
CHAPTER 2: LAND USE, ZONING, AND PUBLIC POLICY

A. INTRODUCTION

This chapter examines the proposed actions and the anticipated build-out resulting from the proposed actions and its consistency with existing land uses and development trends, compatibility with surrounding areas, and consistency with public policy and zoning regulations. The land use, zoning, and public policy analyses describe the existing conditions in the rezoning area (which will serve as the primary study area in this chapter) and the surrounding secondary study area, as well as future conditions with and without the proposed rezoning and related actions in these same two areas. The analysis identifies anticipated changes in land use, zoning, and public policy independent of the proposed actions by the 2017 build year and then assesses the potential beneficial and adverse impacts to land use, zoning, and public policy as a result of the proposed actions.

The rezoning area is located in the Dutch Kills neighborhood of Community District 1 in Queens. The rezoning area is comprised of 36 whole and 4 partial blocks that encompass approximately 70 acres, and is generally bounded by 36th Avenue to the north, Northern Boulevard to the east, 41st Avenue to the south, and 23rd Street to the west. The rezoning area is north and west of the Sunnyside Yards and north of the Queens Plaza Subdistrict and the Special Long Island City Mixed-Use District. The area would generally be rezoned from M1-3D and M1-1 to M1-2 or a mixed-use district (M1-2/R5B, M1-2/R5D, M1-2/R6A and M1-3/R7X) where a Residence District would be paired with a light Manufacturing District. The blocks proposed for a mixed-use district would be located within the proposed extension of the Special Long Island City Mixed-Use District. The proposed zoning text amendments would facilitate the creation of the Dutch Kills Subdistrict within the Special Long Island City Mixed Use District, establish the Inclusionary Housing Program in the proposed M1-3/R7X district on Northern Boulevard, and modify certain provisions of the proposed underlying districts. Together these amendments (map amendments and text amendments) comprise the “Dutch Kills Rezoning and Related Actions”.

B. OVERVIEW

Under the proposed actions, the Dutch Kills neighborhood would be rezoned to allow as-of-right residential development and support continued mixed-use development and growth near wide streets and public transit. Allowable densities for commercial and light industrial uses would be changed to more closely correspond to proposed residential densities, generally resulting in decreased densities for such uses except near Northern Boulevard. The proposed zoning changes would create a closer balance between residential and nonresidential densities and encourage new development and economic growth opportunities in the subdistrict as well as accomplish the land use policies discussed in Chapter 1, “Project Description”. Based on the RWCDs, and as a result of the proposed actions, development in the study area is expected to achieve a build-out that would include 1,555 additional dwelling units than in the future condition without the proposed actions, of which approximately 187 would be affordable units provided through the proposed Inclusionary Housing Program, and 410 additional accessory parking spaces. The RWCDs envisioned under the proposed actions would also result in a net decrease of 197,470 square feet (sf) of commercial space; a net decrease of 180,536 sf of industrial space; and a net decrease of 41,697 sf of community facility space from the anticipated future condition without the proposed actions.

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Overall, the analyses in this chapter concludes that the proposed zoning and related actions would change the density of land uses on most blocks in the rezoning area, from high-density light industrial and low-density, residential, to low density light industrial, low to moderate density residential and mixed-use development and higher-density mixed-use residential, commercial and light industrial uses along Northern Boulevard. These changes would be expected to have a positive impact on the immediate area given that the proposed actions would also create new residential development opportunities along wide streets while protecting the character of low-density residential midblocks. The proposed actions will support continued economic growth in the existing mixed-use residential, commercial, and light industrial community by removing restrictions on residential development. For these reasons, no significant adverse impacts on land use, zoning, or public policies would result from the proposed actions.

C. METHODOLOGY

Existing land uses were identified through review of a combination of sources including data obtained from the New York City Department of City Planning (DCP) and via field surveys. Land use maps developed for this chapter incorporate existing data from the land use profile prepared by DCP MapPLUTO™ and field visits. An initial land use map was created using the MapPLUTO™ data and in December 2007, field work was conducted to verify, and where necessary update, the MapPLUTO™ data. Once verified in the field via a detailed land use inventory of the primary study area, a final land use map was created that more accurately depicts the existing land uses in the primary study area. A more generalized land use survey was completed for the secondary study area (study areas are defined below). When discrepancies between field work and MapPLUTO™ data were identified, the GIS dataset was updated to reflect observed land uses.

New York City Zoning Maps and the Zoning Resolution of the City of New York were consulted to describe existing zoning districts in the study area, and provided the basis for the zoning evaluation of the Future No Build and Future Build Conditions. Relevant public policy documents, recognized by DCP and other city agencies, were utilized to describe existing public policies pertaining to the study area, and served as the basis for the Future No Build and Future Build discussions of public policy.

According to the *CEQR Technical Manual*, a land use assessment is warranted if a proposed action would result in a significant change in land use or would substantially affect regulations or policies governing land use. The proposed action includes zoning text changes and zoning map amendments, both of which would affect land use, zoning and potentially public policy.

Land use, zoning, and public policy are addressed and analyzed for two geographical areas for the proposed rezoning; the rezoning area, also referred to as the primary study area, and a secondary study area. For the purpose of this assessment, the primary study area is identified as all land uses within the rezoning area. The secondary study area extends one-quarter mile from the boundary of the rezoning area and encompasses areas that have the potential to experience indirect impacts as a result of the proposed actions. Both the primary and secondary study areas have been established in accordance with *CEQR Technical Manual* guidelines and can be seen in Figure 1-1 Chapter 1, “Project Description”.

STUDY AREAS

PRIMARY STUDY AREA (REZONING AREA)

The primary study area is the same as the rezoning area identified in Figure 1-2. For the purposes of assessing existing and future land use and future zoning; the primary study area has been divided into 10 subareas, including Subareas A1 through E1. The subareas follow boundaries of the proposed zoning districts that would be created as a result of the proposed actions (see Figure 2-1).

SECONDARY STUDY AREA

A secondary study area has been established to assess the potential effects that could result from the proposed actions on land use, zoning and public policy in the areas surrounding the rezoning area (refer to Figure 2-2). The secondary study area extends approximately one-quarter mile from the rezoning area boundary in all directions, including parts of Sunnyside Yards to the south.

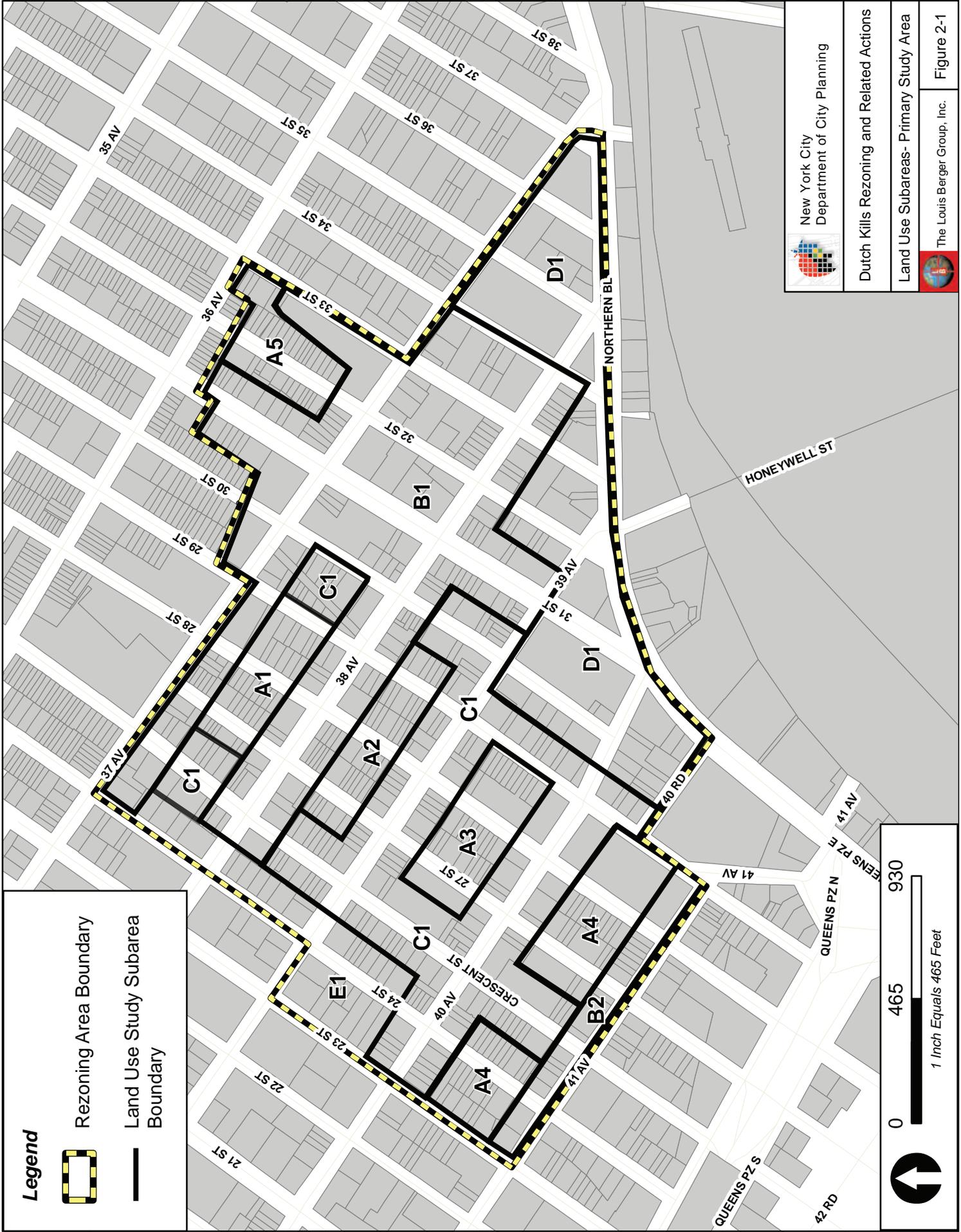
D. EXISTING CONDITIONS

Within the primary study area, development trends have favored as-of-right hotels. To date, there are ~~twelve~~ several hotels built, under construction or for which Buildings Department permits have been issued within the proposed rezoning area. Limited residential development has occurred because a City Planning Commission zoning authorization is needed. Within Hunter's Point, a neighborhood just to the south of Dutch Kills, that was rezoned in 1995, 2001, and 2004 to allow residential and other uses at higher densities, approximately 3,000 dwelling units, one million square feet of commercial space and limited industrial floor area have been constructed.

PRIMARY STUDY AREA

The primary study area (rezoning area) is located north of the Queensboro Bridge and generally bounded by 36th Avenue on the north, Northern Boulevard on the east, 41st Avenue on the south, and 23rd Street on the west. As shown in Figure 2-3, existing land uses in the rezoning area include predominantly mixed-use and the majority of blocks within the rezoning area are occupied by a mix of land uses. Unlike the blocks west of the primary study area, which are predominately industrial, or blocks north of the primary study area, which are predominately residential; the rezoning area contains a mix of uses, with residential, commercial, and community facility uses sprinkled through out the area adjacent to industrial uses. Less than half of all the blocks in the rezoning area are occupied by active light industrial uses. Near the center of the rezoning area, in the vicinity of the 39th Avenue and 28th Street intersection, there is a concentration of residential land uses.

The following section discusses land uses in each of the ten subareas. These subareas were developed to correspond with the proposed zoning for the rezoning area. Subareas A1 through A5 would all receive a M1-2/R5B zoning designation. These subareas cover many of the mid-block areas within the rezoning area. Subareas B1 and B2 correspond to the areas proposed to receive an M1-2/R6A zoning designation and are located along 38th Avenue, 37th Avenue east of 39th Street and 41st Avenue from 23rd Street to 29th. These areas would act as transition areas between lower-density and higher-density areas. Subarea C1 would receive a M1-2/R5D zoning designation and encircles portions of proposed lower-density subareas (subareas A1-A4) including the block fronts of primary east-west thoroughfares south of 38th Street. Subarea D1 would receive a M1-3R7X designation. Located adjacent to Northern Boulevard this subarea



Legend



Rezoning Area Boundary



Land Use Study Subarea Boundary



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Land Use Subareas- Primary Study Area



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Figure 2-1



0 465 930

1 Inch Equals 465 Feet



Legend

 Primary Study Area
(Rezoning Area Boundary)

 Secondary Land Use Study Area



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Secondary Land Use Study Area



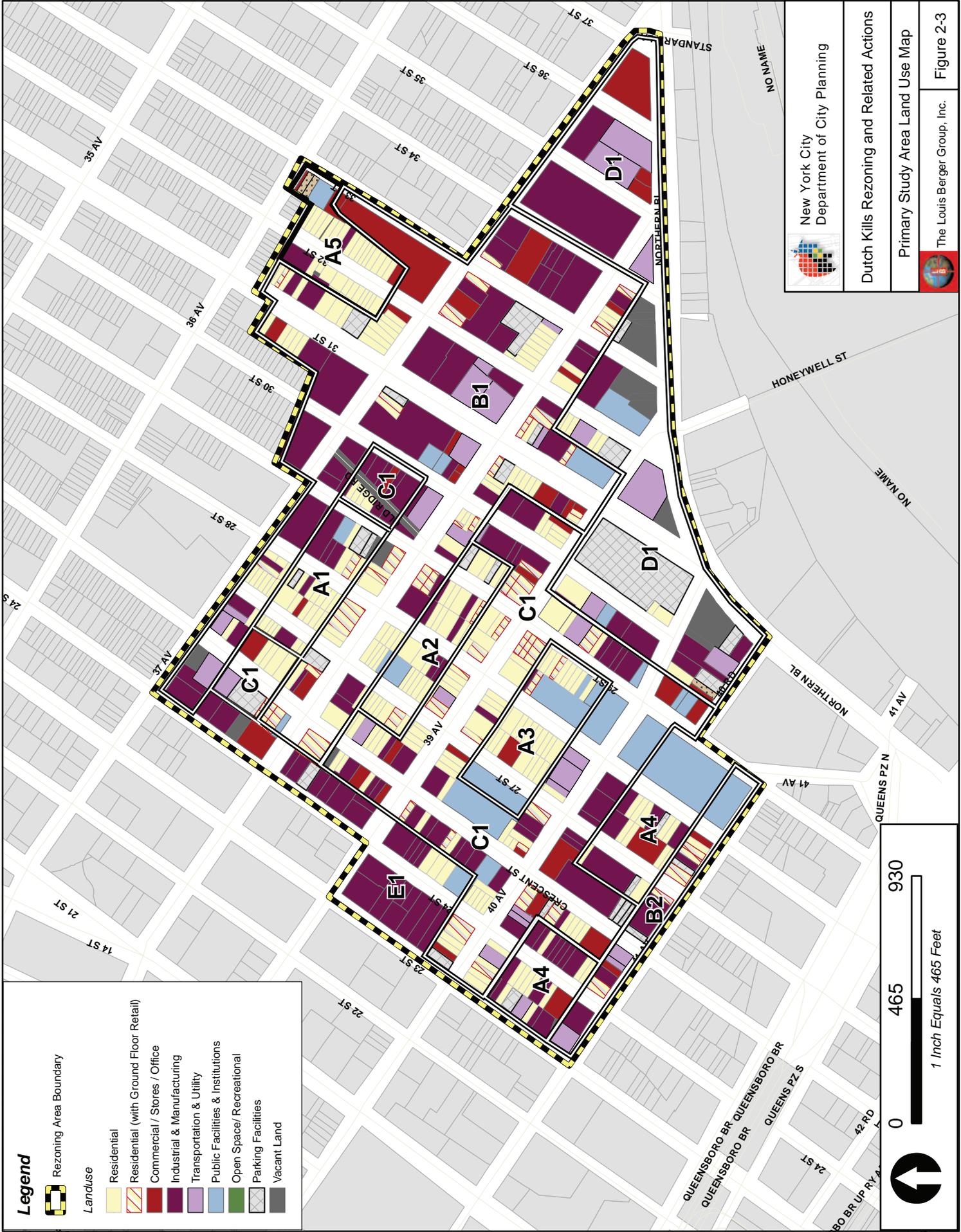
The Louis Berger Group, Inc.

