



BROWNFIELD CLEANUP PROGRAM (BCP) APPLICATION FORM

DEC requires an application to request major changes to the description of the property set forth in a Brownfield Cleanup Agreement, or "BCA" (e.g., adding a significant amount of new property, or adding property that could affect an eligibility determination due to contamination levels or intended land use). Such application must be submitted and processed in the same manner as the original application, including the required public comment period. **Is this an application to amend an existing BCA?**

Yes No

If yes, provide existing site number: _____

PART A (note: application is separated into Parts A and B for DEC review purposes) *BCP App Rev 10*

Section I. Requestor Information - See Instructions for Further Guidance

DEC USE ONLY
BCP SITE #:

NAME 11-20 46th Road Owner LLC

ADDRESS c/o SD Asset Management, LLC 10 East 34th Street, Mezzanine

CITY/TOWN New York, NY

ZIP CODE 10016

PHONE (646) 535-3155

FAX NA

E-MAIL ds@sdassetmanagement.com

Is the requestor authorized to conduct business in New York State (NYS)? Yes No

- If the requestor is a Corporation, LLC, LLP or other entity requiring authorization from the NYS Department of State to conduct business in NYS, the requestor's name must appear, exactly as given above, in the [NYS Department of State's Corporation & Business Entity Database](#). A print-out of entity information from the database must be submitted to the New York State Department of Environmental Conservation (DEC) with the application to document that the requestor is authorized to do business in NYS. **Please note:** If the requestor is an LLC, the members/owners names need to be provided on a separate attachment.

Do all individuals that will be certifying documents meet the requirements detailed below? Yes No

- Individuals that will be certifying BCP documents, as well as their employers, meet the requirements of Section 1.5 of [DER-10: Technical Guidance for Site Investigation and Remediation](#) and Article 145 of New York State Education Law. **Documents that are not properly certified will be not approved under the BCP.**

Section II. Project Description

1. What stage is the project starting at? Investigation Remediation

NOTE: If the project is proposed to start at the remediation stage, a Remedial Investigation Report (RIR) at a minimum is required to be attached, resulting in a 30-day public comment period. If an Alternatives Analysis and Remedial Work Plan are also attached (see DER-10 / Technical Guidance for Site Investigation and Remediation for further guidance) then a 45-day public comment period is required.

2. If a final RIR is included, please verify it meets the requirements of Environmental Conservation Law (ECL) Article 27-1415(2): Yes No

3. Please attach a short description of the overall development project, including:

- the date that the remedial program is to start; and
- the date the Certificate of Completion is anticipated.

Section III. Property's Environmental History

All applications must include an Investigation Report (per ECL 27-1407(1)). The report must be sufficient to establish contamination of environmental media on the site above applicable Standards, Criteria and Guidance (SCGs) based on the reasonably anticipated use of the property.

To the extent that existing information/studies/reports are available to the requestor, please attach the following (*please submit the information requested in this section in electronic format only*):

1. **Reports:** an example of an Investigation Report is a Phase II Environmental Site Assessment report prepared in accordance with the latest American Society for Testing and Materials standard (ASTM E1903). Please submit a separate electronic copy of each report in Portable Document Format (PDF).

2. **SAMPLING DATA: INDICATE KNOWN CONTAMINANTS AND THE MEDIA WHICH ARE KNOWN TO HAVE BEEN AFFECTED. LABORATORY REPORTS SHOULD BE REFERENCED AND COPIES INCLUDED.**

Contaminant Category	Soil	Groundwater	Soil Gas
Petroleum			
Chlorinated Solvents		X	X
Other VOCs		X	
SVOCs			
Metals			
Pesticides			
PCBs			
Other*			

*Please describe: Naphthalene, 1,2-Dichloroethene, cis-1,2-Dichloroethene in groundwater.

3. FOR EACH IMPACTED MEDIUM INDICATED ABOVE, INCLUDE A SITE DRAWING INDICATING:

- SAMPLE LOCATION
- DATE OF SAMPLING EVENT
- KEY CONTAMINANTS AND CONCENTRATION DETECTED
- FOR SOIL, HIGHLIGHT IF ABOVE REASONABLY ANTICIPATED USE
- FOR GROUNDWATER, HIGHLIGHT EXCEEDANCES OF 6NYCRR PART 703.5
- FOR SOIL GAS/ SOIL VAPOR/ INDOOR AIR, HIGHLIGHT IF ABOVE MITIGATE LEVELS ON THE NEW YORK STATE DEPARTMENT OF HEALTH MATRIX

THESE DRAWINGS ARE TO BE REPRESENTATIVE OF ALL DATA BEING RELIED UPON TO MAKE THE CASE THAT THE SITE IS IN NEED OF REMEDIATION UNDER THE BCP. DRAWINGS SHOULD NOT BE BIGGER THAN 11" X 17". THESE DRAWINGS SHOULD BE PREPARED IN ACCORDANCE WITH ANY GUIDANCE PROVIDED.

ARE THE REQUIRED MAPS INCLUDED WITH THE APPLICATION? Yes No
 (*answering No will result in an incomplete application)

4. INDICATE PAST LAND USES (CHECK ALL THAT APPLY):

- | | | | |
|---|---|---|--|
| <input type="checkbox"/> Coal Gas Manufacturing | <input checked="" type="checkbox"/> Manufacturing | <input type="checkbox"/> Agricultural Co-op | <input type="checkbox"/> Dry Cleaner |
| <input type="checkbox"/> Salvage Yard | <input type="checkbox"/> Bulk Plant | <input type="checkbox"/> Pipeline | <input type="checkbox"/> Service Station |
| <input type="checkbox"/> Landfill | <input type="checkbox"/> Tannery | <input type="checkbox"/> Electroplating | <input type="checkbox"/> Unknown |

Other: _____

Section IV. Property Information - See Instructions for Further Guidance

PROPOSED SITE NAME 11-20 46th Road Site

ADDRESS/LOCATION 11-20 46th Road

CITY/TOWN Long Island City ZIP CODE 11101

MUNICIPALITY(IF MORE THAN ONE, LIST ALL):

COUNTY Queens SITE SIZE (ACRES) 0.229

LATITUDE (degrees/minutes/seconds)	LONGITUDE (degrees/minutes/seconds)
40 ° 44 ' 43.5 "	73 ° 57 ' 00.0 "

Complete tax map information for all tax parcels included within the proposed site boundary. If a portion of any lot is proposed, please indicate as such by inserting "P/O" in front of the lot number in the appropriate box below, and only include the acreage for that portion of the tax parcel in the corresponding far right column. ATTACH REQUIRED MAPS PER THE APPLICATION INSTRUCTIONS.

Parcel Address	Section No.	Block No.	Lot No.	Acreage
11-20 46th Road	4	56	36	0.229

1. Do the proposed site boundaries correspond to tax map metes and bounds? Yes No
If no, please attach an accurate map of the proposed site.

2. Is the required property map attached to the application? Yes No
(application will not be processed without map)

3. Is the property within a designated Environmental Zone (En-zone) pursuant to Tax Law 21(b)(6)?
(See [DEC's website](#) for more information) Yes No

If yes, identify census tract : _____

Percentage of property in En-zone (check one): 0-49% 50-99% 100%

4. Is this application one of multiple applications for a large development project, where the development project spans more than 25 acres (see additional criteria in BCP application instructions)? Yes No

If yes, identify name of properties (and site numbers if available) in related BCP applications: _____

5. Is the contamination from groundwater or soil vapor solely emanating from property other than the site subject to the present application? Yes No

6. Has the property previously been remediated pursuant to Titles 9, 13, or 14 of ECL Article 27, Title 5 of ECL Article 56, or Article 12 of Navigation Law? Yes No
If yes, attach relevant supporting documentation.

7. Are there any lands under water? Yes No
If yes, these lands should be clearly delineated on the site map.

Section IV. Property Information (continued)

8. Are there any easements or existing rights of way that would preclude remediation in these areas?
If yes, identify here and attach appropriate information. Yes No

Easement/Right-of-way Holder

Description

9. List of Permits issued by the DEC or USEPA Relating to the Proposed Site (type here or attach information)

Type

Issuing Agency

Description

N/A

10. Property Description and Environmental Assessment – please refer to application instructions for the proper format of each narrative requested.

Are the Property Description and Environmental Assessment narratives included in the prescribed format? Yes No

Note: Questions 11 through 13 only pertain to sites located within the five counties comprising New York City

11. Is the requestor seeking a determination that the site is eligible for tangible property tax credits? Yes No

If yes, requestor must answer questions on the supplement at the end of this form.

12. Is the Requestor now, or will the Requestor in the future, seek a determination that the property is Upside Down? Yes No

13. If you have answered Yes to Question 12, above, is an independent appraisal of the value of the property, as of the date of application, prepared under the hypothetical condition that the property is not contaminated, included with the application? Yes No

NOTE: If a tangible property tax credit determination is not being requested in the application to participate in the BCP, the applicant may seek this determination at any time before issuance of a certificate of completion by using the BCP Amendment Application, except for sites seeking eligibility under the underutilized category.

If any changes to Section IV are required prior to application approval, a new page, initialed by each requestor, must be submitted.

Initials of each Requestor:  _____

BCP application - PART B (note: application is separated into Parts A and B for DEC review purposes)

Section V. Additional Requestor Information See Instructions for Further Guidance		DEC USE ONLY BCP SITE NAME: _____ BCP SITE #: _____	
NAME OF REQUESTOR'S AUTHORIZED REPRESENTATIVE David Schwarz			
ADDRESS 10 East 34th Street			
CITY/TOWN New York		ZIP CODE 10016	
PHONE (646) 535-3155	FAX N/A	E-MAIL ds@sdassetmanagement.com	
NAME OF REQUESTOR'S CONSULTANT Roux Inc., Robert Kovacs			
ADDRESS 209 Shafter Street			
CITY/TOWN Islandia, NY		ZIP CODE 11749	
PHONE (631)630-2320	FAX NA	E-MAIL rkovacs@rouxinc.com	
NAME OF REQUESTOR'S ATTORNEY Knauf Shaw LLP, Linda Shaw, Esq.			
ADDRESS 1400 Crossroads, 2 State Street			
CITY/TOWN Rochester		ZIP CODE 14614	
PHONE (585) 546-8430	FAX (585) 546-4324	E-MAIL lshaw@nyenvlaw.com	
Section VI. Current Property Owner/Operator Information – If not a Requestor			
CURRENT OWNER'S NAME 11-20 46th Road Owner LLC		OWNERSHIP START DATE: 10/20/2015	
ADDRESS SAME AS REQUESTOR			
CITY/TOWN		ZIP CODE	
PHONE	FAX	E-MAIL	
CURRENT OPERATOR'S NAME Same as Requestor but Building is Vacant			
ADDRESS			
CITY/TOWN		ZIP CODE	
PHONE	FAX	E-MAIL	
<p>PROVIDE A LIST OF PREVIOUS PROPERTY OWNERS AND OPERATORS WITH NAMES, LAST KNOWN ADDRESSES AND TELEPHONE NUMBERS AS AN ATTACHMENT. DESCRIBE REQUESTOR'S RELATIONSHIP, TO EACH PREVIOUS OWNER AND OPERATOR, INCLUDING ANY RELATIONSHIP BETWEEN REQUESTOR'S CORPORATE MEMBERS AND PREVIOUS OWNER AND OPERATOR. IF NO RELATIONSHIP, PUT "NONE".</p> <p>IF REQUESTOR IS NOT THE CURRENT OWNER, DESCRIBE REQUESTOR'S RELATIONSHIP TO THE CURRENT OWNER, INCLUDING ANY RELATIONSHIP BETWEEN REQUESTOR'S CORPORATE MEMBERS AND THE CURRENT OWNER.</p>			
Section VII. Requestor Eligibility Information (Please refer to ECL § 27-1407)			
If answering "yes" to any of the following questions, please provide an explanation as an attachment.			
1. Are any enforcement actions pending against the requestor regarding this site?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
2. Is the requestor subject to an existing order for the investigation, removal or remediation of contamination at the site?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
3. Is the requestor subject to an outstanding claim by the Spill Fund for this site? Any questions regarding whether a party is subject to a spill claim should be discussed with the Spill Fund Administrator. <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			

Section VII. Requestor Eligibility Information (continued)

4. Has the requestor been determined in an administrative, civil or criminal proceeding to be in violation of i) any provision of the ECL Article 27; ii) any order or determination; iii) any regulation implementing Title 14; or iv) any similar statute, regulation of the state or federal government? If so, provide an explanation on a separate attachment. Yes No
5. Has the requestor previously been denied entry to the BCP? If so, include information relative to the application, such as name, address, DEC assigned site number, the reason for denial, and other relevant information. Yes No
6. Has the requestor been found in a civil proceeding to have committed a negligent or intentionally tortious act involving the handling, storing, treating, disposing or transporting of contaminants? Yes No
7. Has the requestor been convicted of a criminal offense i) involving the handling, storing, treating, disposing or transporting of contaminants; or ii) that involves a violent felony, fraud, bribery, perjury, theft, or offense against public administration (as that term is used in Article 195 of the Penal Law) under federal law or the laws of any state? Yes No
8. Has the requestor knowingly falsified statements or concealed material facts in any matter within the jurisdiction of DEC, or submitted a false statement or made use of or made a false statement in connection with any document or application submitted to DEC? Yes No
9. Is the requestor an individual or entity of the type set forth in ECL 27-1407.9 (f) that committed an act or failed to act, and such act or failure to act could be the basis for denial of a BCP application? Yes No
10. Was the requestor's participation in any remedial program under DEC's oversight terminated by DEC or by a court for failure to substantially comply with an agreement or order? Yes No
11. Are there any unregistered bulk storage tanks on-site which require registration? Yes No

THE REQUESTOR MUST CERTIFY THAT HE/SHE IS EITHER A PARTICIPANT OR VOLUNTEER IN ACCORDANCE WITH ECL 27-1405 (1) BY CHECKING ONE OF THE BOXES BELOW:

PARTICIPANT

A requestor who either 1) was the owner of the site at the time of the disposal of hazardous waste or discharge of petroleum or 2) is otherwise a person responsible for the contamination, unless the liability arises solely as a result of ownership, operation of, or involvement with the site subsequent to the disposal of hazardous waste or discharge of petroleum.

VOLUNTEER

A requestor other than a participant, including a requestor whose liability arises solely as a result of ownership, operation of or involvement with the site subsequent to the disposal of hazardous waste or discharge of petroleum.

NOTE: By checking this box, a requestor whose liability arises solely as a result of ownership, operation of or involvement with the site certifies that he/she has exercised appropriate care with respect to the hazardous waste found at the facility by taking reasonable steps to: i) stop any continuing discharge; ii) prevent any threatened future release; iii) prevent or limit human, environmental, or natural resource exposure to any previously released hazardous waste.

If a requestor whose liability arises solely as a result of ownership, operation of or involvement with the site, submit a statement describing why you should be considered a volunteer – be specific as to the appropriate care taken.

Section VII. Requestor Eligibility Information (continued)

Requestor Relationship to Property (check one):

- Previous Owner Current Owner Potential /Future Purchaser Other _____

If requestor is not the current site owner, **proof of site access sufficient to complete the remediation must be submitted.** Proof must show that the requestor will have access to the property before signing the BCA and throughout the BCP project, including the ability to place an easement on the site. Is this proof attached?

- Yes No

Note: a purchase contract does not suffice as proof of access.

Section VIII. Property Eligibility Information - See Instructions for Further Guidance

1. Is / was the property, or any portion of the property, listed on the National Priorities List?
If yes, please provide relevant information as an attachment. Yes No
2. Is / was the property, or any portion of the property, listed on the NYS Registry of Inactive Hazardous Waste Disposal Sites pursuant to ECL 27-1305?
If yes, please provide: Site # _____ Class # _____ Yes No
3. Is / was the property subject to a permit under ECL Article 27, Title 9, other than an Interim Status facility?
If yes, please provide: Permit type: _____ EPA ID Number: _____
Date permit issued: _____ Permit expiration date: _____ Yes No
4. If the answer to question 2 or 3 above is yes, is the site owned by a volunteer as defined under ECL 27-1405(1)(b), or under contract to be transferred to a volunteer? Attach any information available to the requestor related to previous owners or operators of the facility or property and their financial viability, including any bankruptcy filing and corporate dissolution documentation. Yes No
5. Is the property subject to a cleanup order under Navigation Law Article 12 or ECL Article 17 Title 10?
If yes, please provide: Order # _____ Yes No
6. Is the property subject to a state or federal enforcement action related to hazardous waste or petroleum?
If yes, please provide explanation as an attachment. Yes No

Section IX. Contact List Information

To be considered complete, the application must include the Brownfield Site Contact List in accordance with [DER-23 / Citizen Participation Handbook for Remedial Programs](#). Please attach, at a minimum, the names and addresses of the following:

1. The chief executive officer and planning board chairperson of each county, city, town and village in which the property is located.
2. Residents, owners, and occupants of the property and properties adjacent to the property.
3. Local news media from which the community typically obtains information.
4. The public water supplier which services the area in which the property is located.
5. Any person who has requested to be placed on the contact list.
6. The administrator of any school or day care facility located on or near the property.
7. The location of a document repository for the project (e.g., local library). **If the site is located in a city with a population of one million or more, add the appropriate community board as an additional document repository.** In addition, attach a copy of an acknowledgement from each repository indicating that it agrees to act as the document repository for the site.

Section X. Land Use Factors

1. What is the current municipal zoning designation for the site? M1-4/R6B
What uses are allowed by the current zoning? (Check boxes, below)
 Residential Commercial Industrial
If zoning change is imminent, please provide documentation from the appropriate zoning authority.

2. Current Use: Residential Commercial Industrial Vacant Recreational (check all that apply)
Attach a summary of current business operations or uses, with an emphasis on identifying possible contaminant source areas. If operations or uses have ceased, provide the date.

3. Reasonably anticipated use Post Remediation: Residential Commercial Industrial (check all that apply) **Attach a statement detailing the specific proposed use.**
If residential, does it qualify as single family housing? Yes No

4. Do current historical and/or recent development patterns support the proposed use? Yes No
See support document.

5. Is the proposed use consistent with applicable zoning laws/maps? Briefly explain below, or attach additional information and documentation if necessary. Yes No
See support document.

6. Is the proposed use consistent with applicable comprehensive community master plans, local waterfront revitalization plans, or other adopted land use plans? Briefly explain below, or attach additional information and documentation if necessary. Yes No
See support document.

XI. Statement of Certification and Signatures

(By requestor who is an individual)

If this application is approved, I hererby acknowledge and agree: (1) to execute a Brownfield Cleanup Agreement (BCA) within 60 days of the date of DEC's approval letter; (2) to the general terms and conditions set forth in the *DER-32, Brownfield Cleanup Program Applications and Agreements*; and (3) that in the event of a conflict between the general terms and conditions of participation and the terms contained in a site-specific BCA, the terms in the site-specific BCA shall control. Further, I hereby affirm that information provided on this form and its attachments is true and complete to the best of my knowledge and belief. I am aware that any false statement made herein is punishable as a Class A misdemeanor pursuant to section 210.45 of the Penal Law.

Date: _____

Signature: _____

Print Name: _____

(By a requestor other than an individual)

I hereby affirm that I am Authorized Signatory(title) of 11-20 46th Road Owner LLC(entity); that I am authorized by that entity to make this application and execute the Brownfield Cleanup Agreement (BCA) and all subsequent amendments; that this application was prepared by me or under my supervision and direction. If this application is approved, I acknowledge and agree: (1) to execute a BCA within 60 days of the date of DEC's approval letter; (2) to the general terms and conditions set forth in the *DER-32, Brownfield Cleanup Program Applications and Agreements*; and (3) that in the event of a conflict between the general terms and conditions of participation and the terms contained in a site-specific BCA, the terms in the site-specific BCA shall control. Further, I hereby affirm that information provided on this form and its attachments is true and complete to the best of my knowledge and belief. I am aware that any false statement made herein is punishable as a Class A misdemeanor pursuant to Section 210.45 of the Penal Law.

Date: 11/29/2019

Signature:  _____

Print Name: David Schwarz

SUBMITTAL INFORMATION:

- Two (2) copies, one paper copy with original signatures and one electronic copy in Portable Document Format (PDF), must be sent to:
 - Chief, Site Control Section
 - New York State Department of Environmental Conservation
 - Division of Environmental Remediation
 - 625 Broadway
 - Albany, NY 12233-7020

FOR DEC USE ONLY

BCP SITE T&A CODE: _____

LEAD OFFICE: _____

Supplemental Questions for Sites Seeking Tangible Property Credits in New York City ONLY. Sufficient information to demonstrate that the site meets one or more of the criteria identified in ECL 27 1407(1-a) must be submitted if requestor is seeking this determination.

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Property is in Bronx, Kings, New York, Queens, or Richmond counties.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Requestor seeks a determination that the site is eligible for the tangible property credit component of the brownfield redevelopment tax credit.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Please answer questions below and provide documentation necessary to support answers.	
1. Is at least 50% of the site area located within an environmental zone pursuant to NYS Tax Law 21(b)(6)? Please see DEC's website for more information.	<input type="checkbox"/> Yes <input type="checkbox"/> No
2. Is the property upside down or underutilized as defined below?	Upside Down? <input type="checkbox"/> Yes <input type="checkbox"/> No Underutilized? <input type="checkbox"/> Yes <input type="checkbox"/> No
From ECL 27-1405(31):	
<p>"Upside down" shall mean a property where the projected and incurred cost of the investigation and remediation which is protective for the anticipated use of the property equals or exceeds seventy-five percent of its independent appraised value, as of the date of submission of the application for participation in the brownfield cleanup program, developed under the hypothetical condition that the property is not contaminated.</p>	
From 6 NYCRR 375-3.2(l) as of August 12, 2016: (Please note: Eligibility determination for the underutilized category can only be made at the time of application)	
375-3.2:	
<p>(l) "Underutilized" means, as of the date of application, real property on which no more than fifty percent of the permissible floor area of the building or buildings is certified by the applicant to have been used under the applicable base zoning for at least three years prior to the application, which zoning has been in effect for at least three years; and</p> <p>(1) the proposed use is at least 75 percent for industrial uses; or</p> <p>(2) at which:</p> <p>(i) the proposed use is at least 75 percent for commercial or commercial and industrial uses;</p> <p>(ii) the proposed development could not take place without substantial government assistance, as certified by the municipality in which the site is located; and</p> <p>(iii) one or more of the following conditions exists, as certified by the applicant:</p> <p>(a) property tax payments have been in arrears for at least five years immediately prior to the application;</p> <p>(b) a building is presently condemned, or presently exhibits documented structural deficiencies, as certified by a professional engineer, which present a public health or safety hazard; or</p> <p>(c) there are no structures.</p>	
<p>"Substantial government assistance" shall mean a substantial loan, grant, land purchase subsidy, land purchase cost exemption or waiver, or tax credit, or some combination thereof, from a governmental entity.</p>	

Supplemental Questions for Sites Seeking Tangible Property Credits in New York City (continued)

3. If you are seeking a formal determination as to whether your project is eligible for Tangible Property Tax Credits based in whole or in part on its status as an affordable housing project (defined below), you must attach the regulatory agreement with the appropriate housing agency (typically, these would be with the *New York City Department of Housing, Preservation and Development*; the *New York State Housing Trust Fund Corporation*; the *New York State Department of Housing and Community Renewal*; or the *New York State Housing Finance Agency*, though other entities may be acceptable pending Department review). Check appropriate box, below:

Project is an Affordable Housing Project - Regulatory Agreement Attached;

Project is Planned as Affordable Housing, But Agreement is Not Yet Available* (*Checking this box will result in a "pending" status. The Regulatory Agreement will need to be provided to the Department and the Brownfield Cleanup Agreement will need to be amended prior to issuance of the CoC in order for a positive determination to be made.);

This is Not an Affordable Housing Project.

From 6 NYCRR 375- 3.2(a) as of August 12, 2016:

(a) "Affordable housing project" means, for purposes of this part, title fourteen of article twenty seven of the environmental conservation law and section twenty-one of the tax law only, a project that is developed for residential use or mixed residential use that must include affordable residential rental units and/or affordable home ownership units.

(1) Affordable residential rental projects under this subdivision must be subject to a federal, state, or local government housing agency's affordable housing program, or a local government's regulatory agreement or legally binding restriction, which defines (i) a percentage of the residential rental units in the affordable housing project to be dedicated to (ii) tenants at a defined maximum percentage of the area median income based on the occupants' households annual gross income.

(2) Affordable home ownership projects under this subdivision must be subject to a federal, state, or local government housing agency's affordable housing program, or a local government's regulatory agreement or legally binding restriction, which sets affordable units aside for home owners at a defined maximum percentage of the area median income.

(3) "Area median income" means, for purposes of this subdivision, the area median income for the primary metropolitan statistical area, or for the county if located outside a metropolitan statistical area, as determined by the United States department of housing and urban development, or its successor, for a family of four, as adjusted for family size.

BCP Application Summary (for DEC use only)

Site Name: 11-20 46th Road Site **Site Address:** 11-20 46th Road
City: Long Island City **County:** Queens **Zip:** 11101

Tax Block & Lot
Section (if applicable): 4 **Block:** 56 **Lot:** 36

Requestor Name: 11-20 46th Road Owner LLC **Requestor Address:** c/o SD Asset Management, LLC 10 East 34th Street, Mezzanine
City: New York, NY **Zip:** 10016 **Email:** ds@sdassetmanagement.com

Requestor's Representative (for billing purposes)
Name: David Schwarz **Address:** 10 East 34th Street
City: New York **Zip:** 10016 **Email:** ris@sdassetmanagement.com

Requestor's Attorney
Name: Knauf Shaw LLP, Linda Shaw, Esq. **Address:** 1400 Crossroads, 2 State Street
City: Rochester **Zip:** 14614 **Email:** lshaw@nyenvlaw.com

Requestor's Consultant
Name: Roux Inc., Robert Kovacs **Address:** 209 Shafter Street
City: Islandia, NY **Zip:** 11749 **Email:** rkovacs@rouxinc.com

Percentage claimed within an En-Zone: 0% <50% 50-99% 100%

DER Determination: Agree Disagree

Requestor's Requested Status: Volunteer Participant

DER/OGC Determination: Agree Disagree
Notes:

For NYC Sites, is the Requestor Seeking Tangible Property Credits: Yes No

Does Requestor Claim Property is Upside Down: Yes No

DER/OGC Determination: Agree Disagree Undetermined

Notes:

Does Requestor Claim Property is Underutilized: Yes No

DER/OGC Determination: Agree Disagree Undetermined

Notes:

Does Requestor Claim Affordable Housing Status: Yes No Planned, No Contract

DER/OGC Determination: Agree Disagree Undetermined

Notes:

**BCP APPLICATION
SUPPORT
DOCUMENT**

BCP APPLICATION SUPPORT DOCUMENT
Exhibit List

- Exhibit A -** DOS Entity Information
- Exhibit B-** Corporate Consent
- Exhibit C-** Deed
- Exhibit D-** Previous Owners and Operators
- Exhibit E-** Site Drawing Spider Map(s)
- Exhibit F-** Survey/Tax Map
- Exhibit G-** Site Location Map, Base Map, and En-Zone Map
- Exhibit H-** Zoning Map
- Exhibit I-** Flood Map
- Exhibit J-** Site Contact List
- Exhibit K-** Repository Letter(s)
- Exhibit L -** Long Island City Master Plan (on CD)

ENVIRONMENTAL REPORTS SEPARATELY ATTACHED ON CD:

1. 2015 HydroTech Environmental 11-20 46th Road Phase I Report ESA
2. 2019 Nova Consulting 11-20 45th Road Phase I Report ESA
3. 2019 Roux Interim Remedial Measures Work Plan
4. 2020 January Roux Phase II Investigation Report
5. 2020 February Roux Supplemental Data and IRM Letter Report

PART A

SECTION I - REQUESTOR INFORMATION

The Requestor is 11-20 46th Road Owner LLC, a New York limited liability company, located at 10 East 34th Street, Mezzanine, New York 10016. 11-20 46th Road Owner LLC is authorized to do business in the State of New York. *See* Exhibit A, NYSDOS Entity Information. The members with the interests split 50/50 are:

1. Simeon Derenshteyn
2. Elena Gilman

These two individual members are completely unaffiliated with any prior owners or operators of the BCP Site. The Written Consent provides David Schwarz with authority to sign all Brownfield Cleanup Program (“BCP”) documents on behalf of the Requestor 11-20 46th Road Owner LLC. *See* Exhibit B, Corporate Consent.

As further described below in Section IV, the Site is located at 11-20 46th Road, Long Island City, Queens, New York 11101, tax parcel identification no. Block 56 Lot 36 (“Site” or “BCP Site.”)

Requestor is the owner of the site as of October 2015. *See* Exhibits C, Deeds.

The Requestor has no prior relationship with any current or past owners or operators of the Site. *See* Sections V and VI below, and Exhibit D, Previous Owners and Operators List. The Requestor did not cause any of the contamination of the Site, which predates the Requestor’s involvement at the Site.

SECTION II - PROJECT DESCRIPTION

Please refer to Responses to Questions 1-3 on the BCP Application Form.

4. Short Project Description

The planned redevelopment of the Site entails remediation of the building for occupation by the Tenant, Theracare, which will be using the bottom 2 stories of the 4 story building space as an Academy for Young Minds (AYM), a state-of-the-art school for learners on the autism spectrum, and the top two floors for corporate headquarters. The project anticipates Tenant possession for interior renovations only prior to December 31, 2019. Thereafter, Tenant plans an extensive fit-out and improvement of the property. Tenant would like to move into the two upper administrative floors in February/March 2020. Tenant would like to move into the lower two stories for the school in May/June 2020, after obtaining the requisite DOH approvals. Prior to the Tenant fit-out, the BCP Applicant plans to implement the measures in the Interim Remedial Measures Work Plan. It is important to note that the new basement floor was constructed with a partial vapor barrier under the new floor/concrete, but the barrier did not extend under existing the pile caps. Therefore, this may be the pathway by which vapor intrusion is occurring.

Schedule- Commencement through COC

Due to the rapid project schedule given the fact that the soil vapor issue has only been discovered after building construction, the application has been submitted with an Interim Remedial Measures Work Plan (IRM WP). The IRM WP proposes to further investigate the soil vapor intrusion pathway and implement a number of additional vapor mitigation measures as described therein.

A Remedial Investigation is expected to be completed on the Site before the end of the winter season in early 2020 as we will request an emergency expedited approval of this application due to the fact that the Department's Region 2 office and the Department of Health (DOH) have already required this site to apply for the BCP, and that it is eligible due to the soil vapor intrusion issue and because of the rapid occupancy schedule for office workers in the two upper floors of the building.

The Remedial Action Work Plan ("RAWP") is expected to be completed shortly after the Remedial Investigation is completed in Spring 2020 and any required remediation may commence in the late Spring/ early Summer 2020. The Certificate of Completion is anticipated to be issued on or before December 2020.

SECTION III – PROPERTY'S ENVIRONMENTAL HISTORY

1. List of Environmental Reports

The following is the list of environmental reports for the Site separately attached:

- A. 2015 HydroTech Environmental 11-20 46th Road Phase I Report ESA
- B. 2019 Nova Consulting 11-20 45th Road Phase I Report ESA
- C. 2019 Roux Interim Remedial Measures Work Plan
- D. 2020 January Roux Phase II Investigation Report
- E. 2020 February Roux Supplemental Data and IRM Letter Report

2. Sampling Data

See Exhibit E, Spider Maps, which include sampling data summaries, and Section IV.10.F.

3. Site Drawing

See Exhibit E, Spider Maps.

4. Past Land Uses

See Section IV.10.D for full description of past land uses.

SECTION IV – PROPERTY INFORMATION

1. Site Boundary and Tax Parcel Information

The Site is located at 11-20 46th Road, Long Island City, Queens, New York 11101, tax parcel identification no. Block 56 Lot 36 (“Site” or “BCP Site”). The Site boundary does correspond to the tax boundaries. The Tax Boundary Map and a Survey map are provided in Exhibit F. The Site Location Map, and Base Property Map, are provided in Exhibit G.

2. Property Map

The Site Location and Base Property Map are in Exhibit G. A Survey map is in Exhibit F.

5. Is the contamination from groundwater or soil vapor solely emanating from property other than the site subject to the present application?

The response to this question on the application form is “no”. However, the source of the vapor contamination has not yet been identified. NYSDEC has required this site to enter the BCP as further described in this application. Further investigation was performed, which still did not identify the source. Even further investigation is needed to identify the source of the vapor contamination.

Please refer to responses to Questions 3-4 and 6-9 on the BCP Application Form.

10. Property Description Narrative

A. Site Location

The property is located in the New York City Borough of Queens at Block 56 and lot 36 with an address of 11-20 46th Road, Long Island, New York 11101. It is located in an urban area. The Site Location Map is located in Exhibit G.

B. Site Features

The Site is located in a manufacturing/ residential/commercial section of Queens at 11-20 46th Road, Long Island City, Queens, New York 11101. The BCP Site is approximately 0.229 acres and is currently occupied by a 4-story commercial building being renovated for occupancy. There were two garages with ramps to the second floor located on 46th Road on the eastern and western edges of the building that have now been converted into lobby spaces.

