



IN THE MATTER OF an application submitted by 69-02 Queens Boulevard Woodside LLC pursuant to Sections 197-c and 201 of the New York City Charter for an amendment of the Zoning Map, Section No. 9d:

1. changing from an M1-1 District to an R7X District property bounded by a line 150 feet southerly of Queens Boulevard, 70th Street, 47th Avenue, and 69th Street; and
2. establishing within the proposed R7X District a C2-3 District bounded by a line 150 feet southerly of Queens Boulevard, 70th Street, 47th Avenue, and 69th Street;

Borough of Queens, Community District 2, as shown on a diagram (for illustrative purposes only) dated April 9, 2018, and subject to the conditions of CEQR Declaration E-472.

This application (C 180265 ZMQ) for a zoning map amendment was filed by 69-02 Queens Boulevard Woodside LLC on March 30, 2018 to facilitate a mixed-use development located at 69-02 Queens Boulevard in the Woodside neighborhood of Queens, Community District 2.

RELATED ACTIONS

In addition to the proposed zoning map amendment (C 180265 ZMQ) that is the subject of this report, the proposed project also requires action by the City Planning Commission on the following applications, which are being considered concurrently with this application:

N 180266 ZRQ Zoning text amendment to designate a Mandatory Inclusionary Housing (MIH) area.

C 180267 ZSQ Special permit to modify height regulations for a large-scale general development (LSGD) (ZR Section 74-743).

BACKGROUND

This application (C 180265 ZMQ) and the related applications for a special permit (C 180267 ZSQ) and a zoning text amendment (N 180266 ZRQ) would facilitate development of two new, mixed residential and commercial buildings with a total of 561 dwelling units, 169 of which would be permanently affordable, in the Woodside neighborhood in Queens, Community District 2.

The development site is located south of Queens Boulevard and comprised of Block 2432 Lots 9, 21, 41, 44 and 50. It is an irregularly shaped parcel of approximately 71,696 square feet (1.65 acres) that spans the interior of Block 2432 and has frontages along portions of Queens Boulevard, 69th Street, 70th Street and 47th Avenue. The northern portion of the development site fronting Queens Boulevard is zoned R7X/C2-3. The proposed rezoning would extend this zoning to properties on the southern portion of Block 2432 that are located in the adjacent M1-1 district, which includes portions of the applicant's property (Lots 50, 44 and 41) and property owned by the Metropolitan Transit Authority (Lot 1). The applicant owns Lots 9, 21, 41 and 44 and is contract vendee of Lot 50.

The surrounding area is developed with a mix of residential, industrial and manufacturing, and transportation uses. Land uses along nearby sections of Queens Boulevard include low-scale commercial and automotive uses. The elevated tracks for the Long Island Rail Road (LIRR) are located within the southwestern portion of Block 2432 (Lot 1). Light manufacturing uses are located directly south of the railroad tracks. One and two-family residences predominate southwest of the site and north of Queens Boulevard. A variety of institutional uses are located southeast of the project area, and they include two houses of worship, a not-for-profit pre-school special education facility and a not-for-profit organization that provides support services to families.

The development site is occupied by several one-story industrial and commercial buildings. The northern portion of the development site, zoned R7X/C2-3, is improved with a one-and-a-half story restaurant, two one-story service station buildings, a one-story retail store, three two-story mixed retail and residential buildings and a two-and-one-half story residential building. The southern

portion of the development site is zoned M1-1, and it is improved with a two-story commercial building, a one-story warehouse, a two-story community center and a surface parking lot.

Several new apartment buildings are under construction along nearby portions of the R7X/C2-3-zoned Queens Boulevard corridor, including an 11-story, 73-unit building on the block directly east of the development site, a seven story, 31-unit building across Queens Boulevard to the north, and a nine-story, 74-unit mixed residential and commercial building on the subject block directly northeast of the development site.

Two small public parks located nearby are Sperge Park, which is north of the site across Queens Boulevard, and Sherry Park, which is on the block directly west of Sperge Park.