Figure 2-2



0 1,150 2,300 Feet
1 inch equals 1,150 Feet

Source: MapPluto, NYCDP.



Legend

- Rezoning Area Boundary
- Landuse**
- Residential
- Residential (with Ground Floor Retail)
- Commercial / Stores / Office
- Industrial & Manufacturing
- Transportation & Utility
- Public Facilities & Institutions
- Open Space/ Recreational
- Parking Facilities
- Vacant Land





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Primary Study Area Land Use Map

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Figure 2-3

would have the highest proposed FAR for residential, industrial, commercial, and community facilities. Subarea E1 is located on the western edge of the rezoning area north of 40th Avenue and occupied entirely by light industrial uses. The proposed M1-2 manufacturing district for this area would not permit residential uses and the area would not be included in the proposed Dutch Kills Subdistrict.

SUBAREA A1

This subarea includes Blocks 368, 369, and 370 which are bound mid-block between Crescent and 27th Streets at the west, 29th Street at the east; and to the north and south by the mid-block edges between 37th and 38th Avenues (refer to Figure 2-4 for Tax Blocks and Lots). Land uses in this subarea are largely typical of the Dutch Kills neighborhood where one to three story residential uses abut light industrial and community facilities. There are some recently vacated lots awaiting new development and several side parking lots.

To the west of 28th Street, predominately high-density residential blocks featuring one- and two-story brick and wood clad residential buildings are periodically interrupted by low-rise 20th century brick and wood framed light industrial buildings. As seen in Figure 2-5, these light industrial buildings house primarily auto related businesses and storage for light industrial materials.

To the immediate east along 28th Street, a slightly lower density residential pattern reigns with gaps between buildings that allow for small side-yard spaces. Additionally, some commercial activity is present in several low-rise light industrial buildings. Further east along 29th Street, a continued decrease in residential density allows for still more side-yard spaces and open space gaps between residential buildings. Community facilities such as the firehouse for FDNY Engine 260 can be found, and several mixed-use buildings that feature neighborhood ground-floor retail enliven this section of the subarea. As seen in Figure 2-5, recently cleared lots are interspersed between the largely residential land use pattern, adding variability in the present state of land uses found at the eastern edge of this subarea.

SUBAREA A2

This subarea includes Blocks 387, 386, 385 and 384 which are bound mid-block between Crescent and 27th Streets at the west, 29th and 30th Streets at the east; and to the north and south by the mid-block edges between 38th and 39th Avenues (refer to Figure 2-4 for Tax Blocks and Lots). Like subarea A1 to the north, land uses in subarea A2 are largely in keeping with the general patterns of the Dutch Kills neighborhood. Here one-, two- and three-story dwellings feature dense sections of mixed single and multi-family residential land use. Interspersed within these residential sections are additional side yards and detached, free-standing parking garages and alcoves.

In the western section of Subarea A2 along 27th Street, as seen in Figure 2-6, dense residential sections abut both low-rise light industrial buildings as well as recently vacated and cleared parcels that await new developments. On the eastern side of 27th Street, the Queensbride Day Care Center is a significant community facility and resource; as seen in Figure 2-6, this building spans a large portion of the mid-block and is bookended by densely packed two-story dwellings clad in brick, wood and vinyl siding—typical materials that front residential structures throughout the Dutch Kills neighborhood.

Farther east along 28th Street, the predominance of residential dwellings continues with periodic interruptions of mid to late 20th century light industrial and commercial buildings clad in brick and



Legend

-  Rezoning Area Boundary
-  Tax Block
-  Tax Lot

0 425 850 Feet

1 Inch Equals 425 Feet



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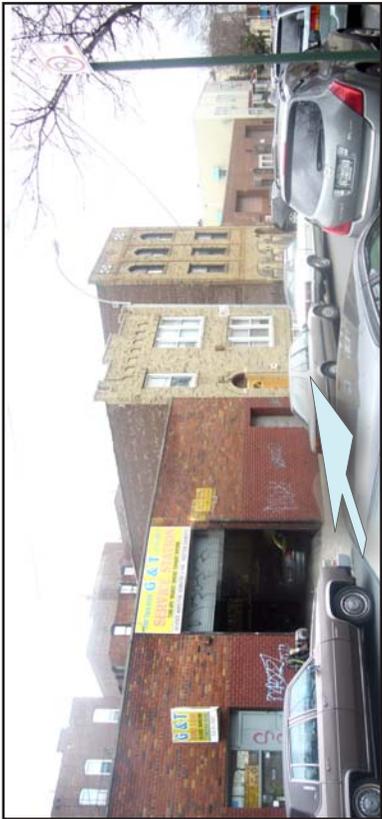
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Tax Block and Lot Map

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Figure 2-4

Source: NYCDCP.
* This figure has been modified for the FEIS to include the correct rezoning area boundary.



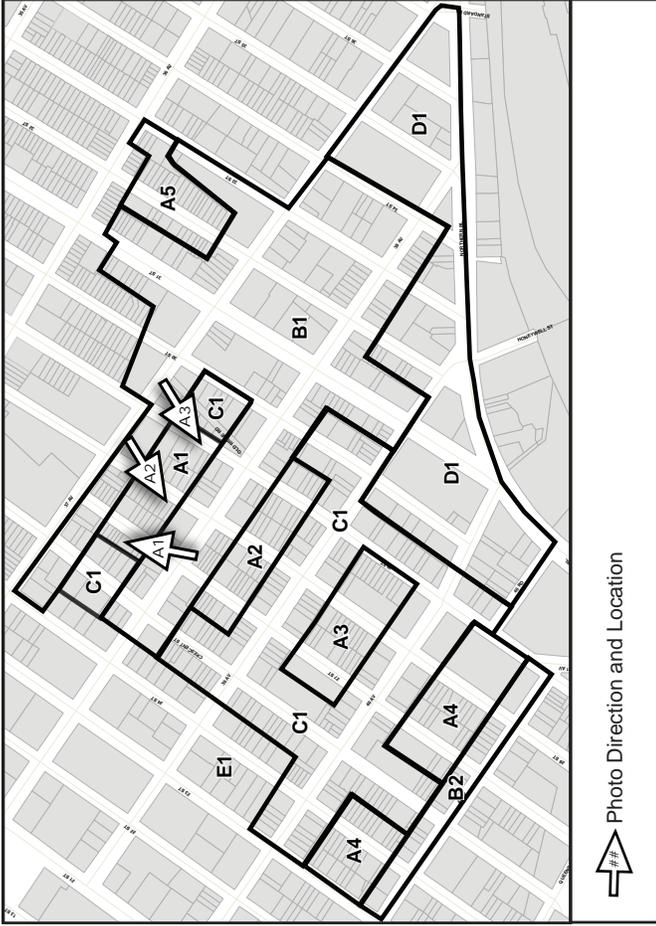
A1: 27th Street between 37th and 38th Avenues



A2: 28th Street between 37th and 38th Avenues



A3: 29th Street between 37th and 38th Avenues





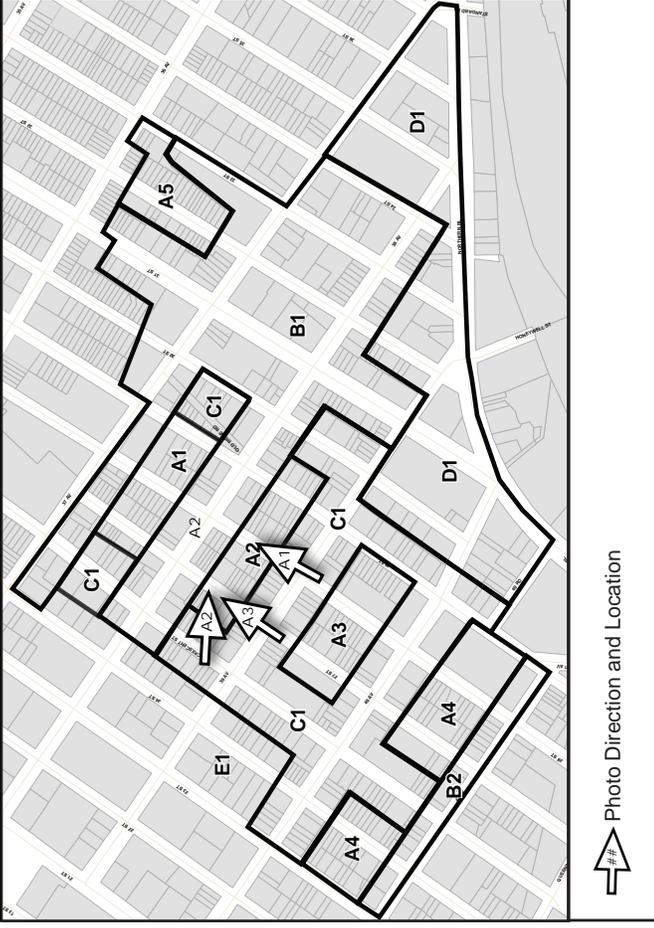
A1: 28th Street between 38th and 39th Avenues



A2: 27th Street between 38th and 39th Avenues



A3: 27th Street between 38th and 39th Avenues



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Land Use Study Area Photographs



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Figure 2-6

plaster, fortified with steel roll doors and iron window bars. The dense residential pattern found along the western edge of this subarea gives way to a more open pattern with some side yards and open spaces between many of the detached residential buildings that line both 28th and 29th Streets.

SUBAREA A3

Bound mid-block between 39th and 40th Avenues, Subarea A3 spans from 29th Street on the east to mid-block between Crescent and 27th Streets on the west. This area includes portions of Blocks 396, 397, and 398. Like the Dutch Kills neighborhood at large, dense residential pockets are found along both 27th and 28th Streets that bisect this subarea. However, while light industrial and commercial uses abut residences throughout other subareas; here large community facilities anchor mid-blocks and adjacent residential pockets are generally located at the perimeter of the subarea's blocks. Exceptions to this pattern are found along the western side of 28th Street where denser one- to three-story residential buildings span the entire block; and along the eastern side of 27th Street where residential buildings fall into a less dense arrangement and there are many streetwall openings from detached housing and adjacent side yards.

As seen in Figure 2-7, The Evangel Christian Church and School spans a significant portion of the mid-block of 27th Street, and on the eastern edge of 28th Street the rear buildings of the St. Patrick's Church and Rectory span this street's mid-block section. Both community facilities are larger than surrounding residential buildings and create tall, uniform streetwalls along respective sides of both 27th and 28th Streets.

To the east of 28th Street, the western edge of 29th Street, defining the eastern boundary of the subarea, the front of St. Patrick's Church is situated on the southeast corner of the subarea. Unlike the rear of the church facilities, the front of the church occupies only portion of the western edge of the street. Further north along the street, a series of two-story residential buildings create a division from the more mixed-use land uses that define larger portions of the adjacent Subarea C1.

SUBAREA A4

Located along the most southern portion of the primary study area, Subarea A4 consists of two distinct areas bisected by the Crescent Avenue corridor within Subarea C1. The western component of the subarea consists of blocks 407 and 408 and is bounded by 23rd Street on the west, the mid-block between 24th Street and Crescent Street on the east, and on the north and south by the mid-block of 40th and 41st Avenues.

As seen in Figure 2-8, this western component of the subarea is distinguished by a mix of land uses including residential, commercial and light industrial facilities. Buildings are densely packed and built out to parcel boundaries with periodic gaps between buildings resulting from a few small side yards. Predominately two-story residential buildings abut low-rise, one-story blighted commercial and light industrial buildings. Both street walls and building materials are highly variable, and show the age and neglect of this portion of the subarea.

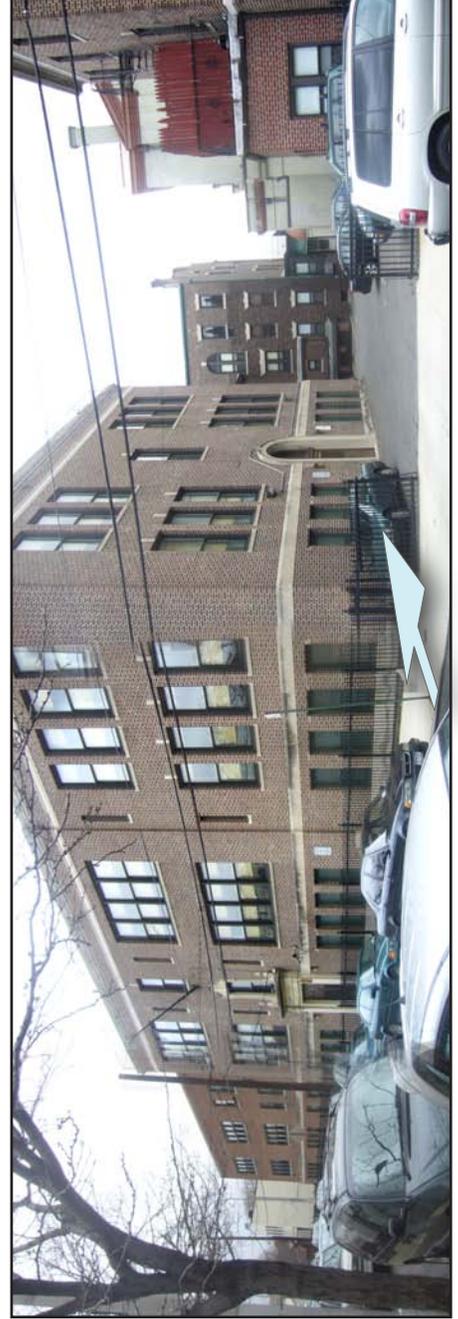
The eastern section of the subarea is bound by the mid-block between Crescent and 27th Streets on the west, 29th Street on the east and the mid-blocks between 40th and 41st Avenues on the north and south. Consisting of blocks 405, 406 and 407, this section features a mix of residential, commercial, industrial and community facilities and buildings. As seen in Figure 2-8, buildings along 27th Street within the subarea consist of an array of residential, commercial and auto related uses. Here low-rise light industrial buildings house auto-related businesses and repair shops as well as outdoor parking lots. Abutting these



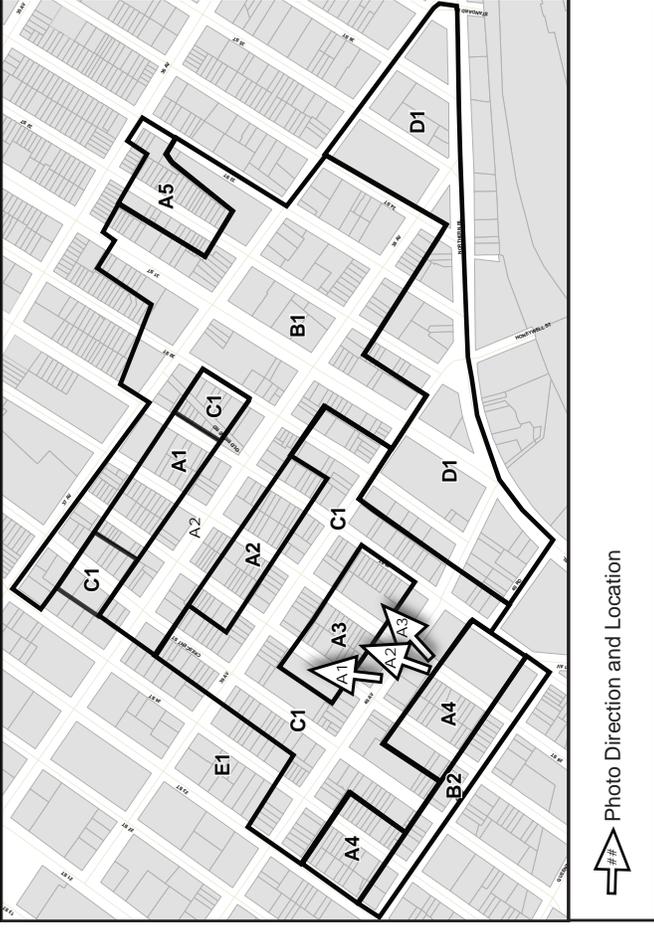
A1: 27th Street between 39th and 40th Avenues.