C. Current Zoning and Land Use

The Site is currently located in the M1-4/R6B District. The former two-story building contained two commercial tenants on each story of the building. The first floor is partially a below grade basement with approximately 51% below grade on the front side of this level and most of this level above grade on the rear side of the building. The former building was raised two stories by the BCP Applicant such that the original two stories were re-used:

The surrounding properties and uses are listed below:

CURRENT USE OF ADJOINING PROPERTY	
North	46th Road, followed by two apartment buildings (11-15 and 11-25 46th Road).
East	Industrial/warehouse properties (11-26 and 11-36 46th Road).
South	New York State Department of Education Adult Career Center with undeveloped parcel used for employee parking (11-15 47th Avenue) beyond which is 47th Avenue.
West	Communita Cafe (11-18 46th Road) beyond which is an undeveloped parcel used for van fleet parking for Johnson Controls (11-15 47th Avenue) followed by 11th Street.

D. Past Use of the Site

The 1967-2008 City Directory lists the occupants as “W&W Jewelers and Zenith Graphics Supply.” Jewelry and graphics manufacturing and operations occurred on the second floor of the building. The initial Phase I report from 2015 indicates that these operations commonly involve the use of hazardous materials and heavy metals throughout the entire process but also notes that these operations occurred on the second floor of the building. HydroTech Environmental concluded that the historical and current use of the Subject Property as a manufacturer should be considered a REC, but also concluded that no other historical uses or occupants identified in the database should have an impact upon the Subject Property and did not recommend a Phase II investigation.

HydroTech did note that based on review of historical resources, multiple printing facilities historically operated within the limits of the Property from at least 1973 through 2007. The Property was also occupied by Color Graphics Press, Lillian Graphics, Wayne Graphic Prod, and Zenith Graphic Supply.

HydroTech further noted that there was a closed spill associated with the Site in relation to a heating oil tank. Finally, HydroTech concluded that based on the 1957 construction of the on-Site building, there is a potential for asbestos containing materials (ACM) and lead-based paint (LBP) to exist. [NOTE: Asbestos abatement work was subsequently performed prior to demolition work].

In 2019, Nova Consulting performed an updated Phase I for the applicant’s lender. Nova concluded that the former printing facility operations within the limits of the Property represent a REC in connection with the Property, and requested indoor air testing/sampling, which led the Owner/BCP Volunteer to conduct soil vapor testing.

E. Site Geology and Hydrogeology

According to the 2015 Phase I Report, soils at the site consist of loose fine to coarse sand mixed with varying amounts of silt, gravel, bricks, wood and ash. Organic plant material has been identified at the fill/native soil boundary. Native fill consists of stratified sand and silt. Bedrock is located between 12 and 28 feet below grade based upon boring refusal. The geologic formation of the site is Raritan Formation/Upper Cretaceous.

The hydrology consists of Upper Glacial Aquifer followed by the Magothy Aquifer. The Upper Glacial Aquifer is an unconfined aquifer directly underlying the ground surface and comprised of poorly sorted glacial till (sand, pebbles, rock, boulders). The depth to groundwater is approximately 13 feet below the ground surface, which is roughly only one foot under the basement foundation slab. Groundwater flow is expected to be to the north and west toward Anable Basin and the East River.

F. Environmental Assessment

On behalf of BCP Volunteer subsequent to the 2019 Nova Phase I Report which identified a VEC at the Site, Roux Environmental Engineering and Geology, D.P.C. (Roux) conducted the soil vapor testing and obtain mitigation results. The pre-IRMWP and post-IRMWP Investigation sample results are summarized collectively in the 2020 January Roux Phase II Investigation report. The pre-IRMWP and post-IRMWP Investigation field activities included the following:

- Completion of Site reconnaissance to identify physical obstructions (i.e. structures, foundation elements, and utilities) and determinate the final sample locations;
 - Utility clearance and advancement of 11 soil borings along with the collection of 18 discrete soil samples and 2 duplicate soil samples;
 - Installation and development of eight temporary wells with the collection and analysis of eight groundwater samples and two duplicate groundwater samples;
 - Collection and analysis of 12 sub-slab soil vapor samples from newly installed sub-slab soil vapor points (tracer gas test was performed to confirm integrity of each sub-slab vapor point);
 - Collection and analysis of 16 indoor air samples from all three floors and the cellar of the building;
 - Collection and analysis of three ambient air samples;
 - Surveying of horizontal coordinates and elevations of newly advanced/installed post-IRMWP Investigation sample locations; and
- Collection of a comprehensive water level gauging round from the temporary wells TW-3 through TW-8.

The following is a summary of the results from the two investigations and which are shown in Ex. E, the Site Drawing Spider Maps.

Soil: No exceedances above the restricted residential soil cleanup objectives (SCOs) were found to date.

UUSCO Exceedances in Soil

Analyte	NYSDEC UUSCO (mg/kg)	Detections above NYSDEC UUSCOs	Range in Concentration Above UUSCOs (mg/kg)	Soil Sample with Maximum Detection
Acetone	0.05	9	0.97 - 9.4	SB-9 (2-4)
Naphthalene	12	1	33	SB-4 (3-5)
Xylenes (total)	0.26	1	0.32 J	SB-4 (3-5)

Groundwater: The following exceedances were found to date from eight temporary wells.

VOC Exceedances of AWQSGVs in Groundwater

Analyte	NYSDEC AWQSGVs (µg/L)	Detections above NYSDEC AWQSGVs	Range in Concentration Above NYSDEC AWQSGVs (µg/L)	Sample with Maximum Detection
1,2-Dichloroethene (total)	5	1 (+ 1 duplicate sample)	12 - 14	TW-6 DUP
cis-1,2-Dichloroethene	5	1 (+1 duplicate sample)	12 - 14	TW-6 DUP
Naphthalene	10	1	290	TW-8
Vinyl Chloride	5	1	2.5	TW-7

Soil Vapor: The most elevated concentration of PCE in sub-slab vapor and indoor air during the first pre-IRMWP sampling was 2,540 micrograms per cubic meter (ug/m³) and 5.93 ug/m³, respectively, and the most elevated concentration of TCE in sub-slab vapor and indoor air was 200 ug/m³ and 0.704 ug/m³, respectively.

A summary of the VOCs detected to date including both the pre- and post-IRMWP sampling relative to the appropriate NYSDOH decision matrix is provided below:

Matrix A Compounds: carbon tetrachloride, cis-1,2-dichloroethene, 1,1-dichloroethene, TCE

- Carbon tetrachloride was detected in indoor air samples at concentrations ranging from 0.396 to 0.497 micrograms per cubic meter (µg/m³). There were no detections of carbon tetrachloride in sub-slab soil vapor samples. Therefore, according to Matrix A, no further action is required. Given the Site's current sub-slab soil vapor concentrations, a concentration of 1 µg/m³ of carbon tetrachloride would have to be reached in indoor air before further action (identification of source and resampling and mitigation) would be required.
- Cis-1,2-dichloroethene was detected in indoor air samples at concentrations ranging from 0.381 to 1.65 µg/m³. Cis-1,2-dichloroethene was detected in sub-slab soil vapor samples at concentrations ranging from 2.03 to 101 µg/m³. Therefore, according to Matrix A, mitigative actions are required.
- 1,1-Dichloroethene was not detected in sub-slab soil vapor or indoor

air samples. Therefore, according to Matrix A, no further action is required. Given the Site's current sub-slab soil vapor concentrations, a concentration of 1 µg/m³ of 1,1-Dichloroethene would have to be reached in indoor air before further action would be required.

- TCE was detected in indoor air samples at concentrations ranging from 0.107 to 0.704 µg/m³. TCE was detected in sub-slab soil vapor samples at concentrations ranging from 1.88 to 200 µg/m³. Therefore, according to Matrix A, mitigative actions are required.

Matrix B Compounds: PCE, 1,1,1-trichloroethane, methylene chloride

- PCE was detected in indoor air samples at concentrations ranging from 0.956 to 5.93 µg/m³. PCE was detected in sub-slab soil vapor at concentrations ranging from 11.7 to 2,540 µg/m³. Therefore, according to Matrix B, mitigative actions are required.
- 1,1,1-Trichloroethane was not detected in sub-slab soil vapor or indoor air samples. Therefore, according to Matrix B, no further action is required. Given the Site's current sub-slab soil vapor concentrations, a concentration of 10 µg/m³ of 1,1,1-Trichloroethane would have to be reached in indoor air before further action would be required.
- Methylene chloride was detected in one indoor air sample at a concentration of 3.41 µg/m³. Methylene chloride was detected at concentrations ranging from 2.99 to 9.03 µg/m³ in sub-slab soil vapor samples. Therefore, according to Matrix B, no further action is required. Given the Site's current sub-slab soil vapor concentrations, a concentration of 10 µg/m³ of methylene chloride would have to be reached in indoor air before further action would be required.

Matrix C Compound: vinyl chloride

- Vinyl chloride was detected at concentrations ranging from 0.056 to 0.194 µg/m³. Vinyl chloride was detected at concentrations ranging from 2.58 to 111 µg/m³ in sub-slab soil vapor samples. Therefore, according to Matrix C, mitigative actions are required.

Since the submission of the January 2020 Phase II Report, some additional IRM work and sampling has occurred as summarized in a February 5, 2020 Letter report prepared by Roux. On January 21, 2020, IRM work was implemented by exposing and fixing cracks in the rear exterior wall of the building. On January 29, 2020, additional indoor air sampling was performed. The table below presents the highest detections of the eight compounds included in the updated NYSDOH Matrices for these samples:

Compound	Highest Detection	Sample/ Location	Decision Matrix Action (when compared to most recent-December 2019 sub-slab data)
Trichloroethene (TCE)	0.355 ug/m ³	IA-6	Monitor
Tetrachloroethene (PCE)	1.5 ug/m ³	IA-3	No Further Action
Cis-1,2-dichloroethene	1.52 ug/m ³	IA-3	Identify sources, and resample or mitigate
Carbon Tetrachloride	0.503 ug/m ³	IA-1	No Further Action

Compound	Highest Detection	Sample/ Location	Decision Matrix Action (when compared to most recent-December 2019 sub-slab data)
1,1-dichloroethene	Not detected	Not detected	No Further Action
1,1,1-trichloroethane	Not detected	Not detected	No Further Action
Methylene Chloride	Not detected	Not detected	No Further Action
Vinyl Chloride	0.097 ug/m3	IA-3	Monitor

Please refer to responses to Questions 11-13 on the BCP Application Form.

PART B

SECTION V- ADDITIONAL REQUESTOR INFORMATION

See Section I, Requestor Information and responses in the Application form. As stated in Section I, the Requestor has no prior relationship with any current or past owners or operators of the Site other than the Requestor purchased the Site from Maja LLC. See also Exhibit D, Previous Owners and Operators List. The Requestor did not cause any of the contamination of the Site, which predates the Requestor's involvement at the Site.

SECTION VI- CURRENT PROPERTY OWNER/OPERATOR INFORMATION

11-20 46th Road Owner LLC is the owner of the Site. 11-20 46th Road Owner LLC has owned the parcels since October 20, 2015 after it performed environmental due diligence in the form of the 2015 HydroTech Phase I Report. See Exhibit C, Deed, and 2015 HydroTech Report.

A current and past owner and operator list is attached as Exhibit D. This Exhibit includes both current and previous property owners and operators by name, last known address, telephone number, and the Requestor's relationship to each owner and operator (all of which are "None"). Exhibit D also includes the prior operators' use of the Site, which generally included commercial and manufacturing uses with some residential uses.

SECTION VII- REQUESTOR ELIGIBILITY INFORMATION

Please refer to responses to Questions 1-11 on the BCP Application Form.

REQUESTOR CERTIFICATION

The Requestor certifies it is a Volunteer, since it has only owned the Site for 4 years and does not have nor has ever had a relationship with any of the past owners or operators of the Site, nor did it have involvement with the Site at the time of disposal. The Requestor has performed the required Phase I environmental due diligence prior to acquiring the Site.

SECTION VIII- PROPERTY ELIGIBILITY INFORMATION

Please refer to the responses to the Questions 1-6 on the BCP Application Form, which confirms the Site is not ineligible for the BCP.

In addition to the responses on the application form, which clarify the Site is an eligible brownfield site pursuant to ECL § 27-1405, the following information further demonstrates this Site's eligibility for the BCP.

The Site meets the definition of an eligible "brownfield site" in Environmental Conservation Law § 27-1405(2) as "any real property where a contaminant is present at levels exceeding the soil cleanup objectives or other health-based or environmental standards, criteria or guidance adopted by the department that are applicable based on the reasonably anticipated use of the property, in accordance with applicable regulations" since the soil vapor exceed the DOH Soil Vapor Intrusion Guidance document matrices. *See* Environmental Reports and the Spider Maps in Exhibit E, providing the data demonstrating exceedances of the DOH soil vapor standards for this Site. As a result, the Site meets the definition of a brownfield site pursuant to Environmental Conservation Law §27-1405(2).

SECTION IX - CONTACT LIST INFORMATION

See Exhibit J for the Site Contact List. *See* Exhibit K, for the Repository Letters.

SECTION X- LAND USE FACTORS

1. Current Zoning

The Site is within the M1-4/R6B District. *See* Exhibit H, Zoning Map.

2. Current Use

This Site is currently used as a commercial space.

3. Intended Use Post Remediation

Post remediation use of the Site will be a school for autistic children and office complex.

See Section II, Project Scope for a more detailed description.

4. Do current historical and/or recent development patterns support the proposed use?

Yes, it is a mixed-use neighborhood with uses ranging from manufacturing to residential.

5. Is the proposed use consistent with applicable zoning laws/maps?

Yes, the proposed use is commercial and commercial uses are permitted.

6. Consistent with the Master Plan?

Yes, the project is consistent with the Long Island City Master Plan, which intends to remain and become “ever more attractive for commercial office, retail, light industrial, design, tech, and cultural uses, reinforcing the neighborhood’s authentic, mixed-use character.”¹ *See* Exhibit L, Long Island City Master Plan. Moreover, the project has already been approved by New York City Planning.

¹ p.4, Long Island City Master Plan

EXHIBIT A



Services News Government Local

NYS Department of State Division of Corporations Entity Information

The information contained in this database is current through November 18, 2019.

Selected Entity Name: 11-20 46TH ROAD OWNER LLC

Selected Entity Status Information

Current Entity Name: 11-20 46TH ROAD OWNER LLC

DOS ID #: 5060003

Initial DOS Filing Date: DECEMBER 30, 2016

County: NEW YORK

Jurisdiction: DELAWARE

Entity Type: FOREIGN LIMITED LIABILITY COMPANY

Current Entity Status: ACTIVE

Selected Entity Address Information

DOS Process (Address to which DOS will mail process if accepted on behalf of the entity)

C T CORPORATION SYSTEM
28 LIBERTY ST.
NEW YORK, NEW YORK, 10005

Registered Agent

C T CORPORATION SYSTEM
28 LIBERTY ST.
NEW YORK, NEW YORK, 10005

This office does not require or maintain information regarding the names and addresses of members or managers of nonprofessional limited liability companies. Professional limited liability companies must include the name(s) and address(es) of the original members, however this information is not recorded and only available by [viewing the certificate.](#)

*Stock Information

# of Shares	Type of Stock	\$ Value
No Information Available		

Name History

Filing Date	Name Type	Entity Name
DEC 30, 2016	Actual	11-20 46TH ROAD OWNER LLC

*Stock information is applicable to domestic business

corporations.

A **Fictitious** name must be used when the **Actual** name of a foreign entity is unavailable for use in New York State. The entity must use the fictitious name when conducting its activities or business in New York State.

NOTE: New York State does not issue organizational identification numbers.

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EXHIBIT B

WRITTEN CONSENT

The undersigned, being an authorized signatory for 11-20 46th Road Owner LLC, does hereby certify as follows:

1. 11-20 46th Road Owner LLC is the owner and prospective Brownfield Cleanup Program (BCP) Volunteer for the 11-20 46th Road BCP Site located at 11-20 46th Road, Queens, New York, tax parcel identification no. Block 56, Lot 36 (the "Site").

2. David Schwarz, who has been designated the authorized signatory of 11-20 46th Road Owner LLC, has been authorized to execute any documents required by the New York State Department of Environmental Conservation on behalf of Brownfield Site Volunteer 11-20 46th Road Owner LLC, including but not limited to the BCP Application and the environmental easement, if required.

IN WITNESS WHEREOF, the undersigned has executed this Certificate on this 29 day of November, 2019.

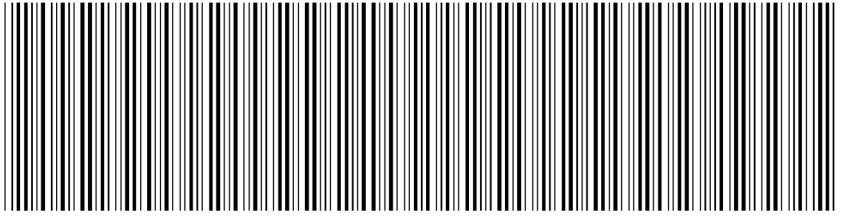


David Schwarz, Authorized Signatory

EXHIBIT C

**NYC DEPARTMENT OF FINANCE
OFFICE OF THE CITY REGISTER**

This page is part of the instrument. The City Register will rely on the information provided by you on this page for purposes of indexing this instrument. The information on this page will control for indexing purposes in the event of any conflict with the rest of the document.



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RECORDING AND ENDORSEMENT COVER PAGE

PAGE 1 OF 5

Document ID: 2015102700612001

Document Date: 10-20-2015

Preparation Date: 10-27-2015

Document Type: DEED

Document Page Count: 4

PRESENTER:

RIVERSIDE ABSTRACT LLC
3839 FLATLANDS AVE #208 - RANY-20739
BROOKLYN, NY 11234
718-252-4200
REC@RSABSTRACT.COM

RETURN TO:

RIVERSIDE ABSTRACT LLC
3839 FLATLANDS AVE #208 - RANY-20739
BROOKLYN, NY 11234
718-252-4200
REC@RSABSTRACT.COM

PROPERTY DATA

Borough	Block	Lot	Unit	Address
QUEENS	56	36	Entire Lot	11-20 46TH ROAD

Property Type: COMMERCIAL REAL ESTATE

CROSS REFERENCE DATA

CRFN _____ or DocumentID _____ or _____ Year _____ Reel _____ Page _____ or File Number _____

PARTIES

GRANTOR/SELLER:

MAJA LLC
11-20 46TH ROAD
LONG ISLAND CITY, NY 11101

GRANTEE/BUYER:

11-20 46TH ROAD OWNER LLC
C/O CAERUS GROUP, 200 EAST 58 STREET
NEW YORK, NY 10022

FEES AND TAXES

Mortgage :

Mortgage Amount:	\$	0.00
Taxable Mortgage Amount:	\$	0.00
Exemption:		
TAXES: County (Basic):	\$	0.00
City (Additional):	\$	0.00
Spec (Additional):	\$	0.00
TASF:	\$	0.00
MTA:	\$	0.00
NYCTA:	\$	0.00
Additional MRT:	\$	0.00
TOTAL:	\$	0.00
Recording Fee:	\$	57.00
Affidavit Fee:	\$	0.00

Filing Fee:

Filing Fee:	\$	250.00
NYC Real Property Transfer Tax:	\$	203,437.50
NYS Real Estate Transfer Tax:	\$	31,000.00

**RECORDED OR FILED IN THE OFFICE
OF THE CITY REGISTER OF THE**

CITY OF NEW YORK

Recorded/Filed 10-29-2015 14:38
City Register File No.(CRFN):
2015000387928



Annette McHill

City Register Official Signature

**BARGAIN AND SALE DEED WITHOUT COVENANTS
AGAINST GRANTOR'S ACTS**

THIS INDENTURE, made as of the 20th day of October, 2015, by MAJA LLC, a New York limited liability company, having an address at 11-20 46th Road, Long Island City, New York 11101 (hereafter referred to as "Grantor"), to 11-20 46TH ROAD OWNER LLC, a Delaware limited liability company, having an address at c/o Caerus Group, LLC, 200 East 58th Street, New York, New York 10022 (hereafter referred to as "Grantee").

WITNESSETH, that Grantor, in consideration of Ten Dollars (\$10.00), lawful money of the United States, paid by Grantee, does hereby grant and release unto Grantee, the heirs or successors and assigns of Grantee forever:

ALL that certain plot, piece or parcel of land with the building and improvements thereon erected, situate, lying and being, more particularly described on Schedule A attached hereto and made a part of hereof (the Premises");

TOGETHER WITH all right, title and interest, if any, of Grantor in and to any streets and roads abutting the Premises to the center lines thereof;

TOGETHER WITH the appurtenances and all the estate and rights of Grantor in and to the Premises.

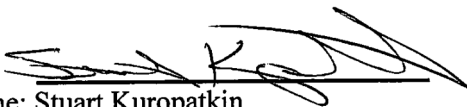
TO HAVE AND TO HOLD the Premises unto Grantee, the heirs or successors and assigns of Grantee forever.

AND Grantor, in compliance with Section 13 of the Lien Law, covenants that Grantor will receive the consideration for the conveyance and will hold the right to receive such consideration as a trust fund to be applied first for the purpose of paying the cost of improvements at the Premises and will apply the same first to the payment of the cost of the improvements before using any part of the total of the same for any other purpose.

IN WITNESS WHEREOF, Grantor has duly executed this deed the day and year first above written.

GRANTOR:

MAJA LLC, a New York limited liability company

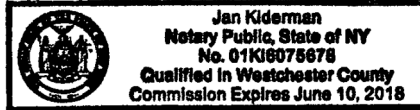
By: 
Name: Stuart Kuropatkin
Title: Managing Member

STATE OF NEW YORK)
) ss.:
COUNTY OF NEW YORK)

On the 19th day of October in the year 2015 before me, the undersigned, personally appeared Stuart Kuropatkin, personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his capacity, and that by his signature on the instrument, the individual, or the person or entity upon behalf of which the individual acted, executed the instrument.



Signature and Office of individual
taking acknowledgment



Bargain and Sale Deed
Without Covenants Against Grantor's Acts

MAJA LLC

TO

11-20 46TH ROAD OWNER LLC

BLOCK: 56
LOT: 36
COUNTY: Queens

STREET
ADDRESS: 1120 46th Road, Long Island
City, NY 11101

RETURN BY MAIL TO:

Andrew Lance, Esq.
c/o Gibson, Dunn & Crutcher LLP
200 Park Avenue, New York, New
York 10166

SCHEDULE A

All that certain plot, piece or parcel of land situate, lying and being in the Town of Hunter's Point, County of Queens, State of New York bounded and described as follows:

BEGINNING at a point on the Southerly side of 46th Road (9th Street) distant 85 feet Southeasterly from the corner formed by the intersection of the Southeasterly side of 11th Street (East Avenue) 100 feet wide as shown on the Alteration Map Number 3117 to the Topographical Maps of the City of New York for the Borough of Queens, with the said Southwesterly side of 46th Road;

THENCE Southwesterly at right angles to 46th Road, 99.75 feet (deed), 100 feet (tax map and actual);

THENCE Southeasterly and parallel with 46th Road, 100 feet;

THENCE Northeasterly and again at right angles to 46th Street, 99.75 feet (deed), 100 feet (tax map and actual) to the Southwesterly side of 46th Road; and

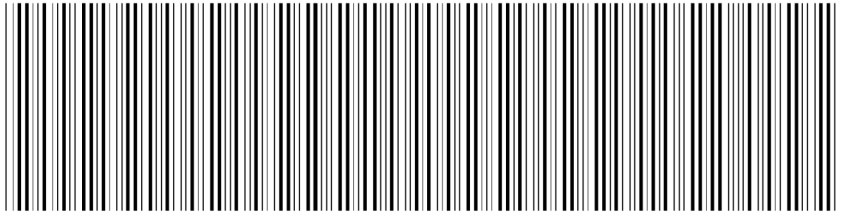
THENCE Northwesterly along the Southwesterly side of 46th Road, 100 feet to the point of place of BEGINNING.

The above description is drawn in accordance with a Survey made by AAA Group, dated August 9, 2015.

Note: Address, Block & Lot shown for informational purposes only

Designated as Block 56, Lot 36, Queens County, and also known as 11-20 46th Road, Long Island City, N.Y.

NYC DEPARTMENT OF FINANCE
OFFICE OF THE CITY REGISTER



2015102700612001001S0320

SUPPORTING DOCUMENT COVER PAGE

PAGE 1 OF 1

Document ID: 2015102700612001
Document Type: DEED

Document Date: 10-20-2015

Preparation Date: 10-27-2015

ASSOCIATED TAX FORM ID: 2015101300242

SUPPORTING DOCUMENTS SUBMITTED:

Page Count

DEP CUSTOMER REGISTRATION FORM FOR WATER AND SEWER BILLING
RP - 5217 REAL PROPERTY TRANSFER REPORT

1
2

FOR CITY USE ONLY

C1. County Code C2. Date Deed Recorded / /
 Month Day Year

C3. Book OR C4. Page
 C5. CRFN



REAL PROPERTY TRANSFER REPORT
 STATE OF NEW YORK
 STATE BOARD OF REAL PROPERTY SERVICES
RP - 5217NYC

PROPERTY INFORMATION

1. Property Location 11-20 46TH ROAD QUEENS 11101
 STREET NUMBER STREET NAME BOROUGH ZIP CODE

2. Buyer Name 11-20 46TH ROAD OWNER LLC
 LAST NAME / COMPANY FIRST NAME
 LAST NAME / COMPANY FIRST NAME

3. Tax Billing Address Indicate where future Tax Bills are to be sent if other than buyer address (at bottom of form)
 LAST NAME / COMPANY FIRST NAME
 STREET NUMBER AND STREET NAME CITY OR TOWN STATE ZIP CODE

4. Indicate the number of Assessment Roll parcels transferred on the deed 1 # of Parcels OR Part of a Parcel

4A. Planning Board Approval - N/A for NYC
 4B. Agricultural District Notice - N/A for NYC

5. Deed Property Size FRONT FEET X DEPTH OR ACRES

Check the boxes below as they apply:
 6. Ownership Type is Condominium
 7. New Construction on Vacant Land

8. Seller Name MAJA LLC
 LAST NAME / COMPANY FIRST NAME
 LAST NAME / COMPANY FIRST NAME

9. Check the box below which most accurately describes the use of the property at the time of sale:

A One Family Residential C Residential Vacant Land E Commercial G Entertainment / Amusement I Industrial
 B 2 or 3 Family Residential D Non-Residential Vacant Land F Apartment H Community Service J Public Service

SALE INFORMATION

10. Sale Contract Date 7 / 28 / 2015
 Month Day Year

11. Date of Sale / Transfer 10 / 20 / 2015
 Month Day Year

12. Full Sale Price \$ 7 7 5 0 0 0 0
 (Full Sale Price is the total amount paid for the property including personal property. This payment may be in the form of cash, other property or goods, or the assumption of mortgages or other obligations.) Please round to the nearest whole dollar amount.

13. Indicate the value of personal property included in the sale

14. Check one or more of these conditions as applicable to transfer:

A Sale Between Relatives or Former Relatives
 B Sale Between Related Companies or Partners in Business
 C One of the Buyers is also a Seller
 D Buyer or Seller is Government Agency or Lending Institution
 E Deed Type not Warranty or Bargain and Sale (Specify Below)
 F Sale of Fractional or Less than Fee Interest (Specify Below)
 G Significant Change in Property Between Taxable Status and Sale Dates
 H Sale of Business is Included in Sale Price
 I Other Unusual Factors Affecting Sale Price (Specify Below)
 J None

ASSESSMENT INFORMATION - Data should reflect the latest Final Assessment Roll and Tax Bill

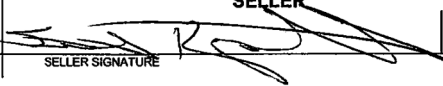
15. Building Class F, 1 16. Total Assessed Value (of all parcels in transfer) 7 4 2 9 5 0

17. Borough, Block and Lot / Roll Identifier(s) (If more than three, attach sheet with additional identifier(s))
 QUEENS 56 36

201510120024000100

CERTIFICATION

I certify that all of the items of information entered on this form are true and correct (to the best of my knowledge and belief) and understand that the making of any willful false statement of material fact herein will subject me to the provisions of the penal law relative to the making and filing of false instruments.

BUYER			BUYER'S ATTORNEY	
BUYER SIGNATURE	DATE		LAST NAME	FIRST NAME
C/O CAERUS GROUP	200 EAST 58 STREET	DAND	SCHWARZ,	A.S.
STREET NUMBER	STREET NAME (AFTER SALE)	AREA CODE	TELEPHONE NUMBER	
NEW YORK				
CITY OR TOWN	STATE	ZIP CODE	SELLER SIGNATURE	DATE
	NY	10022		

STUART KUROPATKIN, MANAGING MEMBER

2015101300242201



The City of New York
Department of Environmental Protection
Bureau of Customer Services
59-17 Junction Boulevard
Flushing, NY 11373-5108

Customer Registration Form for Water and Sewer Billing

Property and Owner Information:

- (1) Property receiving service: BOROUGH: QUEENS BLOCK: 56 LOT: 36
- (2) Property Address: 11-20 46TH ROAD, QUEENS, NY 11101
- (3) Owner's Name: 11-20 46TH ROAD OWNER LLC
- Additional Name:

Affirmation:

- Your water & sewer bills will be sent to the property address shown above.

Customer Billing Information:

Please Note:

- A. Water and sewer charges are the legal responsibility of the owner of a property receiving water and/or sewer service. The owner's responsibility to pay such charges is not affected by any lease, license or other arrangement, or any assignment of responsibility for payment of such charges. Water and sewer charges constitute a lien on the property until paid. In addition to legal action against the owner, a failure to pay such charges when due may result in foreclosure of the lien by the City of New York, the property being placed in a lien sale by the City or Service Termination.
- B. Original bills for water and/or sewer service will be mailed to the owner, **at the property address or to an alternate mailing address**. DEP will provide a duplicate copy of bills to one other party (such as a managing agent), however, any failure or delay by DEP in providing duplicate copies of bills shall in no way relieve the owner from his/her liability to pay all outstanding water and sewer charges. Contact DEP at (718) 595-7000 during business hours or visit www.nyc.gov/dep to provide us with the other party's information.

Owner's Approval:

The undersigned certifies that he/she/it is the owner of the property receiving service referenced above; that he/she/it has read and understands Paragraphs A & B under the section captioned "Customer Billing Information"; and that the information supplied by the undersigned on this form is true and complete to the best of his/her/its knowledge.