Queens Boulevard is a major east-west arterial roadway for the surrounding area, connecting to the Brooklyn-Queens Expressway to the west and the Long Island Expressway to the east. The development site is well-served by New York City Transit bus lines which include the Q47, which runs north-south along 69th Street, the Q60 and X63, which run east-west along Queens Boulevard, and the Q18, which runs along 66th Place. The bus stop for the northbound Q47 and the eastbound Q60 abut the northwestern corner of the development site. The site is also well-served by the New York City Transit subway, including the No. 7 subway line located approximately 0.5 miles to the north at Roosevelt Avenue and 69th Street; and the E, F, M, R and 7 subway lines located approximately 0.7 miles to the north at Roosevelt Avenue and 74th Street. The Long Island Rail Road's Woodside Station is approximately 0.7 miles northwest of the site.

The zoning districts within the surrounding area are predominantly lower density residential districts and include R4, R4-1 and R5. An M1-1 district is located immediately south of the project area, where properties are occupied by industrial, commercial and community facilities. As previously noted, nearby properties along Queens Boulevard are zoned R7X/C2-3, allowing a mix of commercial, residential and community facility uses along this main thoroughfare.

The development site was included within an M1-1 zoning district at the time of the enactment of Zoning Resolution in 1961. The northern portion of the site was subsequently rezoned to R7X/C2-

3 in 2006 to encourage new mixed residential and commercial development at densities appropriate on wide streets, as part of the NYC Department of City Planning's Maspeth-Woodside Rezoning (C 060294 ZMQ). The voluntary Inclusionary Housing Program is applicable within the R7X portion of the site, which allows developments that provide affordable housing pursuant to program up to a maximum floor area ratio (FAR) of 5.0. Developments with residences not participating in the program are limited to a maximum FAR of 3.75.

R7X districts are governed by contextual Quality Housing bulk regulations and are typically mapped on wide streets, such as Queens Boulevard. They typically allow a maximum residential FAR of 5.0, or 6.0 with the provision of MIH and a maximum community facility FAR of 5.0. R7X districts have a maximum base height of 105 feet and a maximum building height of 140 feet, or 145 feet with a qualifying ground floor that rises at least 13 feet above curb level. Parking is required for 50 percent of a development's market-rate dwelling units and 15 percent of income-restricted units. C2-3 commercial overlays within an R7X district have a maximum commercial FAR of 2.0. These overlays typically allow a broad range of locally-oriented commercial uses and are mapped along Queens Boulevard to varying depths.

M1-1 districts permit light industrial uses, commercial uses and limited community facilities, but do not permit residential uses. These districts permit a maximum FAR of 1.0 for commercial or manufacturing buildings. Community facility development is allowed in M1-1 zones at a maximum FAR of 2.4. The building height is regulated by the sky exposure plane.

Under the proposed R7X/C2-3 zoning, the applicant intends to develop two L-shaped, mixed-use buildings situated at the northwest and southeast corners of the site. The building at the southeast corner (the East building) would rise 14 stories, with a base height of 85 feet and a building height of 151.5 feet. The building at the northwest corner (the West building) would rise 17 stories, with a base height of 85 feet and a building height of 181.5 feet. Neither building would provide a qualifying ground floor and both would exceed the maximum allowed building height of 140 feet for developments within an R7X district. Together, the full project would comprise a total of

430,158 square feet of floor area for a total FAR of 6.0, including 424,251 square feet of residential floor area and 5,907 square feet of commercial floor area (0.08 FAR). A total of 561 dwelling units are proposed, 30 percent of which (169 dwelling units) would be permanently affordable under MIH Option 2.

The proposed development would have a centrally-located 28,170-square-foot landscaped open space for the development's residents and a 7,336-square-foot landscaped public walkway at the southwest corner of the site that would buffer the development from the LIRR embankment and tracks and provide a pedestrian access between 69th Street and 47th Avenue. The restrictive declaration recorded in connection with the Large-Scale General Development (LSGD) special permit would ensure that the public walkway is adequately maintained and open and accessible to the public from 6 am to 10 pm year round. A total of 242 accessory parking spaces would be provided in a parking garage beneath the central open space, accessed by a curb cut on 69th Street.

In addition to the zoning map amendment (C 180265 ZMQ), the applicant is seeking a zoning text amendment (N 180266 ZRQ) to designate an MIH area and an LSGD special permit (C 180267 ZSQ) to modify the applicable height regulations.

The applicant proposes a zoning text amendment (N 180266 ZRQ) to designate Block 2432 as an MIH designated area that would be mapped with Option 2. Option 2 requires that 30 percent of residential floor area be reserved for housing units affordable to residents with household incomes averaging 80 percent of the area median income (AMI). No more than three income bands can be used to average out to the 80 percent, and no income band can exceed 130 percent of the AMI.