A2: 28th Street between 39th and 40th Avenues.



A3: 28th Street between 39th and 40th Avenues.



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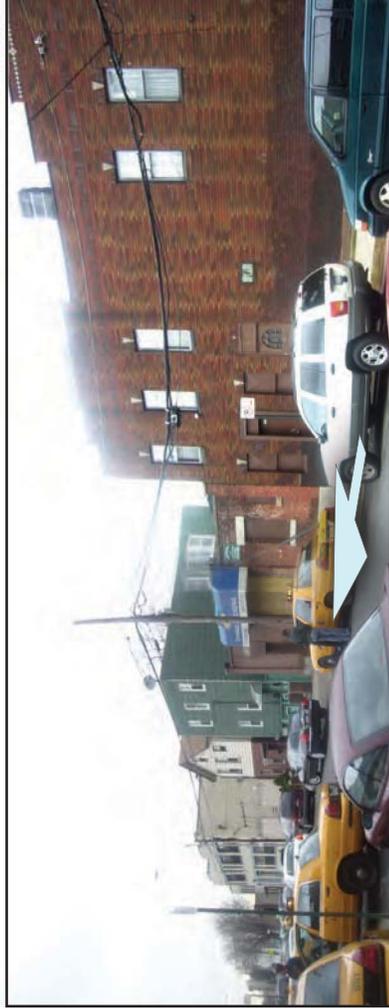


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Figure 2-7



A1: 24th Street between 40th and 41st Avenues.



A2: 27th Street between 40th and 41st Avenues.



A3: 28th Street between 40th and 41st Avenues.

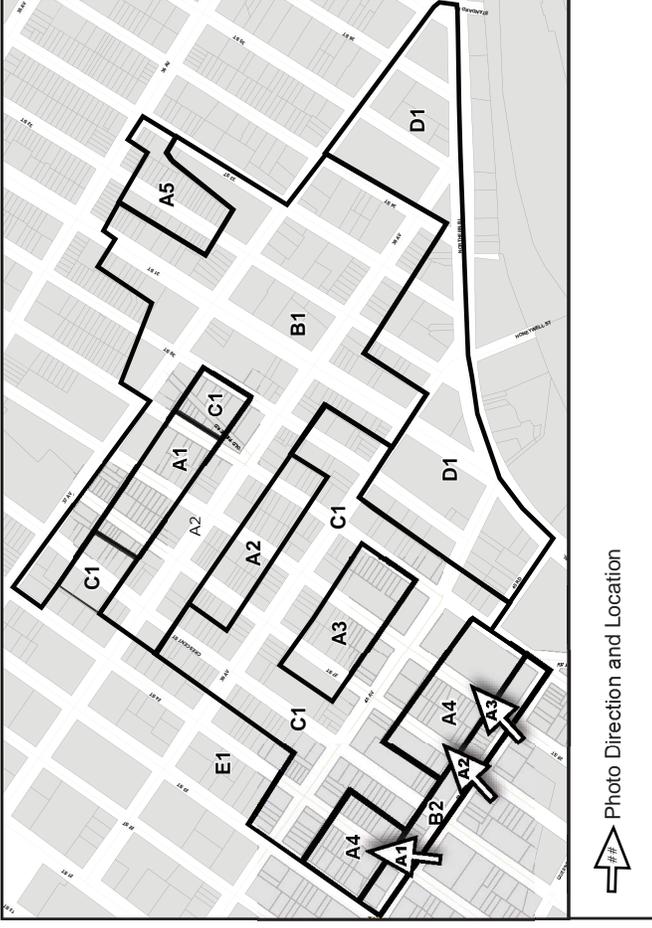


Photo Direction and Location



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Land Use Study Area Photographs



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Figure 2-8

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commercial uses are one- to two-story residential buildings. To the east along 28th Street, the Academy of American Studies, a New York City Department of Education High School, occupies the entire block on the east to 29th Street. As seen in Figure 2-8, this building is defined by its distinct classic design of the early 20th century and remains a significant community facility and resource that is in excellent condition. Located opposite this large school site, the western edge of 28th Street consists of a series of one- to three-story residential buildings with a few side and front yards.

SUBAREA A5

Located at the northeast corner of the primary study area, Subarea A5 is bounded mid-block on the west between 31st and 32nd Streets, by 33rd Street on the east and 36th and 37th Avenues on the north and south. This subarea contains blocks 600 and 601, and as seen in Figure 2-9, land uses are predominately residential in nature through the central section of the subarea, bounded by more mixed uses along 36th Avenue at the north.

Unlike the residential buildings found throughout the larger study area, dwellings found here are quite uniform, resulting in a more coherent streetwall. Clad in both wood and vinyl siding, most residential buildings here are two-stories tall situated in a dense pattern along 32nd Street. Few spaces exist between buildings, and few supplementary land uses are found except for one industrial establishment on the east side of 32nd Street, and one corner of mixed commercial and residential uses at the intersection of 33rd Street and 36th Avenue.

SUBAREA B1

Located immediately west of the upper portion of Subarea D1, this subarea follows 37th and 38th Avenues west, and defines a significant portion of the northern section of the study area. Like the larger study area, these two avenues are bisected by a series of dense, local streets with the exception of 31st and Crescent Streets that feature large commuter traffic volumes. Land uses across this large subarea are representative of the larger Dutch Kills neighborhood where residential sections abut commercial, light industrial and auto-related buildings and uses. Included within this irregularly-shaped subarea are 17 partial and whole blocks that are crossed by the subarea boundary at 100 feet on either side of 38th Avenue, 24th, 39th, 34th and 32nd Streets; and another subarea boundary at 100 feet south of 37th and 36th Avenues, 24th, 29th, 34th and 33rd Streets.

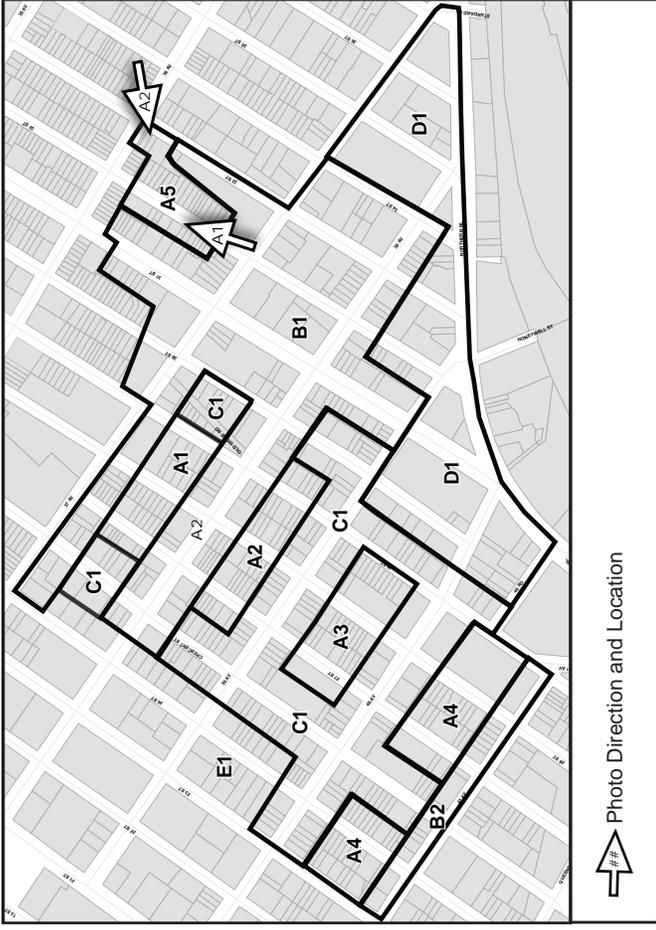
Central to the subarea is the 38th Avenue corridor, extending eastward from the mid-block west of Crescent Street towards 34th Street on the east, a variety of land uses are concurrent with patterns found throughout the Dutch Kills neighborhood. Traveling east from 24th Street, an assortment of mixed use developments that feature ground floor commercial activities above residential uses, as well as a variety of industrial uses housed in low-rise brick industrial buildings, transitions into a more ordered arrangement of residential, commercial and auto-related buildings and uses. As seen in Figure 2-10, the western section of 38th Avenue is marked by one- to two-story residential buildings with some detached side yards and garages. Toward 31st Street, the prior residential section is given over to more industrial and auto-related uses including a large garage operated by L.I.C. Taxi Management, Inc. Crossing 31st Street, the elevated subway dominates the skyline, and surrounding streets are devoted to a plethora of local small businesses and auto-related services. These services continue towards 34th Street where low-rise industrial buildings are faced with corrugated metal gates, open work yards and vinyl street signs. Further east near 33rd Street, a mix of two-story residential buildings and low-rise light industrial and commercial buildings are less densely packed, creating a transition zone upland of the Northern Boulevard corridor.



A1: 32nd Street between 36th and 37th Avenues.



A2: 36th Avenue at 33rd Street.



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Figure 2-9



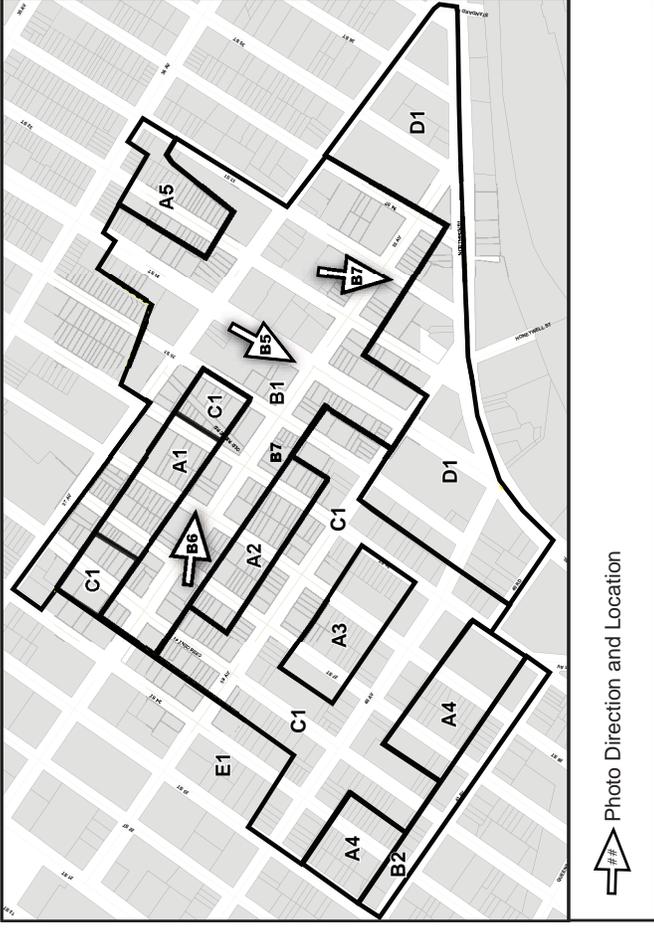
B5: 31st Street at 37th Avenue southward towards 38th Avenue.



B6: 27th Street at 38th Avenue.



B7: 33rd Street at 38th Avenue.



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Land Use Study Area Photographs



The Louis Berger Group, Inc. **Figure 2-10**

Traveling north toward 37th Avenue, local streets such as 32nd Street seen in Figure 2-11, residential patterns of local streets found in other subareas are here replaced by more industrial uses. Early and late 20th century one- to three-story industrial and storage buildings house local industrial uses. Some streets in the subarea are marked by recently cleared, vacant lots as well as limited sections of one- to three-story residential buildings.

Similar to 38th Avenue to the south, 37th Avenue runs the length of Subarea B1 from the mid-block west of Crescent Street to 34th Street on the east. Near Crescent Street, dense sections of one- to three-story residential buildings define block ends that abut low-rise industrial buildings. This variable pattern continues toward 31st Street where the elevated subway bisects the avenue and creates a break allowing for new land use patterns to take hold east of 31st Street.

As seen in Figure 2-11, immediately east of the 31st Street a stretch of two-story residential buildings line the northern edge of 37th Avenue. As seen in the far distance of the first photograph in Figure 2-11, this residential section continues towards a large, five-story industrial building that formerly served as a Brooks Brothers warehouse. Presently this building houses many prominent medical and geo-service activities.

SUBAREA B2

Located just north of the Queensboro Plaza transportation corridor, Subarea B2 features a thin strip of buildings that span west to east from 23rd Street to 29th Street along 41st Avenue. Defined by a 100 foot depth northward from 41st Avenue, this subarea contains blocks 404, 405, 406, 407 and 408.

As seen in Figure 2-12, land uses along the northern edge of 41st Avenue are predominately industrial, commercial and transportation related. A few residential uses anchor the western portion of 27th Street whereas some low-density residential uses exist atop ground floor retail establishments on the eastern side of 27th Street. Capping the eastern corner of this subarea, the Academy of American Studies is the sole public, community facility. There is a lively mix of community facility, residential, industrial and commercial uses that define the 41st Avenue corridor. The 41st Avenue corridor also serves as an important transition zone between the higher density districts in the Special Long Island City Mixed-Use district around Queens Plaza to the south.

SUBAREA C1

Located immediately south of the western section of Subarea B1, this subarea features 39th and 40th Avenues from 23rd to 30th Street defining a significant portion of the study area. The predominant land use pattern across these local streets is marked by relatively dense residential sections; and across the avenues, mixed use, low density residential sections that are scattered among the various industrial, commercial and community facilities and land uses typical of the larger Dutch Kills neighborhood.

Defining the western section of the subarea, Crescent Street is oriented north to south across 39th and 40th Avenues. Similar to the rest of the Dutch Kills neighborhood, land use patterns in this section of the subarea are predominately auto-related and mixed-use.

As seen in Figure 2-13, low-rise light industrial buildings of mid-twentieth century vintage span horizontally across large sections of the blocks along Crescent Street between 40th and 41st Streets. Abutting dense pockets of one- to three-story residential buildings, taxi parking lots and recently vacated



B1: 31st Street at 37th Avenue.



B2: Westward at 32nd Street between 37th and 38th Avenues.



B3: Eastward at 32nd Street between 37th and 38th Avenues.



B4: 28th Street at 37th Avenue.