Print Name of Owner:

Signature: _____

[Handwritten Signature]
10/18/2015 Date (mm/dd/yyyy)

Name and Title of Person Signing for Owner, if applicable:

Rand Schwarz, Authorized Signatory

EXHIBIT D

PREVIOUS OWNERS & OPERATORS LIST
46th Road Site
11-20 46th Road, Long Island City, NY 11101

Year	Contact Information	Status	Relation to Requestor
Owner			
Unknown-2000	11-20 Realty Corp. Address: c/o Paul Horwitz 125 Nottingham Drive Watchung, NJ 07069 Phone: Unknown		None
2000-2000	Maja LLC Address: 11-20 46 th Road Long Island City, NY 11101 Phone: Unknown	Active	Seller
2000-2015	NYC Industrial Development Agency Address: 110 William Street, 5 th Floor New York, NY 100338 Phone: (212) 312-3598		None
2015-2015	Maja LLC Address: 11-20 46 th Road Long Island City, NY 11101 Phone: Unknown	Active	Seller
2015-Present	11-20 46 th Road Owner LLC Address: 28 Liberty Street New York, NY 10005 Phone: Unknown		None
Operator			
1957-1962	The Building on the Site was built in 1957 and was designated for loft apartments. Before 1957 the Site was undeveloped.		None
1962	Judson L. Thomson MFG Co Rivets Engaged in the Manufacturing and selling of Tubular and bifurcated rivets, and in the manufacturing, leasing and servicing automatic rivet setting machines. Address: Unknown Phone: Unknown		None
1962-1970	Posterloid Corp. Engaged in the manufacturing of signs and advertisements Address: c/o Rudolph J. Joseph, Esq. 276 Fifth Avenue New York, NY 10001 Phone: (718) 729-1050	Inactive/Re-developed-1990	None
1967-2000	Wayne Graphic Products LTD and Zenith Graphic Supply Inc (Motor Carrier) * Address (Same for both): CEO Robert S. Bernstein 42 Tanners RD Lake Success, NY 11020 Phone: Unknown	Inactive-1997 Inactive-2005	None
1976	Alman Prods Corp Address: Unknown Phone: Unknown		None
1983	Jewel Press and Gilshire Corp Address: CEO Norman Kramer 10 Wakeman Road Westport, CT 06880 Phone: Unknown	Inactive-2019	None
1983-1991	Color Graphic Press, Inc* Commercial Photographers and videographers. Focused graphic design. Address: 42 Main Street Nyack, NY 10960 Phone: (845) 535-3444	Active	None
2000	Movielab Incorporated Concerned with motion-picture technology Address: 1665 1 st Avenue, Apt 1B New York, NY 10028 Phone: Unknown	Inactive-2003	None
2000-2013	C. Alexandra International, Inc. Seller of Russian Trinkets and artifacts/ Russian Importers Address: 43-31 35 th Street Long Island City, NY 11101 Phone: (718) 392-5021	Active	None
2005-2013	QJC LLC* Jewelry Store and manufacturer Address: 570 Lexington Avenue New York, NY 10022 Phone: (718) 482-7663	Active	None

PREVIOUS OWNERS & OPERATORS LIST

46th Road Site

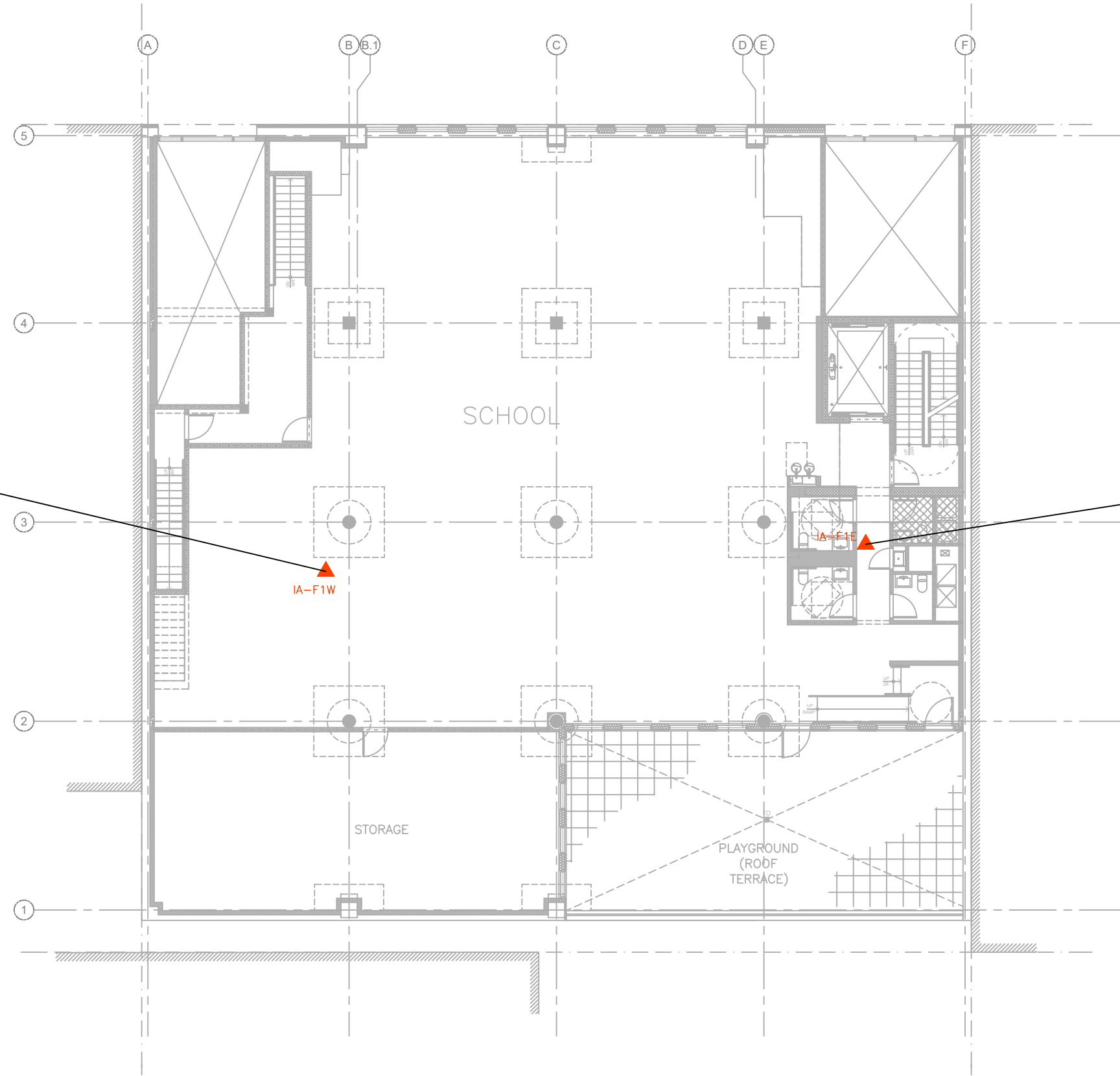
11-20 46th Road, Long Island City, NY 11101

2005-Present	W & W Manufacturing Jewelers* Jewelry manufacturing that specializes in the finishing of all types of gold and platinum. Also offer casting and finished products Address: 11-20 46 th Road Long Island City, NY 11101 Phone: (718) 392-4500	Active	None
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*Jewelry and graphics manufacturing and operations commonly involve the use of hazardous materials and heavy metals throughout the entire process.

EXHIBIT E

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IA-F1W	12/3/19
VOCs	
Carbon Tetrachloride	0.472
Trichloroethene	0.161
Cis-1,2-Dichloroethene	0.381
Tetrachloroethene	1.78

IA-F1E	12/3/19
VOCs	
Carbon Tetrachloride	0.447
Trichloroethene	0.226
Cis-1,2-Dichloroethene	0.547
Tetrachloroethene	3.62

LEGEND

IA-F1E ▲ APPROXIMATE INDOOR AIR LOCATION AND DESIGNATION

TYPICAL DATA BOX INFORMATION

SAMPLE ID#	IA-F1E	12/3/19	SAMPLE DATE
ANALYTES	VOCs		CONCENTRATION ($\mu\text{g}/\text{m}^3$)
	Carbon Tetrachloride	0.447	
	Trichloroethene	0.226	
	Cis-1,2-Dichloroethene	0.547	
	Tetrachloroethene	3.62	

Concentrations in $\mu\text{g}/\text{m}^3$

$\mu\text{g}/\text{m}^3$ - Micrograms per cubic meter

* - NYSDOH CEH BEEI Soil Vapor Intrusion Guidance of October 2006

NYSDOH - New York State Department of Health

CEH - Center for Environmental Health

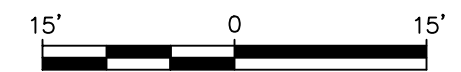
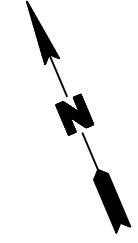
BEEI - Bureau of Environmental Exposure Investigation

VOCs - Volatile Organic Compounds

Results shown in **bold** have been detected

NOTE:

ONLY DETECTIONS OF THE EIGHT COMPOUNDS SHOWN IN THE NYSDOH GUIDANCE MATRICES A, B, C ARE SHOWN IN THE DATA BOXES. ADDITIONAL DETECTIONS CAN BE REVIEWED ON TABLES 4, 5, AND 6.



Title:

DETECTIONS OF VOCs IN FIRST FLOOR INDOOR AIR

Prepared for:

11-20 46TH ROAD OWNER LLC

	Compiled by: B.H.	Date: 10JAN20	FIGURE 6
	Prepared by: B.H.C.	Scale: AS SHOWN	
	Project Mgr: R.H.	Project: 3371.001Y000	
	File: 3371.0001Y113.02.DWG		

LEGEND

IA-F2E ▲ APPROXIMATE INDOOR AIR LOCATION AND DESIGNATION

TYPICAL DATA BOX INFORMATION

SAMPLE ID#	IA-F2E	12/3/19	SAMPLE DATE
ANALYTES	VOCs		CONCENTRATION (µg/m ³)
	Carbon Tetrachloride	0.465	
	Trichloroethene	0.285	
	Cis-1,2-Dichloroethene	0.813	
	Tetrachloroethene	3.28	
	Vinyl Chloride	0.102	

Concentrations in µg/m³

µg/m³ - Micrograms per cubic meter

* - NYSDOH CEH BEEI Soil Vapor Intrusion Guidance of October 2006

NYSDOH - New York State Department of Health

CEH - Center for Environmental Health

BEEI - Bureau of Environmental Exposure Investigation

VOCs - Volatile Organic Compounds

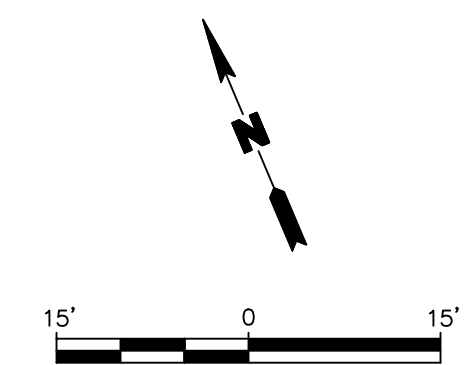
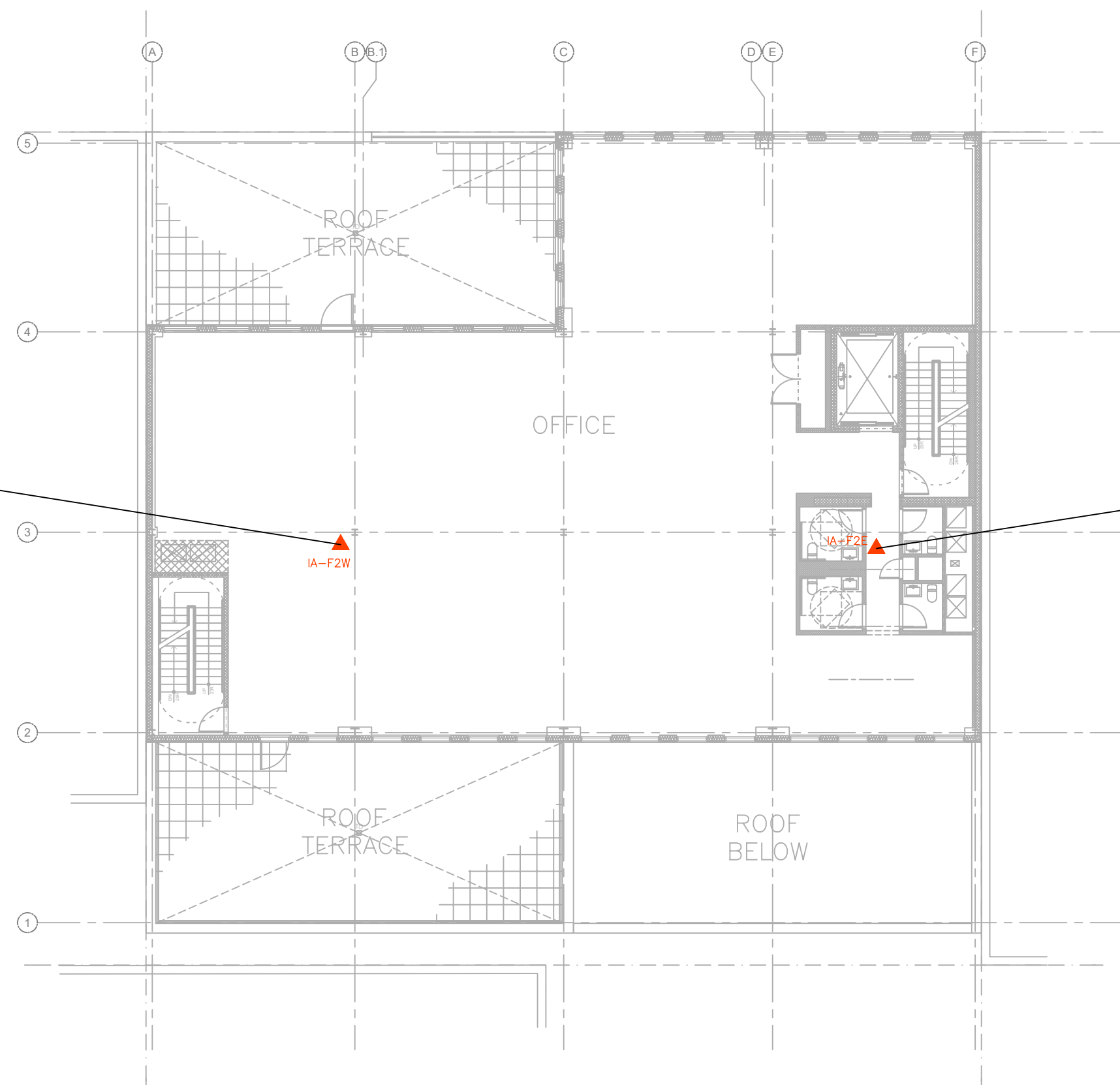
Results shown in **bold** have been detected

NOTE:

ONLY DETECTIONS OF THE EIGHT COMPOUNDS SHOWN IN THE NYSDOH GUIDANCE MATRICES A, B, C ARE SHOWN IN THE DATA BOXES. ADDITIONAL DETECTIONS CAN BE REVIEWED ON TABLES 4, 5, AND 6.

IA-F2W	12/3/19
VOCs	
Carbon Tetrachloride	0.459
Trichloroethene	0.107
Cis-1,2-Dichloroethene	0.408
Tetrachloroethene	1.27

IA-F2E	12/3/19
VOCs	
Carbon Tetrachloride	0.465
Trichloroethene	0.285
Cis-1,2-Dichloroethene	0.813
Tetrachloroethene	3.28
Vinyl Chloride	0.102



Title:

DETECTIONS OF VOCs IN SECOND FLOOR INDOOR AIR

Prepared for:

11-20 46TH ROAD OWNER LLC

	Compiled by: B.H.	Date: 10JAN20	FIGURE 7
	Prepared by: B.H.C.	Scale: AS SHOWN	
	Project Mgr: R.H.	Project: 3371.001Y000	
	File: 3371.0001Y113.02.DWG		

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LEGEND

- SB-10 ● APPROXIMATE SOIL BORING LOCATION AND DESIGNATION
- SB-3/
TW-3 ● APPROXIMATE SOIL BORING AND TEMPORARY WELL LOCATION AND DESIGNATION
- IA-3 ▲ APPROXIMATE INDOOR AIR LOCATION AND DESIGNATION
- SS-7 ▲ APPROXIMATE SUB-SLAB VAPOR LOCATION AND DESIGNATION
- AA-2 ▲ APPROXIMATE AMBIENT AIR SAMPLE LOCATION AND DESIGNATION

TYPICAL DATA BOX INFORMATION

SAMPLE ID#	SS-3	9/26/19	SAMPLE DATE
ANALYTES	VOCs		CONCENTRATION (µg/m ³)
	Trichloroethene	11	
	Cis-1,2-Dichloroethene	70.6	
	Tetrachloroethene	71.2	
	Methylene Chloride	9.03	
	Vinyl Chloride	111	

Concentrations in µg/m³

µg/m³ - Micrograms per cubic meter

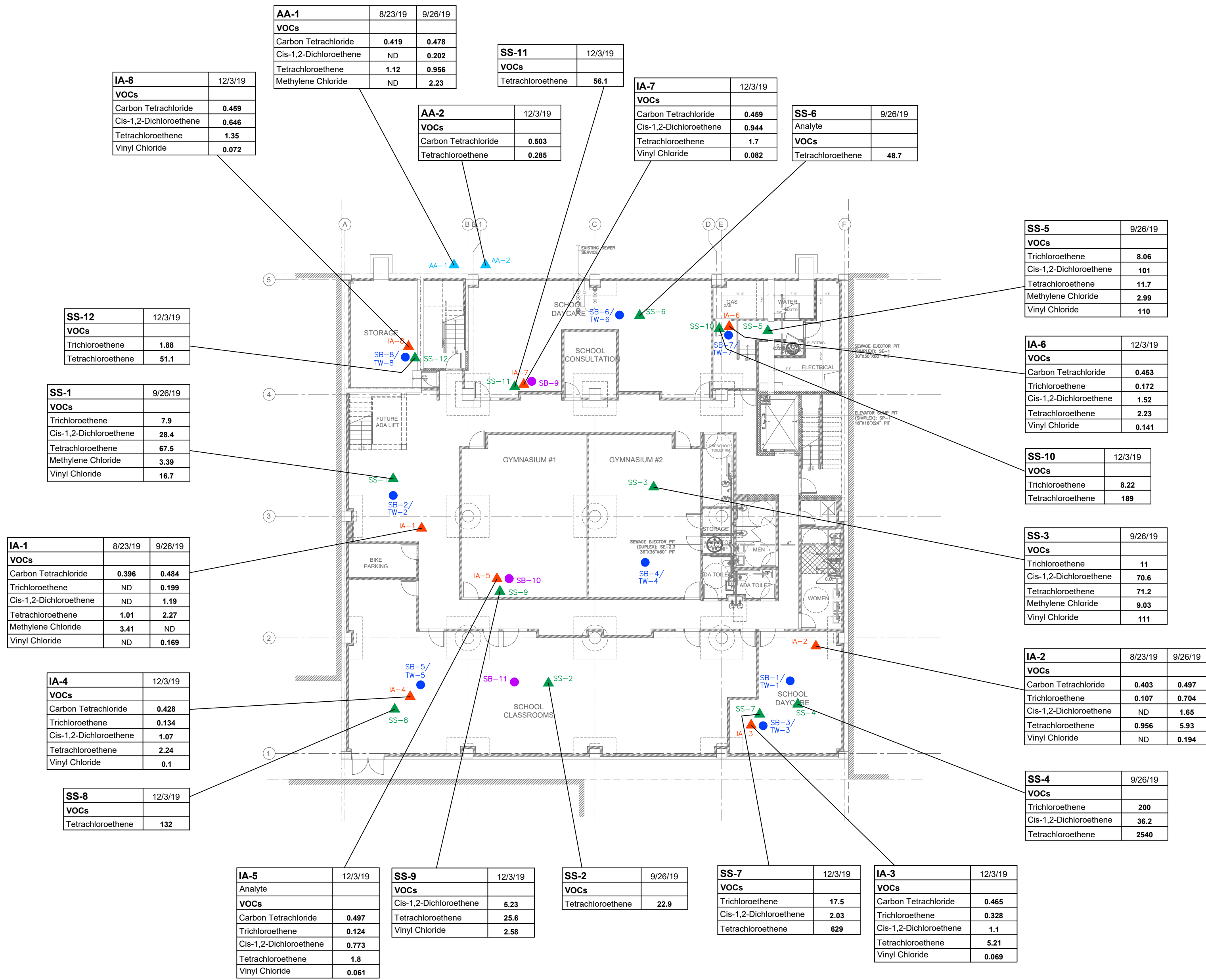
* - NYSDOH CEH BEEI Soil Vapor Intrusion Guidance of October 2006

- NYSDOH - New York State Department of Health
- CEH - Center for Environmental Health
- BEEI - Bureau of Environmental Exposure Investigation
- VOCs - Volatile Organic Compounds
- ND - Compound was analyzed for but not detected

Results shown in **bold** have been detected

NOTE:

ONLY DETECTIONS OF THE EIGHT COMPOUNDS SHOWN IN THE NYSDOH GUIDANCE MATRICES A, B, C ARE SHOWN IN THE DATA BOXES. ADDITIONAL DETECTIONS CAN BE REVIEWED ON TABLES 4, 5, AND 6.



IA-1	8/23/19	9/26/19
VOCs		
Carbon Tetrachloride	0.396	0.484
Trichloroethene	ND	0.199
Cis-1,2-Dichloroethene	ND	1.19
Tetrachloroethene	1.01	2.27
Methylene Chloride	3.41	ND
Vinyl Chloride	ND	0.169

IA-4	12/3/19
VOCs	
Carbon Tetrachloride	0.428
Trichloroethene	0.134
Cis-1,2-Dichloroethene	1.07
Tetrachloroethene	2.24
Vinyl Chloride	0.1

SS-8	12/3/19
VOCs	
Tetrachloroethene	132

IA-8	12/3/19
VOCs	
Carbon Tetrachloride	0.459
Cis-1,2-Dichloroethene	0.646
Tetrachloroethene	1.35
Vinyl Chloride	0.072

AA-1	8/23/19	9/26/19
VOCs		
Carbon Tetrachloride	0.419	0.478
Cis-1,2-Dichloroethene	ND	0.202
Tetrachloroethene	1.12	0.956
Methylene Chloride	ND	2.23

AA-2	12/3/19
VOCs	
Carbon Tetrachloride	0.503
Tetrachloroethene	0.285

SS-11	12/3/19
VOCs	
Tetrachloroethene	56.1

IA-7	12/3/19
VOCs	
Carbon Tetrachloride	0.459
Cis-1,2-Dichloroethene	0.944
Tetrachloroethene	1.7
Vinyl Chloride	0.082

SS-6	9/26/19
Analyte	
VOCs	
Tetrachloroethene	48.7

SS-5	9/26/19
VOCs	
Trichloroethene	8.06
Cis-1,2-Dichloroethene	101
Tetrachloroethene	11.7
Methylene Chloride	2.99
Vinyl Chloride	110

IA-6	12/3/19
VOCs	
Carbon Tetrachloride	0.453
Trichloroethene	0.172
Cis-1,2-Dichloroethene	1.52
Tetrachloroethene	2.23
Vinyl Chloride	0.141

SS-10	12/3/19
VOCs	
Trichloroethene	8.22
Tetrachloroethene	189

SS-3	9/26/19
VOCs	
Trichloroethene	11
Cis-1,2-Dichloroethene	70.6
Tetrachloroethene	71.2
Methylene Chloride	9.03
Vinyl Chloride	111

IA-2	8/23/19	9/26/19
VOCs		
Carbon Tetrachloride	0.403	0.497
Trichloroethene	0.107	0.704
Cis-1,2-Dichloroethene	ND	1.65
Tetrachloroethene	0.956	5.93
Vinyl Chloride	ND	0.194

SS-4	9/26/19
VOCs	
Trichloroethene	200
Cis-1,2-Dichloroethene	36.2
Tetrachloroethene	2540

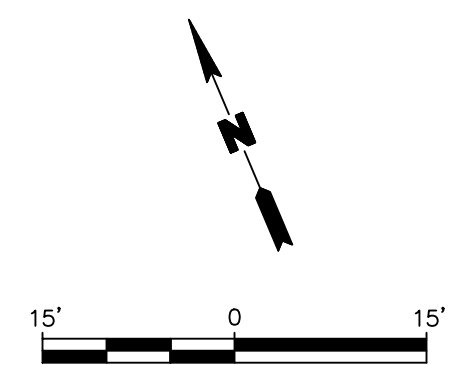
IA-5	12/3/19
Analyte	
VOCs	
Carbon Tetrachloride	0.497
Trichloroethene	0.124
Cis-1,2-Dichloroethene	0.773
Tetrachloroethene	1.8
Vinyl Chloride	0.061

SS-9	12/3/19
VOCs	
Cis-1,2-Dichloroethene	5.23
Tetrachloroethene	25.6
Vinyl Chloride	2.58

SS-2	9/26/19
VOCs	
Tetrachloroethene	22.9

SS-7	12/3/19
VOCs	
Trichloroethene	17.5
Cis-1,2-Dichloroethene	2.03
Tetrachloroethene	629

IA-3	12/3/19
VOCs	
Carbon Tetrachloride	0.465
Trichloroethene	0.328
Cis-1,2-Dichloroethene	1.1
Tetrachloroethene	5.21
Vinyl Chloride	0.069



Title:

DETECTIONS OF VOCs IN SUB-SLAB SOIL VAPOR, CELLAR INDOOR AIR, AND AMBIENT AIR

Prepared for:

11-20 46TH ROAD OWNER LLC

Compiled by: B.H.	Date: 10JAN20	FIGURE 5
Prepared by: B.H.C.	Scale: AS SHOWN	
Project Mgr: R.H.	Project: 3371.001Y000	
File: 3371.0001Y113.02.DWG		

LEGEND

IA-F3E ▲ APPROXIMATE INDOOR AIR LOCATION AND DESIGNATION

TYPICAL DATA BOX INFORMATION

SAMPLE ID#	IA-F3E	12/3/19	SAMPLE DATE
ANALYTES	VOCs		CONCENTRATION ($\mu\text{g}/\text{m}^3$)
	Carbon Tetrachloride	0.459	
	Trichloroethene	0.193	
	Cis-1,2-Dichloroethene	0.757	
	Tetrachloroethene	2.71	
	Vinyl Chloride	0.067	

Concentrations in $\mu\text{g}/\text{m}^3$

$\mu\text{g}/\text{m}^3$ - Micrograms per cubic meter

* - NYSDOH CEH BEEI Soil Vapor Intrusion Guidance of October 2006

NYSDOH - New York State Department of Health

CEH - Center for Environmental Health

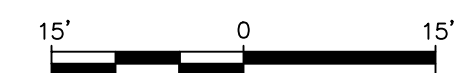
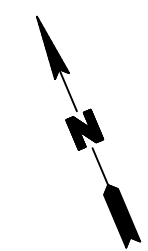
BEEI - Bureau of Environmental Exposure Investigation

VOCs - Volatile Organic Compounds

Results shown in **bold** have been detected

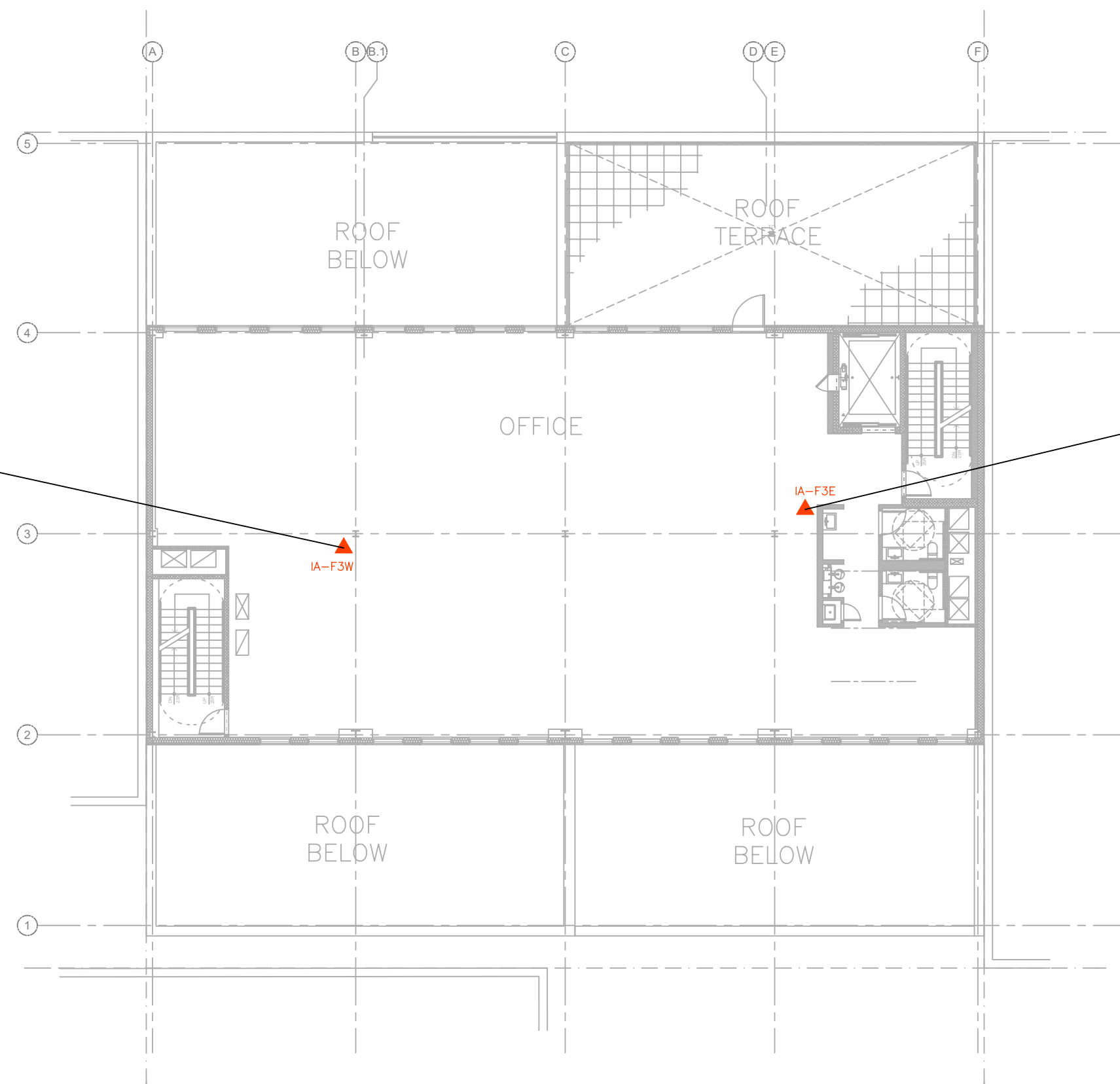
NOTE:

ONLY DETECTIONS OF THE EIGHT COMPOUNDS SHOWN IN THE NYSDOH GUIDANCE MATRICES A, B, C ARE SHOWN IN THE DATA BOXES. ADDITIONAL DETECTIONS CAN BE REVIEWED ON TABLES 4, 5, AND 6.



