 30 percent hiring goal** of eligible new jobs (temporary and permanent) to be filled by local residents in Community Boards 1 and 2. These numbers should be reported quarterly to the Borough President, Council Member and respective Community Boards, and should also include zip codes of local residents that were hired. Any job fair or workforce development plans should also be made available to the aforementioned parties.
- **30 percent M/WBE Hiring Goal** (with the intention of exceeding said goal) for the total projected number of jobs, both permanent and temporary.
- **Culturally competent workforce development** and outreach to Community Boards 1 and 2.
- **\$5 million** for expense needs for workforce development Community-Based Organizations (CBOs) and nonprofits in the area.
- **\$2 million** for Witness to Mass Incarceration Sewing & Tailoring Program new and bigger space.



PRESIDENT, BOROUGH OF QUEENS

07/28/2025

DATE