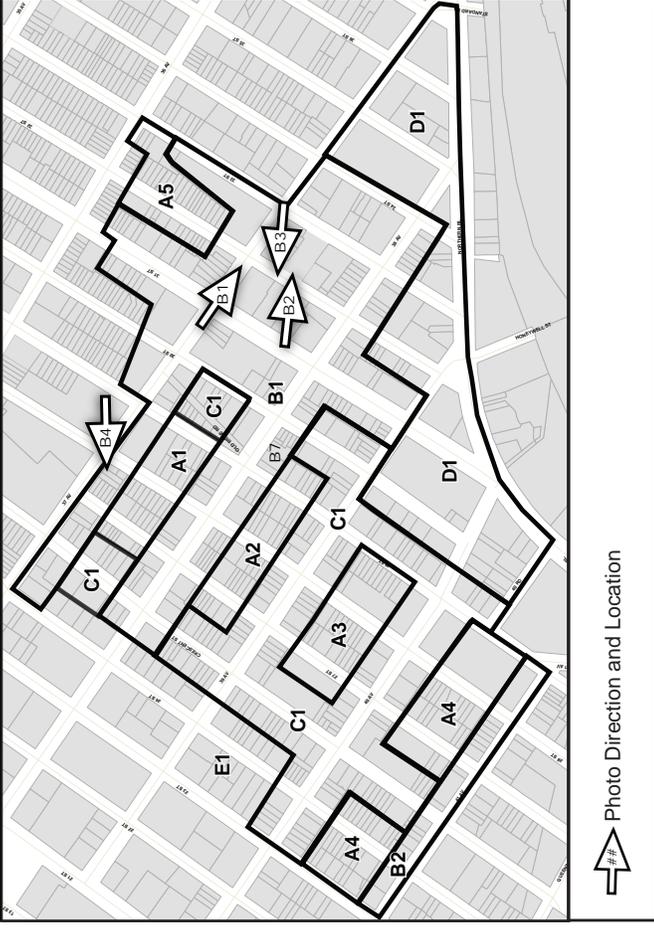


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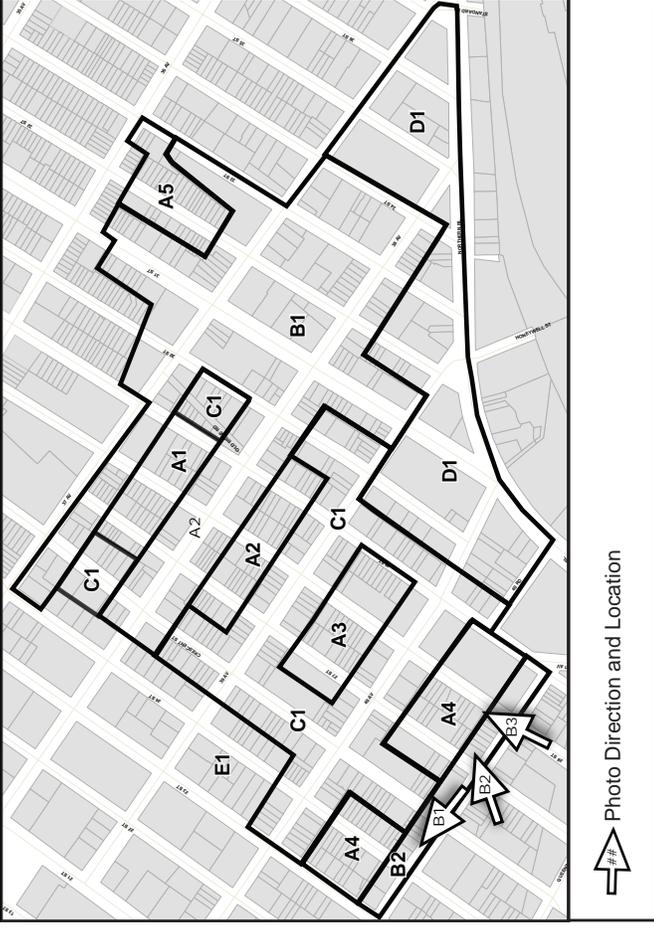
A1: Westward along 41st Avenue at 27th Street.

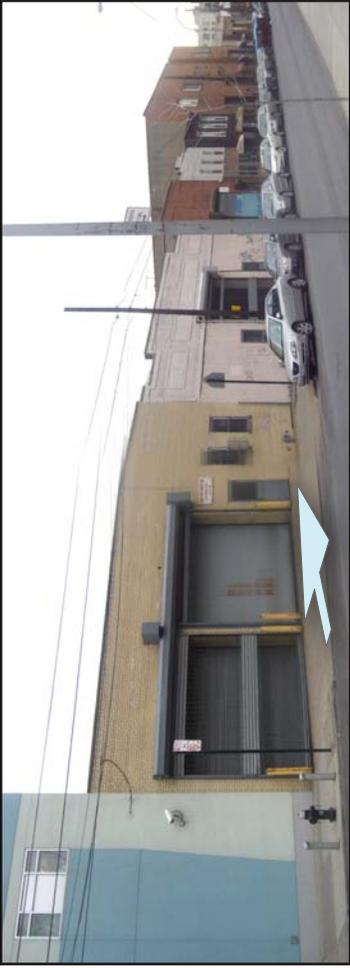


A2: Eastward along 41st Avenue at 27th Street.



A3: 28th Street at 41st Avenue.





C1: Westward at Crescent Street between 39th and 40th Avenues.



C2: Eastward at Crescent Street between 39th and 40th Avenues.



C3: Eastward at Crescent Street between 40th and 41st.



C4: Westward at Crescent Street between 40th and 41st.

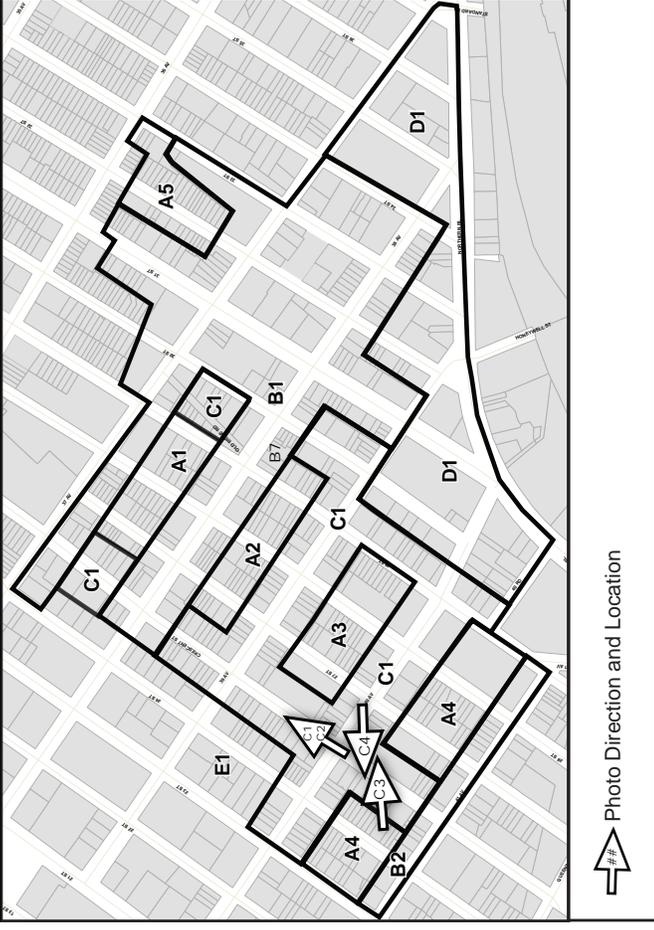


Photo Direction and Location



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Land Use Study Area Photographs



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Figure 2-13

lots, there is little commercial activity that competes with the traffic flows along the street. Rather gas stations and large, private parking lots dominate much of the blocks along this commuter street.

Further north along Crescent Street between 40th and 39th Streets, small pockets of residential buildings abut larger industrial buildings and religious facilities. The southeastern portion of the block is comprised on one- to two-story residential buildings and residential unit above ground floor retail spaces. Just north is the Gospel Tabernacle Church, which extends from the eastern side of the block which fronts onto 27th Street. The western side of the street includes a health care facility with industrial, residential above ground floor retail, and residential uses.

As seen in Figure 2-14, land uses along the 39th Avenue corridor between 24th and Crescent Streets are primarily characterized as low-density residential uses with some pockets of mixed use buildings with ground floor retail topped by residential units. Unlike the larger Dutch Kills neighborhood, only a few industrial businesses can be found in this subarea.

The 40th Avenue corridor crosses Crescent Street on the west and continues easterly to 29th Street. Unlike 39th Avenue to the north, this corridor features a more diverse mix of land uses from a grouping of residential, commercial, industrial, transportation and utility uses near Crescent Street to large community and religious facilities near 29th Street on the eastern edge of the subarea. As seen in Figure 2-14, St. Patrick's Church is found on the northern side of 40th Avenue between 28th and 29th Streets, and located on the southern side is the fenced rear section of the Academy of American Studies. Terminating at 29th Street, the subarea concludes on its eastern edge with a long line of two-story residential buildings that face west towards St. Patrick's Church.

SUBAREA D1

Located northeast of the Queensboro Plaza transportation corridor and occupying the eastern edge of the study area, this irregularly-shaped subarea is largely defined by the Northern Boulevard corridor on the east; at the west by 34th Street and the mid-blocks between 31st and 32nd and 32nd and 33rd Streets. Respective of neighboring streets, Northern Boulevard is quite wide with four lanes of two-way traffic and lined by tall, four to eight-story storage and warehouse buildings which demarcate the eastern edge of this subarea. The southern limit of the subarea is 40th Road, its northern limit is 37th Avenue, and toward the middle section, the mid-block between 38th and 39th as well the northern edge of several blocks facing 38th Avenue. Included within the subarea are complete, or portions of, blocks 376, 377, 378, 379, 380, 381, 382, 399, 400, 401 and 402.

As seen in Figure 2-15, the southern part of Subarea D1 consists of 4 blocks adjacent to both A4 and C1 subareas. As such, it stands as a transitional zone between its upland, adjacent subareas and the Northern Boulevard corridor that dominates its middle and upper sections. At the corner of 30th Street and 40th Avenue, a recently completed seven-story Quality Inn hotel sits adjacent to a large, one-story parking garage that features an expansive, backend open parking lot which spans a considerable portion of the block. This mixture of parking and auto-related uses that abut mixed-use, storage and light industrial uses typifies much of the land use pattern in this section of the subarea.

Further south at 40th Road, the subarea terminates along the front of a large, fenced parcel that currently serves as a staging area for the MTA's East Side Access Project. Immediately to the north of this staging area a series of one- to two-story light industrial, brick clad buildings bounded by church facilities to the west and a large, one-story parking garage to the east.



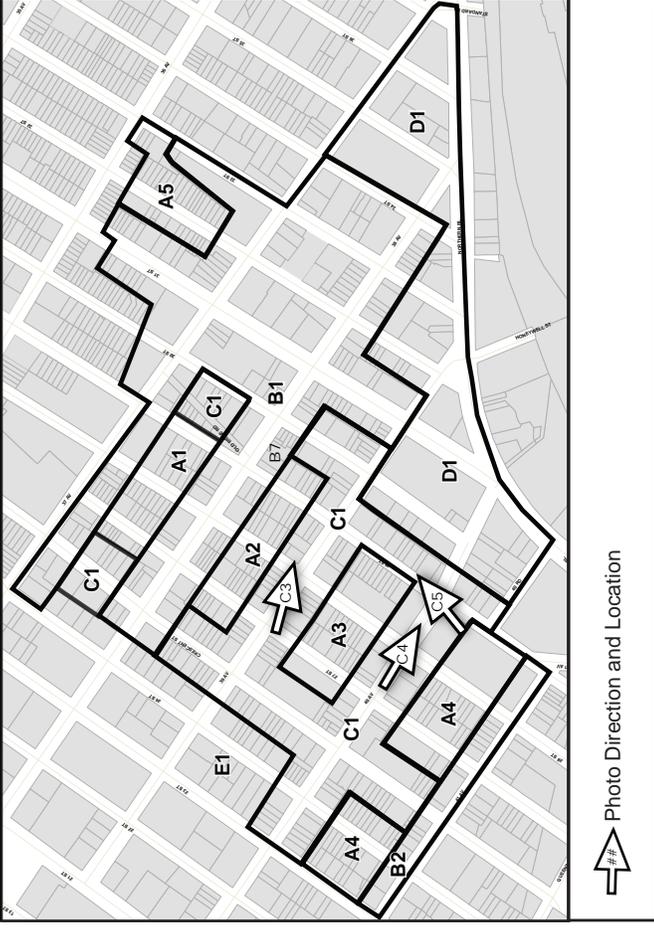
C3: 28th street at 39th Avenue.



C4: 28th street at 40th Avenue

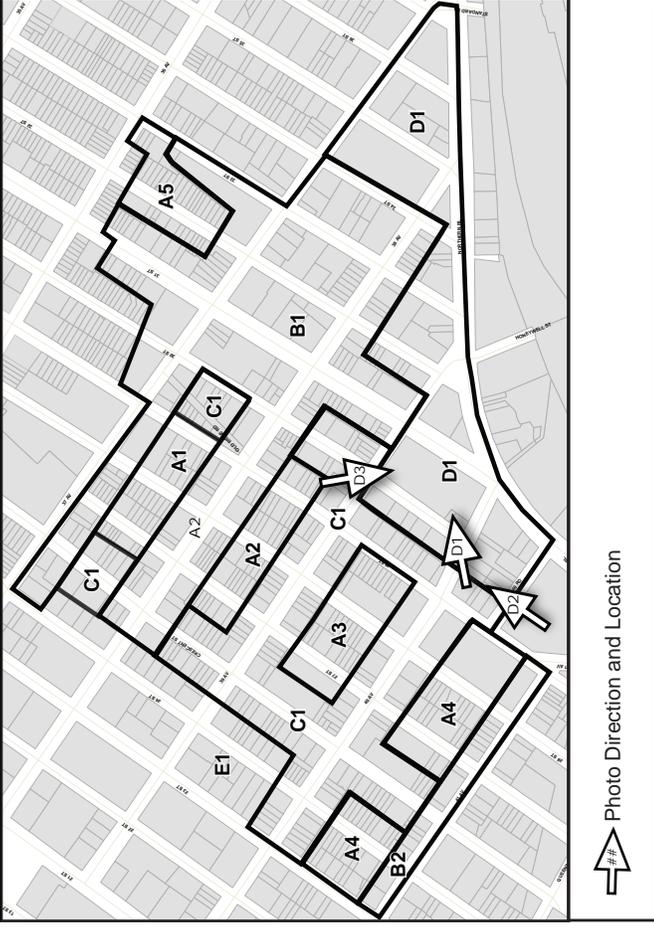


C5: 29th street at 40th Avenue.





D1: 30th Street at 40th Avenue.



D2: Northward at 29th Street and 40th Road.



D3: Eastward at 29th Street and 40th Road.



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Dutch Kills Rezoning and Related Actions

Land Use Study Area Photographs



The Louis Berger Group, Inc.

Figure 2-15

Dutch Kills Redevelopment Plan EIS

Traveling eastward toward Northern Boulevard, the elevated subway platform, for the N and W lines, dominates the area. This transportation line in conjunction with the Northern Boulevard transportation corridor, influences the predominance of auto-related and commercial uses devoted to transportation found throughout this subarea.

Immediately east of the elevated N and W subway, several vacant parcels, parking lots and light industrial uses form a transition zone towards Northern Boulevard. At Northern Boulevard from 40th Avenue northward to 37th Avenue, land uses osculate between from light industrial and storage services to auto-related commercial activities including car dealerships and gas stations. As seen in Figure 2-16, large one- to nine-story buildings loom large—several taller than 100 feet, framing the Northern Boulevard corridor.

SUBAREA E1

Located on a slight incline from Subareas B1 and C1, Subarea E1 is located on the far western boundary of the rezoning area. A small sliver of land from 100 feet south of 37th Avenue to 100 feet north of 40th Avenue, and bounded east to west by 100 feet west of Crescent Street and on the east by 23rd and 24th Streets, this subarea is predominately a light industrial sector with an emphasis on auto-related businesses. As seen in Figure 2-17, low rise, one- to two-story manufacturing and light industrial buildings are densely packed with few other land uses interrupting this working corridor.

SECONDARY STUDY AREA

Similar to the primary study area, the secondary study area contains a mix of land uses, with most blocks containing a variety of uses (see Figure 2-18). The northeast portion of the secondary study area consists mainly of residential uses, while the western portion contains mostly industrial and commercial land uses. The southern and eastern portion contains the Sunnyside Yards, a large railroad complex.

The area on the south side of Northern Boulevard from approximately Queens Boulevard on the west to 42nd Place contains three subway stations: Queensboro Plaza (N, W, 7); Queens Plaza (E, F, G, R); and 36th Street (G, R). The Sunnyside Yards, which represents the southern boundary of the secondary study area, dominates the area. North of the rail yards, along Northern Boulevard, there is a strip of commercial and industrial uses. Many of the buildings along Northern Boulevard are five- to ten-story warehouse buildings surrounded by accessory parking and loading/offloading.