IA-F3W	12/3/19
VOCs	
Carbon Tetrachloride	0.415
Trichloroethene	0.231
Cis-1,2-Dichloroethene	0.884
Tetrachloroethene	3.21
Vinyl Chloride	0.056

IA-F3E	12/3/19
VOCs	
Carbon Tetrachloride	0.459
Trichloroethene	0.193
Cis-1,2-Dichloroethene	0.757
Tetrachloroethene	2.71
Vinyl Chloride	0.067



Title:

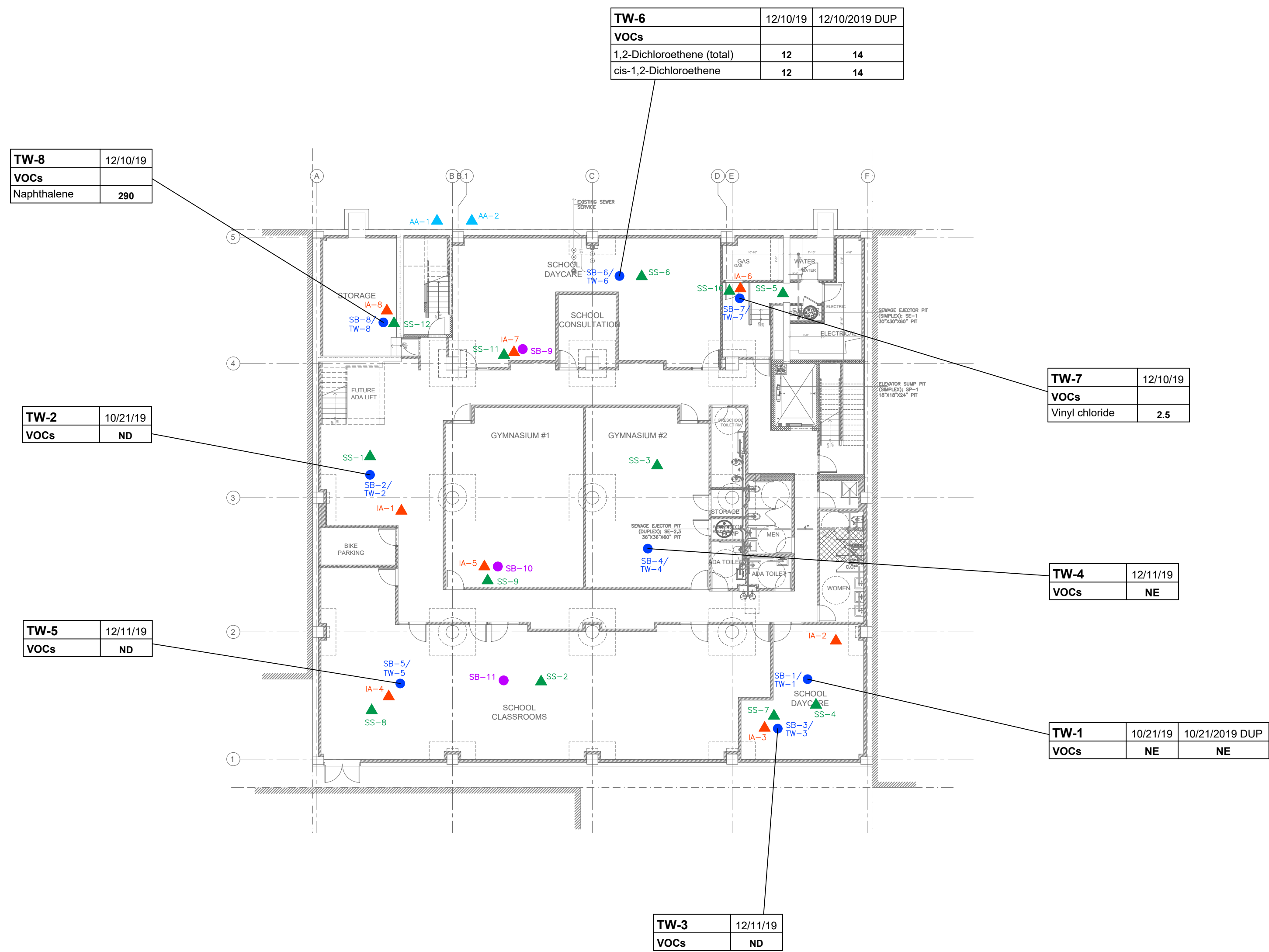
DETECTIONS OF VOCs IN THIRD FLOOR INDOOR AIR

Prepared for:

11-20 46TH ROAD OWNER LLC

	Compiled by: B.H.	Date: 10JAN20	FIGURE 8
	Prepared by: B.H.C.	Scale: AS SHOWN	
	Project Mgr: R.H.	Project: 3371.001Y000	
	File: 3371.0001Y113.02.DWG		

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- LEGEND**
- SB-10 (purple circle) APPROXIMATE SOIL BORING LOCATION AND DESIGNATION
 - SB-3/TW-3 (blue circle) APPROXIMATE SOIL BORING AND TEMPORARY WELL LOCATION AND DESIGNATION
 - IA-3 (red triangle) APPROXIMATE INDOOR AIR LOCATION AND DESIGNATION
 - SS-7 (green triangle) APPROXIMATE SUB-SLAB VAPOR LOCATION AND DESIGNATION
 - AA-2 (blue triangle) APPROXIMATE AMBIENT AIR SAMPLE LOCATION AND DESIGNATION

TYPICAL DATA BOX INFORMATION

SAMPLE ID#	TW-8	12/10/19	SAMPLE DATE
ANALYTES	VOCs		CONCENTRATION (µg/L)
	Naphthalene	290	

Parameter	NYSDEC AWQSGVs
VOCs	
1,2-Dichloroethene (total)	5
cis-1,2-Dichloroethene	5
Naphthalene	10
Vinyl chloride	2

Concentrations in µg/L
 µg/L - Micrograms per liter
 * - NYSDEC AWQSGVs
 NYSDEC - New York State Department of Environmental Conservation
 AWQSGVs - Ambient Water-Quality Standards and Guidance Values
 NE - Compound was not detected in exceedance of the NYSDEC AWQSGV
 DUP - Duplicate Sample
 VOCs - Volatile Organic Compounds
 ND - Compound was analyzed for but not detected

Title:

EXCEEDANCES OF VOCs IN GROUNDWATER

Prepared for:

11-20 46TH ROAD OWNER LLC

ROUX	Compiled by: B.H.	Date: 10JAN20	FIGURE 4
	Prepared by: B.H.C.	Scale: AS SHOWN	
	Project Mgr: R.H.	Project: 3371.001Y000	
	File: 3371.0001Y113.02.DWG		

- LEGEND**
- SB-10 (Purple circle) APPROXIMATE SOIL BORING LOCATION AND DESIGNATION
 - SB-3/TW-3 (Blue circle) APPROXIMATE SOIL BORING AND TEMPORARY WELL LOCATION AND DESIGNATION
 - IA-3 (Red triangle) APPROXIMATE INDOOR AIR LOCATION AND DESIGNATION
 - SS-7 (Green triangle) APPROXIMATE SUB-SLAB VAPOR LOCATION AND DESIGNATION
 - AA-2 (Blue triangle) APPROXIMATE AMBIENT AIR SAMPLE LOCATION AND DESIGNATION

SB-9	12/9/19	
Depth (ft bls)	2 - 4	5 - 7
VOCs		
Acetone	9.4	0.068

SB-6	12/9/19		
Depth (ft bls)	1 - 3	1 - 3 DUP	5 - 7
VOCs	NE	NE	NE

SB-8	12/10/19	
Depth (ft bls)	0 - 2	4 - 6
VOCs		
Acetone	3.1	1.8

SB-2	10/21/19	
Depth (ft bls)	1 - 3	
VOCs	NE	

SB-10	12/11/19	
Depth (ft bls)	3 - 5	5 - 7
VOCs		
Acetone	1.8	NE

SB-5	12/10/19	
Depth (ft bls)	5 - 7	
VOCs		
Acetone	1.1	

SB-11	12/11/19	
Depth (ft bls)	3 - 5	5 - 7
VOCs		
Acetone	NE	0.97

SB-3	12/11/19	
Depth (ft bls)	1 - 3	5 - 7
VOCs	NE	NE

SB-7	12/9/19	
Depth (ft bls)	5 - 7	
VOCs		
Acetone	1.1	

SB-4	12/10/19	
Depth (ft bls)	3 - 5	5 - 7
VOCs		
Acetone	3.2	4
Naphthalene	33	NE
Xylenes (total)	0.32 J	NE

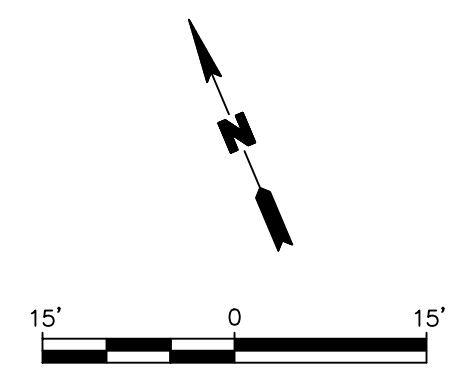
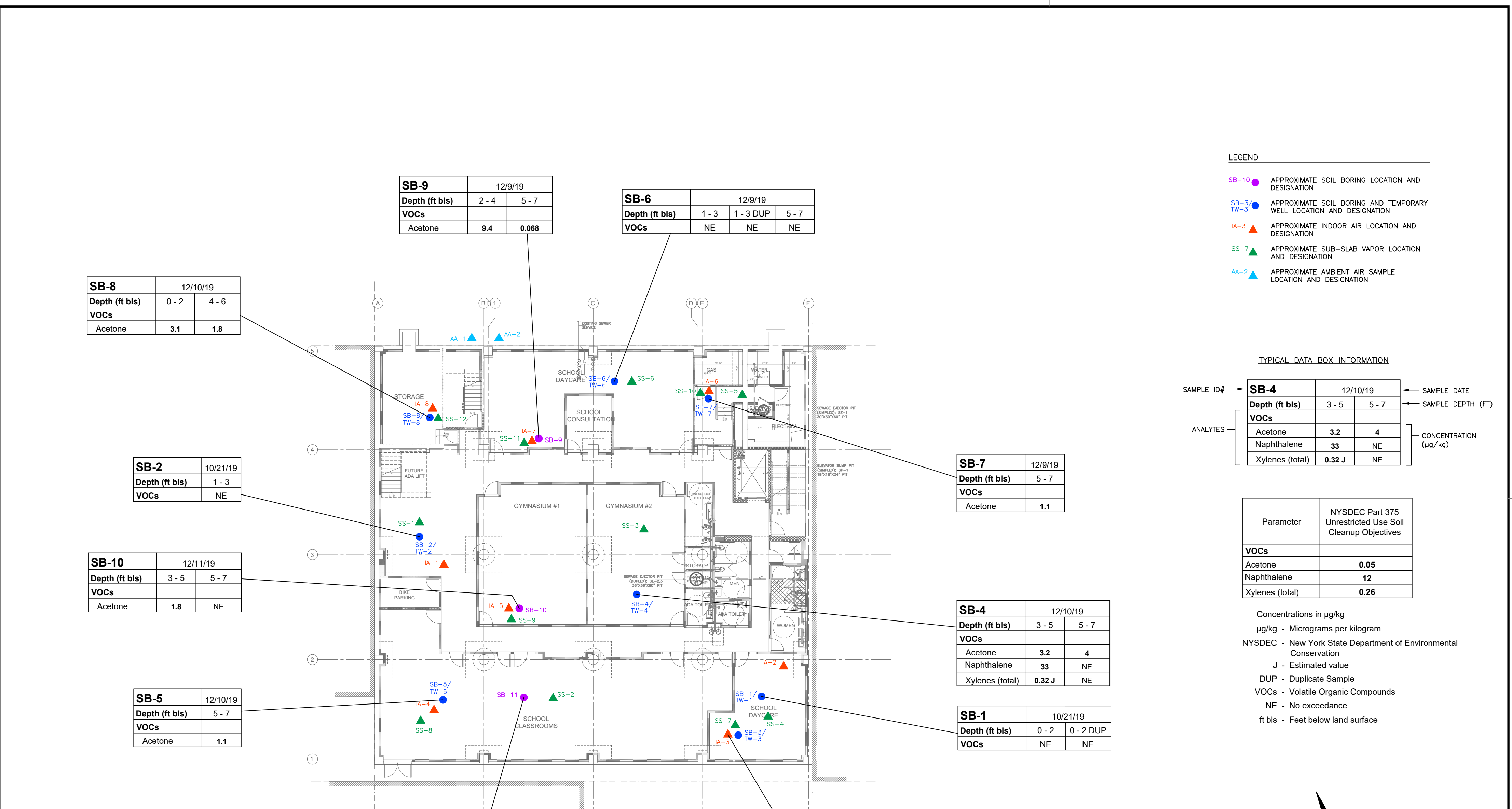
SB-1	10/21/19	
Depth (ft bls)	0 - 2	0 - 2 DUP
VOCs	NE	NE

TYPICAL DATA BOX INFORMATION

SAMPLE ID#	SB-4	12/10/19		SAMPLE DATE
	Depth (ft bls)	3 - 5	5 - 7	SAMPLE DEPTH (FT)
ANALYTES	VOCs			
	Acetone	3.2	4	CONCENTRATION (µg/kg)
	Naphthalene	33	NE	
	Xylenes (total)	0.32 J	NE	

Parameter	NYSDEC Part 375 Unrestricted Use Soil Cleanup Objectives
VOCs	
Acetone	0.05
Naphthalene	12
Xylenes (total)	0.26

Concentrations in µg/kg
 µg/kg - Micrograms per kilogram
 NYSDEC - New York State Department of Environmental Conservation
 J - Estimated value
 DUP - Duplicate Sample
 VOCs - Volatile Organic Compounds
 NE - No exceedance
 ft bls - Feet below land surface



Title: **EXCEEDANCES OF VOCs IN SOIL**

Prepared for: 11-20 46TH ROAD OWNER LLC

Compiled by: B.H.	Date: 10JAN20	FIGURE 3
Prepared by: B.H.C.	Scale: AS SHOWN	
Project Mgr: R.H.	Project: 3371.001Y000	
File: 3371.0001Y113.02.DWG		

V:\CAD\PROJECTS\3371\0001Y113\3371.0001Y113.02.DWG

EXHIBIT F

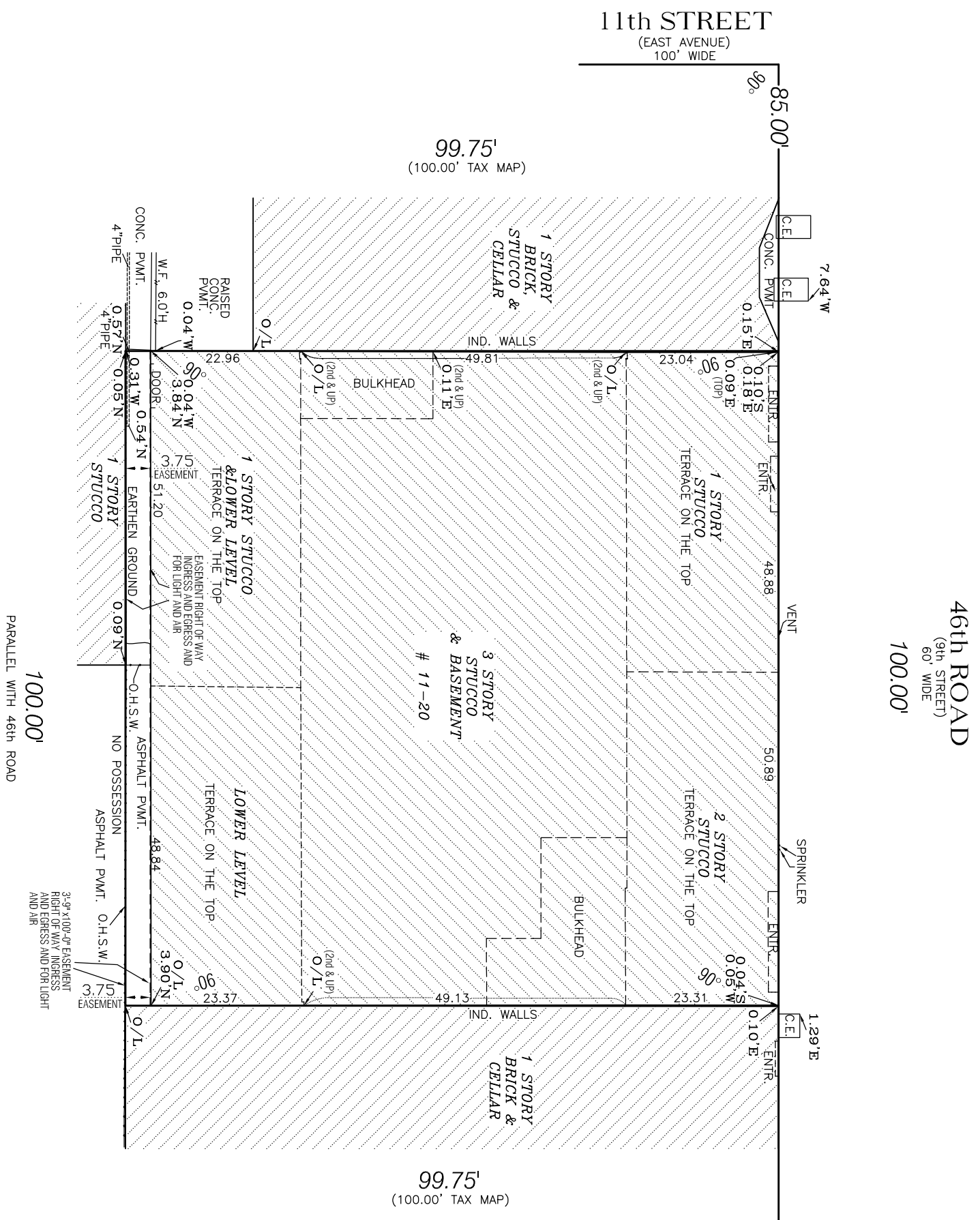
11-20 46th Road, Long Island City, NY 11101 - Digital Tax Map - New York City Dept. of Finance (11/19/2019)



Copyright 2019 The City of New York

- —** Borough Boundary
- Tax Block Boundary
- 50** Tax Block Number
- Tax Lot Boundary
- 50** Tax Lot Number
- 50-** Condo FKA Tax Lot Number
- 50.5** Tax Lot Dimension
- +/-5.5** Approximate Tax Lot Dimension
- 1500 - 1550** Condo Units Range Label
- Building Footprint
- C50** Condo Flag/Condo Number
- A50** Air Right Flag/Lot Number
- S50** Subterranean Right Flag/Lot Number
- R** REUC Flag
- - - -** Under Water Tax Lot Boundary
- - - -** Other Boundary
- ⌋** Possession Hook
- Misc** Miscellaneous Text
- Small Tax Lot Dimension
- Surface Water

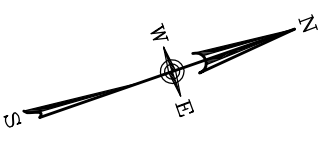
- LEGEND:
- AIR CONDITIONER — A.C.
 - ARCHITECTURAL — A.C.
 - BEAM ENTRANCE — C.E.
 - CHAIN LINK FENCE — C.L.F.
 - PLATFORM — P.L.T.
 - PAVEMENT — P.A.V.M.T.
 - PAVEMENT — P.A.V.M.T.
 - CONCRETE — CONC.
 - OVERHEAD SERVICE WIRE — O.H.S.W.
 - METAL DOOR — M.D.
 - METAL COVER — M.C.
 - FIRE ESCAPE — F.E.
 - UTILITY POLE — U.P.
 - WOOD FENCE — W.F.
 - WIRE FENCE — W.F.
 - METAL FENCE — M.F.
 - BAY WINDOW — B.W.
 - AREA WAY — A.W.
 - ON LINE — O.L.
 - TREE — TREE



THE OFFSETS OR DIMENSIONS SHOWN FROM THE STRUCTURES TO THE PROPERTY LINES ARE FOR A SPECIFIC PURPOSE AND USE AND THEREFORE ARE NOT INTENDED TO GUIDE THE ERECTION OF FENCES, RETAINING WALLS, POOLS, PLANTING AREAS, ADDITIONS TO STRUCTURES AND ANY OTHER CONSTRUCTION. ENCROACHMENTS OR VAULTS, IF ANY, BELOW SURFACE ARE NOT SHOWN.

THE EXISTENCE OF RIGHT OF WAYS AND/OR EASEMENTS OF RECORD, IF ANY, NOT SHOWN ARE NOT CERTIFIED.

Job No. RL191347



UNAUTHORIZED ALTERATION OR ADDITION TO THIS SURVEY IS A VIOLATION OF SECTION 7209 OF THE NEW YORK STATE EDUCATION LAW. COPIES OF THIS SURVEY MAP NOT BEARING THE LAND SURVEYOR'S INKED SEAL OR EMBOSSED SEAL SHALL NOT BE CONSIDERED TO BE A VALID TRUE COPY.

CERTIFICATION INDICATED HEREON SHALL RUN ONLY TO THE PERSON FOR WHOM THE SURVEY IS PREPARED, AND ON HIS BEHALF TO THE TITLE COMPANY, GOVERNMENTAL AGENCY AND LENDING INSTITUTION LISTED HEREON, AND TO THE ASSIGNEES OF THE LENDING INSTITUTION. CERTIFICATIONS ARE NOT TRANSFERABLE TO ADDITIONAL INSTITUTIONS OR SUBSEQUENT OWNERS.

ROGUSKI
LAND SURVEYING, P.C.
TITLE ARCHITECTURAL • BOUNDARY • CONSTRUCTION

60-17 56th Drive, MASPETH, N.Y. 11378
Tel. • (718)480-3761 • Fax • (718)480-3762 •
Email • info@roguski.net

SZCZEPAN H. ROGUSKI
PROFESSIONAL LAND SURVEYOR

TITLE No.: *MLT-29525-Q-19*
DATE: *August 1, 2019*
SCALE: *1"=20'*

UPDATED WM

SURVEY OF: *Described Property*
LOCATED AT:
*11-20 46th Road, Long Island City
Borough and County of Queens
City and State of New York*

TAX DESIG:
Block 56 Lot 36

CERTIFIED TO:
*First American Title Insurance Company
-National Land Tenure Company, LLC*

EXHIBIT G

BASE MAP

11-20 46th Road Site

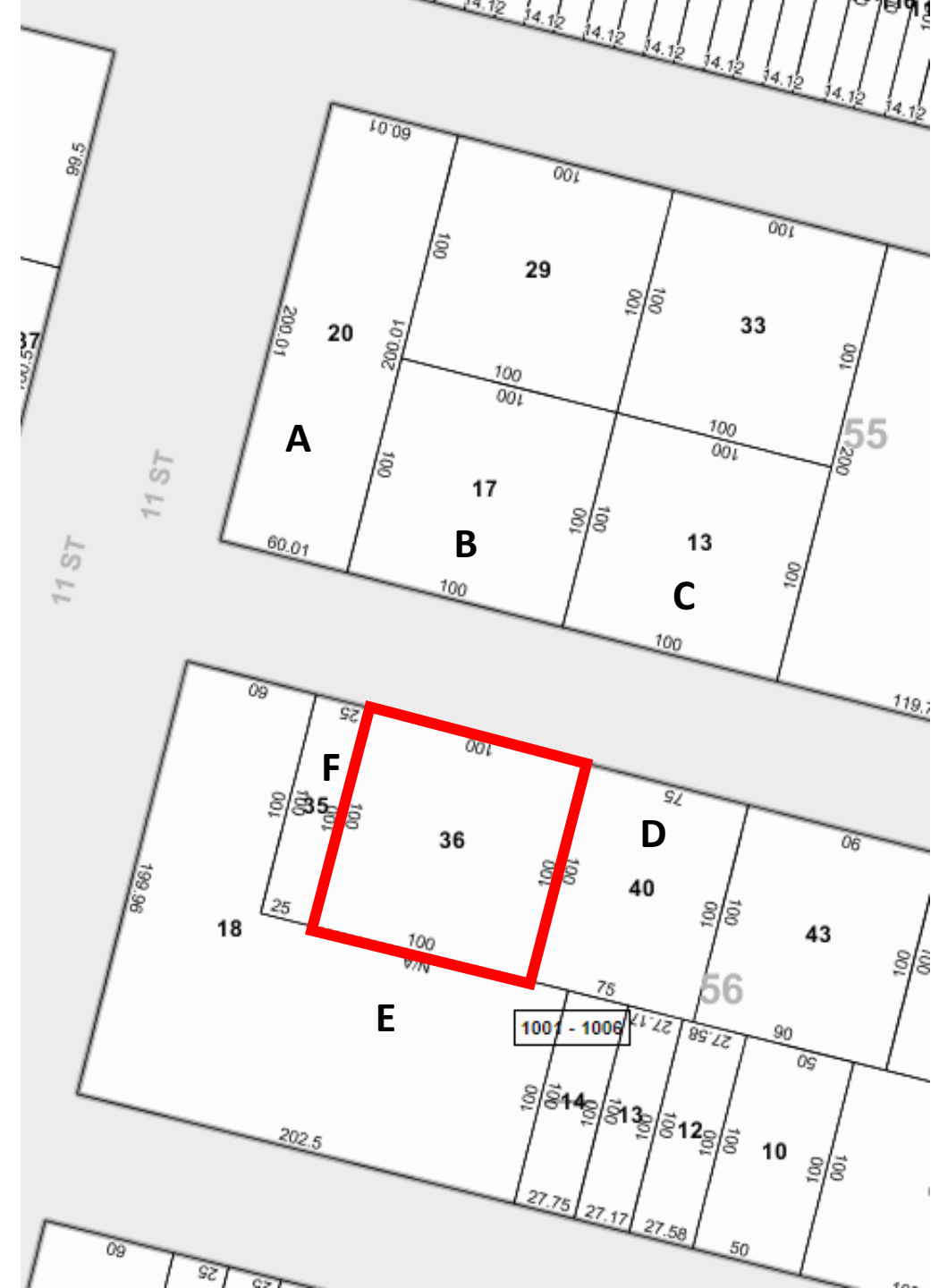
11-20 46th Road, Long Island City, NY
11101

Legend:

 Site Property Boundary

Page 2 lists adjacent property owners
by letter map identification letters A-
F

November 2019
Source: New York City GIS
Scale: 1" = 100' approximately

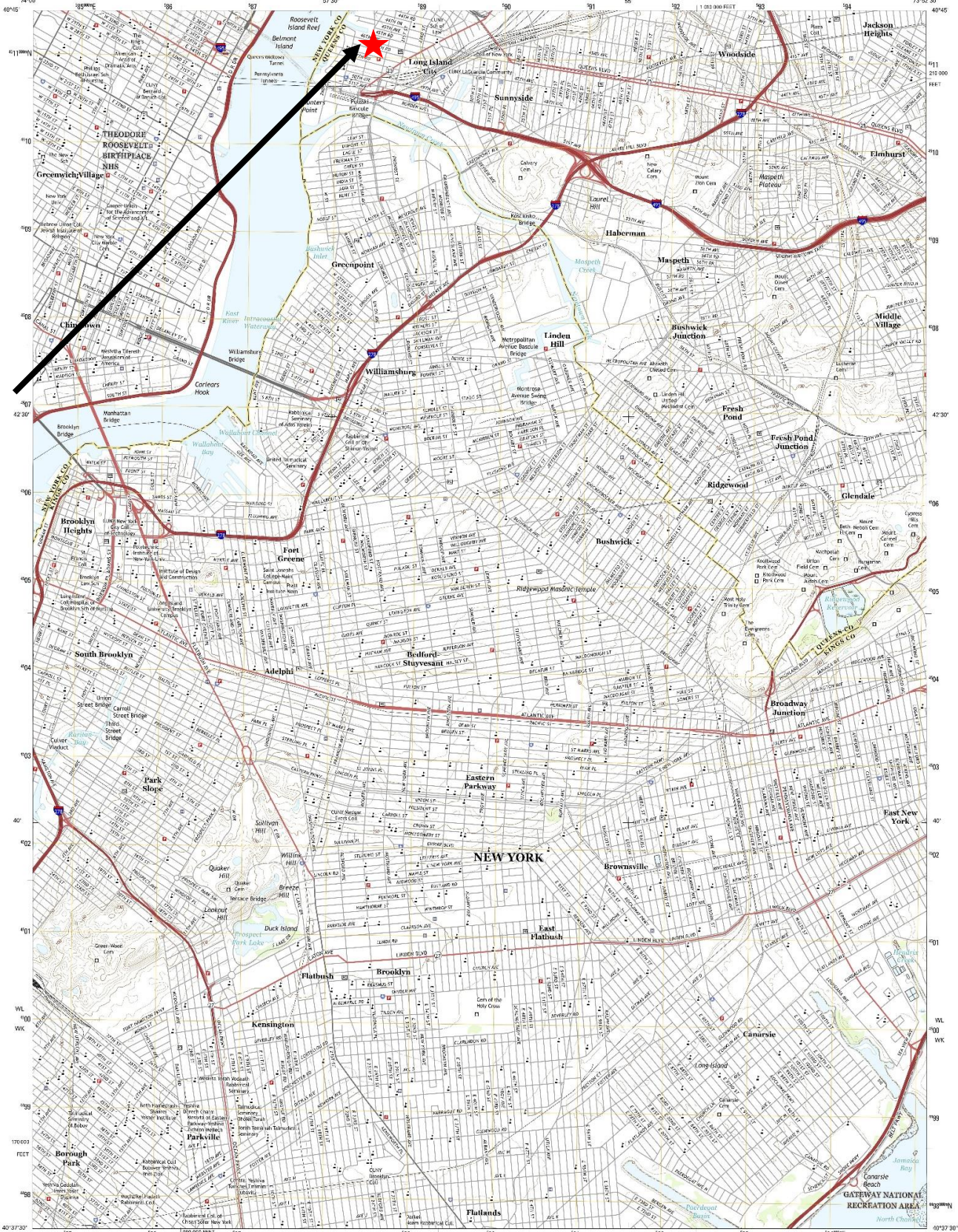


All feature locations are approximate.
This map is intended as a schematic to
be used in conjunction with associated
Application and Support Information,
and should not be relied upon as a
survey for planning and other
activities.

Letter	Adjacent Property Owner(s) Name(s)	Property Address	Section-Block-Lot
A	11 th Street Rental LLC	46-09 11 th Street	Queens-55-20
B	Cooper Realty LLC	11-15 46 Road	Queens-55-17
C	Tiffox Rlty Corp	11-25 46 Road	Queens-55-13
D	Greyed Rainbow Inc.	11-26 46 Road	Queens-56-40
E	11 15 47 th Avenue LLC	11-15 47 Avenue	Queens-56-18
F	Plastic Center Inc	11-18 46 Road	Queens-56-35

Site

11-20 46th
Road, Long
Island City,
New York

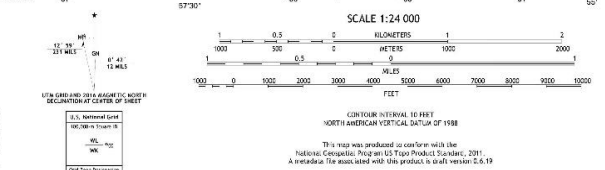


Produced by the United States Geological Survey
Map of America Series of 1983 (M4203)
World Geodetic System of 1984 (WGS84), Projection and
1:500-scale grid. Universal Transverse Mercator, Zone 18T
12 000-foot cells. New York Coordinate System of 1983 (New
York State)

This map is not a legal document. Boundaries may be
generated by this map scale. Private surveys with government
assurances may not be shown. Owners permission before
entering private lands.

USGS NAD 83 June 2013
Map Series U.S. Census Bureau 2015 2016
Map Series National Hydrography Dataset 2015
Continental Shelf National Hydrography Dataset 2015
Boundaries Multiple sources; see metadata file 1975-2016

Metadata FWS National Wetlands Inventory 1977 - 2014



ROAD CLASSIFICATION

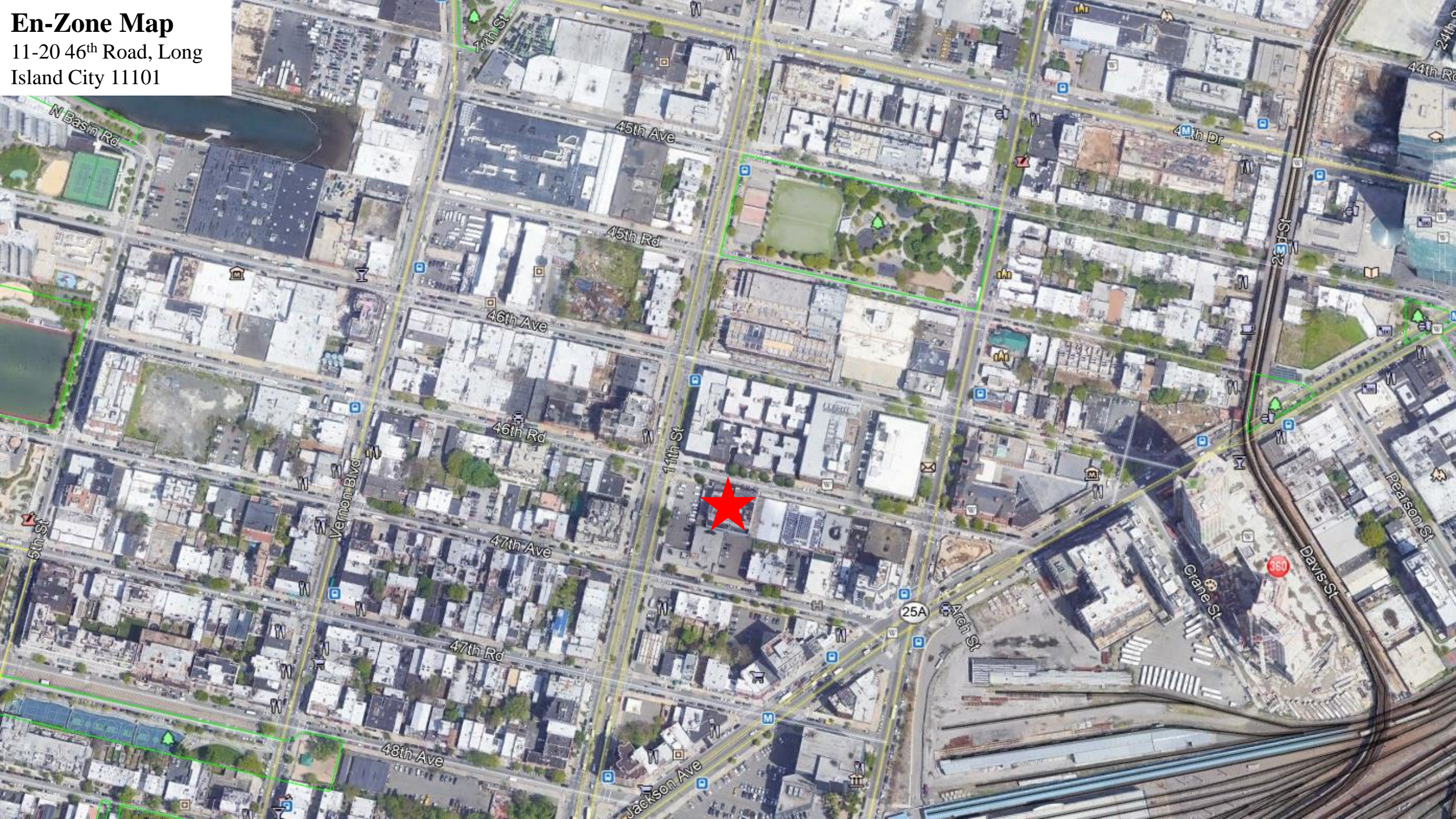
	Interstate Route
	Local Connector
	Local Road
	Local Road
	Local Road
	US Route
	State Route

Legend for symbols: 1 Wood-Jordan, 2 Central Park, 3 Battery Park, 4 Jersey City, 5 Jersey City, 6 Jersey City, 7 Jersey City, 8 Jersey City



En-Zone Map

11-20 46th Road, Long Island City 11101



Street Map: 11-20 46th Road Site (11-20 46th Road, Long Island City, NY 11101)



EXHIBIT H

ZONING MAP

11-20 46th Road Site
11-20 46th Road, Long
Island City, NY 11101

Legend:

- Site property boundary
- Zone boundary

TAX LOT | BBL 4000560036

11-20 46 ROAD, 11101

Queens (Borough 4) | Block 56 | Lot 36

Zoning Districts: M1-4/R6B LIC

INTERSECTING MAP LAYERS:

- Coastal Zone

ZONING DETAILS:

- Digital Tax Map
- Zoning Map: 9b (PDF)
- Historical Zoning Maps (PDF)

Owner	11-20 46TH ROAD OWNER LLC
Land Use	Industrial & Manufacturing
Lot Area	10,000 sq ft
Lot Frontage	100 ft
Lot Depth	100 ft
Year Built	1947
Year s Altered	2000 , 2017
Building Class	Factory and Industrial Buildings - Heavy Manufacturing - Fireproof (F1)
Number of Buildings	1
Number of Floors	2
Gross Floor Area	19,200 sq ft
Total # of Units	2
Building Info	<input checked="" type="checkbox"/> BISWEB
Property Records	<input checked="" type="checkbox"/> View ACRIS
Housing Info	<input checked="" type="checkbox"/> View HPD's Building, Registration & Violation Records

November 2019
Source: New York City Planning
ZoLa
 Scale: 1" = 100" approximately



Zoning Districts:
 M1-4/R6B



All feature locations are approximate. This map is intended as a schematic to be used in conjunction with the associated report, and it should not be relied upon as a survey for planning or other activities.