The applicant is seeking approval of an LSGD special permit (C 180267 ZSQ) to modify height and setback regulations applicable in an R7X district. This would allow the developer to address the unique circumstances created by the irregularly shaped site, and maximize both open space and the number of dwelling units. The R7X/C2-3 zoning district's height and maximum story

regulations, which limit residential buildings to a maximum height of 140 feet and 14 stories, would be modified within the development plan to enable a more rational distribution of floor area, a better site plan, and a better relationship among the buildings on the development site and the surrounding areas. The site plan for the irregularly shaped development site facilitates greater distance between the towers for a residential open space and a landscaped public walkway.

The applicant is seeking two waivers pursuant to ZR Section 74-743(a)(2) to allow the location of buildings without regard for height, setback, and rear yard requirements for LSGD projects. This special permit would establish an envelope for the proposed buildings as described below:

Building height relief pursuant to ZR Section 74-743(a)(2): ZR Sections 23-664(a)(3) and 23-664(b) limit new developments in R7X/C2-3 districts built pursuant to Quality Housing regulations to a maximum height of 145 feet. In the proposed development, the West building would rise to a maximum height of 181.5 feet and the East building would rise to a maximum height of 151.5 feet.

Maximum number of stories relief pursuant to ZR Section 74-743(a)(2): ZR Sections 23-664(a)(3) and 23-664(b) require new developments in R7X/C2-3 districts built pursuant to Quality Housing regulations to have a maximum of 14 stories. The applicants are proposing a mixed-use development with one building having 17 stories (West building).

ENVIRONMENTAL REVIEW

This application (C 180265 ZMQ), in conjunction with the related applications for a zoning text amendment (N 180266 ZRQ) and special permit (C 180267 ZSQ), 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 18DCP132Q. The lead agency is the City Planning Commission.

After a study of the potential impacts of the proposed actions a Negative Declaration was issued on April 9, 2018. On August 31, 2018, a Revised Environmental Assessment Statement (EAS) was issued which reflects changes to the applicant's proposed actions. The Revised EAS concluded that the proposed actions would not result in any new or different significant adverse environmental impacts not already identified in the previous Negative Declaration. A Revised Negative Declaration was issued on September 5, 2018. The Revised Negative Declaration reflects the changes to the EAS and supersedes the Negative Declaration issued on April 9, 2018.

The Revised Negative Declaration includes an (E) Designation (E-472) to avoid the potential for significant adverse impacts related to hazardous materials, air quality, and noise on the development site (Block 2432, Lots 9, 21, 41, 44, and 50), and will supersede the (E) Designation (E-163) for hazardous materials, air quality, and noise placed on Lots 9 and 21 as part of the Maspeth-Woodside Rezoning (CEQR No. 06DCP065Q).

The (E) designation text related to hazardous materials is as follows:

Task 1 – Sampling Protocol

The applicant submits to the NYC Office of Environmental Remediation (OER), for review and approval, a Phase 1A of the site along with a soil and groundwater testing protocol, including a description of methods and a site map with all the sampling locations clearly and precisely represented.

If site sampling is necessary, no sampling should begin until written approval of a protocol is received from OER. The number and location of sample sites should be selected to

adequately characterize the site, the specific source of suspected contamination (i.e., petroleum based contamination and non-petroleum based contamination), and the remainder of the site's condition. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of sampling data. Guidelines and criteria for selecting sampling locations and collecting samples are provided by OER upon request.

Task 2 – Remediation Determination and Protocol

A written report with findings and a summary of the data must be submitted to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such results, a determination is made by OER if the results indicate that remediation is necessary. If OER determines that no remediation is necessary, written notice shall be given by OER.

If remediation is indicated from the test results, a proposed remediation plan must be submitted to OER for review and approval. The applicant must complete such remediation as determined necessary by OER. The applicant should then provide proper documentation that the work has been satisfactorily completed.

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

The (E) designation text related to air quality is as follows:

Any new residential and/or commercial development on the Block 2432, Lots 9 and 21 (West Tower) must use natural gas as the type of fuel for heating, ventilating and air conditioning systems (HVAC) and ensure that the HVAC stack is located at the highest tier or at least 185 feet above grade to avoid any potential significant adverse air quality impacts.