The Sunnyside Yards can be divided into three different yards: Yard A, Sunnyside Yard proper, and Harold Interlocking. Yard A is a small yard owned by MTA-Long Island Rail Road (LIRR). Just southeast of Yard A is Sunnyside Yard proper, which is used by Amtrak and New Jersey Transit (NJ Transit) for storage and maintenance of trains. Harold Interlocking is the portion of the Sunnyside Yards that lies between Sunnyside Yard proper and Skillman Avenue. Harold Interlocking contains signals, tracks, and switches that are used by LIRR, Amtrak, and NJ Transit trains traveling between Penn Station in Manhattan and either Sunnyside Yard or points east and north. The Sunnyside Yards act as a barrier that completely disconnects the land uses on either side of the facility.

The area to the north/northeast of the rezoning area (south of 34th Avenue, east of 24th Street and west of Northern Boulevard) contains a variety of land uses and includes a mixture of uses on each block. Along the north side of 37th Avenue, there are commercial, parking, and manufacturing uses. The 36th Avenue corridor contains a wide variety of uses including commercial, manufacturing, parking, residential, and public facilities and institutions. There are low- to mid-rise residential buildings along the north side of



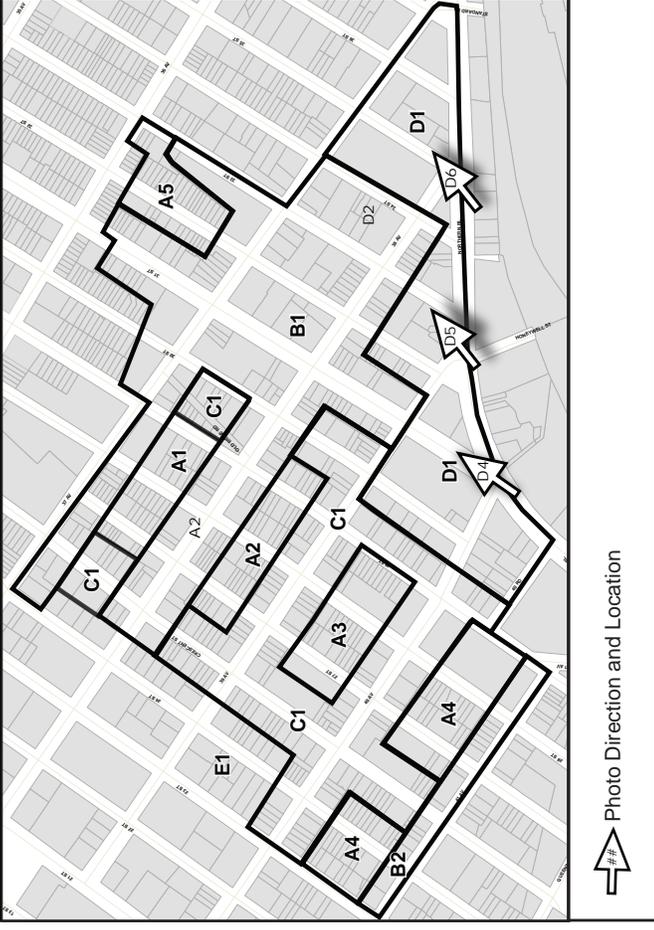
D4: 40th Road at Northern Boulevard.



D5: 33rd Street at Northern Blvd.



D6: 35th Street at Northern Blvd.



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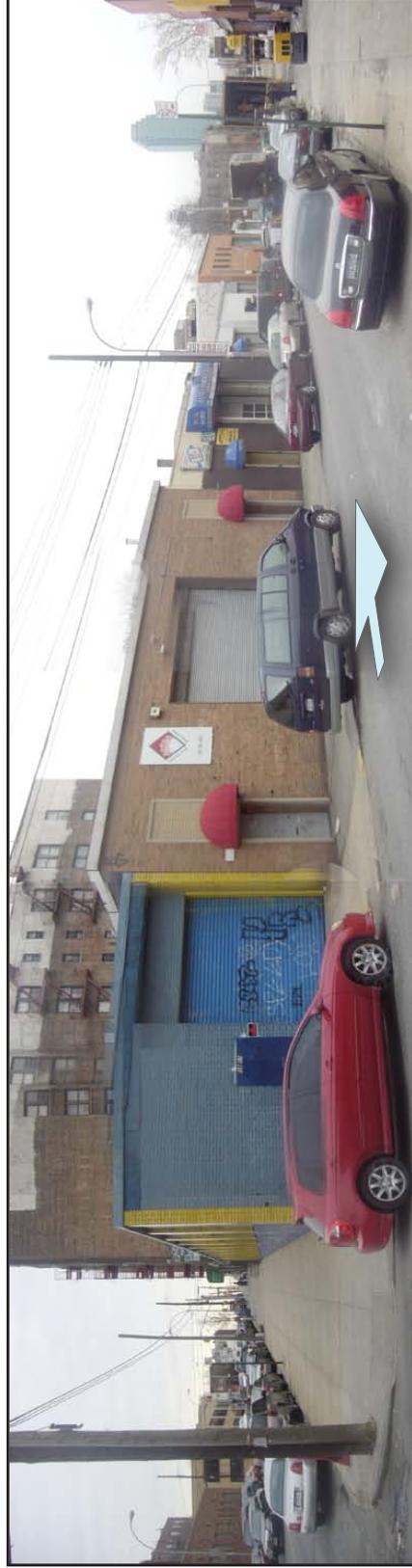
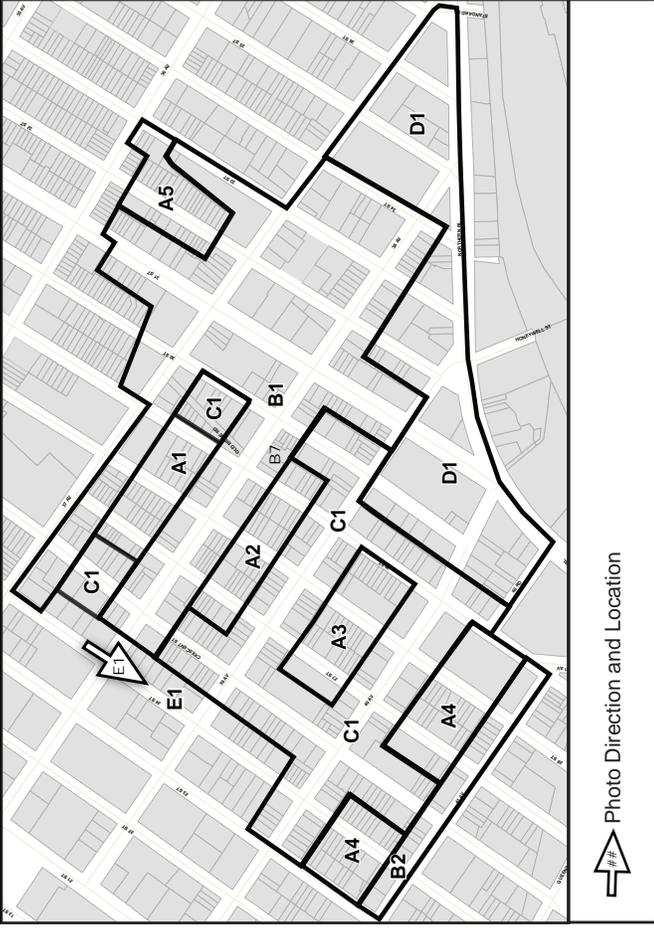
Dutch Kills Rezoning and Related Actions

Land Use Study Area Photographs

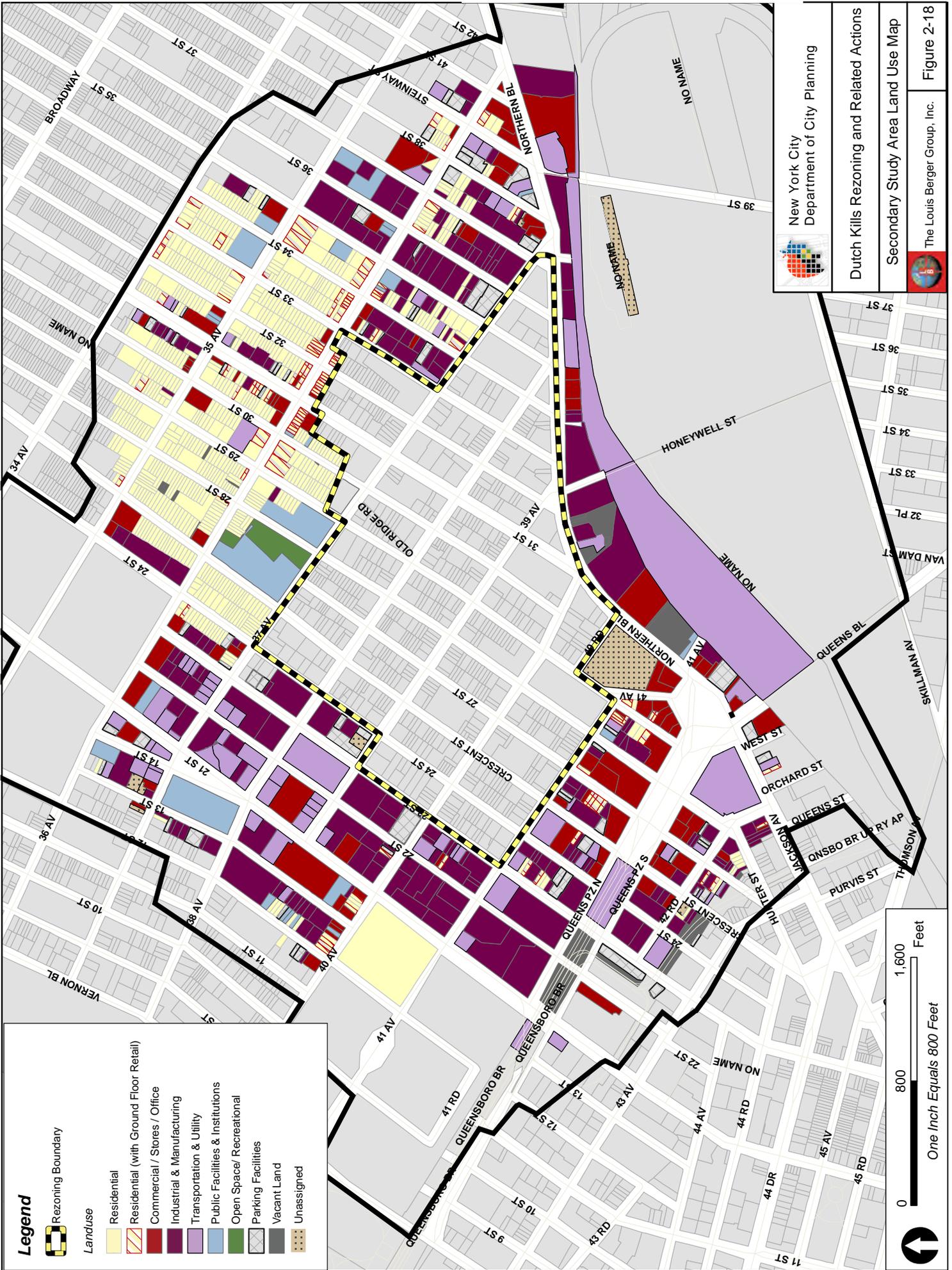


The Louis Berger Group, Inc.

Figure 2-16



C1: 24th street at 38th Avenue.



Legend



Landuse

- Residential
- Residential (with Ground Floor Retail)
- Commercial / Stores / Office
- Industrial & Manufacturing
- Transportation & Utility
- Public Facilities & Institutions
- Open Space/ Recreational
- Parking Facilities
- Vacant Land
- Unassigned



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Dutch Kills Rezoning and Related Actions

Secondary Study Area Land Use Map



The Louis Berger Group, Inc.

Figure 2-18



One Inch Equals 800 Feet



Dutch Kills Redevelopment Plan EIS

this corridor between 38th Street and Steinway Street. The land uses along 35th Avenue include commercial, manufacturing and public facilities and institutions. The American Museum of the Moving Image is located on the north side of 35th Avenue between 35th Street and 36th Street. Located opposite the museum on 35th Avenue, the Kaufman Astoria Studio Complex features 500,000 square feet of office and service space designed to meet the production needs of filmmakers and musicians. Housed within the complex are numerous facilities including sound and light stages and recording studios.

The area west of 35th Street encompasses a primarily residential neighborhood developed with small rowhouses inclusive of a mixed use corridor along 31st Street which is interspersed with limited commercial, public facilities and institutions, and manufacturing uses. Overall, this residential neighborhood contains a consistent residential streetscape with some larger mid-rise residential buildings along the avenues.

The commercial corridor, along 31st Street, includes the elevated N and W subway line. The 36th Avenue / Washington Avenue Subway station is located along this corridor at 36th Avenue and 31st Street. Two large community facilities are located in this area; P.S. 112, located between 36th Avenue and 37th Avenue along Crescent Street, and HANAC Queens Community Youth Services, located between 36th Avenue and 37th Avenue along 28th Street.

The area to the west/northwest of the primary study area (generally between 11th Street and 24th Street and from 34th Avenue to Queens Plaza) is primarily composed of manufacturing, and transportation and utility land uses. The 23rd Street and 22nd Street corridors consist almost entirely of these land uses. Two large public housing complexes are located on the edges of this subarea; Queensbridge Houses and Ravenswood Houses. Queensbridge Houses, the largest NYCHA development in New York City, is located on 49.5 acres between 40th Avenue and the 59th Street Bridge, 21st Street and Vernon Boulevard and includes 3,101 housing units that house approximately 7,000 people. The Ravenswood Houses are located on 38.3 acres bordered by 12th and 24th Streets, and 34th and 36th Avenues. There are 31 6- and 7-story buildings totaling 2,167 housing units within the Ravenswood Houses.

The area located south of the primary study area (bounded by 24th Street on the west, Northern Boulevard on the east, a line approximately 100 feet north of 43rd Avenue, and 41st Avenue with a small portion on the eastern boundary which spans to 40th Road) is bisected by the on/off ramps for the Queensboro Bridge and the Queensboro Plaza Subway Station (N, W, 7). A wide variety of land uses on smaller lots surround the large infrastructure related to the Queensboro Bridge. These land uses include: commercial, industrial and manufacturing, residential with ground floor retail, transportation and utility, and parking facilities.

ZONING

There are two existing zoning districts in the rezoning area – the area generally bounded by 36th Avenue on the north, Northern Boulevard on the east, 41st Avenue on the south, and 23rd Street on the west. The existing zoning discussion provides a general overview of zoning regulations and permitted land uses.

PRIMARY STUDY AREA

The Dutch Kills community has historically been a mixed-use community including residential, light industrial, and commercial land uses. The 1961 zoning of this community created several M1-1, M1-3, and M1-5 zoning districts that encouraged the further development of industrial facilities while at the same time prohibiting new residential development. However, in order to acknowledge the presence of

residential development in areas zoned M1 and in response to concerns from residents of mixed-use neighborhoods that they were not able to expand or update their properties the DCP created the M1-3D district in 1989. The M1-3D district allows new residential development through an authorization process but only if the site meets certain criteria. The entire rezoning area (primary study area) is zoned M1-3D except for a small area zoned M1-1 in the northeastern portion of the study area between 36th Avenue and 37th Avenue, 29th Street and 33rd Street (See Figure 2-19). Table 2-1 provides an overview of the permitted land uses and bulk of the existing zoning districts.

The existing M1-1 zoning, mapped in the northern portion of the study area, was established in 1961 as a buffer to the neighboring R5 residential district to the west. M1 zones are considered industrial buffer zones that are often used in areas where industrial uses are adjacent to residences and other sensitive uses. These zoning districts permit only light industrial and commercial uses as-of-right with varying degrees of density and use restrictions. Existing residential uses in these zones were “grandfathered” as legal nonconforming uses as residential uses are not permitted in M1-1 districts. The existing M1-1 district, found in the rezoning area, permits industrial and commercial uses at a maximum floor area ratio (FAR) of 1.0 and selected community facility uses at an FAR of 2.4. Although the permitted maximum FAR for commercial uses is 1.0, supermarkets and certain other large retail uses are limited to 10,000 square feet.