Zoning District: M1-4

M1 districts range from the Garment District in Manhattan and Port Morris in the Bronx with multistory lofts, to parts of Red Hook or College Point with one- or two-story warehouses characterized by loading bays. M1 districts are often buffers between M2 or M3 districts and adjacent residential or commercial districts. M1 districts typically include light industrial uses, such as woodworking shops, repair shops, and wholesale service and storage facilities. Nearly all industrial uses are allowed in M1 districts if they meet the stringent M1 performance standards. Offices, hotels and most retail uses are also permitted. Certain community facilities, such as hospitals, are allowed in M1 districts only by special permit, but houses of worship are allowed as-of-right.

In M1-5A and M1-5B districts mapped in SoHo/NoHo, artists may occupy joint living-work quarters as an industrial use. Other than M1 districts paired with residence districts in Special Mixed-Use Districts, M1-5M and M1-6M districts (by special permit) and M1-D districts (by authorization or certification) are the only manufacturing districts in which residences are permitted. However, in M1-6D districts, residential use may be allowed as-of-right on zoning lots under certain conditions.

In M1-5M and M1-6M districts, mapped in parts of Chelsea, space in an industrial building may be converted to residential use, provided a specified amount of floor area is preserved for particular industrial and commercial uses.

Floor area ratios in M1 districts range from 1.0 to 10.0, depending on location; building height and setbacks are controlled by a sky exposure plane which may be penetrated by a tower in certain districts. Although new industrial buildings are usually low-rise structures that fit within sky exposure plane, commercial and community facility buildings can be constructed as towers in M1-3 through M1-6 districts. In the highest density manufacturing district, M1-6, mapped only in Manhattan, a FAR of 12 can be achieved with a bonus for a public plaza. Except along district boundaries, no side yards are required. Rear yards at least 20 feet deep are usually required, except within 100 feet of a corner.

Parking and loading requirements vary with district and use. M1-1, M1-2 and M1-3 districts are subject to parking requirements based on the type of use and size of an establishment. For example, a warehouse in an M1-1 district requires one off-street parking space per 2,000 square feet of floor area or per every three employees, whichever would be less. Parking is not required in Long Island City or M1-4, M1-5 and M1-6 districts, mapped mainly in Manhattan. Requirements for loading berths of specified dimensions differ according to district, size and type of use.

Zoning District: R6B

R6B districts are often traditional row house districts, which preserve the scale and harmonious streetscape of neighborhoods of four-story attached buildings developed during the 19th century. Many of these houses are set back from the street with stoops and small front yards that are typical of Brooklyn's "brownstone" neighborhoods, such as Park Slope, Boerum Hill and Bedford Stuyvesant.

The Floor Area Ratio (FAR) of 2.0 and the mandatory Quality Housing regulations also accommodate apartment buildings at a similar four-to five-story scale. The base height of a new building before setback must be between 30 and 40 feet and the maximum height is 50 feet. For buildings providing a qualifying ground floor, the maximum base height and overall height increase by five feet. Curb cuts are prohibited on zoning lot frontages less than 40 feet. The street wall of a new building, on any lot up to 50 feet wide, must be as deep as one adjacent street wall but no deeper than the other. Buildings must have interior amenities for the residents pursuant to the Quality Housing Program.

Higher maximum FAR are available for buildings participating in the Inclusionary Housing program or that provide certain senior facilities.

Off-street parking is generally required for 50 percent of a building's dwelling units, but requirements are lower for income-restricted housing units (IRHU) and are further modified in certain areas, such as within the Transit Zone and the Manhattan Core, or for lots less than 10,000 square feet. Parking can be waived if five or fewer spaces are required. Off-street parking is not allowed in front of a building

EXHIBIT I

NOTES TO USERS

This map is for use in annotating the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The community map repository should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations (BFEs)** and/or **floodways** have been determined, users are encouraged to consult the **Flood Profiles and Floodway Data** and/or **Summary of Stillwater Elevations** tables contained within the **Flood Insurance Study (FIS)** report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent reported whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations (BFEs) shown on this map apply only to landward of 0.2% National Geodetic Vertical Datum of 1929 (NGVD 29). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations tables in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations tables should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The projection used in the preparation of this map was New York State Plane FIPS/ESRI 3104. The horizontal datum was NAD 83 GRS80 spheroid. Differences in datum, spheroid projection or State Plane zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the National Geodetic Vertical Datum of 1929. These flood elevations must be compared to structure and ground elevations referenced to the same vertical datum. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at <http://www.ngs.noaa.gov> or contact the National Geodetic Survey at the following address:

NGS Information Services
NOAA, NIMS12
National Geodetic Survey
SSM-C-3, #9202
1315 East-West Highway
Silver Spring, Maryland 20910-3182
(301) 713-3242

To obtain current elevation, description and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242, or visit its website at <http://www.ngs.noaa.gov>.

Base map information shown on this FIRM was provided in digital format by the Department of Information Technology and Telecommunication, City of New York. This information was derived from digital orthophotos produced at a scale of 1:1,200 with 2-foot pixel resolution from photography dated 2004.

Based on updated topographic information, this map reflects more detailed and up-to-date **stream channel configurations and floodplain delineations** than those shown on the previous FIRM for this jurisdiction. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study Report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map. Also, the relationship for floodplains for unreviewed streams may differ from what is shown on previous maps.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

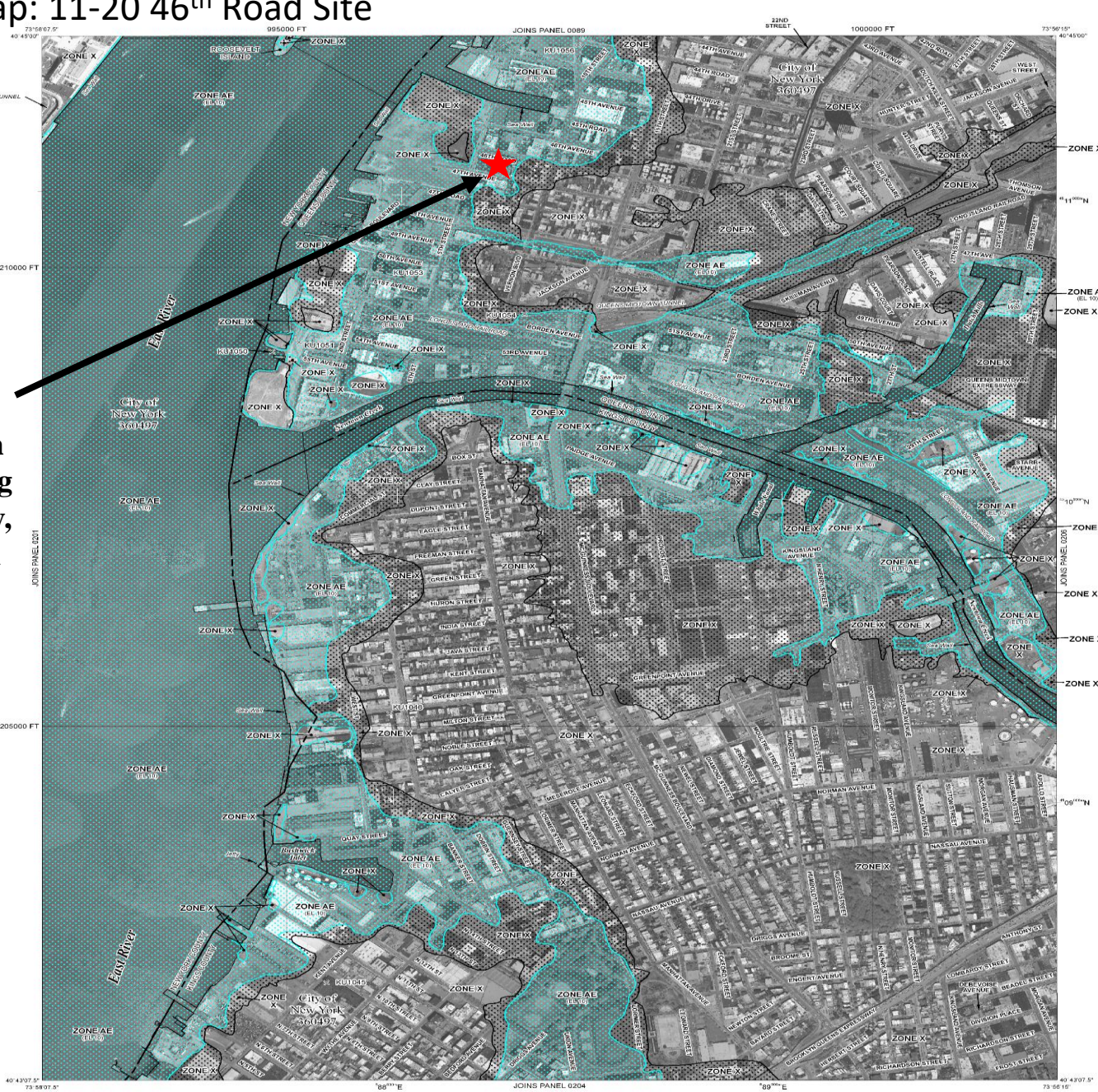
Please refer to the separately printed **Map Index** for an overview map showing the layout of map panels for this jurisdiction.

Contact the **FEMA Map Service Center** at 1-800-358-9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study report and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-358-9620 and its website at <http://msc.fema.gov>.

If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call 1-877-FEMA-MAP (1-877-336-2627) or visit the FEMA website at <http://www.fema.gov>.

Flood Map: 11-20 46th Road Site

Site 11-20 46th Road, Long Island City, New York



LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equal or exceeded in any given year. The Special Flood Hazard Areas in the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1%.

ZONE A
No Base Flood Elevations determined.

ZONE AE
Base Flood Elevations determined.

ZONE AH
Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.

ZONE AO
Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of shallow fan flooding, velocities also determined.

ZONE AR
Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently abandoned. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.

ZONE A99
Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.

ZONE V
Coastal Flood zone with velocity hazard (wave action); no Base Flood Elevations determined.

ZONE VE
Coastal Flood zone with velocity hazard (wave action); Base Flood Elevation determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X
Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X
Areas determined to be outside the 0.2% annual chance floodplain.

Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

1% annual chance floodplain boundary
0.2% annual chance floodplain boundary
Floodway boundary
Zone D boundary
CBRS and OPA boundary
Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
Base Flood Elevation line and value, elevation in feet
Base Flood Elevation value where uniform within zone; elevation in feet

Referenced to the National Geodetic Vertical Datum of 1929

○ — ○ Cross section line
— — — — — Tract line

87°07'45", 32°22'30"
78°11' N
1000-meter Universal Transverse Mercator grid values, zone 18
600000 FT
DX5510
Bench mark (see explanation in Notes to Users section of this FIS panel)
Bare Hill

MAP REPOSITORY
Refer to listing of Map Repositories on Map Index

INITIAL FIRM MAP DATE
June 28, 1974

FLOOD HAZARD BOUNDARY MAP REVISIONS
June 11, 1976

FLOOD INSURANCE RATE MAP EFFECTIVE
November 16, 1985

FLOOD INSURANCE RATE MAP REVISIONS
September 5, 2007 - to update map symbols to change Special Flood Hazard Areas, and to reflect updated topographic information

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 500'
0 500 1000
0 160 320
FEET
METERS

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0202F

FIRM
FLOOD INSURANCE RATE MAP

CITY OF NEW YORK, NEW YORK, QUEENS, AND KINGS COUNTIES

PANEL 202 OF 457

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

COMMUNITY NUMBER PANEL SHEET
NEW YORK 07-02F 36067 0202 F

Notice to User: The Map Number shown below should be used when placing map orders. The Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER
3604970202F

MAP REVISED
SEPTEMBER 5, 2007

Federal Emergency Management Agency

EXHIBIT J

Site Contact List

11-20 46th Road Site

11-20 46th Road, Long Island City, NY 11101

Name	Title	Address	City	State	Zip
Hon. Charles E. Schumer	U.S. Senator	780 Third Avenue, Suite 2301	New York	NY	10017
Hon. Kirsten Gillibrand	U.S. Senator	780 Third Avenue, Suite 2601	New York	NY	10017
Carolyn Maloney	U.S. House of Representatives- 12th Congressional District	31-19 Newtown Avenue	Astoria	NY	11102
Michael Gianaris	New York State Senator- 12th Congressional District	31-19 Newtown Avenue South, Suite 402	Astoria	NY	11102
Bill de Blasio	Mayor of New York City	City Hall	New York	NY	10007
Marisa Lago	City Planning Commission, Chairperson	120-55 Queens Blvd., Room 201	Kew Gardens	NY	11424
Melinda Katz	Queens Borough President (County Executive)	120-55 Queens Blvd.	Kew Gardens	NY	11424
Audrey I. Pheffer	Queens County Clerk	8811 Sutphin Blvd. #196	Jamaica	NY	11435
Andrea Hagelgans	Strategic Planning Advisor, New York City	City Hall	New York	NY	10007
Emily Lloyd	New York City Public Water Supply System Department	59-17 Junction Blvd.	Flushing	NY	11373
Alfonso Carney	Chair of the New York City Water Board	59-17 Junction Blvd.	Flushing	NY	11372
New York Daily News	Media Outlet	4 New York Plaza	New York	NY	10004
Tieya Smith	Branch Manager of Queens Public Library Long Island City -Document Repository	37-44 21st Street	Long Island City	NY	11101
Denise Keehan-Smith	NYC Queens Community Board 2, Chairwomen-Document Repository	43-22 50th Street, Room 2B	Woodside	NY	11377
Louis Pavone	Principal of The Robert F. Wagner, Jr. School	4809 Center Blvd.	Long Island City	NY	11109
Alison Quinlan	Principal of P4 at Skillman School	24-30 Skillman Ave	Long Island City	NY	11101
Ms. Christina	Director of Bunny Hill LIC Preschool	47-28 11th Street	Long Island City	NY	11101
Liana Angeliades Maguire	Director of Lollys Early Childhood Center	544 47th Avenue	Long Island City	NY	11101
Cooper Realty LLC	Adjacent Property Owner of 11-15 46th Road	708 Third Ave, 24th Floor	New York	NY	10017
Tiffox Realty Corp	Adjacent Property Owner of 11-25 46th Road	47-16 44th Street	Woodside	NY	11377
Greyed Rainbow Inc.	Adjacent Property Owner of 11-26 46th Road	523 West 24th Street	New York	NY	10011
11-15 47th Avenue LLC	Adjacent Property Owner of 11-15 46th Road	5-46 46th Avenue	Long Island City	NY	11101
Plastic Center Inc	Adjacent Property Owner of 11-18 46th Road	5-46 46th Avenue	Long Island City	NY	11101
Acces-VR Queens District Office	Adjacent Property Operator of 11-15 47th Ave	11-15 47th Avenue	Long Island City	NY	11101
Dunn Co Safety LLC	Adjacent Property Operator of 46-39 11th St	46-39 11th Street	Long Island City	NY	11101
Communita	Adjacent Property Operator of 11-18 46th Rd	11-18 46th Road	Long Island City	NY	11101

EXHIBIT K



Knauf Shaw
ATTORNEYS AT LAW

November 26, 2019

VIA FEDERAL EXPRESS

Ms. Debra Markell Kleinert
District Manager
Queens Community Board No. 2
43-22 50th Street
Woodside, New York 11377

RE: Brownfield Cleanup Program Application Repository Request
Applicant: 11-20 46th Road Owner LLC
Site Name: 11-20 46th Road Site
Address: 11-20 46th Road, Long Island City 11101

Dear Ms. Kleinert:

We represent 11-20 46th Road Owner LLC in its Brownfield Cleanup Program application for the above-referenced site in 11-20 46th Road, Long Island City 11101. It is a requirement of the New York State Department of Environmental Conservation that we supply it with a letter certifying that the local community board is willing and able to serve as one of two public repositories for all documents pertaining to the cleanup of this Site. To avoid significant use of your shelf space, all documents will be sent in CD format.

Please sign below and return the original in the enclosed overnight pre-paid FedEx package as soon as possible if you are able to certify that the Queens Community Board No. 2 would be willing and able to act as a temporary public repository for this Brownfield Cleanup Program project.

Thank you.

Sincerely,

KNAUF SHAW LLP

LINDA R. SHAW

Yes, the Queens Community Board No. 2 is willing and able to act as a public repository for documents related to the cleanup of 11-20 46th Road, Long Island City 11101 under the NYS Brownfield Cleanup Program.

Debra Markell Kleinert, District Manager

11/27/19
Date



December 02, 2019

VIA FIRST CLASS MAIL

Branch Manager
Queens Library Long Island City
37-44 21st Street
Long Island City, NY
11101

RE: Brownfield Cleanup Program Application Repository Request
Applicant: 11-20 46th Road Owner LLC
Site Name: 46th Road Site
Address: 11-20 46th Road, Long Island City 11101

Dear Branch Manager:

We represent 11-20 46th Road Owner LLC in its Brownfield Cleanup Program application for the above-referenced site in 11-20 46th Road, Long Island City 11101. Your branch is currently the repository for this project. It is a requirement of the NYS Department of Environmental Conservation that we supply them with a letter certifying that the local library is willing and able to serve as a public repository for all documents pertaining to the cleanup of this property. To avoid significant use of your shelf space, all documents will be sent in CD format.

Please sign below and return the original in the enclosed stamped self-addressed envelope if you are able to certify that your library would be willing and able to act as the temporary public repository for this Brownfield Cleanup Program project.

Thank you.

Sincerely,

KNAUF SHAW LLP

LINDA R. SHAW

Yes, the Queens Library is willing and able to act as a public repository for documents related to the cleanup of 11-20 46th Road Owner LLC in its Brownfield Cleanup Program application for the above-referenced site in 11-20 46th Road, Long Island City 11101 under the NYS Brownfield Cleanup Program.

Branch Manager

12-2-19

Date

EXHIBIT L



LONG ISLAND CITY

Comprehensive Plan **Phase 1**

S U M M A R Y R E P O R T



ACKNOWLEDGMENTS

The Long Island City Comprehensive Plan has received pivotal support from public and private funders:

- | | |
|--|---------------------------------------|
| NYS Senator Michael Gianaris | NYC Economic Development Corporation |
| NYS Assemblywoman Catherine Nolan | Consolidated Edison Co. of N.Y., Inc. |
| NYC Council Speaker Melissa Mark-Viverito | Cornell Tech |
| NYC Council Majority Leader Jimmy Van Bramer | Ford Foundation |
| Queens Borough President Melinda Katz | TD Charitable Foundation |
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The LICP Board Comprehensive Plan Steering Committee provided invaluable input, feedback and support. Members include,

- | | |
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Finally, thank you to the businesses and organizations who responded to our survey and to everyone who participated in our focus groups and stakeholder conversations. Your participation was essential to informing this report. Summaries and lists of participants can be found in the Appendices.

ABOUT THIS REPORT

Phase 1 of the Comprehensive Plan and this report was completed by Long Island City Partnership with the assistance of Public Works Partners and BJH Advisors. In the final months leading to publication of this report, additional work, including continued stakeholder conversations, was undertaken by Long Island City Partnership.



Long Island City Partnership

The Long Island City Partnership (LICP) is the local development corporation for Long Island City (LIC), Queens. LICP's mission is to advocate for economic development that benefits LIC's industrial, commercial, cultural, and residential sectors. The goal is to attract new businesses to LIC, retain those already here, welcome new residents and visitors, and promote a vibrant and authentic mixed-use community. The LIC Partnership operates the Long Island City Business Improvement District and the LIC Industrial Business Zone, among other programs.



LICP Project Manager: Christina Chavez

Report design: Ben Dodd

Printed in Long Island City at i2print

Cover photo ("Dancers") courtesy of Socrates Sculpture Park

Funding provided by a grant from Empire State Development

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EXECUTIVE SUMMARY

COMPREHENSIVE PLAN FOR LIC: WHY NOW?

Historically and currently, Long Island City is a key economic driver for the region. It is a source of good-paying, middle class jobs for local workers, of essential goods and services for New York City, and, increasingly, of housing -- both affordable and market rate.

The area remains and is becoming ever more attractive for commercial office, retail, light industrial, design, tech, and cultural uses, reinforcing the neighborhood's authentic, mixed-use character.

LIC's recent growth confirms its strong regional reputation as an attractive neighborhood, ripe with opportunity. Without careful planning, however, this growth threatens the very mix of uses that has helped attract investments in the first place. Cultural organizations, artists and businesses across all sectors are challenged to find and maintain affordable real estate. Without attention to their needs, these businesses and organizations will move outside of LIC—and some outside of NYC—taking with them the diversity they contribute to, along with their quality jobs and critical economic activity. Existing infrastructure is already at or over capacity, with more residential and

business growth expected. LIC must also be positioned to take advantage of new opportunities such as attracting spin-off companies from Cornell Tech when it opens on Roosevelt Island in 2017.

Despite its economic importance, LIC has never had an overall plan guiding its development, and is developing in ways no one ever planned. This first-ever LIC Comprehensive Plan will address how to leverage LIC's tremendous market potential to not only preserve but also enhance this authentic, mixed-use "city within the City."

The objectives of Phase 1 of the Comprehensive Plan were to gather and synthesize information from many existing sources to understand the current market and the perspective of various stakeholders, to validate widely held views and take them out of the realm of the anecdote, and to discover new information or trends that should inform future policies and actions.

We reviewed the myriad of past or ongoing studies that explored aspects of LIC, all of which focused on smaller geographies or particular sectors. This Comprehensive Plan looks across sectors at the greater LIC area that more closely matches

its historical definition: from north of Newtown Creek to Astoria Boulevard, and from the East River to Steinway Street (on the north side of Sunnyside Yards) and 43rd Street (on the south side of Sunnyside Yards). This set of boundaries also allowed the study to capture important activities underway today that have implications for all of LIC. We conducted a study of the existing conditions with a baseline analysis of key LIC characteristics, including land use, market conditions, and demographics. We held dozens of conversations with key stakeholders in the community—including business owners, property owners and developers, artists and cultural institutions, Cornell Tech, business incentive program experts and workforce development providers. We also undertook a landmark survey—distributed to all of the more than 6,600 businesses and organizations in LIC—to understand who is here, their perceptions of the neighborhood, the challenges they face here, and the opportunities they see to grow and thrive. An impressive 515 unique businesses and organizations across a range of sectors and sizes responded to the survey, providing invaluable perspective and insights.

KEY FINDINGS

The secondary and primary research resulted in a breadth of information to be used for future policy recommendations and further study. The following key findings reflect some of the most crucial indicators to highlight for action.

1. LIC's central location, its mixed-use character, and the interdependence and collaboration among entities – within and across sectors – are seen as LIC's greatest assets.
2. Businesses and organizations across sectors are optimistic about their longevity in LIC and want to expand their operations here.
3. Sufficient availability of affordable and appropriately configured space is a challenge across sectors and endangers our "city within the City."
4. There is unmet demand for commercial office space. Yet, without government intervention new buildings have not been created, limiting economic growth and putting pressure on existing industrial space.
5. Stakeholders across all sectors affirmed that the presence of arts and culture and working artists are essential to LIC's mix and vibrancy. But these uses are under threat and interventions are needed to support their future in LIC.
6. Existing business incentive programs, while helpful to industrial and commercial firms, are not easily available to and are often insufficient for the businesses in LIC that need them most today.
7. Although the overall population in the study area showed increased income and educational attainment, persistent and substantial pockets of poverty remain.
8. New job opportunities abound and will increase in LIC's growing sectors. However, maximizing the benefits of these opportunities will require better connections between employers and local residents, and appropriate training and education programs.
9. Many parts of LIC feel disconnected from other parts of the neighborhood—or are very hard to navigate—creating barriers to movement and vitality.
10. Improved public transportation options, availability of parking for commercial activity and efficient vehicle movement are all economically vital to the area.
11. A diverse variety of local amenities and services, including restaurants, retail, recreation, housing options, green space, community services, libraries, quality health care and schools are fundamental to maintaining a successful mix of businesses and organizations in LIC and to forming a functional live/work environment to support employee needs as well as the existing residential population.

RELEVANT PROJECTS UNDERWAY

During the course of this study a number of projects, policies, proposals, and plans in LIC or that will have an impact on the area were completed, announced or begun, helping to address some of the issues raised in our key findings. For a complete list, see page 36 in the Summary Report.

RECOMMENDATIONS

The following recommendations address some of the issues and disconnects revealed by the key findings. While some intervention is underway, more is required. Implementing these recommendations will have a real impact across all sectors and will help to maintain and foster an equitable, mixed-use, full service community in LIC.

- 1. Make incentive programs work for the businesses that need and want to be in LIC. In addition, look for creative ways to build more space for businesses.**

 - Implement adjustments to improve the (1) accessibility, (2) predictability, (3) transparency, and (4) effectiveness of existing incentive programs.
 - Relieve the real estate pressure on industrial companies and allow for future growth by creating more commercial, and, if possible, more industrial space by designing creative development structures.
 - Address impediments to new construction and investment, such as current tax policies, outdated building codes, and zoning restrictions.

- 2. Work with the City to incentivize new commercial office construction through appropriate zoning and incentives to serve pent-up demand, take advantage of new growth, and simultaneously reduce pressures on viable industrial and cultural space.**

- 3. Capture and retain growing, entrepreneurial businesses in LIC to anchor their job creation here.**

 - Develop a nonprofit, multipurpose step-up space for small, growing industrial firms and nascent technology and design firms graduating from co-working or incubator space. Colocate it with prototyping and workforce development services.

- 4. Increase opportunities for cultural institutions and artists to maintain and operate active, permanent spaces in LIC. Expand the integration of arts and culture into the LIC urban fabric and communities.**

 - Explore options to creatively help with space costs (ownership and rental) by both making existing tools such as zoning bonuses function better and incentivize use of existing space for artists.
 - Create a connected “downtown” through incorporating culture into the landscape. Explore projects in other cities, such as RiNo District in Denver and Miami Adrienne Arsht Center for possible adaption for LIC.

5. **Develop a strategy to foster a cluster of biotechnology, life sciences, and technology related industries in LIC by leveraging LIC's relevant and unique advantages, anchoring an important sector for NYC.**
6. **Work to relieve parking strain on LIC businesses and organizations. Maintain truck and vehicular movement necessary for efficient business activity.**
 - In commercial areas of Community Boards 1 and 2, undertake a targeted study to identify opportunities to alleviate LIC's parking strain on businesses of all sectors to facilitate local commercial activity.
 - LICP will continue to advocate for the replacement of parking spots lost from demolition of a municipal parking garage and for additional parking spots to be created for businesses.
 - Ensure trucks and necessary vehicles can still operate within and through LIC.
7. **Work with transportation agencies to update routes and frequencies of buses and subways in order to move people within LIC from where they are to where they need to go.**
 - Study where there are gaps in local transportation options, such as intra-LIC and inter-borough, to consider adding additional public transportation service or increase frequency of existing service.
8. **Bridge neighborhood barriers and improve connection between sub-areas of LIC.**
 - Enliven underused public land to create safer and more interesting spaces for pedestrians.
 - Create a new street sign program modeled on DOT's Walk NYC neighborhood maps to help residents, visitors and employees better navigate the neighborhood and increase awareness of the many amenities and cultural resources in the area.
9. **Maximize economic benefits for LIC residents and businesses.**
 - Create better linkages among LIC employers, jobseekers and training options to build skills in residents that are needed by our businesses and to connect them with local employers.
 - Support workforce training programs at the high school, technical and college levels.

INTRODUCTION

LIC IN CONTEXT

Long Island City is in a period of explosive growth and transformation. Since the early 19th Century, LIC has been an essential economic driver for the region. It is a source of good-paying middle class jobs for local workers, of essential goods and services for New York City, and, increasingly, of housing—both affordable and market-rate. LIC’s proximity to Manhattan, its inventory of reasonably priced real estate and unparalleled access to transportation systems that connect the region—public transit, highways and airports—has ensured the neighborhood is a central node for production, commerce and distribution.

Long Island City is becoming more residential—and in a more concentrated way. Between 2000 and 2013, while the area’s population as a whole declined slightly, it also concentrated dramatically west of Sunnyside Yards where it grew by 13.5%. The 22,500 housing units currently in development or planned will increase residential units overall by more than one-quarter in the next few years. This will reverse the population decline in the study area as a whole—and concentrate it further. New residential units increasingly will need to serve a diversity of household types: families with and without children; singles living alone or with roommates, professionals working locally or in Manhattan, and staff, faculty and students associated with nearby Cornell Tech on Roosevelt Island.

There has also been an explosion in hotel construction which takes advantage of LIC’s significant light manufacturing zoning where hotel development is permitted, proximity to Manhattan and City airports, as well as demand for local accommodations. There are at least 27 hotels in current operation with over 2,500 hotel rooms; we are aware of at least 36 more in planning or development with a projected additional 5,000 rooms.¹

The area is also becoming ever more attractive for commercial office, retail, light industrial, design, tech, and cultural uses, reinforcing the neighborhood’s authentic, mixed-use character. Recent development is bringing greater density to the neighborhood. It is also bringing significant investments in the public realm. As a result, the area has become one of the safest in the City, with new (if not yet sufficient) neighborhood amenities that help support the increased density and growing mix of uses as LIC becomes more of a 24/7 community.

LIC’s interdependent industrial, commercial, residential and cultural uses actively foster collaboration, creativity and innovation. This mix of uses supports the ecology that growing, innovative firms increasingly report are requirements to attract talent: a fully functioning community where work and home are in close proximity, good schools are available, streets are safe for pedestrians and foster commerce, and neighborhood services for residents and workers alike.

While there has been limited new commercial construction, significant investments are being made in larger, pre-existing industrial or warehouse buildings. These investments have led to space returning to the market at higher rents more in line with commercial office tenants rather than refurbished spaces for industrial and manufacturing users. Some specialized producers with higher margins have been able to move into these buildings. In some cases, it has been reported that larger traditional industrial tenants have been able to stay, especially when a landlord provides favorable rents in an effort to curate and diversify their tenant base to make their buildings more attractive to a range of users.

These new investments in the area confirm and enhance LIC’s strong regional reputation as an attractive neighborhood, ripe with opportunity for growth. Without

careful planning, however, this growth will threaten the very mix of uses that helped attract investments in the first place. Cultural organizations, artists, and businesses across all sectors indicated that they are challenged to find and maintain affordable real estate, even though the vast majority of them indicated that they very much want to stay in LIC.

But rather than see these as competitive uses, LICP sees it as an opportunity to thoughtfully plan to accommodate all of them.

Despite its historical and increasing regional economic importance, LIC has never had an overall plan guiding its development. Prior efforts, some now 30 years old but still relevant, were geographically limited or sector-specific. This Comprehensive Plan looks across sectors at a greater LIC area that more closely matches its historical definition: from north of Newtown Creek to Astoria Boulevard, and from the East River to Steinway Street (on the north side of Sunnyside Yards) and 43rd Street (on the south side of Sunnyside Yards). This area also represents the current business services catchment area of LICP under its Industrial Business Service Provider contract. Phase I of the Comprehensive Plan aims to collect and synthesize data leading to actions and policies that will:

- Continue to foster the vibrant mixed-use neighborhood that is socially and economically diverse, and continues to serve the regional economy—as LIC has effectively done for generations;
- Leverage LIC’s tremendous market potential to both preserve and enhance the area, and guide public and private sector investments in LIC to balance growth across sectors, supporting the very mix that has attracted investment; and

- Secure infrastructure investments and strategic interventions to help the neighborhood serve its present and future needs.

This is a critical time to put forth a vision that will help guide City, state and federal policies and investment. Many initiatives, organizations and City agencies have already contributed meaningfully toward planning for balanced growth in LIC. This planning process has been supported by a diverse breadth of public, private and nonprofit institutions, all of which are deeply committed to ensuring that the area and the region continue to benefit from LIC’s unique assets now and in the future. Given this mayoral administration’s commitment to both support industrial jobs, and find appropriate ways to develop up to 60 million more square feet of commercial office space, developing an action plan with LIC stakeholders is of paramount importance. The following recommendations present steps to achieve these goals.

The objectives of Phase 1 were to gather and synthesize information from a variety of sources to understand the current market and the perspective of various stakeholders; to validate widely held views and take them out of the realm of the anecdote; and to discover new information or trends that should inform future policies and actions. The information gathered in Phase 1 provides a rich base of data that can be used for further research and to develop future policy recommendations. Based on the findings from these various sources of data, we present recommendations that aim to inform the neighborhood’s future development to maintain balanced, equitable growth in LIC. This report also sets the stage for Phase 2 of the Comprehensive Plan, which will both move these recommendations forward and, where needed, undertake additional targeted studies of particular issues in greater detail.

METHODOLOGY

The study focused on seven ZIP Codes –11101, 11102, 11103, 11104, 11106, 11109 and 11120—in the westernmost part of Queens (see Figure 1). These ZIP codes represent the current business services catchment area of LICP under its Industrial Business Service Provider contract, and are all part of the historical boundaries of the greater LIC area, including the ‘core’ of the LIC neighborhood, Astoria, Ravenswood, Hunters Point, and parts of Sunnyside. While the neighborhood itself can be looked at holistically, each of these sub-neighborhoods also has distinct geographic and demographic characteristics. The analysis approach described in this section examines LIC as a whole as well as the needs of specific stakeholder groups and sub-neighborhoods. This approach aims to provide a useful picture of the current landscape and associated challenges.