Any new residential and/or commercial development on the Block 2432, Lots 41, 44, and 50 (East Tower) must use natural gas as the type of fuel for heating, ventilating and air conditioning systems (HVAC) and ensure that the HVAC stack is located at the highest tier or at least 155 feet above grade and a setback distance of at least 126 feet from the West Tower to avoid any potential significant adverse air quality impacts.

The (E) designation text related to noise is as follows:

Any new residential and/or commercial development on the Block 2432, Lots 9, 21, 41, 44, and 50 (Development Site) must provide a closed window condition with a minimum attenuation of 37 dB(A) window/wall attenuation on western, eastern and southern façades and a minimum attenuation of 33 dB(A) window/wall attenuation on northern façades for the first 100 feet above the appropriate noise source in order to maintain an interior noise level of 45 dB(A). To achieve 37 dB(A) or 33 dB(A) of building attenuation, special design features that go beyond the normal double-glazed windows are necessary and may include using specially design windows (i.e., windows with small sizes, windows with air gaps, windows with thicker glazing, etc.), and additional building attenuation. In order to maintain a closed-window condition, and alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning.

With the assignment of the above-referenced (E) designation for hazardous materials, air quality and noise, the proposed actions would not result in significant adverse impacts.

UNIFORM LAND USE REVIEW

This application (C 180265 ZMQ) and the related application for a special permit (C 180267 ZSQ) were certified as complete by the Department of City Planning on April 9, 2018 and were duly referred to Queens Community Board 2 and the Queens Borough President 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 180266 ZRQ), which was referred for information and review in accordance with the procedures for non-ULURP matters.

Community Board Public Hearing

Queens Community Board 2 held a public hearing on this application (C 180265 ZMQ) on May 14, 2018, and on June 7, 2018, and by a vote of 29 in favor, one opposed, and none abstaining, adopted a recommendation to disapprove the application.

Borough President Recommendation

The Queens Borough President held a public hearing on this application (C 180265 ZMQ) on June 21, 2018, and on July 12, 2018, issued a recommendation to approve the application with the following conditions:

“Instead of the requested modification of the R7X 14-story height limit the project building heights should be lowered and bulk redistributed to stay within the 140 feet height restriction. This would make the scale of the project closer to the newer development near the applicant’s site on Queens Boulevard;

Overcrowding of the area schools is a major problem in this neighborhood. To help alleviate the shortage of school seats in this neighborhood the applicant should work with the School Construction Authority on siting a school on the site, and deliver the core and shell for a school of appropriate size;

Consideration of adjusting the depth of the proposed income bands for the affordable housing to provide more housing opportunities for area residents who are priced out at the proposed levels.”

City Planning Commission Public Hearing

On July 25, 2018 (Calendar No. 7), the City Planning Commission scheduled August 8, 2018, for a public hearing on this application (C 180265 ZMQ) in conjunction with the related actions. The hearing was duly held on August 8, 2018 (Calendar No. 27). Four speakers testified in favor of the application and none opposed.

Three members of the applicant team testified in support of the application. Two of the applicant’s land use attorneys described the requested actions and the goals and objectives of the proposed development. They said that the proposed retail component would comprise approximately 5,900 square feet along Queens Boulevard, and that the 242 parking spaces would be accessible from a new curb cut on 69th Street.

The project architect described the building design, the proposed public walkway and the zoning relief required because of the unique site, including its limited street frontage, irregular shape, and an LIRR easement. He said that the development would have maisonette-style entry units fronting portions of 70th Street and 47th Avenue to align with the adjacent residential character.

A representative from the 32BJ Service Employees International Union also testified in favor of the application. He stated that the developer had committed to providing good jobs with family-sustaining wages and benefits for workers in Queens, and that the union anticipates that the project would create 14 new building service jobs.

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

CONSIDERATION

The Commission believes that this application for a zoning map amendment (C 180265 ZMQ), in conjunction with the related applications (N 180266 ZRQ and C 180267 ZSQ), is appropriate.

The proposed rezoning to extend existing R7X/C2-3 zoning will facilitate the development of two, mixed residential and commercial buildings containing approximately 5,907 square feet of retail uses and approximately 561 dwelling units, including approximately 169 permanently affordable units pursuant to Option 2 of the MIH program. This is consistent with one of the key initiatives of Housing New York, Mayor de Blasio's housing plan, which is to require that a share of new housing be permanently affordable when City Planning Commission actions encourage substantial new residential development.