Industries permitted in M1 zones include printing plants, wholesalers, auto repair and other light manufacturing uses that meet the performance standards outlined by the Zoning Resolution. These zones also permit most retail and office uses, as well as Use Group 4 community facilities by special permit.

The M1-3D zoning district mapped in Dutch Kills is typically found in light manufacturing districts that also contain a mix of residential uses. They are mostly mapped in historically mixed use, industrial and residential neighborhoods such as Dutch Kills.

The existing M1-3D zoning mapped in the study area was designated in 1989. The M1-3D district permits light manufacturing, commercial and retail uses as-of-right at a maximum FAR of 5.0. New residential uses are also permitted in M1-3D districts with a maximum FAR of 1.65. Residential uses in M1-3D districts are permitted only by City Planning Commission (CPC) authorization. Residential expansions are limited to 500 square feet per dwelling unit, with no net change in the number of dwelling units permitted on a zoning lot.

SECONDARY STUDY AREA

The secondary study area extends approximately one-quarter mile from the rezoning area. It includes a variety of land uses and associated zoning districts (see Figure 1-3). The most densely developed area in the secondary study area is the Special Long Island City District that surrounds the Queens Plaza/Jackson Avenue and at Court Square transit hubs to the southwest of the study area. The Special Long Island City District contains different paired manufacturing/residential districts further governed by special district regulations.

North and northeast of the rezoning area there is a large swath of land zoned R5 and M1-1. There is also a small area zoned M1-5. The R5 district is a low-density residential zone that permits a variety of residential developments at a maximum FAR of 1.25. The 1.25 FAR and the height limit of 45 feet typically produce three-story attached houses and small apartment houses. The M1-1 district permits commercial and light industrial uses with a maximum FAR of 1.0 and community facility uses with a maximum FAR of 2.4. M1-5 zones permit moderate-density manufacturing developments with a maximum FAR of 5.0 and do not have a parking requirement.

Chapter 2: Land Use, Zoning, and Public Policy

**Table 2-1
Dutch Kills Existing Zoning**

Regulation By Use	Existing M1-1	Existing M1-3D
Maximum FAR		
Residential	n/a (ZR* 43-11)	1.65 (ZR 43-61)
Industrial/ Commercial	1 (ZR 43-12)	5 (ZR 43-12)
Community Facility	2.4 (ZR 43-122)	6.5 (ZR 43-122)
Street Wall Location		
Residential	n/a	max 10' from Street
Industrial/ Commercial	No regulation	No regulation
Community Facility	No regulation	No regulation
Setbacks		
Residential	n/a	n/a
Industrial/ Commercial	No regulation	20' narrow/15' wide
Community Facility	No regulation	20' narrow/15' wide
Min-Max Street Wall Height		
Residential	n/a	32'
Industrial/ Commercial	30' or 2 stories	85' or 6 stories
Community Facility	30' or 2 stories	85' or 6 stories
Maximum Building Height		
Residential	n/a	32'-0 "
Industrial/ Commercial	1:1 SkyExPlane	2.7:1 or 5.6:1
Community Facility	1:1 SkyExPlane	2.7:1 or 5.6:1
Front Yard		
Residential	n/a	None Required
Industrial/ Commercial	None Required	None Required
Community Facility	None Required	None Required
Side Yard		
Residential	n/a	None Required
Industrial/ Commercial	None Required	None Required
Community Facility	None Required	None Required
Rear Yard		
Residential	n/a	30'
Industrial/ Commercial	20' min except	20' min except
Community Facility	20' min except	20' min except
Parking		
Residential	n/a	None Required
Industrial/ Commercial	varies- 1/1000sf	varies- 1/1000sf
Community Facility	varies by use	varies by use
<p>* ZR refers to the New York City Zoning Resolution. The numbers following ZR refer to the section of the zoning resolution ^ Narrow and wide refer to the street width. There are different requirements for developments on narrow street and wide streets. A narrow street is less than 75 feet wide and a wide street is 75 feet wide or more.</p>		

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South of the rezoning area, southeast of Northern Boulevard to the property line of the Sunnyside Yards, a M1-5 zoning district is found. The Sunnyside Yards are zoned M1-1.

The area immediately southwest of the rezoning area, south of 41st Avenue, is zoned M1-5/R7-3. The M1-5/R7-3 mixed-use district permits a maximum FAR of 5.0 and requires a minimum lot area per residential dwelling unit of 135 square feet. Moving further to the south, the area surrounding Queens Plaza, at the intersection of Northern Boulevard and Queens Plaza, is zoned M1-6/R10. The maximum FAR for this district is 12.0 and a minimum lot area per residential unit of 79 square feet is required. The area along Queens Plaza North/South is zoned M1-5/R9. This zoning district permits development at a maximum FAR of 8.0 and requires a minimum lot area per residential dwelling unit of 98 square feet.

The area to the west of the secondary study area is zoned R6, M1-1, and M1-3. The R6 residence district is a medium-density district that is typically developed with row house developments or small apartment buildings. M1-3 districts allow industrial uses at an FAR of 5.0 while the R6 district permits a maximum FAR of 2.43.

PUBLIC POLICY

The following section presents a summary of current public policy affecting the rezoning area and for the area located within one-quarter mile of the boundary of the rezoning area. The discussion of public policies and plans includes those produced and/or recognized by agencies of the City of New York such as urban renewal plans, in-place industrial parks, 197-a plans, zoning studies, and capital projects that will affect land use. Currently public policies involving the study area include: Long Island City Vision; The Plan for Long Island City: A Framework for Development; Long Island City Air Quality Project; PlaNYC; Agency Strategic Plan; Inclusionary Housing Program; New York City Industrial Policy: Protecting and Growing New York City's Industrial Job Base; Bloomberg Administration: Major Economic Initiatives; The New Housing Marketplace: Creating Housing for the Next Generation; Queens East River and North Shore Greenway Master Plan; Long Island City In-Place Industrial Park; Commercial and Industrial/Manufacturing Expansion Program; and Long Island City Links.

LONG ISLAND CITY IN-PLACE INDUSTRIAL PARK, CITY OF NEW YORK, 1983

An industrial park was designated by the city for approximately 900 acres bounded by Queens Plaza/Queens Boulevard to the north, generally Van Dam Street to the east, Newtown Creek to the south, and the East River to the west. The designation allows the city to take an active, comprehensive role in maintaining and expanding the industrial base of the park.

THE PLAN FOR LONG ISLAND CITY: A FRAMEWORK FOR DEVELOPMENT, DEPARTMENT OF CITY PLANNING, 1993.

The *Framework* is a long-range vision for the central core of Long Island City that includes new industrial, residential and commercial development guided by specific zoning changes and capital investments in mass transit, streets and parks. The *Framework* recommends four planning goals:

- a vibrant, 24-hour pedestrian-oriented Central Business District with development capacity for 20 million square feet of new housing, offices, shops and community facilities;
- new, moderate-density housing and retail businesses in the Hunter's Point mixed-use community;
- a busy industrial center; and

- new public parks and economically integrated housing along three miles of the East River waterfront.

In order to achieve these goals, DCP began proposing zoning changes in 1995. These zoning changes included the creation of the Special Hunters Point Mixed Use District (HP District), which were adopted by CPC on September 18, 1995 and enacted on October 25, 1995. The Waterfront Access Plan for the northern Hunters Point waterfront was adopted by CPC on September 3, 1997. The CPC approved the Long Island City Rezoning on May 23, 2001 which created the new Special Long Island City Mixed-Use District.

LONG ISLAND CITY AIR QUALITY IMPROVEMENT PROJECT, DEPARTMENT OF CITY PLANNING, 1997.

DCP received a grant in 1997 for the Long Island City Air Quality Improvement Project (LICAQIP) for developing the urban design and zoning provisions that would implement the *Framework's* land use recommendations for mixed-use development in a 37-block area between 23rd Street, 41st Avenue, and the Sunnyside Yards, including a block between Davis Street, the Sunnyside Yards, Crane Street, and Jackson Avenue.

BLOOMBERG ADMINISTRATION: MAJOR ECONOMIC INITIATIVES, CITY OF NEW YORK, 2004

The strategic plan for economic diversification specifies strategies for developing open space, affordable housing, improving business districts and industrial areas, and retaining employers. Some of the strategies relevant to the study area include: rezoning areas to enable development of market-rate and affordable housing and retail; attracting developers to Long Island City's 37-square-block commercial district; opening workforce career centers, and developing a package of incentives to retain and grow high-wage jobs in manufacturing and related businesses.

THE NEW HOUSING MARKETPLACE: CREATING HOUSING FOR THE NEXT GENERATION, 2004-2013, CITY OF NEW YORK

The 10-year plan is an expansion to the original five-year New Housing Marketplace Plan. This \$7.5 billion plan will provide affordable homes for 500,000 New Yorkers by 2013. The four key components of the plan are: finding new land for affordable housing, creating incentives to develop housing for new populations, harnessing the private market to create affordable housing, and preserving government-assisted affordable housing. One of the plan's strategies relevant to the study area is rezoning underutilized manufacturing districts to facilitate appropriate residential and mixed-use development.

INCLUSIONARY HOUSING PROGRAM, DEPARTMENT OF CITY PLANNING, 2005

The expanded Inclusionary Housing Program is being applied to numerous recent rezonings, particularly in areas being rezoned to medium- and high-density areas, to promote new affordable housing units. The program provides a floor area bonus for the construction or preservation of affordable housing and thus creates a mix of units for low- and moderate-income families along with market-rate apartments. Developments taking advantage of the full bonus in the new program must devote at least 20 percent of their residential floor area to housing that will remain permanently affordable to lower-income households. Use of the Inclusionary Housing Program is part of the proposed actions associated with the rezoning project.

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NEW YORK CITY INDUSTRIAL POLICY: PROTECTING AND GROWING NEW YORK CITY'S INDUSTRIAL JOB BASE, CITY OF NEW YORK, 2005.

An initial survey of city agencies revealed that the availability of real estate for industrial uses is a primary concern for retaining viable industrial employers. This new policy is a coordinated set of initiatives for increasing industrial space and addressing other barriers to industrial development. A critical goal of this policy is to create best-in-class industrial zones. The city will replace the current In-Place Industrial Parks (IPIPs) with more relevant and effective Industrial Business Zones (IBZs). The new IBZ boundaries will reflect areas that can best support vibrant industrial business districts with competitive advantages over industrial districts in other parts of the metropolitan region. An emphasis is placed on not rezoning the IBZs to allow residential uses. An IBZ and an Industrial Ombudsman Area cover the entire study area. The IBZ is primarily located between Skillman Avenue and 43rd Street and the East River. The Industrial Ombudsman Area is located in four areas within or nearby the study area: 23rd Street to the East River between 44th Road and Queensboro Bridge, 24th Street to the East River between 41st Avenue and 36th Avenue, 38th Street to 33rd Street between 37th Avenue and 34th Avenue and Greenpoint Avenue and Skillman Avenue between Newton Creek and 39th Street.

QUEENS EAST RIVER AND NORTH SHORE GREENWAY MASTER PLAN, NEW YORK CITY DEPARTMENT OF CITY PLANNING & DEPARTMENT OF PARKS AND RECREATION, 2006

The Queens East River and North Shore Greenway is a proposed 10.6-mile urban shared-use trail, intended to provide access to the shoreline in Queens and improve non-motorized commuter options. It will connect the neighborhoods of Long Island City, Hunters Point, Ravenswood, and Astoria in western Queens with Steinway, Jackson Heights and East Elmhurst in northeastern Queens and connect four parks on the East River shoreline. This proposed greenway is part of an ambitious multiyear effort to implement a comprehensive citywide network of cycling lanes and greenways.

LONG ISLAND CITY VISION, DEPARTMENT OF CITY PLANNING AND ECONOMIC DEVELOPMENT COMMISSION, 2007

This document discusses the city's development strategy and current projects for the Long Island City Core. Recent zoning changes allow the highest densities closest to transit and medium density development along principal streets. Queens Plaza will be transformed into a dynamic and inviting gateway through new open space and a redesigned roadway for improved traffic flow and bicycle and pedestrian movements. Jackson Avenue, the district's central spine, will be recreated as a major boulevard. Lastly, Court Square will experience a substantial amount of new office and residential development and will be redesigned with new open space.

AGENCY STRATEGIC PLAN, DEPARTMENT OF CITY PLANNING, 2007

The Department of City Planning's *Agency Strategic Plan* includes many projects located nearby the study area. These projects include strengthening regional business districts in Long Island City, such as Queens Plaza and Silvercup, and rezonings, such as the Dutch Kills Rezoning, to facilitate housing production and foster mixed use development. The plan specifies numerous rezonings that are located in Queens, such as Hunters Point, Queensboro Hill, Douglaston/Littleneck, Forest Hills, Whitestone, Holliswood, Cambria Heights, etc.

COMMERCIAL AND INDUSTRIAL/MANUFACTURING EXPANSION PROGRAM

Since many of the properties within the study area are used for commercial and industrial operations, these properties may participate in the city's Commercial Expansion Program (CEP). This program provides property tax abatements for new, renewal, and expansion leases for commercial offices and industrial spaces to increase tenant occupancy in a designated abatement zone. The abatement is passed through to the tenant as a reduction in rent.

Abatement zones are defined as any area that is zoned C4, C5, C6, M1, M2, or M3 in Manhattan north of 96th Street or in any area in the other four boroughs. The building must have an aggregate floor area of 25,000 square feet or more, and improvements to the premises are required. The CEP benefit is either a three- or five-year abatement, depending on the lease term. Qualifying leases with a minimum term of three years but less than five years are eligible for the three-year abatement.

LONG ISLAND CITY LINKS, DEPARTMENT OF CITY PLANNING

The project is part of a broader effort to redevelop Long Island City's waterfront and the transit hub between Queens Plaza and Court Street. This initiative focuses on developing a comprehensive network of pedestrian, bicycle, and transit connections between Long Island City residential and business areas and new parks, retail stores, and cultural institutions.

E. FUTURE CONDITION WITHOUT THE PROPOSED ACTIONS

LAND USE

PRIMARY STUDY AREA

In the future without the proposed actions, it is anticipated that the proposed rezoning area would experience modest growth in commercial uses. Most of this growth is expected to include further development of local retail and commercial hotel and office space. Since the existing zoning found in the rezoning area includes predominately M1-3D zoning with a small area zoned M1-1 in the north a very limited number of new housing could be created through the DCP authorization process. The existing M1-1 zoning district does not permit any new residential development and the M1-3D zoning district is restrictive. Because of this, it is anticipated that in the future without the proposed actions the predominant trend existing in the rezoning area, of reuse and rehabilitation of existing building for new tenants, will continue. As a result, it is anticipated that by the 2017 build year, the existing low-density commercial and manufacturing land uses will continue to dominate the rezoning area with existing residential uses dotting the landscape and many older residential buildings falling into disrepair.

Overall, by 2017, it is anticipated that many industrial sites will remain underutilized as warehouses, parking lots and auto-repair shops. It is also anticipated, given recent trends, that many of the industrial sites in the rezoning area will be redeveloped for use as commercial (hotel) space.

The area situated within one-quarter of the rezoning area was thoroughly reviewed in order to identify known projects or planned developments or initiatives that share a common study area with the proposed rezoning area and are scheduled to be completed by the build year. Relevant agencies were contacted including, but not limited to, the DCP, New York City Economic Development Corporation, Empire State Development Corporation, New York City Department of Transportation, and the New York City Board

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of Standards and Appeals (see Appendix A to view agency inquiries and responses correspondence). There are ~~currently nine~~ several known projects in the rezoning area that are expected to be completed by 2017. These projects serve as the basis for developing the future condition without the proposed actions that are presented in Table 1-2 and shown in Figure 1-5 in Chapter 1, Project Description. ~~All of these~~ Such projects are proposed as hotels six to twelve-stories in height, containing from 16 to 128 rooms. ~~One of the proposed hotel projects is located in subarea A3; three are located in the western section of subarea B1; and six are located along 39th and 40th Avenues in subarea C1.~~ Construction of these hotels is either underway or currently being planned. In addition to these projects, in the future condition without the proposed actions, given the current zoning and existing land use trends, it is anticipated that the rezoning area would be developed with a total of 22 new dwelling units, a 277,900 square foot increase in commercial floor area, an 81,000 square foot increase in community facility floor area and a 183,000 square foot increase in industrial floor area.