LICP took a two-pronged approach to understanding the needs of our mixed-use community and identifying future opportunities to foster continued balance and growth. The approach combined secondary research on the current conditions in LIC with the collection of primary data through an extensive business survey, stakeholder conversations, business interviews, and focus groups. The Business and Organization Survey and preliminary stakeholder focus groups were conducted and administered from October 2015 through January 2016. One-on-one interviews with businesses that completed the survey, a focus group with businesses planning to expand in the next five years as well as a second round of stakeholder conversations were conducted from January to June 2016. During this time LICP engaged a team of consultants to analyze the data and information collected and assist in preparing the findings and recommendations. LICP also worked closely with the LIC Comprehensive Plan Board Steering Committee and consulted with City and state elected officials, our City partners and funders of this study.

This section provides details on the methodology for the multiple information gathering efforts undertaken for this study.

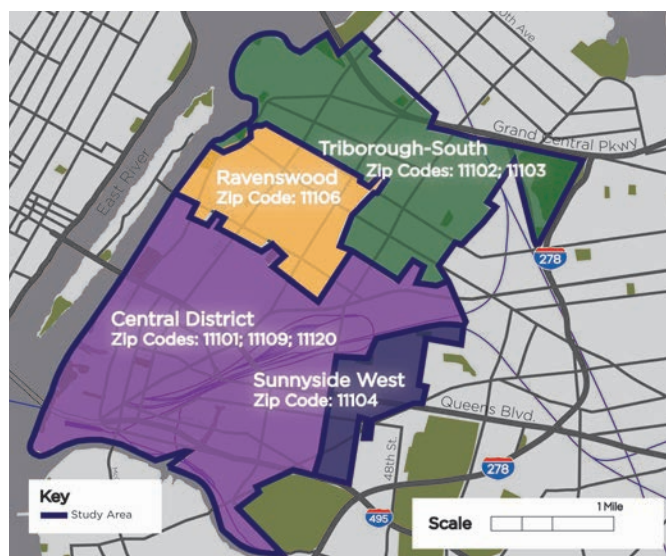
SECONDARY RESEARCH AND EXISTING CONDITIONS REPORT

Existing Conditions

The Existing Conditions report (Appendix A) is a summary of neighborhood characteristics, including descriptions of the current land use and market conditions. LICP collected data to get an understanding of greater LIC as a whole and by sub-geography, and to identify the core attributes and challenges within the area. The data collected for this report was taken from the sources available in the fall and winter of 2015.

Data was collected from both public and proprietary sources, including the NYC Department of City Planning (DCP), NYC Department of Finance (DOF), NYC Department of Education (DOE), the American Community Survey (Census) and CoStar, a highly regarded commercial real estate information company. The report was also informed by previous business sector or locational studies of the LIC community, in addition to LICP’s understanding of the neighborhood landscape.

FIGURE 1: LIC Comprehensive Plan Study Area



The baseline research included gathering information on neighborhood characteristics such as demographics; land use and zoning; infrastructure and commuting patterns; and residential, office, industrial, and retail market conditions.²

While recent demographic and market data was used in the baseline research, LICP acknowledges that the greater LIC area is in a dynamic period of growth and change, which is unlikely to be captured by quantitative data alone. Therefore, the baseline existing conditions analysis should be reviewed as a part of a greater study of the area. The rapidly changing landscape highlights the importance of primary data collection to understand the specific needs of businesses currently operating in LIC. Having created this baseline, LICP and others will be able to compare to more current data as it becomes available.

Secondary Research

LICP consulted numerous other studies and reports on the LIC landscape to help identify key issues and potential policy considerations for exploration. Reports consulted are listed in Appendix B.

PRIMARY DATA COLLECTION

In addition to understanding the baseline existing conditions, LICP wanted to understand the experiences of businesses currently operating in the neighborhood and, in particular, to discern the factors that drew businesses to LIC and could potentially drive businesses out of LIC. We also wanted to understand in what ways the neighborhood currently serves businesses' needs—or could better do so. To achieve this, LICP engaged in a variety of outreach activities to obtain input from as many businesses as possible. These activities included distributing a business and organizational survey as well as conducting targeted stakeholder conversations, focus groups, and individual business interviews.

Business Survey

LICP developed a Business and Organization Survey to gather real-time, on the ground information on the LIC business environment. The final survey consisted of 20 questions developed in concert with LICP partners including the LICP Comprehensive Plan Board Steering Committee, NYC Mayor's Office, NYC Economic Development Corporation (EDC), NYC DCP, and the NYC Dept. of Small Business Services (SBS) (see Appendix C). The questions gave respondents the opportunity to describe their work, type of business, location in LIC, square footage, size and education attainment of their workforce, and to catalog their organization's needs and priorities (including their need for more/less space in upcoming years), use of business assistance programs and to rate the quality of services in LIC.

In parallel to survey design, LICP created a comprehensive outreach plan to disseminate the survey to all the businesses and organizations in the neighborhood. Based on the 2013 US Census Data, we estimated there are approximately 6,600 businesses in the LIC catchment area. The overarching distribution strategy was to engage with businesses in multiple ways to ensure that all businesses in the area were aware of the survey and to achieve a maximum response rate. We attempted to reach the approximately 6,600 businesses in the area through direct mail³, email⁴, print, internet advertisements, and door to door outreach. Several larger landlords also distributed the survey to their tenants. Other organizations in the area, including the Community Boards, publicized the survey to the community.

The survey was promoted and also distributed at events such as the LICP Annual Tradeshow and the LICP Members & Friends Night, through LICP's weekly newsletter, City websites, print advertisements, and social media accounts. LICP staff and interns conducted door-to-door outreach to businesses in all seven zip codes in the catchment area, including multiple contacts

with businesses in the LIC Industrial Business Zone (IBZ), administered the survey over the phone, and used numerous email blasts to encourage the highly representative group of respondents that we had. Finally, two raffle prizes were offered, a pair of JetBlue tickets or a three month membership to the LIC YMCA, to all survey respondents. These prizes were generously provided by JetBlue and the LIC YMCA.

The survey effort was conducted over an eight-week period and resulted in 515 responses from unique businesses and organizations after data cleaning, including the removal of duplicate entries and government agencies.⁵ Survey responses used for

analysis represent approximately 8% of the estimated total businesses and organizations in Long Island City.⁶

Stakeholder Conversations and Focus Groups

To inform the overall work of the Comprehensive Plan, LICP convened a series of preliminary stakeholder conversations for groups with varying needs, speaking with representatives from Cornell Tech; cultural institutions; industrial business owners/property owners/brokers; and residential/commercial developers, owners and brokers. These conversations allowed us to discuss the specific needs of each stakeholder group in order to understand LIC's current strengths and to identify future opportunities to sustain and grow all sectors in a successful, mixed use environment. The conversations focused on zoning, business incentives, workforce development programs, neighborhood infrastructure, business (or organization) space needs, as well as neighborhood characteristics that have the highest value and those that need to be improved.

After the survey closed, LICP conducted additional stakeholder conversations centered on workforce development and incentives, as well as a focus group consisting of industrial businesses looking to expand their space in the next 5 years. The purpose of these discussions was to expand upon the questions posed in the survey and to gather information on the issues facing businesses in LIC that could not be obtained through survey data alone. Summaries of these meetings can be found in Appendix E.

Interviews

LICP and the consultants conducted one-on-one interviews with more than a dozen businesses to follow up on key issues beyond the survey.

In addition to the focus groups and interviews described above, LICP had multiple conversations with industry-specific stakeholders to gain further input and insight to inform the findings and recommendations of this study.

ABOUT THE SURVEY RESPONDENTS

The survey respondents represent a mix of well-established and new firms or organizations, with 21 percent of them having operated in Long Island City for 25 years or more, and 34 percent having operated in Long Island City for fewer than five years. Similarly, the businesses are diverse in terms of workforce size. While 41 percent of the firms surveyed had fewer than five employees, 25 firms surveyed employed more than 100 people, providing some insight into the business needs of Long Island City's larger entities. The firms represent the industrial, commercial and retail sectors, as well as artists, cultural organizations and community facilities/organizations. The respondents occupy over 7,800,000 square feet of space and employ over 23,000 full time workers. Of those surveyed, 175 businesses moved to Long Island City from another location. Industrial firms were the most likely to have relocated; 85 indicated they moved from another location, 65 of which were previously from Manhattan (30% of which arrived in the last 5 years). Summary analysis of all responses is provided in Appendix D.

KEY FINDINGS

The future of LIC depends on the vitality of its discrete but related industries, sub-neighborhoods and communities. In identifying the key issues and opportunities for the neighborhood, LICP has aimed to create a suite of actions that together would not only maintain but strengthen LIC's successful, mixed-use character. The data collected reinforces that LIC's mix of residents, visitors, businesses, and workers benefit individually from the support of its collective ecosystem.



Finding

LIC's central location, its mixed-use character, and the interdependence and collaboration among entities—within and across sectors—are seen as LIC's greatest assets.

- Across all sectors and throughout the study area, survey respondents rated access to LIC's public transportation network as the most important factor to their businesses and organizations. Yet service is at or beyond capacity, particularly in the core LIC area around and through Queens Plaza. In addition to issues of capacity, existing transportation routes do not serve new patterns of residential and commercial development and activity, including north-south along the Queens-Brooklyn waterfront and east of Sunnyside Yards.
 - Stakeholder conversations and individual interviews confirmed that businesses and organizations are particularly attracted to LIC's unique mix of uses that, they say, are important to their business operations.
 - LIC's burgeoning tech and commercial office centers are situated within walking distance of product prototyping firms and larger-scale industrial facilities that can offer job-based production runs. Information about which firms offer these services would facilitate these opportunities.
 - An active community of workforce development and related community organizations strive to support and develop LIC's job seekers, providing
 - key services that will help more residents find jobs locally and contribute to the neighborhood's future as a healthy, mixed-income community.
 - Local arts and cultural organizations attract international audiences, stimulating interaction and inspiration.
 - Since 2010, after a previous period of decline, the area has seen an increase in the number of workers who both live and work in Long Island City. This signals a trend that LIC could develop into a stronger live-work neighborhood.
 - Long Island City is exceptionally diverse, with 44.5% of the population having been born in another country. Through interviews and conversations, businesses owners and local workforce development leaders confirmed the diversity of the population is an asset to LIC's businesses and the neighborhood.
- In addition to contributing to the distinctive community character of LIC, perhaps more importantly, LIC's diverse mix of businesses operates as a functional ecosystem. Throughout stakeholder conversations and interviews, we heard that collaboration across and within sectors is a significant component of business' desire to remain in LIC. Smaller light industrial and design companies leverage other, larger, more specialized manufacturers.

“Small businesses in the light manufacturing and innovation economy are coming to look for space in LIC – they’re loving the fact that they’re in groups next to each other, transferring knowledge.”

– INDUSTRIAL BUSINESS/PROPERTY OWNERS/BROKERS FOCUS GROUP



Krypton Neon

Photo credit: Krypton Neon



Noguchi Museum

Photo credit: Elizabeth Felicella
© The Isamu Noguchi Foundation and Garden Museum



Silvercup Studios



Rockaway Brewing Co.

Photo credit: Rockaway Brewing Co.

Artists care about being near to likeminded creative entities to spur artistic growth. Numerous businesses and organizations pointed out that their business models need LIC’s diverse linkages to survive. The coexistence of these firms supports and fosters economic growth across sectors, with one business or organization dependent on others for supplies, services, distribution, or the attraction of talent and customers.

“That certainly has to do with why we’re here – it’s that mixed use feeling that you could go to Dyke’s Lumber and then go down the street and see a PS1 exhibit and it’s all part of the same thing.”

– CULTURAL ORGANIZATIONS FOCUS GROUP

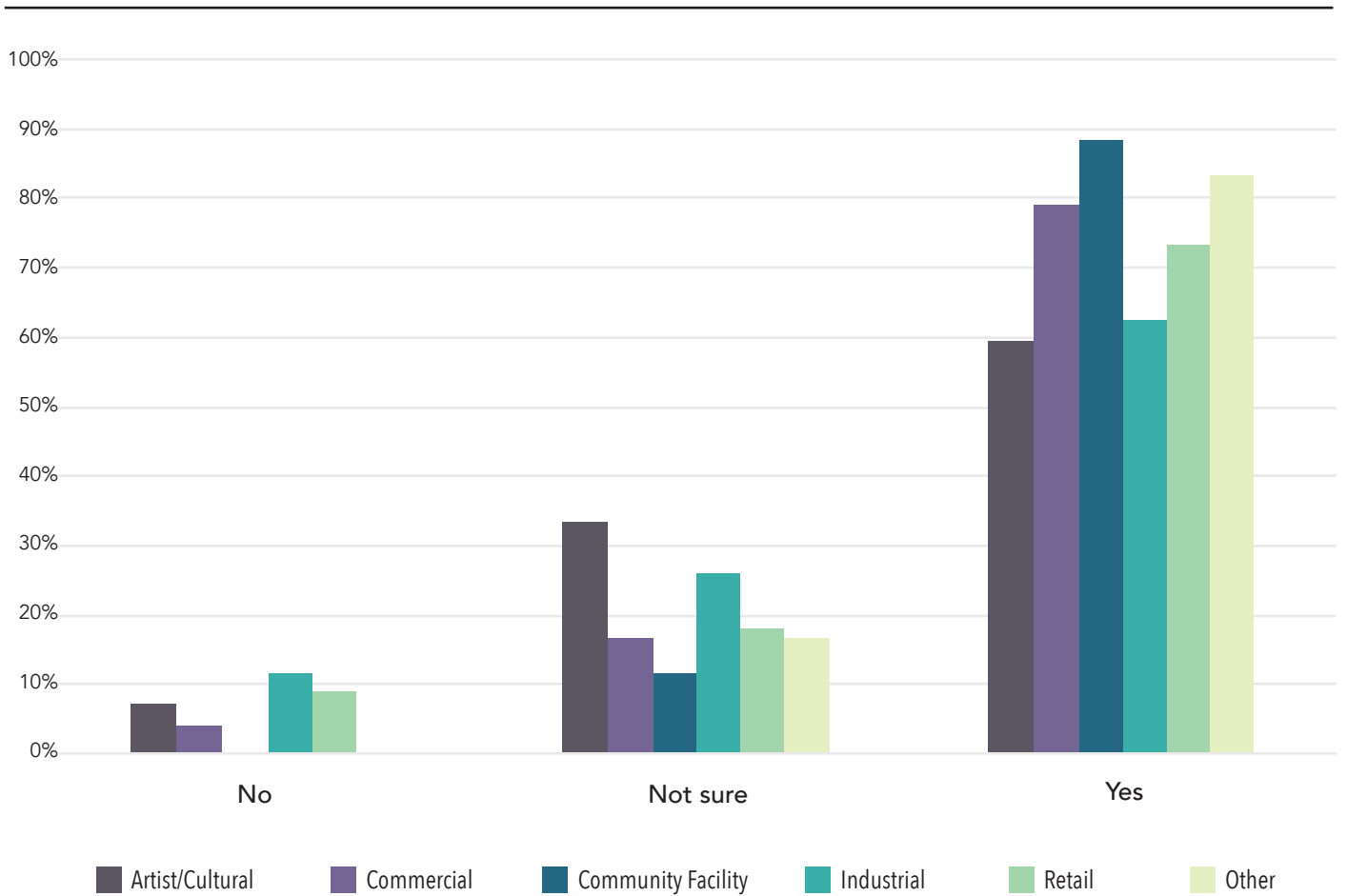
Finding 2

Businesses and organizations across sectors are optimistic about their longevity in LIC and want to expand their operations here.

Over two-thirds of all businesses and organizations that responded to the survey believe LIC is the right place for them over the next five years (See Figure 2). Of the respondents that think they will be in LIC in five years, 87% are planning to retain or increase the size of their workforce. These businesses currently account for over 20,000 jobs. Survey respondents planning to stay and expand their space would need a minimum of 1.1 million additional square feet.

Although the majority of all businesses and organizations responded to this question optimistically, 40% of Arts/Cultural organizations and 38% of Industrial firms responded “no” or “not sure” if they planned to be in Long Island City in five years. Rent and difficulty finding appropriate space were cited as the primary reasons by survey respondents in focus groups and stakeholder conversations leading to **Key Finding #3**.

FIGURE 2: Do businesses think they will be in LIC in 5 years?





Finding

3

Sufficient availability of affordable and appropriately configured space is a challenge across sectors and endangers our “city within the City.”

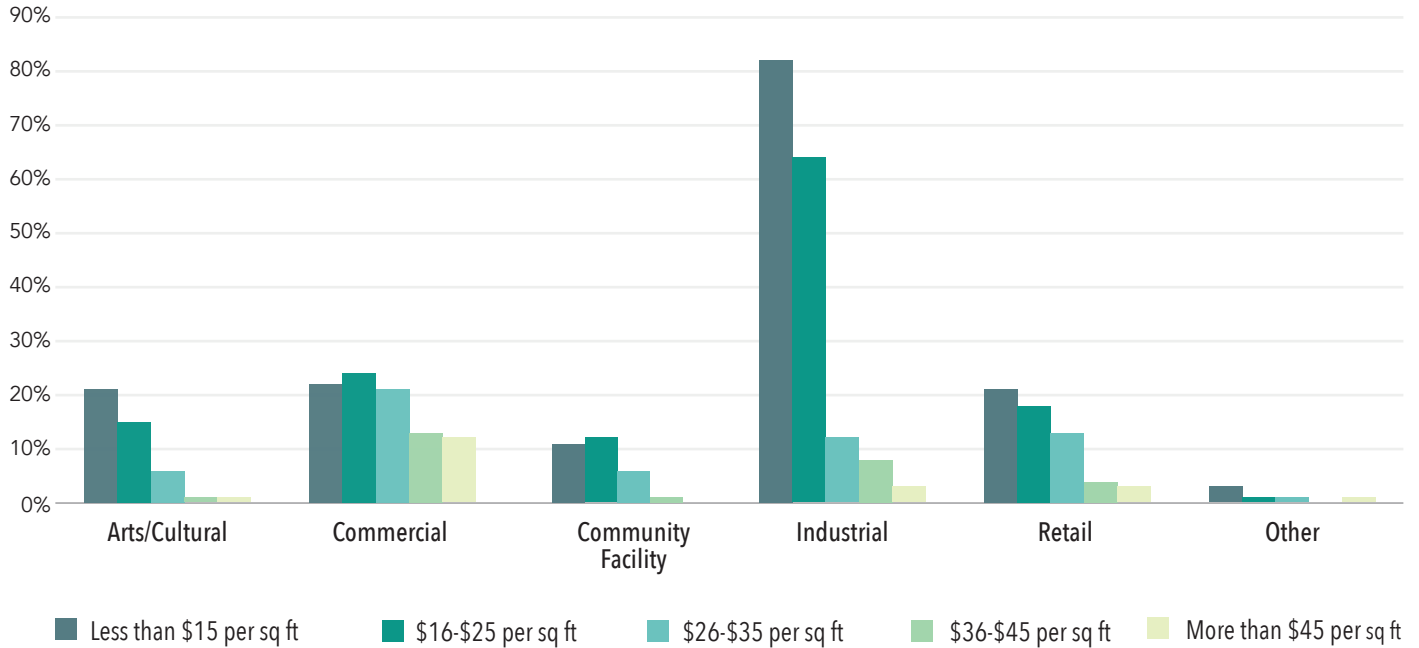
LIC’s explosive growth is putting pressure on rents that affect existing businesses and organizations as well as those looking to come to LIC. Increasing demand for space from existing businesses in LIC and new arrivals has resulted in pent up demand for space across sectors.

While many respondents indicate they want to remain in LIC, and are willing to pay to stay, availability of affordable space is a challenge for many manufacturers, small commercial office businesses, and artists/cultural organizations. This appears to be driven, in part, by a vexing conundrum: the loss of quality space for industrial use to as-of-right conversions to commercial office, in a market where commercial office demand is surging but rents are not yet high enough to spur new commercial office development at an appreciable scale. The result is competition between these two key constituents of LIC and opportunity to find creative ways to accommodate both.

INDUSTRIAL SPACE

Industrial rents in LIC have remained relatively stable since 2006, ranging between \$11 and \$18 psf. Based on the survey, over half of industrial business respondents indicated they believe rents between \$16 and upwards of \$45 psf are appropriate (within this group of respondents, most indicated rents between \$16 and \$25 psf are appropriate) (see Figure 3). However, despite this willingness to pay, industrial firms report that they still struggle to find available space at these rents on leases currently being offered. While rent prices on current leases are generally in line with business expectations, industrial respondents have expressed concern about whether they can continue to find affordable space in LIC when their leases expire. And this impact could be significant. By 2018, nearly 60% of surveyed industrial firms’ leases will expire, rising to 80% by 2020 (see Figure 4).

FIGURE 3: Appropriate Rent Range by Sector



The industrial vacancy rate in LIC has dwindled to 2.4%, indicating very strong demand for space and a dearth of supply. (There is currently less than 700,000 square feet of available space.) The absorption rates for available industrial properties in LIC have been consistently strong since 2006, driving vacancies down. Historical and recent absorption rates suggest that demand for industrial properties at current prices is strong; however no significant net new industrial square footage has been delivered to the markets since early 2013.



Laser cutting machine at Edison Price Lighting

“WE’RE PUTTING A WAREHOUSE SPACE ON THE MARKET FOR ONE DAY AND 15 PEOPLE CALL US UP INTERESTED IN RENTING THE SPACE.”

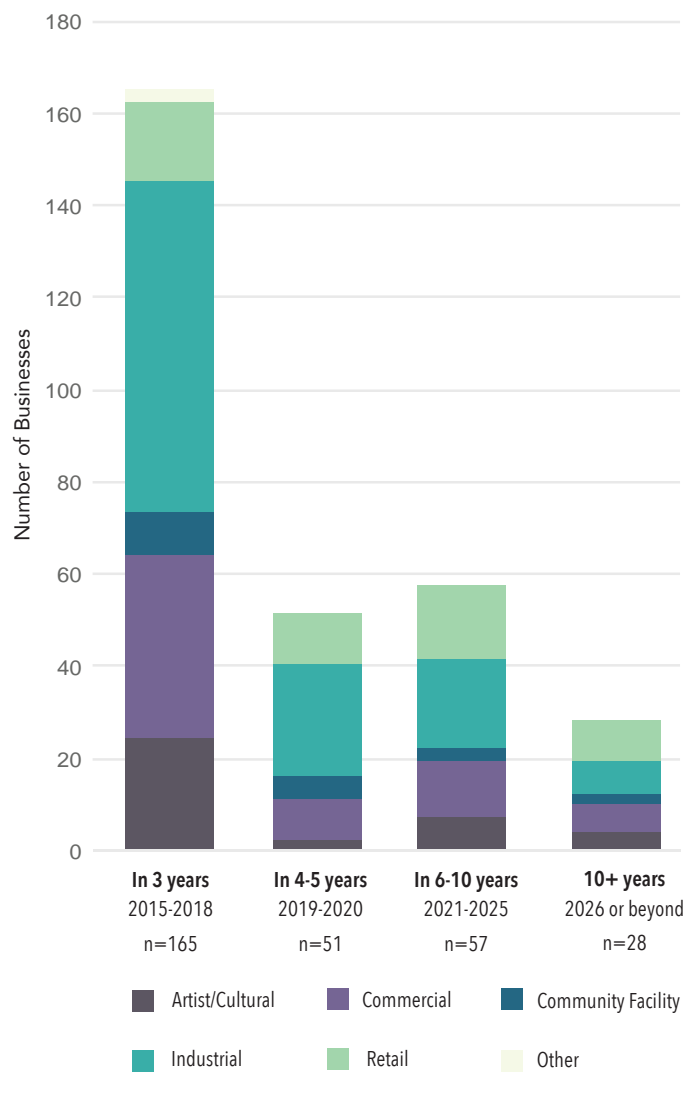
– INDUSTRIAL BUSINESS/PROPERTY OWNERS/BROKERS FOCUS GROUP

Despite strong demand for industrial space and willingness from businesses to pay higher-end industrial rents (more than \$16 psf), substantial industrial inventory is being lost due to property owners’ decisions to shift space to commercial office uses and hotel development, both of which produce higher economic return for property owners, as well as rezonings that have allowed residential in previously industrial areas. Average commercial office rents in LIC (October 2015) were \$31.38 per square foot, an increase of 73% from Q4 2006, with vacancy rates around five percent; 50% of commercial office respondents to our survey indicated that rents in that range or above were, indeed, appropriate for their business (see Figure 3). In the core area of LIC there are 27 hotels currently operating and more than 30 in planning stages or in construction.

Loss of industrial footprint has been historically trending throughout the study area: between 2005 and 2015, industrial and manufacturing lot area decreased 3.9 million square feet, with the loss of square footage particularly high in some sub-areas.⁷ While there may have been more inventory of industrial space than needed at current demand, the fact remains that more profitable uses are competing with industrial uses. The challenge is how to accommodate those uses, which also have positive impacts on the area, in a way that does not unduly disadvantage job providing economic sectors.

Lack of available and affordable industrial space is problematic, particularly for LIC’s current industrial businesses that are looking to expand. Of the surveyed industrial firms who plan to expand, and may or may not stay in LIC, there is a minimum of 800,000 square feet of additional space that is needed within the next five years. Of this group alone, the minimum square footage of space needed exceeds the current amount of vacant industrial space (less than 700,000 square feet). Property owners and developers reported that construction cost of creating more space in existing, underbuilt industrial buildings is prohibitive. In some industrial areas, existing zoning envelope and floor area ratio do not support significant investments with worthwhile returns. In addition, the programs that are available to incentivize this investment are also complicated to access and lack clarity in terms of the ultimate magnitude of benefit they provide.

FIGURE 4: Sector Share by Lease Expiration



Juice Press

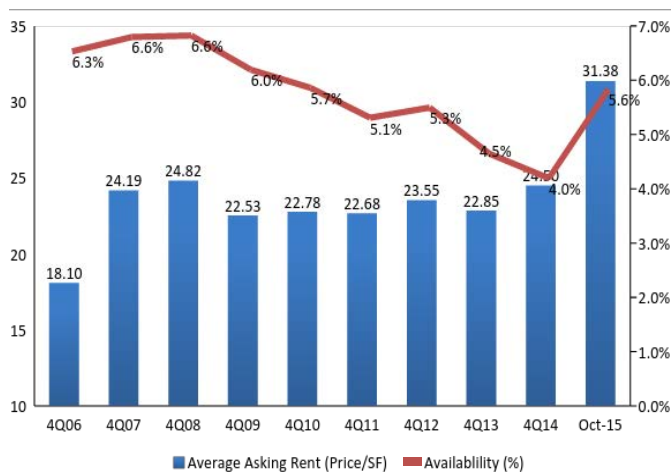
Finding 4

There is unmet demand for commercial office space. Yet, without government intervention new buildings have not been created, limiting economic growth and putting pressure on existing industrial space.

According to projections by the New York City Economic Development Corporation, 60 million square feet of new commercial office space will be needed in New York City by 2025—much of it expected to be outside of Manhattan. Increasing demand for commercial office space from existing businesses and organizations, businesses looking to relocate to LIC, and the expected demand from new industries, including spin-out companies from Cornell Tech appear to support these projections. This points to the importance of commercial office space as a vehicle for fostering LIC’s continued vitality. As a neighborhood that thrives on its mix of uses, the challenge LIC faces is accommodating the demand for commercial office space without causing its demand to infringe upon viable industrial and cultural uses.

Although the average asking rent of commercial office space in LIC increased 73% from Q4 2006 to October 2015 (see Figure 5), property owners indicated in conversations that these asking rents still do not financially support ground-up construction of commercial office space. (During these conversations property owners and developers said ground-up construction of commercial office space would require rents of at least \$60 psf and, more realistically, \$80 psf.) On the other hand, about one-quarter of commercial office survey respondents, most of which are professional services firms, indicated needs for significantly lower rents; 13% indicated a need for rents less than \$15 psf, which is more in line with average asking rents for industrial space. Major real estate transactions in industrial and commercial areas also point to the increasing value of LIC’s existing building stock over ground-up construction. Between 2011 and 2015, the average price psf of industrial properties, many of which are used for commercial purposes, increased 84%, up to \$364 psf.⁸

FIGURE 5: Average Commercial Office Asking Rent and Availability in Study Area 2006-Sep 2015



Source: CoStar

Since 2006, 1.5 million square feet of commercial office space has been added in the core area of LIC, of which 1.1 million square feet was delivered through two projects, both of which received government assistance: Two Court Square (488,453 sq. ft.) completed in 2007, and occupied by Citigroup and CUNY Law School, and Two Gotham Center (662,000 sq. ft.) completed in 2011, and entirely occupied by the NYC Department of Health.

As a result, industrial spaces in taller buildings near transportation have become prime targets for as-of-right conversion to office space. Since 2006, 2.1 million square feet of rentable industrial space has been lost due to conversion and other repurposing. If the status quo continues, commercial office space is likely to continue to be created from existing industrial spaces—and not at a level that will meet a continued, growing demand.



Two Gotham Center in the foreground. Recently announced One and Three Gotham Center will be constructed on adjacent lot.

Upcoming commercial office lease renewals and plans for space expansion will increase these firms' interest in converted industrial building stock for their use. The expanding non-industrial commercial firms surveyed will need a minimum of 250,000 square feet of space in the next five years. Of those surveyed, 60% of commercial firms' leases will expire by 2018, increasing to nearly 75% by 2020 (see Figure 4). The demand for commercial space is only expected to rise, spurred on by the anticipated arrival of spin-out companies from Cornell Tech's campus on Roosevelt Island, business

incubators, and new co-working spaces such as WeWork, Spaces, and Green Desk. Stakeholder conversations with potential tenants and landlords reveal that while there are features of converted industrial space that are attractive, many of these companies also seek the level of building services and features that new construction can more appropriately provide. These include modern HVAC and plumbing systems, reliable high speed broadband, among others. At the same time, they do not need true industrial features, such as loading docks and floors capable of bearing very heavy loads.

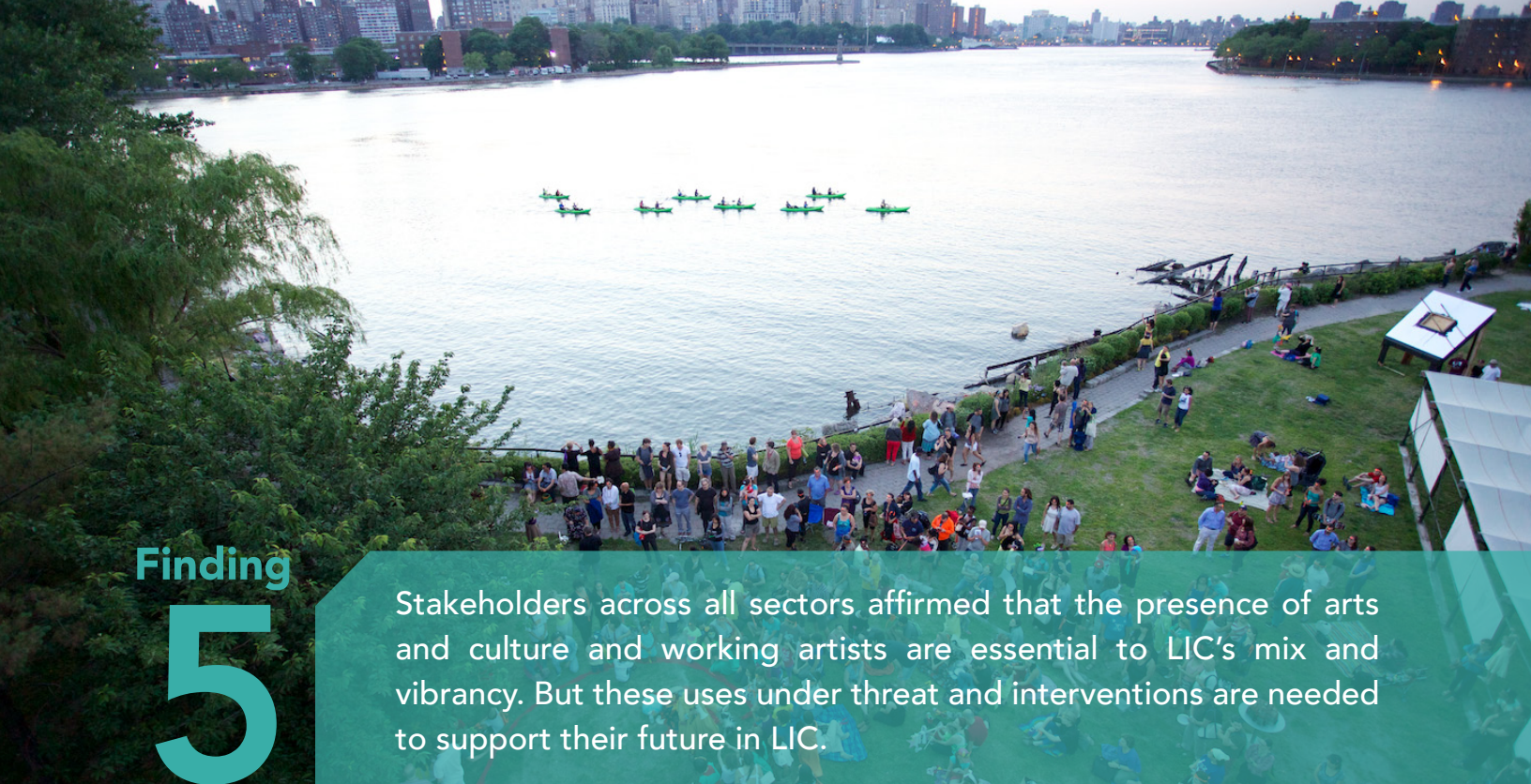


Photo credit: Socrates Sculpture Park

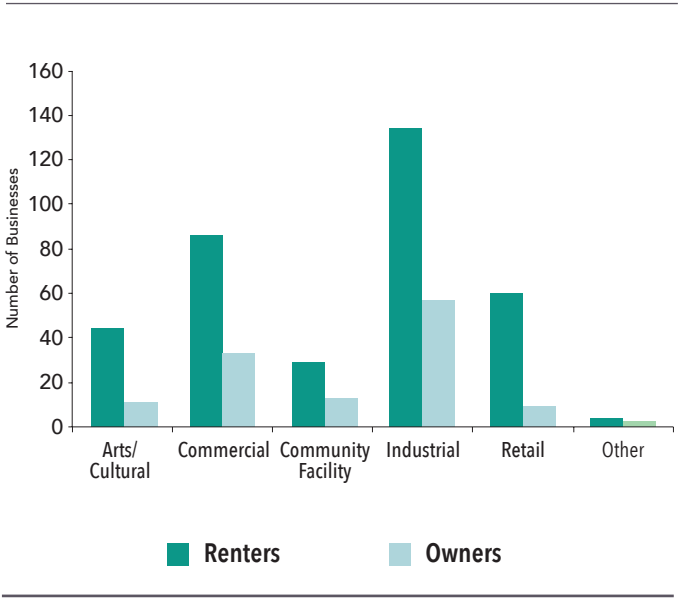
Finding 5

Stakeholders across all sectors affirmed that the presence of arts and culture and working artists are essential to LIC’s mix and vibrancy. But these uses under threat and interventions are needed to support their future in LIC.