The Commission notes that the proposed zoning change is consistent with the goals and objectives of the Department of City Planning's Maspeth-Woodside Rezoning (C 060294 ZMQ), which sought to foster opportunities for new housing in buildings of a scale and density appropriate for wide thoroughfares.

The request for a special permit (C 180267 ZSQ) is appropriate. The waivers will facilitate a superior site plan and project design that are uniquely suited for the irregularly shaped lot, while providing ample open space to the residents of the new development. The proposed distribution of floor area, which requires relief from maximum building height and number of stories pursuant to ZR Sections 23-664(a)(3) and 23-664(b), will not obstruct access to light and air to the detriment of the overall development or public realm. The proposed plan will significantly improve pedestrian access between 47th Avenue and 69th Street through the provision of a landscaped public walkway which will, in addition to being a public open space benefit, serve as a buffer from the LIRR embankment.

The applicant provided supporting materials regarding the need for the proposed height waivers that showed what the project would look like if these waivers were not granted and the entire 6.0 FAR were constructed. According to the applicant, relocating all floor area below 140 feet would result in fewer, yet awkwardly larger, apartments, and about 25 percent less open space. Absent the requested waivers, the proposed buildings would be wider, approximately 75 feet in depth.

However, the additional depth could not be used for additional units, so the total number of dwelling units would decrease by 86 and reduce affordable units by 26. This would also reduce the amount of open space available to residents and not allow for the proposed walkway. By contrast, the narrower towers would provide more light to the interior facing dwelling units. The applicant's representative stated the requested waivers furthers compelling land use rationales and is the minimum necessary to develop the lot with livable interior and exterior spaces.

Regarding the Borough President's recommendation that the project explore lower income bands to respond to community needs, the applicant provided census tract data in correspondence to the City Planning Commission dated August 28, 2018, demonstrating that providing apartments affordable to households with incomes at an average of 80 percent of the AMI, pursuant to MIH Option 2, is affordable in this neighborhood. Nevertheless, the applicant stated a willingness to explore the feasibility of providing deeper levels of affordability to achieve the required 30 percent-at-80 percent AMI. The Commission encourages that exploration.

Regarding the Borough President's recommendation that a school be provided on the site, this issue is outside the scope of the requested actions, however, the Commission encourages the applicant to continue looking into solutions to address overcrowding in area schools.

RESOLUTION

RESOLVED, that having considered the Environmental Assessment Statement (EAS) for which a Negative Declaration was issued on April 9, 2018, and Revised EAS for which a Revised Negative Declaration was Issued on September 5, 2018 with respect to this application (CEQR No. 18DCP132Q), The City Planning Commission finds that the action described herein will have no significant impact on the environment; and be it further.

RESOLVED, by the City Planning Commission, pursuant to Section 197-c of the New York City Charter, that based on the environmental determination and 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 hereby amended by changing the Zoning Map, Section No. 9d:

1. changing from an M1-1 District to an R7X District property bounded by a line 150 feet southerly of Queens Boulevard, 70th Street, 47th Avenue, and 69th Street; and
2. establishing within the proposed R7X District a C2-3 District bounded by a line 150 feet southerly of Queens Boulevard, 70th Street, 47th Avenue, and 69th Street;

Borough of Queens, Community District 2, as shown on a diagram (for illustrative purposes only) dated April 9, 2018, and subject to the conditions of CEQR Declaration E-472.