SECONDARY STUDY AREA

By 2017, the secondary study area is generally expected to experience changes to both existing land uses and density changes over the 10-year analysis period. These changes are anticipated due to the increased demand for residential and commercial development, within this area, combined with the planning initiatives and infrastructure improvements that will enable dense, mixed-use development near transit stations and new commercial centers such as Kaufman Astoria Studios. The associated transition of industrial properties to mixed-use development that include office, retail, and residential uses will most likely continue over the analysis period. The Sunnyside Yards, located east of the rezoning area, could potentially undergo significant land use changes if the proposed development of commercial and/or residential uses above the yard (on a platform) moves ahead. Beyond the secondary study area, identified development and redevelopment initiatives such as Silver Cup West, Citigroup and other high-density mixed-use developments sited around access to mass transit are expected to generate considerable commercial and residential growth.

In addition to the above mentioned changes in background conditions anticipated by the 2017 build year, there are 11 known development sites within the secondary study area. These development sites, listed in Table 2-2, are located west and south of the rezoning area, with a majority of them being located to the south of the rezoning area within the Long Island City Special Mixed Use District. Development on these sites is expected to include approximately 1,204 housing units; 635 dorm rooms, 57,800 square feet of retail space, and 265,000 square feet of community facility space.

ZONING

Under the Future No Build Condition, existing zoning is expected to remain. According to correspondence with DCP and other state and city agencies, currently there are is only one outstanding rezoning proposal under review that would be implemented by the Build Year. Located in the secondary study area, this proposal would change the zoning on Block 645 lots 38, 40 and 42 on 38th Street from an M1-5 and M1-1 district to an M1-5/R7A and a C2-4/R6A district. This rezoning would enable development of one five-story residential building and one seven-story mixed-use building. Within the primary study area there are no outstanding rezoning proposals under review that would be implemented by the Build Year.

**Table 2-2
Development Projects in the Future Without the Proposed Actions**

Project Name	Address	Housing Units	Retail Floor Area	Community Facility Floor Area
Fusion LIC (42-51 Hunter Street)	42-51 Hunter Street	24	0	0
View 59 (25-15 Queens Plaza N)	25-15 Queens Plaza North	39	0	0
Queens Plaza South	42-16 West Street	700	0	0
42-37 Crescent Street	42-37 Crescent Street	16	0	0
27-11 42nd Road	27-11 42nd Road	184	0	0
41-02 24 th Street	41-02 24 th Street	42	0	0
41-34 25 th Street	41-34 25 th Street	141	0	0
30-30 Northern Boulevard	30-30 Northern Boulevard	635 dorm rooms	50,000	0
37-44 21 Street	37-44 21 Street	0	0	264,945
Astoria Studio Apartments	34-32 35 th Street	60	7,800	0
Sources: NYC Department of City Planning; NYC Department of Buildings; Long Island City Zoning Changes and Related Actions Final EIS, May 2001				

PUBLIC POLICY

No revisions to the public plans discussed in the above section are expected, thus it is likely that public policies essentially would remain the same under the Future No Build Condition.

The PlaNYC A Greener, Greater New York is a citywide plan aimed at preparing the city in a sustainable way for future populations. Without the proposed actions it is anticipated that the sustainable initiatives suggested in this plan will continue to become a part of standard practice and that specific actions may occur within the rezoning area such as: increased public accessibility to school athletic fields with certain improvements such as night lighting; planting of trees along the street’s edge, the remediation of brownfield sites for development-ready status, and streetscape improvements to enhance accessibility to public transit.

F. FUTURE CONDITION WITH THE PROPOSED ACTIONS

LAND USE

PRIMARY STUDY AREA

The new land uses that are expected to result from the proposed actions would represent a continuation of the historically mixed-use character of the Dutch Kills neighborhood. Under the proposed actions it is anticipated that construction of moderate and higher density developments near public transportation, including mixed-use residential, commercial, and industrial uses would occur. The future condition with the proposed actions would include the removal of the M1-3D zoning, which restricts residential development, thereby permitting a notable increase in the number of residential developments in the area. The Dutch Kills Subdistrict would allow a range of residential, community facility, commercial and light industrial uses generally as-of-right, similar to other parts of the Special Long Island City Mixed-Use

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District. A fine-grained rezoning strategy would ensure new development at a compatible scale of two and three-story buildings on mid-blocks and provide greater density on wide streets or near public transportation to accommodate future growth. Furthermore, inclusionary zoning would be applied to give developers incentives to build affordable units.

DCP has identified 40 projected development sites in the RWCDS that are considered most likely to be developed by 2017 as a result of the proposed action (see Chapter 1, Project Description, Table 1-3 and Figure 1-6). These 40 projected development sites currently include 24 dwelling units; 36,198 square feet of commercial uses (including office and retail); 261,451 square feet of industrial/manufacturing uses; and no community facility space. In the future condition with the proposed actions, a substantial increase in residential development is expected to occur, with the introduction of an additional 1,555 dwelling units. Additionally, approximately 174,000 square feet of additional commercial floor area; 39,000 square feet of community facility floor area; and 2,400 square feet of industrial floor area are expected in the future with the proposed actions. Under the future condition with the proposed actions, the total incremental build out expected to occur on the 40 projected development sites includes approximately 1,577 dwelling units; a net decrease of 197,470 square feet of commercial space; a net decrease of 180,536 square feet of industrial space; and a net decrease of 41,697 square feet of community facility space, beyond what would have occurred in the future condition without proposed actions. New higher density development, in the future condition with the proposed actions, is expected to occur along wider street with good access to transit.

Subarea A1

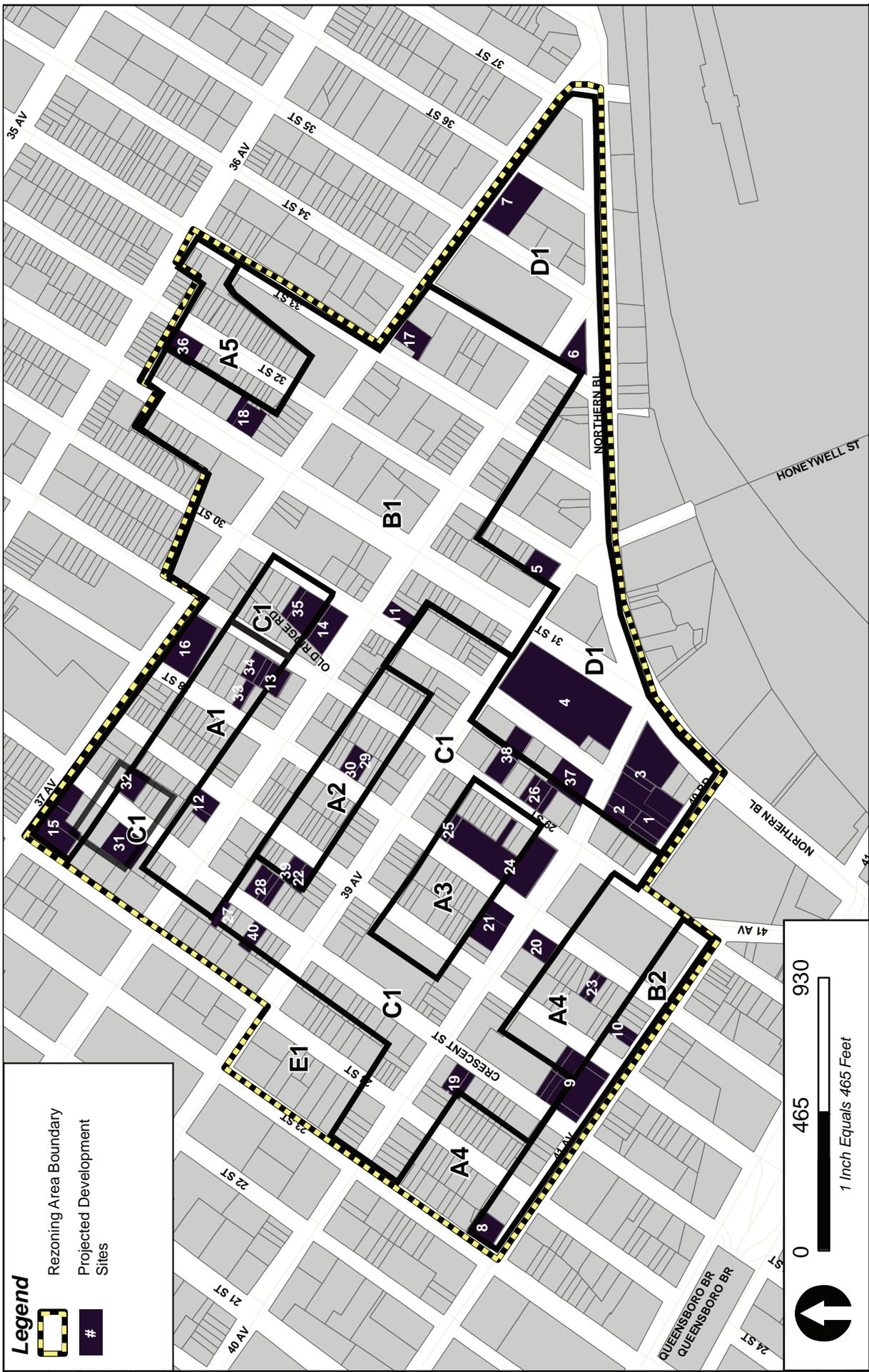
Within this subarea three projected development sites have been identified, Sites 13, 33, and 34 (see Figure 2-20). Anticipated development on these sites would convert previously underutilized vacant properties and small residential developments into residential buildings with approximately 40 dwelling units and a maximum height of 33 feet. The conversion of these properties to residential uses would be compatible with the existing one- and two-story homes concentrated on the block bound by 37th and 38th Avenues on the north and south and 27th and 28th Streets on the east and west. New residential units in this subarea would also compliment the tree-lined streets occupied by low-density brick homes north of 37th Avenue.

Subarea A2

In the future condition with the proposed actions, the projected development sites in this subarea would generate approximately 26 new residential units on four separate sites (Sites 22, 29, 30, and 39). The development of these units on 27th Street and 28th Street would reinforce the existing residential developments while creating a link between the residential and commercial uses that are currently separated by incompatible uses.

Subarea A3

The RWCDS identifies two projected development sites within this subarea, a portion of Site 24 and Site 25. Anticipated development in this subarea would be located along the 28th Street corridor and would include the redevelopment of a vacant parcel and an industrial use. In the future condition with the proposed actions development on these sites is anticipated to result in approximately 80 new residential units with a combined total of 55 new parking spaces.



Source: MapPluto, NYCDP.

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Subarea A4

As discussed in the existing conditions section above, this subarea occurs in two separate parts. For both portions of this subarea only one projected development site (Site 23) has been identified in the RWCDs. This site fronts on the 28th Street corridor and currently includes a largely vacant lot with a small structure. Under the future condition with the proposed project, it is anticipated that eight residential units will be developed on this site.

Subarea A5

Two projected development sites have identified in this subarea (Sites 36 and 37). Both sites are located on the western side of 32nd Street and currently include manufacturing uses. In the future with the proposed actions, these properties are expected to add approximately 103 dwelling units and remove approximately 72,700 square feet of potential commercial use from the future condition without the proposed actions. The introduction of these new residential uses would solidify the existing residential character present in this portion of the 32nd Street corridor.

Subarea B1

The projected development sites expected to be completed in this subarea by 2017 would be predominately developed along 37th Avenue and 38th Avenue (Sites 11 through 17). These seven sites would yield a total of 190 additional dwelling units and approximately 26,663 square feet of commercial space. One additional projected development site (Site 18) would occur on the west side of 31st Street north of 37th Avenue. This site would contain approximately 29 dwelling units and would replace approximately 19,250 square feet of potential commercial space expected to be developed in the future condition without the proposed actions. Thus, there would be a net gain of approximately 219 dwelling units and approximately 7,433 square feet of commercial space versus the future condition without the proposed actions.

Subarea B2

The RWCDs identified three projected sites in this subarea (Sites 8, 9, and 10). The subarea is expected to experience approximately 73 new residential units by 2017 in the future with the proposed actions. There also would be an approximate 19,165 square feet increase in commercial space (at Site 9) and a loss of approximately 25,050 square feet (at Site 10) from the future condition without the proposed actions for a total loss of approximately 5,885 square feet of commercial space. The allowable density and building heights would serve as a transition in area from the planned highly-dense developments in Long Island City and low-density units currently present in the rezoning area.

Subarea C1

This subarea is split into 3 sections which correspond to the proposed M1-2/R5D zoning district. The first section of this subarea is irregularly shaped and consumes much of the area in the southwest part of the primary study area with projected development sites found on 40th Avenue and Crescent Street. There are two additional pieces of this subarea one which straddles Crescent Street between 37th and 38th Avenues, and the second located in the midblock area between 37th and 38th Avenues and between 29th and 30th Streets. In total this subarea would contribute approximately 156 additional dwelling units and a loss of approximately 19,900 square feet of industrial floor area and a loss of more than 54,600 square feet of commercial space.

Subarea D1

This area, located adjacent to Northern Boulevard, would undergo significant change under the future condition with the proposed actions. The allowance of high density residential and commercial developments would encourage the overall development of a vibrant, walkable community within close proximity to numerous transit nodes. Within this subarea the RWCDs identifies seven projected development sites (Sites 1, 2, 3, 4, 5, 6, and 7). It is anticipated that a total of approximately 770 dwelling units would be added to on these sites. Use of the Inclusionary Housing bonus provision found in the proposed Dutch Kills Subdistrict would contribute approximately 187 new units and would help support economic diversity and balance. It is anticipated that the presence of affordable dwellings units would help support a greater variety of commercial activity. In total approximately 30,300 square feet of commercial floor area would be added to this subarea and approximately 44,080 square feet of industrial space and approximately 9,600 square feet of community facility space would be lost versus anticipated future condition without the proposed actions.

Subarea E1

There are no projected development sites within this subarea. Zoning changes that would be in effect from the proposed actions would likely result in some land use changes within the area since, in an effort to retain the existing industrial base, the proposed M1-2 manufacturing district would not permit the residential uses that the existing M1-3D allows. As a transition area between those areas expected to become more residential and the industrial and manufacturing businesses that speckle the East River waterfront area; it is anticipated that new land uses in this area would be largely commercial and able to serve the interests of nearby residents and workers.

SECONDARY STUDY AREA

The proposed actions are not expected to generate significant changes in and around the secondary study area. The area north of the rezoning area would retain its existing land use character, a one- and two-family single detached residential neighborhood with schools and a variety of other community facilities. The Sunnyside Yards, located east of the rezoning area, would undergo significant land use changes if the proposed development of commercial and/or residential uses above the yard (on a platform) moves forward. However, the implementation of such an initiative would be independent of, not a result from, the future with-action scenario. In relation to the existing Long Island City Special District located in the southwestern portion of the secondary study area, the proposed actions would not generate significant land use changes as these actions are designed as an extension of the Special District. Therefore, no significant land use changes within the secondary study area are anticipated as a result of the proposed actions.

The rezoning of neighboring areas such as Hunter's Point and the Special Long Island City Mixed-Use District are anticipated to bring about considerable change to the area south of the primary study area. Identified development and redevelopment initiatives such as Silver Cup West, Citigroup and other high-density mixed-use developments sited around access to mass transit are expected to generate considerable commercial and residential growth by the build year of the future with-action scenario.