LIC’s cultural institutions and artists are a foundational element of its being recognized as a “city within the City” and are essential uses to develop strategies to retain. They reach audiences locally and worldwide, bringing international visitors and economic vitality to the area. As an essential element of LIC’s diversity and mixed-use ecology, arts and cultural organizations also serve as social connectors in the neighborhood.

Artists and cultural organizations also have a significant, unmet need for affordable space. Of those who responded to the survey, LIC’s artists and cultural organizations reported that they expect to need a minimum of 175,000 additional square feet in the next five years; the overall demand for new space from the sector is likely greater. Additionally, artists and cultural organizations that responded to our survey indicated that the two most important space-related factors are availability of reasonably priced real estate and space that provides an industrial/open floor plan. Nearly half reported seeking rents below \$15 psf while just 18% indicated that rents above \$25 psf would be appropriate (see Figure 3). Conversations with local stakeholders confirmed that renters face significant threat of displacement due to rising rents. (80% of artists and cultural organization survey respondents rent their space; of those who rent, two-thirds have leases that will expire by 2018, increasing to 71% by 2020. See Figures 4 and 6).

FIGURE 6: Rental and Ownership Patterns by Sector



Artists and cultural organizations also lack the capital to purchase space. Even if affordable ownership options were available, purchasing requires significant resource commitments to fit out, operate and maintain the property, which would cut into critical funds for supplies and/or programming and impact their overall mission. While some of LIC’s cultural organizations have been able to take advantage of significant capital opportunities



Photo credit: SculptureCenter

from local elected officials and the NYC Department of Cultural Affairs, not all are eligible or able to do so. Even when accessible, these entities are then often faced with having to pay additional costs to fit out the space, which cuts into operating and programming resources. These organizations, as well as artists, are facing the same issues as industrial companies when it comes to space availability, price, and lease terms.

Stakeholders and conversations with artists and cultural organizations also cited a lack of cultural connectivity in LIC. As demonstrated further in [Key Finding #9](#), LIC’s lack of wayfinding signage makes it difficult for residents,

visitors and workers to navigate the area between transit nodes and cultural destinations. *Civic Action: A Vision for Long Island City* an exhibition and report by the Isamu Noguchi Foundation in partnership with Socrates Sculpture Park highlighted this issue and proposed the installation of new wayfinding and signage to help orient people in the neighborhood and to cultural institutions. The LIC Art Bus which makes stops at Socrates Sculpture Park, The Noguchi Museum, SculptureCenter and MoMA PS1 also demonstrates the need for improved public transportation connections to cultural sites, see further in [Key Finding #10](#).

**“WE’RE CONCERNED ABOUT BEING PRICED OUT,
THOUGH WE WOULD LIKE TO STAY PART OF
THIS VIBRANT, ARTISTIC COMMUNITY.”**

– ARTS/CULTURE SECTOR SURVEY RESPONDENT

Finding

6

Existing business incentive programs, while helpful to industrial and commercial firms, are not easily available to and are often insufficient for the businesses in LIC that need them most today.

Current incentive programs, the aim of which is to reduce the costs of use and occupancy enough to make space affordable, were described by existing LIC businesses as being of limited utility—especially by smaller industrial businesses. Based on discussions with many industrial business owners and several incentives experts, one of the biggest challenges of existing programs, such as Commercial Expansion Program (CEP) and Industrial and Commercial Abatement Program (ICAP), is that eligibility requirements reflect the realities of a generation ago, not today’s business environment. For instance:

- Rules and caps set long ago keep benefits of programs like CEP unreasonably low in today’s real estate market and limit its effects.
- Many programs are intended to help businesses that are relocating to different NYC neighborhoods when the need today is also to help them remain in LIC. (We have found that when businesses leave LIC, it often means relocating outside of NYC altogether.)
- Some existing incentives meant to help operating companies require significant expenditures on physical improvements to properties when these properties many have already been brought into good repair recently by property owners.
- Many require longer lease terms than those currently being offered in LIC’s dynamic real estate market, where five-year terms or less are becoming the norm.
- Many programs are also based on increasing employment when LIC would benefit from having thriving businesses retain employment.
- Most of the significant programs can only be accessed once—and many cannot be bundled.
- The most significant programs do not address industrial firms’ biggest challenges at the moment—operating costs and the lack of appropriate, affordable space in the first place.

In addition, incentive programs’ application processes were almost universally described as exceedingly complex and difficult to access. They require a specialized knowledge of arcane requirements that businesses must generally hire experts to help them understand and navigate—a cost that is particularly prohibitive for smaller businesses. Amplifying this problem is that many businesses hire an expert only to find out they are not, in fact, eligible for a program, or, because many of the benefits are discretionarily awarded by the City or state, that a benefit will not be granted. These issues contribute to the pattern of businesses leaving NYC when they leave LIC; other areas like New Jersey and, increasingly, Pennsylvania make incentive programs deep and easy to access.

SELECT BUSINESS INCENTIVE PROGRAMS

Commercial Expansion Program (CEP) DOF

CEP provides rent abatement of up to \$2.50 per square foot on new, renewal, and expansion leases in eligible areas. The program has a term of up to five years for commercial businesses and ten years for industrial businesses. Improvements to premises are required.

Energy Cost Savings Program (ECSP) SBS

ECSP reduces the delivery component of utility bill for up to 45 percent for electricity and 35 percent for natural gas. Businesses must (1) relocate to, (2) make improvements to property in, or (3) lease space previously improved buildings in qualified areas.

Excelsior Jobs Program ESD

The Excelsior Jobs Program provides incentives to firms in targeted industries that create and maintain jobs and make significant financial investment.

Industrial & Commercial Abatement Program (ICAP) DOF

ICAP grants property tax abatement to commercial and industrial buildings for up to 25 years. Properties must be improved by at least 30 percent of the assessed value. Industrial properties improved by at least 40 percent of the assessed value are eligible for additional abatements.

Relocation & Employment Assistance Program (REAP) DOF

REAP provides tax credit of up to \$3000 per employee per year for businesses relocating to eligible area. Improvements to relocation premises are required.

Finding 7

Although the overall population in the study area showed increased income and educational attainment, persistent and substantial pockets of poverty remain.

While the median household income in LIC increased substantially from 2000 to 2013 (see Figure 7), persistent and substantial pockets of poverty remain. In 2013, 22,976 residents, or 14% of the population in the study area, were living below the poverty line. Poverty is particularly concentrated in select census tracts in public housing communities, where the population living below the poverty line reaches as high as 43.4%.

FIGURE 7: Median Household Income by ZIP code 2000-2013

Zip Code	2000	2013	Change 2000-2013
11101	\$28,872	\$47,142	63.30%
11109	NA	\$125,871	NA
11102	\$35,078	\$49,924	42.30%
11103	\$38,482	\$55,129	43.30%
11106	\$34,651	\$48,720	40.60%
11104	\$37,962	\$56,059	47.70%

Source: American Community Survey, 5-Year Averages, 2009-2013

LIC residents' educational attainment increased significantly between 2000 and 2013. In 2000, 25.2% of residents over 25 years old had a bachelor's degree or higher. By 2013, that had increased to 41.2%. But that distribution varies across the study area; census tracts with the highest level of poverty had the lowest educational attainment (see Figure 8).

FIGURE 8: Educational Attainment in Census Tracts with highest % of Population Living Below the Poverty Line 2013

Census Tract	% living below poverty line	% high school graduate or higher	% bachelor's degree or higher	Public housing on tract
43	43.4%	72.1%	10.2%	Ravenswood Houses
47	33.5%	68.9%	26.2%	Ravenswood Houses
87	34.5%	66.9%	10.9%	Astoria Houses
25	33.0%	60.7%	8.3%	Queensbridge Houses N&S
39	39.8%	69.4%	22.5%	None
Study Area	14.0%	82.8%	41.2%	

Source: American Community Survey, 5-Year Averages, 2009-2013



Finding 8

New job opportunities abound and will increase in LIC's growing sectors. However, maximizing the benefits of these opportunities will require better connections between employers and local residents, and appropriate training and education programs.

Throughout the study area, more than 15,000 new jobs arrived in LIC between 2004 and 2013. The greatest gains in employment were seen in the sectors of: Health Care and Social Assistance; Professional, Scientific and Technical Services; and Support/Waste Management and Remediation. This growth is expected to continue over the next several years as Cornell Tech looks from Roosevelt Island to adjoining LIC for services and space for its students, faculty and staff, and spin-off businesses. For all industries in the study area, annualized wages are \$47,044; of the top five employment industries in the study area, that account for 56.1% of total employment, all but one pay an average wage that is higher than \$38,246, a threshold for "middle class" income in New York State.

In the near term, there is tremendous opportunity for job growth in Long Island City; 87% of survey respondents planning to stay in LIC say they will retain or increase employment. These businesses currently account for over 20,000 jobs and expect to generate more than 1,000 additional jobs within the next five years. It should be noted that the number of firms from the survey expecting to increase their workforce is just a percentage of the total number of firms in the study area (survey responses represent approximately 8% of the estimated total businesses and organizations in LIC) and that there is the potential for many more jobs to be created in the area. Community facilities, manufacturing, and retail

projected the highest growth rates. These positions generally have lower educational requirements, making them accessible to a wide group of jobseekers. About one-third of industrial firms and 40% of retail firms said that more than half of their positions had no minimum education requirements.

With lower educational barriers, the traditional industrial sector and some newer firms with a production component have the potential to offer career paths for individuals most vulnerable on the skills spectrum. These industrial and production jobs have traditionally also paid relatively higher wages than other sectors with similar education requirements. For example, at \$65,343 average annual salary, construction pays 48% higher than average annual wages in the neighborhood and nearly \$40,000 more than retail annually. Similarly, manufacturing pays about \$46,600 annually, while retail pays about \$29,700.⁹ Through a combination of on-the-job training and technical skills gained over time, industrial workers can often advance from entry-level positions up a career ladder as carpenters, computer numerical control (CNC) operators, or machinists. These are portable skills that will allow for employment at a variety of firms of different sizes and growth stages.

Making the most of these opportunities in the industrial sector will require better coordination among jobseekers, workforce development organizations, and employers.



Boyce Technologies

First, many jobseekers are simply not exposed to the idea of jobs like those in manufacturing, which limits jobseekers’ interest in pursuing those opportunities. Additionally, industrial employers, particularly manufacturers, have not typically used local workforce development organizations for hiring or training. These employers tend to depend heavily on personal networks, as it is an investment to train someone for the available job. Employers prefer to hire someone who is connected to the business—perhaps through an existing employee—as they are perceived to be more likely to succeed and stay on the job. Better connections between workforce development organizations and local employers could increase awareness of jobseekers to industrial jobs, enhance employers’ view of the value of workforce programs, and ultimately inform training and educational curriculum and facilitate placements in industrial businesses.

LaGuardia Community College’s new Center for Career and Professional Development is a partnership between the school and employers to help students develop the



The Falchi Building in the LIC Industrial Business Zone, east of Sunnyside Yards

skills needed for the jobs openings local employers have. Strategies raised by participants in our conversation with workforce development organizations include a plan to increase linkages to, and awareness of, employment services and opportunities available in LIC (including, most immediately, adding a page of all the programs to the Partnership’s website to increase visibility, which is now in process).



Finding

9

Many parts of LIC feel disconnected from other parts of the neighborhood—or are very hard to navigate—creating barriers to movement and vitality.

In addition to connecting LIC's residents to potential job opportunities in the area there is also the need to improve intra-neighborhood movement, north-south and east-west, to connect residents, visitors and workers to the commercial and industrial districts and to neighborhood amenities.

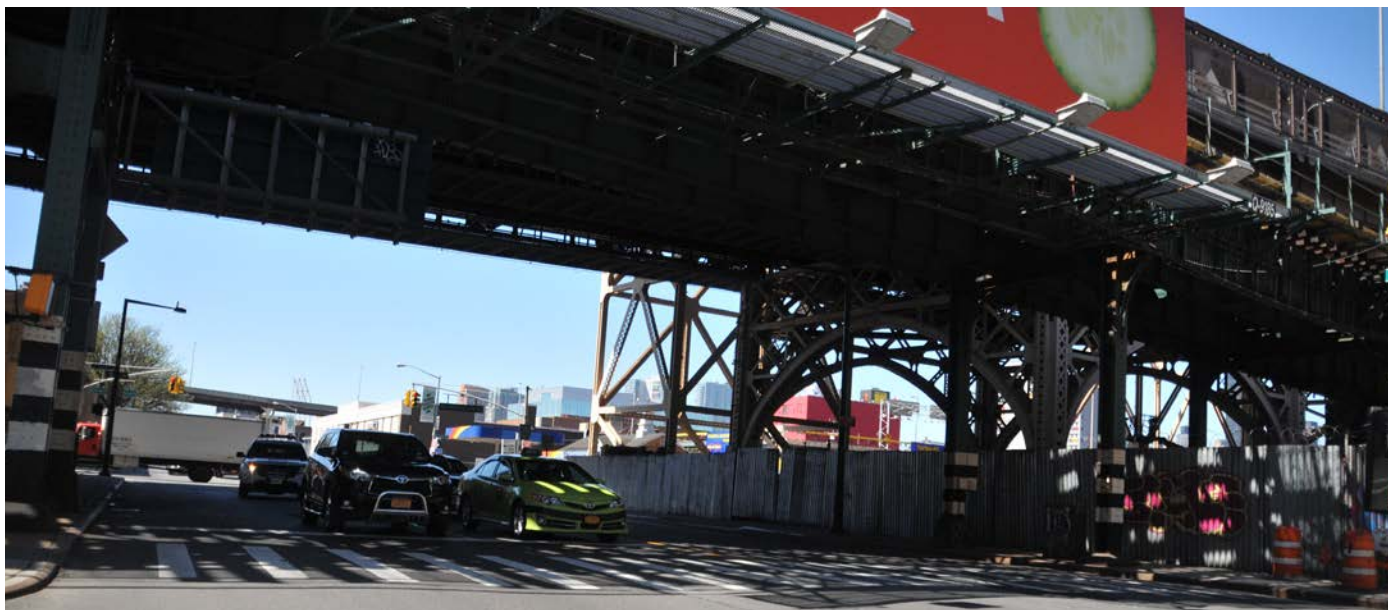
CONNECTIVITY

LIC's pedestrian bridges, gateways and elevated structures are the essential connectors among its sub-neighborhoods, including to and from transit hubs. But as many reports have identified—and what conversations with stakeholders have confirmed—these key connectors feel uninviting or are inconvenient to use.

As a result, anchor institutions and retail that are adjacent to one another are perceived to be highly segmented and separate. Sunnyside Yards bifurcates LIC with connections (for both vehicles and pedestrians) at only ten points across its 192-acre expanse. They also enable access to retail and cultural amenities within sub-neighborhoods. Long, windy overpasses or dark, empty underpasses are uninviting at best and, at worst, risk being unsafe without foot traffic or on-street security. Even when safe, the perception of them as uninviting

makes trips across them more arduous than the actual distance traveled. For pedestrians that access these connectors daily between transit stations and jobs in the industrial core, the experience becomes an issue of safety and quality of life.

The *Western Queens Transportation Study* confirms that LIC suffers from a lack of pedestrian connections to and between the area's sub-neighborhoods, transit hubs, attractions, and amenities while the Design Trust for Public Spaces' *Under the Elevated: Reclaiming Space, Connecting Communities* (2015) and the *Public Open Space Proposals for Selected City-owned Land in Hunter's Point* prepared by NYC Department of City Planning Queens Office (1999) point to potential benefits of activating the neighborhood's underutilized spaces—including these key connectors. *Under the Elevated* identified spaces under the Queensboro Bridge that might be brightened and drainage improved. DCP's report proposes two separate but inter-related projects to convert select City-owned land to public open spaces in Hunter's Point, to provide active seating areas, and to enhance the areas under the Queensboro Bridge access ramps with interesting paving, ceiling treatments, lighting and pedestrian-only access.



21st Street and Queens Plaza North, looking south

WAYFINDING

LIC's street grid can be a challenge to navigate, even for those familiar with the neighborhood. Lack of wayfinding signage also makes it difficult to navigate among transit modes and destinations, including businesses, cultural sites, and shopping. Reports like the *Western Queens Transportation Study*, the Isamu Noguchi Foundation's *Civic Action* report (2011 – 2012), and the *LIC Links* report prepared for the DCP and EDC (2007) all make this case—repeatedly.

- Most recently, the *Western Queens Transportation Study* recommended that WalkNYC, the Department of Transportation's wayfinding program established in cooperation with the Long Island City Partnership, be expanded to additional locations near transit hubs, subway stations, parks, recreation nodes and cultural institutions.
- *Civic Action* proposed the installation of wayfinding and signage systems throughout the area to provide orientation to the East River—a main geographical reference point in LIC, and the cultural institutions in the neighborhood.

- *LIC Links* suggested ways to incorporate wayfinding signage into urban design interventions on pedestrian bridges and gateways in the area, using unique screening treatments and lighted signage to illuminate dark areas.

A unified wayfinding system will enhance the neighborhood's brand, ease navigation, and reinforce LIC's cultural institutions, commercial corridors, and attractions as key destinations. With the Long Island City/Hunters Point Area-wide Reconstruction project in the design phase, there may be an opportunity to address this, at least for the area west of Sunnyside Yards and south of 44th Drive, by developing improved pedestrian signage.

The existing conditions report we compiled indicated strong pedestrian demand for better connectivity among LIC's sub-neighborhoods and increased pedestrian access to local services and amenities.



Finding

10

Improved public transportation options, availability of parking for commercial activity and efficient vehicle movement are all economically vital to the area.

LIC sits at the crossroads of excellent highway infrastructure creating easy access to Midtown Manhattan, Brooklyn, the Bronx, Long Island, Westchester, Connecticut, and LaGuardia and John F. Kennedy Airports. In the greater study area, seventeen MTA subway stations, with thirteen stations located in the core area of LIC where there is the greatest user demand, seventeen bus lines, Long Island Railroad commuter rail connections, and ferry service all provide direct and relatively plentiful connections to various points surrounding LIC, but primarily Midtown; connections to Brooklyn, Roosevelt Island, the Bronx and Long Island are less robust. The MTA's LIRR connection to Grand Central Station is expected to be completed within several years. An intermodal LIRR station at Sunnyside Yards is also planned, although specific information is not yet available.

Despite its favorable location within the regional transportation system, severely limited street parking and overcrowded or limited public transportation options between sub-neighborhoods of LIC—as well as between LIC and Brooklyn—were reported as significant challenges for businesses, residents and visitors to the area. Parking is a problem throughout the study area, including inside of the IBZ where residential competition is not a significant issue. (Businesses are competing for spaces with one another.)

TRANSPORTATION WITHIN LONG ISLAND CITY

Most subway and several bus lines have experienced heavy growth in ridership. Existing transit routes, while essential, prioritize access to Manhattan. New travel patterns, including north-south connections within the study area and to Brooklyn, as well as broader intra-borough transportation, are increasing demand for new routes and services.

In the core LIC area there are thirteen subway stations servicing the neighborhood but many lines are running at peak track or train capacity or both. According to 2015 MTA subway ridership data, N, Q, R, 7, and E subway lines are running at peak track and train capacity during heavy commuting periods, meaning there is no capacity to run additional trains on the lines, nor is there capacity for additional passengers on train cars that are running. Of these lines the N and Q lines experience peak load points at Queensboro Plaza. The R, M, and F subway lines are running at peak train capacity, meaning that although no capacity to run more trains on the current track infrastructure exists, there is capacity for more passengers on trains at peak periods. Of these lines, the R subway line experiences its peak load point (highest number of passengers in a day) in the area at the Queens Plaza station.

Queensboro Plaza also serves as an intermodal transit hub, with transfer points between the subway, bus, and bicycles with a CitiBike station and connections to bike paths adjacent to it.

Buses are the chief public transportation options that serve intra-district needs. While there are multiple bus lines in the study area, many have relatively infrequent service. The Q103 line, as a case in point, experienced a 133% increase in ridership between 2009 and 2014 which helped drive the extension of this service to weekends starting in 2015. Even still, the bus arrives every 15 minutes during peak weekday periods and as infrequently as once an hour at other times.

The emergence of private shuttle services between transit nodes and key commercial businesses, residential buildings, hotels, and cultural institutions also demonstrates the demand for improved connections in LIC. Private shuttles include those provided by property owners connecting the Falchi and The Factory buildings to the closest subway stations, hotel shuttles such as those of The Ravel Hotel and Z NYC Hotel, as well as the LIC Art Bus (with stops at Socrates Sculpture Park, The Noguchi Museum, SculptureCenter and MoMA PS1).

Overall, survey respondents rated access to public transportation as the most important factor to business operations across all sectors and sub-neighborhoods of LIC. However, the quality of that access varied by geography. According to surveyed businesses, access to public transportation was rated poorest in ZIP 11102, receiving an average score of 3.4 out of 5.0.

Recent transportation studies and forthcoming strategies from partners have confirmed these issues:

- In 2014, the Department of City Planning completed the initial phase of the *Western Queens Transportation Study*, and developed a set of recommendations to address the changes in the part of the LICP study area's transportation needs in light of the extensive land use and employment shifts under way. While this study did not include the area south and east of Sunnyside Yards, or east of Steinway Street, many of its recommendations were confirmed by our survey and stakeholder conversation findings. Recommended changes to LIC's bus service, in particular, will help to improve service to Roosevelt Island and other Queens neighborhoods. DCP's study also confirmed the need to create new east-west bike connections between the future Cornell Tech campus on Roosevelt Island and Western Queens, in order to meet anticipated demand from new students and employees.
- RPA's study *Overlooked Boroughs* study, released in February 2015, noted travel within the four boroughs surpassed travel into Manhattan. Additionally, job growth in the boroughs in the last two decades exceeded the job growth in Manhattan. However, transit system connections remain Manhattan-centric, leaving large areas of the boroughs with inadequate service. The study recommended improving the frequency and speed of bus lines; providing new subway alternatives through unused or underused lines linking residents from Brooklyn through Queens to the Bronx; and improving the commuter rail network to benefit borough residents.



Fresh Direct shuttle



The Factory shuttle

Photo credit: Atlas Capital Group

- In February 2016, Mayor de Blasio announced the BQX streetcar, which is proposed to run along the western edge of LIC, into Downtown Brooklyn, and all the way to Sunset Park in Brooklyn, connecting residential and employment nodes along the way. This project is just entering the public process, and is currently projected to open for service in 2024.

As the neighborhood continues to develop and more people and businesses move to Long Island City, there will be a greater need to accommodate a variety of users within public transportation on a local level, as well as on roads and highways. Efficient vehicular movement, including trucks, is essential to the local economy and as the neighborhood develops it is crucial to plan for accommodating more pedestrians and drivers.



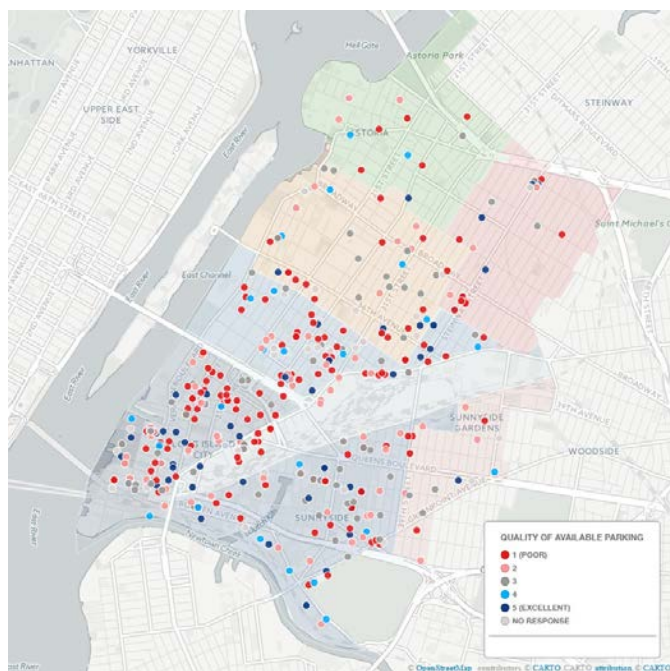
Parking is one of the biggest challenges for businesses in LIC.

PARKING

With increases in the number of residents, workers, and visitors, parking in LIC is becoming more and more constrained, particularly in commercial corridors. The construction of Two Gotham Center resulted in the demolition of 1,150 municipal parking spots—previously

the largest garage in LIC. On-street parking is also constrained by the predominance of taxi and livery services and auto repair shops operating in the area whose vehicles often occupy on-street space that might otherwise be utilized by a broader swath of LIC constituents.

FIGURE 9: Survey Respondent Quality Rating of Available Parking



The lack of on-street parking can deter retail customers from visiting LIC as well as industrial business customers. Industrial businesses have frequent interaction with customers and suppliers many of whom travel by car when public transit is not near enough or practical where transporting goods, models, samples, large, heavy boxes etc. are involved. Parking was rated extremely poor by firms and organizations across all sectors and sub-neighborhoods in LIC. Parking received the lowest rating overall of any neighborhood factor: 2.4 out of 5.0. All sectors except one (community facilities) rated parking as one of the three most important factors to their business operations, indicating that poor parking conditions present significant challenges to operating businesses and organizations across LIC.



Finding



A diverse variety of local amenities and services, including restaurants, retail, recreation, housing options, green space, community services, libraries, quality health care and schools are fundamental to maintaining a successful mix of businesses and organizations in LIC and to forming a functional live/work environment to support employee needs as well as the existing residential population.

Stakeholder conversations, focus groups, surveyed businesses and organizations, as well as the findings in the Existing Conditions report all identified the need for and importance of a diverse mix of amenities, housing options, and quality services like health care and schools to sustain a functional live/work neighborhood. Both existing LIC businesses and stakeholders looking to LIC for future growth, including Cornell Tech, stated the diversity of services and amenities is very important to maintaining and recruiting skilled workforce. LIC is already known for some prominent amenities and cultural sites but the lack of wayfinding and confusing street grid, as shown in **Key Finding #9**, make accessing existing amenities difficult for residents, visitors and workers.

RETAIL AND NEIGHBORHOOD AMENITIES

Fostering a safe and vibrant 24/7 community depends on the attraction of appropriate retail (drugstores, grocery stores, personal services, etc.), and neighborhood amenities (access to parks, cultural institutions, etc.). Overall, surveyed businesses and organizations rated Long Island City's access to such amenities moderately at 3.2 out of 5.0.

- Retail businesses and Arts and Cultural Organizations noted that access to neighborhood amenities were the second most important factor to their operations (behind access to public transit).
- Stakeholder conversations, interviews, and open-ended survey responses confirmed that the presence of retail and neighborhood amenities such as eating and drinking establishments, clothing stores, and drugstores is critically important to firms' attraction of talent, clients and customers.

Since 2006, over 285,000 square feet of retail space has been delivered to the market, however, the net amount of available rentable building area has decreased 48,800 square feet within that same time. Although new retail-only developments are unlikely, due to the high price and demand for land in the study area, ground-floor retail in mixed-use buildings can provide new inventory to the market.

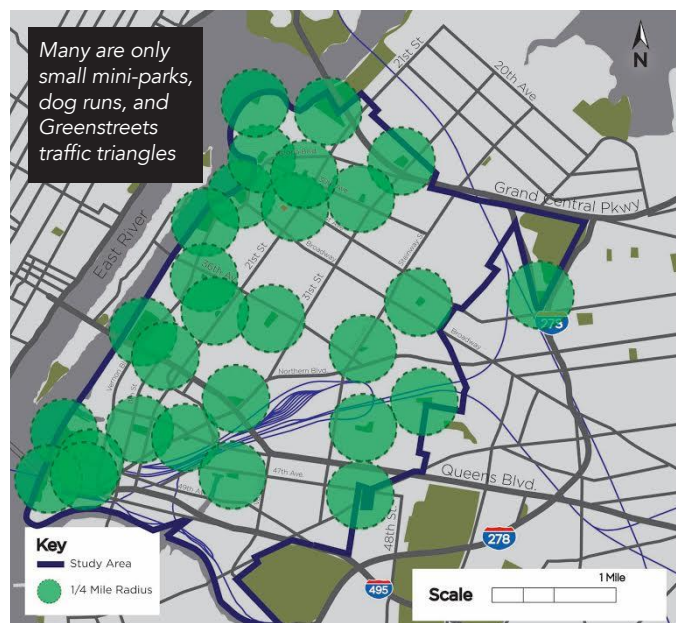


Manducatis Rustica on Vernon Boulevard

Supporting existing retail businesses and attracting new retail where it is needed in the neighborhood remain integral to supporting a community of workers, students, residents, and visitors throughout the day and night. With the expected influx of residents in most of the subareas of the study area, some developers and retail brokers are aware of the challenging possibility of LIC becoming a bedroom community where residents do their shopping elsewhere. LICP’s role as the local development corporation has been to continue to increase this awareness and deploy strategies for increasing foot traffic through street activations and programming.

The existing amenities in the area, including the cultural and recreational institutions that have developed in the study area, have contributed to improving the quality of life for the area and serve as a catalyst for economic development. The area is known as a destination for significant and unique cultural offerings. Many of the museums, galleries, performing arts venues, arts schools, and parks have received recognition and become anchor institutions, driving tourism and recreation business in the study area. As noted in **Key Finding #9**, wayfinding and signage systems are needed throughout the area to help provide direction to cultural institutions.

FIGURE 10: Open Space Locations in the Study Area within a Quarter-Mile Radius



OPEN SPACE & RECREATION

While the study area is home to several parks and green spaces, only a few offer larger-scale opportunities for recreation—and those that do are clustered on the waterfront. Additionally, there is a deficiency of active recreation space, as many existing parks in the study area offer only passive uses to residents.

The National Recreation and Park Association assert that mini-parks and neighborhood parks service areas within a quarter-to-half-mile radius or about a five-to-ten minute walk for pedestrians. **Figure 10** shows a quarter-mile radius around existing open spaces in the study area. These open spaces include larger waterfront parks, small “mini-parks”, playgrounds, dog runs and Greenstreets traffic triangles. While many areas in the study area are well within a comfortable walking radius of an open space, particularly along the waterfront, gaps are apparent where no open space is available for recreation nearby. Moving east from the waterfront, the largest areas of green space are cemeteries. These underserved areas are found not only in manufacturing districts east of the rail yards, where one might expect fewer recreational land uses, but also in residential and commercial areas along Northern Boulevard, Steinway Street, 31st Street and Broadway, amongst others. Furthermore, as shown in **Key Finding #9**, existing amenities including the neighborhood’s parks and open spaces are not easily accessible due to a confusing street grid leading to longer walking times to reach the area’s parks and open spaces or creating a psychological barrier to access.



Queens West Sports Field

SCHOOLS

Stakeholder conversations, interviews, and open-ended survey responses from businesses and organizations revealed that the presence of quality schools in the neighborhood is critical for businesses looking to attract talent. Many of LIC's schools, however, are currently at or over capacity, particularly at the elementary level and at specialized schools, indicating a need to increase funding and infrastructure for public education in the face of increased housing demand.

- The enrollment at 19 of 35 schools in the study area is greater than the target enrollment, and more than 43% of students in the study area attend schools that are over-enrolled.
- The most severely overcrowded schools are specialized High Schools such as International High School at LaGuardia Community College, Middle College High School at LaGuardia Community College, or the Aviation Career & Technical Education High School.

While Long Island City overall saw a decline in population of children under ten years old between 2000 and 2013, certain areas are seeing high growth in families. The recent and upcoming pipeline of residential construction primarily offers higher-end rental and condominium options with in-building amenities, which often attracts families with children.