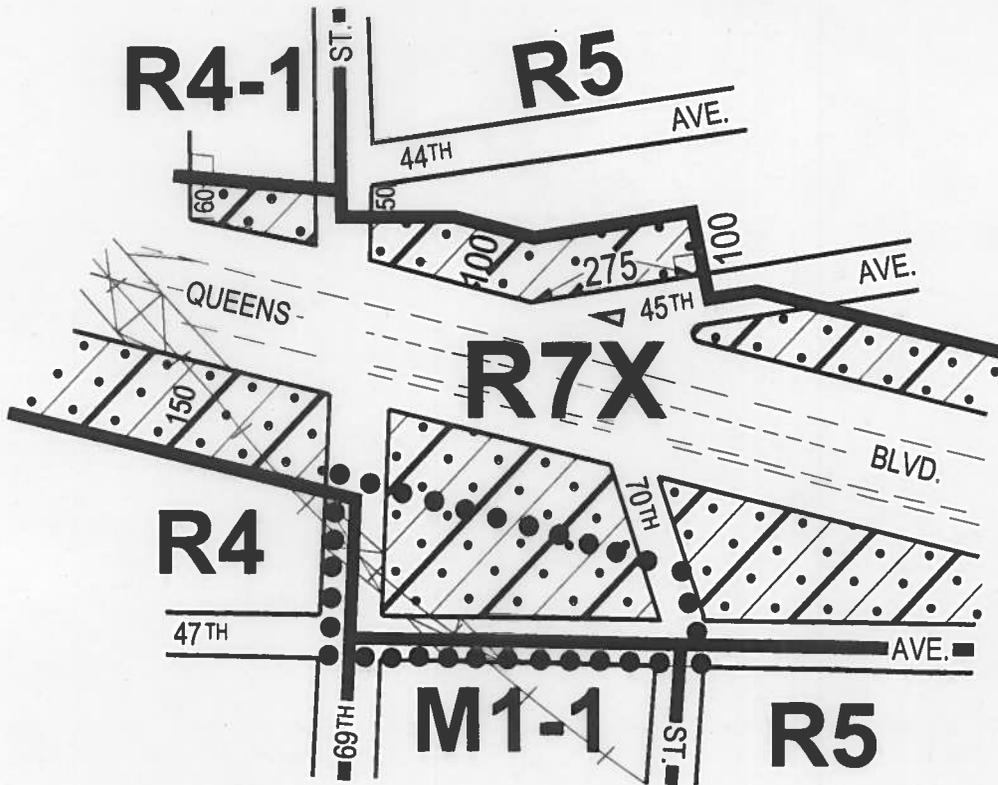
The above resolution (C 180265 ZMQ), duly adopted by the City Planning Commission on September 5, 2018 (Calendar No. 8), is filed with the Office of the Speaker, City Council, and the Borough President in accordance with the requirements of Section 197-d of the New York City Charter.

MARISA LAGO, *Chair*

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

**ALLEN P. CAPPELLI, Esq., ALFRED C. CERULLO, III,
JOSEPH I. DOUEK, CHERYL COHEN EFFRON, HOPE KNIGHT,
ANNA HAYES LEVIN, ORLANDO MARIN, LARISA ORTIZ,**
Commissioners

RICHARD W. EADDY, *Commissioner*, Recused



CITY PLANNING COMMISSION
 CITY OF NEW YORK
 DIAGRAM SHOWING PROPOSED
ZONING CHANGE
 ON SECTIONAL MAP
9d
 BOROUGH OF
QUEENS

S. Lenard, Director
 Technical Review Division

New York, Certification Date
 APRIL 09, 2018

SCALE IN FEET



NOTE:

- Indicates Zoning District Boundary.
- The area enclosed by the dotted line is proposed to be rezoned by changing from an M1-1 District to an R7X District and establishing a C2-3 District within the proposed R7X District.
- Indicates a C2-3 District.

Queens Borough President Recommendation

APPLICATION: ULURP #180265 ZMQ

COMMUNITY BOARD: Q02

DOCKET DESCRIPTION

IN THE MATTER OF an application submitted by Stroock & Stroock & Lavan LLP on behalf of 69-02 Queens Blvd Woodside LLC, pursuant to Sections 197-c and 201 of the NYC Charter, for the amendment of Zoning Map, Section No. 9d:

1. Changing from an M1-1 District to an R7X District property bounded by a line 150 feet southerly of Queens Boulevard, 70th Street, 47th Avenue, and 69th Street; and
2. Establishing within the proposed R7X District a C2-3 district bounded by a line 150 feet southerly of Queens Boulevard, 70th Street, 47th Avenue, and 69th Street;

Woodside, Borough of Queens, Community District 2, as shown on a diagram (for illustrative purposes only) dated April 9, 2018, and subject to the conditions of CEQR Declaration E-472. (Related applications ULURP #180266 ZRQ, ULURP #180267 ZRQ)

PUBLIC HEARING

A Public Hearing was held in the Borough President's Conference Room at 120-55 Queens Boulevard on Thursday, June 21, 2018, at 10:30 A.M. pursuant to Section 82(5) of the New York City Charter and was duly advertised in the manner specified in Section 197-c (i) of the New York City Charter. The applicant made a presentation. There were no other speakers. The hearing was closed.