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ZONING

PRIMARY STUDY AREA

Under the future condition with the proposed actions, the existing zoning in the primary study area (rezoning area) would change. As described in Chapter 1, “Project Description”, the proposed actions include a zoning map amendment and zoning text amendments intended to encourage moderate- and higher-density development within close proximity to public transportation and support continued economic growth in a mixed-use residential, commercial and light industrial community. The zoning text amendments would create the Dutch Kills Subdistrict, which would serve as an extension of the existing Long Island City Mixed-Use District, and make applicable an Inclusionary Housing bonus in a portion of the study area in an effort to foster development compatible with existing neighborhood character. A small portion of the primary study area, subarea E1, would not be included in the Dutch Kills Subdistrict yet would be rezoned to M1-2 in order to match the scale of existing light industrial uses and serve as a transition area between the higher density light manufacturing district to the west and Dutch Kills Subdistrict to the east. The proposed M1-2 district would not allow the residential uses currently allowed only through City Planning authorization by the M1-3D zoning designation.

Each of the proposed districts within the Dutch Kills Subdistrict would pair a residential district with a light manufacturing district to allow for balanced development between residences and commercial and industrial businesses. The variety of the proposed mixed-used districts reflects the use and scale of non-residential development generally found in the area.

With variations depending on the rezoning area, the adoption of the proposed actions would in some cases increase allowable residential FARs while decreasing industrial, commercial, and community facility FAR in order to bring the overall permitted density into better balance over much of the rezoning area. To satisfy development goals, allowable FAR for residential units tapers off moving west from Northern Boulevard and the Long Island City commercial core toward the 23rd Street. Higher density allowances adjacent to Northern Boulevard would reinforce continuous access to the commercial core and excellent access to seven available transit lines. . Industrial and commercial FAR in the existing M1-3D area – which covers the vast majority of the study area – would decrease from 5.0 to 2.0 under the proposed actions, with the exception of the M1-3/R7X district. This reflects the current land use trends of decreasing demand for light industrial uses throughout the city. FAR designations for community facilities would mirror that of industrial and commercial allowances.

One of the mechanisms by which to increase residential density is to increase permitted residential building height. In the Dutch Kills Subdistrict, the proposed actions would allow residential buildings in one area with frontage along Northern Boulevard to increase from 33 to 125 feet, with the greatest allowable height being in the Inclusionary Housing area near Queens Plaza. In keeping with the existing neighborhood character, permitted building heights would decrease moving west away from Northern Boulevard and away from the elevated N and W train along the 31st Street corridor. Height restrictions for industrial and commercial uses in addition to community facilities would primarily be limited to the same height as residential developments.

Setbacks, generally defined as the area between a building’s front wall and the street line, varies among the proposed rezoning areas. The proposed rezoning areas with the greatest setback requirements are in those areas that would have lowest maximum FAR under the proposed actions and would be sited mid-block on north-south thoroughfares. The Inclusionary Housing district and areas north would experience a decrease in setback requirements for industrial and commercial uses as well as community facilities. In

these areas, residential setbacks, of the same distance, would be introduced. Setback requirements in the western subdistrict compliment those of the adjacent proposed manufacturing district.

Under the proposed actions, new residential units in the subdistrict would require a 30-foot rear yard, with the exception of corner properties. Community facilities, industrial and commercial uses in the study area would have a rear yard with a minimum of 20 feet, with the exception of corner properties. There would be few requirements regarding front and side yards.

In the M1-2/R5B and M1-2/R5D districts, the parking requirement is one off-street parking space per unit or 66.0 percent of total units. The M1-2/R6A and M1-3/R7X districts would require one off-street parking space per unit or 50.0 percent of total units. In certain circumstances, additional parking regulation provisions would include modifications within the M1, M1-2/R5B, R6A and R7A districts. These modifications include Waivers of requirements for Spaces Below Minimum Number, Reduced requirements, Waiver of Requirements for Small Number of Spaces and a Waiver of Prohibition of curb cuts in certain districts. DCP is proposing special parking regulations that would modify the underlying requirements throughout the Dutch Kills Subdistrict as follows.

- (1) The accessory off- street parking and loading requirements of a C8-2 District, as set forth in Article III, Chapter 6, shall apply to all commercial and community facility uses, except that this modification shall not apply to uses listed in Use Group 5. The accessory off- street parking and loading requirements applicable to the designated M1 District set forth in Section 123-70 [and Article IV, Chapter 4] shall apply to Use Group 5.
- (2) For Use Group 5 uses, the provisions of Section 44-23 (Waiver of Requirements for Spaces Below Minimum Number) shall be modified as follows: the maximum number of accessory off-street parking spaces for which requirements are waived shall be 10 spaces.
 - (b) Residential Uses
 1. The provisions of Section 25-241 (Reduced requirements) shall not apply in the designated M1-3/R7X District.
 2. In the applicable designated Residence Districts, the provisions of Section 25-26 (Waiver of Requirements for Small Number of Spaces) are modified as follows:
 - i) In the designated M1-2/R6A and M1-3/R7X Districts, the provisions of Section 25-26 shall only apply to zoning lots existing both on (date of amendment adoption) and on the date of application for a building permit.
 - ii) For all new residential developments or enlargements in the designated M1-3/R7X District, the maximum number of accessory off-street parking spaces for which requirements are waived shall be five spaces.
- (3) Where the designated district is a M1-2/R5B District, the provisions of Section 25-633 (Prohibition of curb cuts in certain districts) shall not apply.

Subareas

As identified above, the rezoning area is divided into 10 subareas. The alphanumeric designation for the zoning subareas adheres to the use, bulk, and parking regulation changes identified under the proposed actions. As a result, the description of the zoning changes is truncated to the first letter of the subarea heading. Permitted land uses under proposed project for each zoning subarea area discussed below.

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Figure 2-21 exhibits the location of new zoning districts and Table 2-3 demonstrates permitted land uses and FAR under each of the new zoning districts.

Subareas A1 through A5

Subareas A1 through A5, which cover a large portion of the midblock areas in the western portion of the rezoning area, would help maintain a sense of continuity as new residential units are introduced to the area. In the future condition with the proposed actions, zoning designations in these subareas would be M1-2/R5B. The new designation would allow for a maximum residential FAR of 1.65, the lowest FAR under the proposed actions. The maximum FAR for community facilities, industrial, and commercial uses would be 2.0. The FAR in these areas would help maintain the existing context and preserve the area as a low- to moderate-density mixed-use community.

Subareas B1 and B2

These areas, one of which is adjacent to the proposed high-density Inclusionary Housing subarea and the other which abuts the Special Long Island City District on the south, are proposed for M1-2/R6A and would act as transition areas between lower-density and higher-density developments. The residential FAR of 3.0 and maximum building height of 70 feet would introduce a number of housing units to a neighborhood that has generally remained light industrial—specifically warehouse and auto-related. The maximum community facility and industrial FAR of 3.0 and the maximum commercial FAR 2.0 would help this area develop into a more dynamic, mixed-use environment.

Subarea C1

This subarea covers a considerable amount of the southwestern portion of the subdistrict area. This subarea encircles portions of proposed lower-density subareas (Subareas A1-A4), and includes the block fronts of primary east-west thoroughfares. The M1-2/R5D zoning district proposed for this area would result in medium-density developments along these thoroughfares. The maximum allowable residential and commercial bulks of 2.0 would help introduce new residential development while seeking to balance out the existing overabundance of transportation and auto-related business establishments currently found in the area.

Subarea D1

Under the proposed actions, the entirety of this subarea would be rezoned to M1-3/R7X and would be included in the Inclusionary Housing zoning text amendment. Of the rezoning area, this subarea has the highest FAR – residential, industrial, commercial, and community facilities – with the intent to facilitate the creation of a vibrant, mixed-use pedestrian friendly environment within proximity to Queens Plaza and the existing Long Island City commercial core.

Subarea E1

This subarea is the only subarea of the proposed zoning map amendments that would not be included in the Dutch Kills Subdistrict. The proposed M1-2 manufacturing district for this subarea would not permit residential uses. The subarea has been proposed as such to help retain the existing industrial base while acting as a buffer between more heavily industrialized areas and anticipated new residential developments. Maximum industrial and commercial bulks would be decreased from 5.0 to 2.0.

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**Table 2-3
Dutch Kills Proposed Zoning**

Regulation By Use	Proposed M1-2	Proposed M1-2/R5B	Proposed M1-2/R5D	Proposed M1-2/R6A	Proposed M1-3/R7X
Maximum FAR					
Residential	n/a (ZR 43-11)	1.65	2	3	5.0 (QH)
Industrial/ Commercial	2 (ZR 43-12)	2	2	2	5
Community Facility	4.8 (ZR 43-122)	2	2	3	5
Street Wall Location					
Residential	n/a	Lineup with adj	lineup with adj	lineup with adj	8' wide/15' narrow [▲]
Industrial/ Commercial	No regulation	No regulation	None Required	No regulation	8' wide/15' narrow
Community Facility	No regulation	No regulation	None Required	No regulation	8' wide/15' narrow
Setbacks					
Residential	n/a	Above 30'/15'	None Required	15' narrow/ 10' wide	15' narrow/ 10' wide
Industrial/ Commercial	20' narrow/ 15' wide	20' narrow/ 15' wide	None Required	15' narrow/ 10' wide	15' narrow/ 10' wide
Community Facility	20' narrow/ 15' wide	20' narrow/ 15' wide	None Required	15' narrow/ 10' wide	15' narrow/ 10' wide
Min-Max Street Wall Height					
Residential	n/a	30'	None required	40'-60'	60'-85'
Industrial/ Commercial	60' or 4 stories	Sky Exp Plane	Sky Exp Plane	40'-60'	60'-85'
Community Facility	60' or 4 stories	Sky Exp Plane	None required	40'-60'	60'-85'
Maximum Building Height					
Residential	n/a	33'	40'	70'	125'
Industrial/ Commercial	2.7:1 or 5.6:1	Sky Exp Plane	40'	70'	125'
Community Facility	2.7:1 or 5.6:1	33'	40'	70'	125'
Front Yard					
Residential	None Required	None Required	None Required	None Required	None Required
Industrial/ Commercial	None Required	None Required	None Required	None Required	None Required
Community Facility	None Required	None Required	None Required	None Required	None Required
Side Yard					
Residential	n/a	8' total	None Required	None Required	None Required
Industrial/ Commercial	None Required	None Required	None Required	None Required	None Required
Community Facility	None Required	None Required	None Required	None Required	None Required
Rear Yard					
Residential	n/a	30' except corner	30' except corner	30' except corner	30' except corner
Industrial/ Commercial	20' min except	20' min except	20' min except	20' min except	20' min except
Community Facility	20' min except	20' min except	20' min except	20' min except	20' min except
Parking					
Residential	n/a	1 per DU or 66%	1 per DU or 66%	1 per DU or 50%	1 per DU or 50%
Industrial/ Commercial	varies- 1/1000sf	varies by use	varies by use	varies by use	varies by use
Community Facility	varies by use	varies by use	varies by use	varies by use	varies by use
* ZR refers to the New York City Zoning Resolution. The numbers following ZR refer to the section of the zoning resolution.					
▲ Narrow and wide refer to the street width. There are different requirements for developments on narrow street and wide streets.					

SECONDARY STUDY AREA

Zoning districts in the secondary study area would not change as a result of the proposed actions. As previously described as part of the future condition without the proposed actions, to the south of the primary study area, the Long Island City Special District is the result of a 2001 rezoning. The area to the east of the primary study is largely comprised of the Sunnyside Yards. The potential for the Sunnyside Yards to accommodate new development is not anticipated to be undertaken as a result of the implementation of the proposed actions. In the case of the Long Island City Special District, the proposed actions are designed as an extension of the Special District. Therefore the proposed zoning map and text amendments (the proposed actions) would compliment and be compatible with the zoning districts mapped throughout the secondary study area.

PUBLIC POLICY

PRIMARY STUDY AREA

The adoption of the proposed actions would continue to help implement a number of initiatives identified by the city to revitalize and rejuvenate the mixed-use districts in and around the rezoning area. The implementation of the Special Long Island City Mixed-Use District in May 2001 was designed to create a vibrant, 24-hour pedestrian-oriented community. As an extension of the Special Long Island City Mixed-Use District, the adoption of the proposed actions would further help execute city goals of facilitating compact, mixed-use development with improved access to mass transit. Such initiatives are largely identified in DCP's *The Plan for Long Island City: A Framework for Development*, which recommends the introduction of an additional 20.0 million square feet of residential, commercial, office space, and community facilities to the area.

The proposed zoning text amendment for Subarea D1 would reference the Inclusionary Housing Program, adopted by DCP in 2005. The implementation of such would help retain a certain number of affordable housing units in an area anticipated to experience a considerable increase in its residential stock with the adoption of the proposed actions. The implementation of the Inclusionary Housing Program in Subarea D1 would help satisfy the city's *New Housing Marketplace Plan*, which seeks to convert underutilized manufacturing districts to facilitate appropriate residential and mixed-use development in addition to providing affordable homes for 500,000 New Yorkers by 2013.

New development in the study area would also likely benefit from design standards and zoning provisions implemented by DCP's Long Island City Air Quality Improvement Project.

SECONDARY STUDY AREA

Recent zoning text and map amendments within close proximity to the rezoning area have been adopted under the premise of fostering vibrant, mixed-use communities and strengthening the business and commercial core in Long Island City. Additionally, the introduction of zoning amendments increasing residential density along the East River waterfront and Queens Plaza adhere initiatives identified in the DCP *Agency Strategic Plan*.

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G. CONCLUSION

LAND USE

Development resulting from the proposed actions would yield a net increase of 1,555 dwelling units; a net decrease of 197,470 square feet of commercial space; a net decrease of 180,536 square feet of industrial space; and a net decrease of approximately 41,697 square feet of community facility space from the future condition without the proposed actions.

The new development would be compatible with existing residential, commercial, community facility, and industrial land uses currently found in the rezoning area, only at varying densities. The proposed actions would provide a framework that would allow a range of residential, community facility, commercial and light industrial uses-as-of-right, consistent with adjacent areas of the Special Long Island City Mixed-Use District. In general, the proposed zoning would accommodate existing trends by providing as-of-right residential opportunities, retain existing light industrial businesses and support the continued growth of other business opportunities in a mixed used commercial and light industrial community. An exception to this accommodation is the preclusion of hotel development taking place under existing conditions. With the proposed actions, this type of development would be restricted.

The highest density residential development would occur near Northern Boulevard within proximity to Queens Plaza and the existing Long Island City commercial core, and near various mass transit options. The proposed Inclusionary Housing zoning text amendment covering this same area (Subarea D1) would provide real estate developers with strong incentives to build affordable units within their developments in this subarea. Thus, there would not be a significant adverse impact on land use.

ZONING

The proposed actions would result in a rezoning of all blocks within the rezoning area. The proposed zoning designations would encourage moderate- and higher-density development within close proximity to public transportation and support continued economic growth in a mixed-use residential, commercial and light industrial community. The zoning text amendments would create the Dutch Kills Subdistrict, which would act as an extension of the existing Long Island City Mixed-Use District, and make applicable an Inclusionary Housing bonus in a portion of the study area in an effort to foster development compatible with existing neighborhood character. The zoning text amendments would also modify parking regulations to address parking needs throughout the subdistrict (see Appendix B to view full document). A small portion of the primary study area, Subarea E1, would not be included in the Dutch Kills Subdistrict yet would be rezoned to accommodate land uses that would be more compatible with surrounding light industrial only areas. The proposed rezoning would be compatible with the surrounding zoning and special purpose districts. Thus, there would not be a significant adverse impact on zoning.

PUBLIC POLICY

The proposed actions would be largely consistent with current and proposed public policy initiatives and plans. It would be consistent with the overall goals of the all plans, initiatives and projects as detailed in the public policy section. Thus the Proposed Action would be consistent with existing public policy and plans, and would not result in significant adverse impacts to public policy.