CONSIDERATION

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

- The applicant is proposing to rezone the southern portion of the property of the applicant's development site from M1-1 to R7X/C2-3. The proposed rezoning would extend an existing R7X/C2-3 on the northern portion of property;
- The project site is an irregularly shaped 1.65 acre parcel located between the northwest corner of 69th Street and Queens Boulevard and the southeast corner of 70th Street and 47th Avenue. An elevated railroad bridge cuts diagonally across the corner of 69th Street and 47th Avenue (southwest corner of site) and is supported by a berm built on property owned by the Metropolitan Transportation Authority. The total lot area is 71,984 sf. Existing development on the site consists of a variety of low-scale residential, retail, commercial and industrial buildings. The split zoning of the site was mapped as part of the Maspeth-Woodside rezoning approved in 2006;
- The proposed project is two L-shaped towers at the northwest and southeast corners of the site. The proposed total square footage for the entire project is 431,904 sf with 426,264 sf residential space 5,640 sf of retail space. There would be 561 dwelling units of which 30% (169 dwelling units) would be affordable pursuant to Option 2 (30% of units with an average 80% AMI) of the Mandatory Inclusionary Housing (MIH) program. The northwest tower is proposed to be 17-stories (181.5 feet) and the southeast tower is proposed to be 14-stories (151.5 feet). Parking for 242 cars would be provided in a structure built between the two towers with access from 69th Street. A public landscaped walkway with seating areas would be provided along the southwest portion of the lot along side the berm and the elevated railroad bridge from 69th Street to 47th Avenue. The rooftop of the parking structure would be landscaped as a green space available to the residents of the project;
- In addition to the proposed rezoning, the applicant has also filed an application for a Special Permit for a Large Scale General Development that would allow modification of regulations regarding maximum height and the number stories for the project. A zoning text amendment to Appendix F is also required to establish the rezoned area as a Mandatory Inclusionary Housing Area;
- The areas north and southwest of the site are predominantly developed with low-scale housing. The areas south of the property are developed with a mix of low-scale commercial and industrial buildings with some housing mixed in. Queens Boulevard is developed with a mix of low-scale commercial and auto-related uses with some housing. There is some newer residential construction on Queens Boulevard east of the site that are 7-, 9- and 11-stories in height;

- o Community Board 2 disapproved this application by a vote of twenty-nine (29) against with one (1) in favor with none (0) abstaining at a public hearing held on June 7, 2018. CB 2's concerns included: the site was rezoned in the 2006 Woodside-Maspeth rezoning that mapped the R7X/C2-3 District on Queens Boulevard with consideration that the zoning would yield appropriate building heights and density for that area with or without affordable Inclusionary Housing; the proposed 15- and 18-story towers are out of context with the immediate neighborhood; the cost of the affordable and market rate housing would be higher than the median income of the census tract for the area and might cause increases of neighborhood land values and rent levels; the added population would further burden school overcrowding with no new schools planned; the project would exacerbate existing traffic congestion and safety issues on 69th Street and the shortage of street parking in the area; the developer's lack of commitment to use union labor; and the proposed rezoning and development does not benefit the community.

RECOMMENDATION

The 2006 Maspeth-Woodside rezoning was approved through the ULURP public review process. This portion of Queens Boulevard, which is surrounded by predominantly low-scale buildings, was identified as an appropriate area for taller buildings up to 14-story buildings while maintaining the scale of the neighborhoods around the boulevard.

Based on the above consideration, I hereby recommend approval of the zoning change with modification of the proposed project:

- Instead of the requested modification of the R7X 14-story height limit the project building heights should be lowered and bulk redistributed to stay within the 140 feet height restriction. This would make the scale of the project closer to the newer development near the applicant's site on Queens Boulevard;
- Overcrowding of the area schools is a major problem in this neighborhood. To help alleviate the shortage of school seats in this neighborhood the applicant should work with the School Construction Authority on siting a school on the site, and deliver the core and shell for a school of appropriate size;
- Consideration of adjusting the depth of the proposed income bands for the affordable housing to provide more housing opportunities for area residents who are priced out at the proposed levels.


PRESIDENT, BOROUGH OF QUEENS

7/23/18
DATE