New York City's Department of Education has recently made efforts to address citywide issues of overcrowding. Additionally, the City plans to incorporate schools into LIC's upcoming development, with additional funding allocated for three new schools and additional school seats in Western Queens.

This study's analysis confirms that efforts to expand school capacity in and around LIC would not just be a residential community issue, but a business issue as well. Sufficient school seats are critical for the attraction and development of talent in LIC.

HOUSING

In order to foster long-term economic diversity and neighborhood stability in LIC, its current and future housing stock must be appropriately configured for a variety of household types, family sizes, and income levels. Survey respondents and stakeholders stated that in addition to quality schools, the availability of housing options both rental and ownership, is also important to businesses looking to attract talent and retain their current workforce.

The housing market in the study area is dynamic, with consistent growth in sales price and rents, signaling strong demand. Overall, firms rated LIC's proximity to quality housing moderately, with an average rating of 3.0 out of 5.0. However, the majority of the new housing stock, and housing units planned or in-construction are rental units.¹⁰ Hunters Point South on the LIC waterfront will provide up to 5,000 units of housing with 60% of the units affordable for low to moderate income families. These units will contribute to the pipeline of housing units under the Mayor's affordable housing agenda. While this will provide new housing supply for some, there is a lack of new ownership opportunities, particularly affordable ownership, being offered in the market.



Hunters Point South

Relevant Projects Underway

During the course of this study, a number of projects, policies, proposals, and plans in LIC or that will have an impact on the area were completed, announced, or begun, helping to address some of the issues raised in our key findings.

Many of the projects, policies, proposals, and plans listed below are the result of the work of the area's elected officials including, U.S. Congresswoman Carolyn B. Maloney, NYS Senator Michael Gianaris, NYS Assemblywoman Catherine Nolan, NYC Mayor Bill de Blasio, NYC Council Speaker Melissa Mark-Viverito, NYC Council Majority Leader Jimmy Van Bramer, and Queens Borough President Melinda Katz, responding to some of the same conditions highlighted in the key findings.

INVESTMENTS AND PROGRAMS

- **The Industrial Action Plan (2015)** Mayor and Council Speaker's 10-point action plan to invest in and protect NYC's industrial sector
- **NYC FY2017 Budget** The fiscal year 2017 budget includes targeted investments to the City's cultural organizations and libraries, youth workforce development, and public safety.
- **NYCEDC LIC Waterfront Mixed-Use Redevelopment Request for Proposals (2015)** NYCEDC issued a RFP for two sites in LIC to create a new development project that combines commercial and advanced manufacturing space with mixed-income affordable housing, publicly accessible open space and a new school.
- **Tishman Speyer office towers: One and Three Gotham Center (2016)** NYCEDC and Tishman Speyer announced a development including two commercial office towers in LIC, totaling 1.1 million square feet and 31,000 square feet of retail, with benefits from NYC Industrial Development Agency.
- **NYCDCLA Comprehensive Cultural Plan for NYC (2015)**
- **Three new schools announced for LIC (2016)** City budget allocation of \$200 million for three schools in LIC and one school in Woodside.
- **Hunters Point Community Library (2017)** New \$38 million library under construction on LIC's waterfront
- **Mount Sinai Queens expansion (2016)** \$150 million, 140,000 square foot building expansion and renovation, including operating rooms and emergency department
- **Youth education & internship programs at Socrates, SculptureCenter, Noguchi, Museum of the Moving Image, among others (in progress)**
- **LICP, NYCDOT, 7Train Murals - Thomson Avenue Mural (2015)**
- **Retail attraction efforts by LICP including space bank map of listings for sale and lease, rendering of development sites in LIC, annual real estate breakfast (on-going)**
- **Brooklyn Queens Connector (BQX) (in progress)** A new streetcar proposed to run along the East River waterfront from Sunset Park to Astoria.
- **LIC/Hunters Point Area-Wide Reconstruction (Preliminary Design Completion: 2016)** \$40 million project will include streetscape upgrades.
- **Q103 Service Expansion (2015)** Expanded weeknight and weekend service
- **Citywide Ferry Expansion (planned 2017)** Additional stops proposed for LIC, Astoria and Roosevelt Island. Existing ferry location at Hunters Point South.
- **Connect IBZ: Broadband Expansion (2016)** Xchange Telecom contracted by the City to expand high-speed broadband access into the LIC IBZ.
- **Kosciuszko Bridge Demolition** Phase 1: Queens Bound Bridge and demolition of old bridge – Early 2017; Phase 2: Brooklyn Bound Bridge - 2020

REPORTS

- **NYCDCP "LIC Core" Study (in progress)**
- **NYCEDC Sunnyside Yard Feasibility Study (in progress)**
- **Queens Tech Zone Strategic Plan Task Force (Queens BP Melinda Katz/C4Q) (in progress)**
- **NYCDOT, Design Trust Under The Elevated: Reclaiming Space, Connecting Communities input and preliminary related work by LICP (in progress)**
- **Regional Plan Association, Overlooked Boroughs: Where New York City's Transit Falls Short and How to Fix It (2015) and Fourth Regional Plan (2017)**
- **Partnership Fund for New York City, New York's Next Big Industry: Commercial Life Sciences (2016)**
- **Center for an Urban Future, Making It Here: The Future of Manufacturing in New York City (2016)**

RECOMMENDATIONS

The following recommendations have been developed in response to findings from Phase I of the LIC Comprehensive Plan and address some of the issues and challenges revealed in the key findings that require intervention beyond what is underway. The data collected consistently reinforce an overarching takeaway:

LIC’s mix of businesses, residents, visitors, and workers will benefit individually from the support of its collective ecosystem

—and in the incredibly dynamic period that LIC finds itself in, that critical mix requires targeted, strategic interventions to ensure it continues to exist. LICP will continue to work in close collaboration with stakeholders, including City and state partners, to ensure that as improvements to the public realm are implemented, they are done cognizant of the findings and recommendations of this Comprehensive Plan.

These discrete recommendations are also highly interrelated with the goal to have impacts across all business and organization sectors.

The ability to successfully incentivize new commercial office space will expand business and job opportunities in LIC as well as help to relieve pressure on industrial firms and cultural organizations that are competing for pre-existing space. A multipurpose step-up space for growing innovation and light industrial firms will not only provide space for them, but foster connections to job opportunities for local residents and add to the workflow of larger production firms. Transportation improvements will facilitate commerce and connect local residents with LIC’s growing amenities as well as jobs. And developing long-term spaces for artists and arts organizations will not only provide them with predictable places in which to grow, but also ensure that they continue to make their special contributions to the neighborhood by becoming increasingly woven into LIC’s social and economic fabric.

Recommendation



Make incentive programs work for the businesses that need and want to be in LIC. In addition, look for creative ways to build more space for businesses.

LICP’s Incentives Working Group, in consultation with the Economic Development Corporation, is exploring options to adjust existing incentive programs and/or develop new and innovative programs that match the business realities of firms in LIC today. These adjustments aim to improve incentive programs to be accessed and used by businesses that need and want to be in LIC.

1A

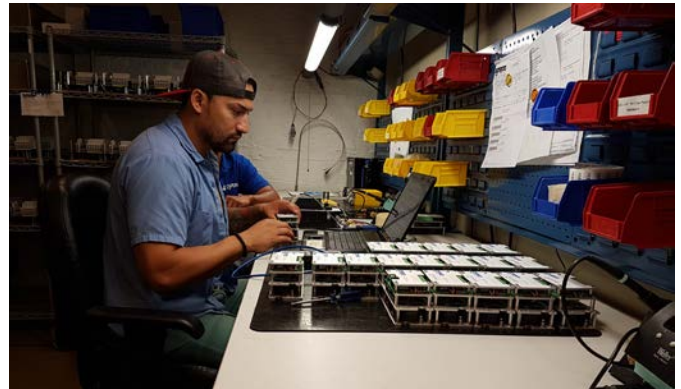
Implement adjustments to improve the (1) accessibility, (2) predictability, (3) transparency, and (4) effectiveness of existing incentive programs.

LICP will work with relevant agencies to pursue a variety of proposals raised by its stakeholders and local incentives experts, including:

- Allowing tenants in buildings receiving ICAP to also access CEP, since ICAP’s impact is often diffused for users of multi-tenant buildings.
- Additional CEP improvements should include:
 - Making CEP a gateway to the helpful Energy Cost Savings Program.
 - Raising the outdated \$2.50 psf cap of CEP to a more meaningful amount to influence investment decisions at businesses.
 - Allowing manufacturers to receive the full 10 years of benefit of CEP regardless of lease terms (i.e. options, recapture, early termination) including if those manufacturers move to a new location within the same area (i.e., within the same IBZ).
- Additional ICAP improvements should include:
 - Allowing “manufacturing activity” to include some retail (up to 25% of sales) on site.
 - Providing clarity of the program benefit before a business submits their application.
- Lower the build-out requirement for REAP for industrial businesses.
- Increase the portability of key incentives. For example:
 - Allowing businesses that are already enrolled in REAP that are relocating but remaining eligible, to notify DOF after signing the new lease/purchase (as opposed to before).
 - Allowing REAP credit to be refundable beyond the first 5 years of the program and capture additional hires in Years 6-12.
- Making ECSP a stand-alone benefit that requires a lower investment requirement than ICAP to allow more businesses to take advantage of it.
- Allowing businesses with shorter leases to be eligible for incentive programs. For example, businesses with a 5-year lease that is renewable for an additional 5 years should be eligible.

RECOMMENDATION 1A (continued)

- Making New York State’s Excelsior Jobs Program, which is refundable for all 10 years, more transparent and as-of-right.
 - Increasing the benefit of the Excelsior Investment Tax Credit, currently valued at 2% of the qualified investments.
 - Changing the interpretation of the program to clarify that a business recommitting to staying in its existing space and retaining its employees can also become eligible.



Boyce Technologies



The Factory

- 1B** Relieve the real estate pressure on industrial companies and allow for future growth by creating more commercial, and, if possible, more industrial space by designing creative development structures.
- 1C** Address impediments to new construction and investment, such as current tax policies, outdated building codes, and zoning restrictions.

In addition to recommending adjustments to incentive programs, where it is economically feasible and operationally realistic, increase the amount of space for industrial and commercial uses. As shown in Key Findings #3, #4 and #5, industrial and commercial space is in demand from multiple sectors with limited availability on the market.

Recommendation

2

Work with the City to incentivize new commercial office construction through appropriate zoning and incentives to serve pent-up demand, take advantage of new growth, and simultaneously reduce pressures on viable industrial and cultural space.

To stem the loss of viable industrial space to as-of-right commercial office conversions, and to accommodate for future business sector growth, LICP recommends that the Department of City Planning and Economic Development Corporation work together with LIC stakeholders to develop a broader set of recommendations on focused zoning actions or neighborhood-specific incentive programs designed to spur sufficient commercial office development at various economic levels and mitigate development pressure on industrial space for non-industrial uses. Creation of more commercial office space in LIC would not only absorb demand from Manhattan and Brooklyn and support business retention in NYC, but also lead to business growth, job growth, and opportunities to connect to the local workforce. If there are more options for residents to live and work in the neighborhood, this will also have the added benefit of alleviating strain on the transit system during peak rush hours while also appealing to the desires of today's workforce.

Conversations with the property owners and developers focus group and with local stakeholders led to a consensus that current office rents are not at a price point yet to support ground-up construction nor are they trending to reach that level in the near future. City intervention is needed to help create more commercial office space, both in mixed-use areas where more density is being sought, and in areas zoned for commercial construction. As mentioned previously, in addition to rent, other factors such as current tax policies, outdated building code issues, and zoning restrictions also contribute to the lack of ground-up construction.

Commercial office space is most viable in high density and transportation-rich areas, such as those in the LIC 'core' and along the waterfront. In addition, where the

City is considering zoning changes to allow or increase residential development, there should be a significant incentive, for example in the context of mixed-use development, a 6:1 FAR of residential to commercial, to foster commercial development alongside market rate and affordable housing, and satisfy lenders' requirements. Finally, to help reduce the pressure on existing industrial space, fully commercial office, or commercial and industrial mixed-use projects should be facilitated to the maximum extent possible.

In 2001, as part of the City's plan to create a 4th Central Business District, LIC's 'core' area was rezoned to facilitate commercial development. The City made significant capital investments to improve the streetscape to further this plan. The rezoning included residential uses with commercial to create a healthy mixed-use community – with long term resiliency and immediate attractiveness. But the economics of construction have meant that virtually no ground up commercial construction has occurred leading instead to an explosion of market-driven residential construction, particularly of rental units in LIC's 'core.'

With all of the recommendations above, it is important to keep in mind Long Island City is a very large and diverse area and no one land use approach will be appropriate for all parts.

Similar markets, such as Downtown Brooklyn, face similar challenges in identifying opportunities for ground-up commercial development when rents are still below where it is economically feasible to develop such space and when major, anchor tenants are not the predominant customers in the market. Downtown Brooklyn and Hudson Yards both received government support in the form of incentives and financing to spark major development plans.

Capture and retain growing, entrepreneurial businesses in LIC to anchor their job creation here.

Recommendation

3

Develop a nonprofit multipurpose step-up space for small, growing industrial firms and nascent technology and design firms graduating from co-working or incubator spaces. Colocate it with prototyping and workforce development services.

LIC's emerging creative and light industrial businesses need affordable room to grow in LIC. Survey respondents and conversations with business owners, commercial real estate brokers, and operators of incubator spaces, such as NY Designs at LaGuardia Community College, confirmed the need for step-up space for growing industrial and nascent technology and design firms that are not yet "market ready." Creating step-up space for these growing companies is important to help them develop their business locally and continue to work and collaborate with artists in the area for design concepts and manufacturing companies in LIC for larger production runs after prototyping. These dynamic firms also require flexible lease terms, prototyping lab space, and related support services to nurture their growth in New York City. The recent growth of local co-working spaces like WeWork, Spaces, and GreenDesk support a specific sub-sector of commercial office firms and are not suited for light-industrial users.

In line with the City Council's *Engines of Opportunity* report and Mayor de Blasio's recently announced industrial policy platform, LICP and partners (La Guardia Community College and others) aim to create a new, mission-driven, multi-purpose space for LIC's growing collection of light industrial and innovation firms. Services would be provided in partnership with the neighborhood's well-established education institutions, as well as business support and workforce development organizations. In particular, components of the space that might be considered include: subsidized workspace, a community-accessible prototyping lab, business development services and workforce/entrepreneurship development support for both local jobseekers and growing firms. We specifically heard from workforce development stakeholders and employers that there is an unmet need for specific technical training that is not being provided in the marketplace at scale.

Recommendation

4

Increase opportunities for cultural institutions and artists to maintain and operate active, permanent spaces in LIC. Expand the integration of arts and culture into the LIC urban fabric and communities.

- 4A Explore options to creatively help with space costs (ownership and rental) by both making existing tools such as zoning bonuses function better and incentivize use of existing space for artists.
- 4B Create a connected “downtown” through incorporating culture into the landscape. Explore projects in other cities, such as RiNo District in Denver and Miami Adrienne Arsht Center for possible adaption for LIC.

To address the urgent need to protect affordable arts and cultural spaces in LIC, LICP will work with cultural stakeholders to identify and promote strategies for preserving space for this essential local resource. Thanks to funding spearheaded by City Council Majority Leader and Cultural Affairs Committee Chair Jimmy Van Bramer, the NYC Department of Cultural Affairs is in the process of developing a first-ever comprehensive cultural plan. The implementation of this critical plan may present opportunities to address the needs of LIC’s artists and cultural organizations, in partnership with Majority Leader Van Bramer and the New York City Department of City Planning and Economic Development Corporation.

Information is being gathered from local and national experts in creative strategies to enhance neighborhoods’ cultural footprint and connectivity. LICP and its cultural partners are exploring successful ideas that can be adapted to LIC. Models from outside LIC, such as the Fourth Arts Block in Manhattan or the RiNo District in Denver, various projects funded by ArtPlace, the Miami Arsht Center and the Cleveland Foundation’s work at University Circle might



Joffrey Dance Center at LIC Springs

RECOMMENDATION 4B (continued)



Noguchi Museum

PHOTO CREDIT: ELIZABETH FELICELLA
© THE ISAMU NOGUCHI FOUNDATION AND GARDEN MUSEUM

also be candidates for further study. Further strategies to be considered include direct grants to artists or arts organizations; zoning bonuses for real estate developers who set aside and fund the build-out of permanent arts spaces; helping artists and arts organizations to purchase space in a manner that doesn't unduly divert funding from programming and supplies.

In addition, the study highlighted the importance of physical improvements and programming that use culture and the arts to bridge neighborhoods and communities. Recent physical interventions in LIC, or some under consideration/development, are described in **Recommendation 8**. On the programming side, locally Socrates Sculpture Park and the Museum of the Moving Image provide excellent examples of engaging

local youth through programming, as well as others in the area. *Creative Transformation: Arts, Culture, and Public Housing Communities*, a roundtable report released by Naturally Occurring Cultural Districts NY (NOCD-NY) presents strategies and recommendations for working with LIC's public housing communities. Additionally, *The Noguchi Museum & Socrates Sculpture Park District Study*, prepared by HR&A Advisors and WXY Architecture + Urban Design in 2014, proposed creating an arts district surrounding the two institutions in order to maintaining and promote access to cultural institutions to benefit neighborhood residents and employees as well as create a precedent for land use policy and planning that would seek to maintain mixed industrial and affordable residential neighborhoods.

Recommendation

5

Develop a strategy to foster a cluster of biotechnology, life sciences, & technology related industries in LIC by leveraging LIC's relevant and unique advantages, anchoring an important sector for NYC.

Conversations with the City and industry stakeholders, including the Partnership Fund for New York City confirmed that there is significant interest in identifying a location in which to make further investments in the type of specialized space needed to support a cluster of biotech, life sciences and technology related firms. Long Island City's proximity and ease of access to the east side of Manhattan, where an established corridor of medical facilities exists, expansion of the East River Ferry, availability of existing industrial buildings appropriately zoned for possible retrofit for lab space, sites for bespoke development, and the neighborhood's mixed-use character, makes LIC ideally positioned to become a hub for biotech. LIC remains a strong commercial and industrial hub because the companies here take advantage of its unique locational assets, and helping another prime industry to do so will keep LIC economically strong and help the City compete with other more mature biotech clusters like Boston, providing jobs at every education level. The need to develop biotech in NYC and in LIC particularly requires appropriate interventions around a comprehensive neighborhood strategy.

LIC has the potential to be viewed as an extension of Manhattan due to its transit connections to medical facilities on the East Side, including Rockefeller University, Sloan Kettering Medical Center, New York University and the Alexandria Center. East River Ferry service expansion, to be completed in 2017, will provide additional direct connections between LIC and the East Side. In addition, anchoring biotech in LIC will have an additive effect of leveraging potential life sciences and technology related firms, such as those from Cornell Tech on Roosevelt Island. Although these firms will have different space requirements than biotech companies, they will benefit from a biotech cluster and the overall synergy of industries in LIC.

LIC has a number zoning districts with sites for bespoke development and industrial spaces that could be retrofitted for some biotech companies seeking to accommodate labs with large, heavy equipment that requires heavy floor loads, freight elevators and the like. With retrofitting of these industrial spaces and with appropriate incentives to make commercial office spaces available to those biotech firms that can build out smaller lab spaces and the business components of their operations, LICP believes LIC could be home to an anchor location that flexibly accommodates a range of biotech and related companies, which could be quite attractive to an industry that appears to prefer clustering together to ensure a sufficient pool of talent and leverage related firms' capacities.

Industries like biotech also require a vibrant mixed-use neighborhood that offers a live/work environment with a variety of amenities, services, and housing options. LIC is positioned to leverage its existing assets to attract a new industry but, as shown in the key findings above, more will need to be done to create a full-service neighborhood and maintain its mixed-use character.

In addition to contributing to the vibrant, entrepreneurial spirit of the neighborhood, a biotech cluster has the potential to provide job opportunities for lower-skilled workers in areas like lab maintenance and assistance and material transport. LaGuardia Community College in LIC is capable to create customized training programs for specialized companies.

The need to develop biotech in NYC and in LIC particularly has been identified yet the cost and complexity of doing so, and the lack of an anchor tenant, have meant that it has not developed organically and will require a comprehensive neighborhood strategy. In 2001, the Partnership Fund for New York City released

RECOMMENDATION 5 (continued)

Market Demand Study for Commercial Biotechnology, Biomedical and Bioinformatics Facilities in New York City. This study launched an initiative with the City that led to the Alexandria Center for Life Science and Harlem Biospace. The joint work of the Fund and the City was an effort to bring biotech industry to NYC. The study identified Manhattan for the first phase of the industry then to the outer boroughs. In June of 2016, the Partnership Fund for New York City released *New York's Next Big Industry: Commercial Life Sciences* which documented the existing life sciences industry in NYC and recommendations for further investment to support

the growth of this industry as well as help the City compete economically with other more mature clusters of biotech and life sciences like Boston and foster regional opportunities and further growth within New York State. The areas of investment include affordable and appropriately located space, talent, capital, and promotion of life science industries.

The City has also identified the need for further investment in biotechnology commercial space. Of the 60 million square feet of commercial space needed in the City by 2025, 3 million square feet is estimated to be needed for biotech and life sciences related industries.¹¹

Work to relieve parking strain on LIC businesses and organizations. Maintain truck and vehicular movement necessary for efficient business activity.

Recommendation



6A

In commercial areas of Community Boards 1 and 2, undertake a targeted study to identify opportunities to alleviate LIC’s parking strain on businesses of all sectors to facilitate local commercial activity.

6B

LICP will continue to advocate for the replacement of parking spots lost from demolition of a municipal parking garage and for additional parking spots to be created for businesses.

Long Island City’s industrial and commercial areas are busier than ever with more establishments moving into the neighborhood and growth expected from many of our business sectors. Parking is a key asset and conflicts over spaces and access to loading docks are increasing in the areas with the most growth.

Across all business sectors, LIC’s increasingly limited parking supply presents significant challenges to firms’ and organizations’ operations. In addition to a reduced supply of structured parking, short-term on-street parking that might be used by visiting customers or patrons competes

with business operations as well as local taxi and livery depots. Survey results revealed several specific problem areas, particularly in LIC’s industrial business areas.

Informed by these findings and in partnership with Queens Community Boards 1 and 2, the New York City Department of Transportation should initiate a study to identify opportunities to alleviate Long Island City’s parking problem areas, including, for instance, evaluating the opportunity to shorten long-term on-street (12+ hours) parking regulations that inhibit drivers from easily accessing the neighborhood’s retail establishments and commercial centers.

6C Ensure trucks and necessary vehicles can still operate within and through LIC.

As Long Island City continues to develop, and more residents and businesses move to the area, it is important to plan for our transportation network to accommodate a variety of users as well as maintain efficient vehicular and truck movement within and through LIC. Our businesses depend on vehicles for essential business activity; area businesses have frequent interaction with their customers, clients and suppliers. Often deliveries

and pickups are made with trucks and cars transporting items like prototype models or heavy materials not suited for public transportation. In some cases, lack of public transportation options, either near the business location or where employees live, requires workers to drive to LIC. Area businesses also rely on access to LIC's bridges and tunnels to move their products and goods to adjacent boroughs or to travel to LaGuardia and JFK Airports.

Work with transportation agencies to update routes and frequencies of buses and subways in order to move people within LIC from where they are to where they need to go.

Recommendation

7

Study where there are gaps in local transportation options, such as intra-LIC and inter-borough, to consider adding additional service or increase frequency of existing service.

While public transportation access was rated as a key attribute of LIC for survey respondents, they also noted that the system did not provide for enough intra-LIC movement, especially as new residential and commercial areas develop and densify. There is increasing demand for new transit routes, including north-south and east-west connections within LIC, and further connections to Brooklyn, Roosevelt Island and other parts of Queens. This demand for improved intra-borough transit was highlighted in RPA's study, *Overlooked Boroughs*. Bus service improvements are the least expensive and easiest to implement to improve north-south and east-west movement through the area, especially for residents and workers traveling from the transit

hubs across the Sunnyside Rail Yards and to the area's cultural institutions. Improved east-west bike and ferry connections to the future Cornell Tech campus will be particularly beneficial to business, residents and visitors. As the City pursues the recommendations presented by the Western Queens Transportation Study, its plans for the LIC/Hunters Point Area-Wide Reconstruction, and for the BQX streetcar service, LICP can provide valuable insight into the needs of Long Island City's business community—particularly those areas not included in the Western Queens Transportation Study—in partnership with Queens Community Boards 1 and 2.

Bridge neighborhood barriers and improve connection between sub-areas of LIC.

Recommendation

8

8A Enliven underused public land to create safer and more interesting spaces for pedestrians.

Previous reports and studies, survey respondents and conversations with stakeholders all pointed to the need to improve wayfinding and street level conditions, particularly near areas with heavy construction, on the bridges that cross the rail yards and under the elevated train tracks.

A combination of street lighting (particularly in dark underpasses), improved wayfinding signage, and removing barriers to pedestrians along the neighborhood's key connective routes will help pedestrians orient themselves, increase activity on sidewalks, provide retail establishments with access to additional customers in adjacent areas, and activate otherwise uninviting spaces under the elevated structures. Improved foot traffic in Long Island City will help to attract the type of activity this neighborhood requires to sustain a vibrant, 24/7 live-work community. LICP has already engaged partners to address several locations in LIC. For instance:

- *Lighting Under LIC Elevated Structures* - With funding from Majority Leader Jimmy Van Bramer, LICP is working with DOT to implement a pilot lighting program with the use of strategically placed floodlights to test improvements at various types of intersections (i.e. under the ramp lands at Dutch Kills Street/Jackson Avenue and under the train trestles at 23rd Street/Queens Plaza and 27th Street/Queens Plaza).
- *Thomson Avenue Bridge Mural* – Under the NYCDOT Urban Art Program, LICP partnered with NYCDOT and local sponsors/partners Citi, Janovic Paint, RE:Sources, Jamestown, LaGuardia Community College and Vanbarton Group, to support local artist Mark Salinas from 7Train Murals to beautify the pedestrian bridge linking Thomson Ave in the Court Square area to Skillman Ave in the Industrial Business Zone. This bridge carries thousands of students and workers from the Court Square Station to the other side of the Sunnyside Yards daily, as well as thousands of cars and many bikes.
- *Hunters Point/LIC Street Reconstruction Project* – This nearly \$40 million project of NYC DOT, DDC and DEP is just getting underway, and will be including a number of streetscape enhancements. LICP is working closely with the City agencies and Community Boards to help achieve both maximum functionality and improvement in the streetscape in multiple key areas.
- *Capital Improvements on Jackson Avenue and Queens Plaza*, including the creation of Dutch Kills Green - Following a total of \$80 million in investment by the City, LICP has been working to maintain and further enhance the medians on Jackson Avenue and the Queens Plaza Greenway and Dutch Kills Green (in partnership with the Parks Department).

Additional sites could be treated similarly with a variety of creative approaches, including working with local arts organizations to program spaces or to leverage City programs to enhance streetscapes and encourage walkability.



Thomson Avenue Bridge Mural

PHOTO CREDIT: NYC DOT



DOT's WalkNYC Map in Dutch Kills Green

8B Create a new street sign program modeled on DOT's WalkNYC neighborhood maps to help residents, visitors, and employees better navigate the neighborhood and increase awareness of the many amenities and cultural resources in the area.

Long Island City was one of the four pilot areas chosen by DOT for the WalkNYC pedestrian wayfinding program. LICP worked closely with DOT to identify locations for sign placement and destinations to highlight on the maps. Although not all signs have been implemented, the pilot program began in 2013 with more than 20 signs installed in the core area of LIC. The WalkNYC printed maps are now distributed widely and are being refined and updated as allowed. Building off the WalkNYC neighborhood maps, a new street sign program should be implemented throughout the study area to help residents, visitors and employees better navigate Long Island City's street grid and direct people to the area's existing amenities and cultural resources.

Initiatives and interventions to improve navigability should be designed and implemented in close partnership with New York City's Department of City Planning, Department of Transportation and design experts such as the Design Trust, as well as with groups such as ArtBridge which, among other interventions, curates artwork for construction fencing.

Recommendation

9

Maximize economic benefits for Long Island City residents and businesses.

9A Create better linkages among LIC employers, jobseekers, and training options to build skills in residents that are needed by our businesses and to connect them with local employers.

There is tremendous opportunity for job growth in Long Island City in the next five years, particularly in its higher-paying industrial businesses. While jobs in the industrial sector generally do not require advanced educational attainment, jobseekers' exposure and access to opportunities at industrial firms is limited or they are not prepared with the appropriate training for the position. Many industrial companies are often smaller and less connected to workforce services. Survey respondents and interviews with businesses and focus group conversations confirmed the need for skills specific training (e.g. carpenters, construction managers, or machinists). Employers cited that many job seekers are not prepared with the appropriate hard and soft skills needed for the position. Many of LIC's non-profits and institutions (see list below) offer skills based training but more can be done to link local job seekers to these programs and provide new training opportunities for growth

sector industries like advanced manufacturing and life sciences.

LICP is well positioned to enhance jobseekers' awareness of industrial jobs and training programs for this field by developing a repository of workforce development opportunities on our website to facilitate the connection between service providers and jobseekers. LICP can also act as a convener, bringing industrial businesses and local workforce providers together to encourage employer-based enrichment activities for jobseekers such as site visits and job shadowing. LICP is currently planning an event for LIC employees and employers in partnership with Council Majority Leader Jimmy Van Bramer. The event will include a workforce development open house at Queensbridge Houses intended for residents to learn more about local industrial and manufacturing employers in LIC. There will also be a component for employers to inform and explain the different workforce development grant and incentive opportunities available from a number of government agencies.



Amy's Bread



Meet and greet event with students and faculty from LIC CTE schools.

9B Support workforce training programs at the high school, technical and college levels.

In addition, we will work with our local workforce development partners including LaGuardia Community College, Cornell Tech, Queens Economic Development Council, Urban Upbound/ Long Island City Workforce1 Career Center, The Fortune Society, NYC Business Solutions, Queens Community House, Coalition for Queens, Jacob A. Riis Neighborhood Settlement House, Zone 126, Per Scholas, and Con Edison to identify opportunities to improve connections between Long Island City’s local workforce providers and industrial employers and find opportunities to connect with area residents, especially those in

census tracts with the highest percentage of population living below the poverty line, with employers and skill-based training. Better connections will help to address the area’s unemployment rate (highest in zip code 11106 at 11.40% of the population¹²) and pockets of poverty with low education levels while meeting the needs of employers and strengthen the economy. Previous efforts by LICP include hosting meet and greet events between LIC’s Career and Technical Education (CTE) high schools and local businesses. These events are attended by program administrators from NYC Department of Education, educators and students.

IMPLEMENTATION & NEXT STEPS

As we begin Phase 2 of the Comprehensive Plan we are working with our partners to leverage projects and policy ideas already in progress, but not yet public, and beginning to move forward with the recommendations outlined above. With this information, we will evaluate where LICP will conduct original work and then prepare ourselves organizationally and financially to do so.

The data and information gathered during Phase 1 is only the beginning of this process. We will keep following key data indicators and identifying trends to use as tools to guide our work forward.

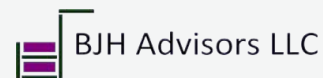
Phase 1 of the Comprehensive Plan is the result of a community effort. Thank you to everyone who donated their time before, during and after. Long Island City continues to be a dynamic neighborhood and we look forward to working with our partners as the neighborhood continues to grow.

ENDNOTES

1. See more at: <http://www.longislandcityqueens.com/do-business/economic-development/development-lic/>. Accessed 2016.
2. Unless otherwise noted in this report, analysis and data sets can be found in Existing Conditions. See Appendix A.
3. The mailing list was created from Dun & Bradstreet data. Government agencies, as well as addresses which were known to be inaccurate, were removed. However, it is unlikely that this list represents the true number of businesses in Long Island City as information may be out of date or contain duplicates. We conducted outreach using the Dun & Bradstreet list in order to contact as many businesses as possible.
4. Contacts extracted from the D&B Connect-Mail Contact List and the LICP Internal Client Database.
5. When examining the data, analysis may have different numbers for the value 'n', (in analysis n represents the number of responses being analyzed); not all respondents answered each question, causing the n to vary between analyses. See Appendix D.
6. Percentage of total businesses based on 2013 Census Data.
7. NYC PLUTO 05v1, 15V1, 2016, as pulled by LICP
8. Modern Spaces, 2006-2015 Market Study, Investment Sales.
9. New York State Department of Labor, Q2 2015. Annualized based on 2015 Q2 wages
10. Of the 22,450 housing units currently in development or planned, 21,250 are rental apartments. See more at: <http://www.longislandcityqueens.com/do-business/economic-development/>. Accessed 2016.
11. Anuta, Joe. (2015, November 5). City unveils initiatives to spur tech, life-sciences industries. Crain's New York. Retrieved from http://www.crainsnewyork.com/article/20151105/REAL_ES-TATE/151109928/citys-economic-development-chief-maria-torres-springer-unveils-a-trio-of-ambitious-tech-life-science-initiatives
12. American Community Survey, 5-year Averages, 2010-2014.



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APPENDICES

Appendices in printable format can be found at LONGISLANDCITYQUEENS.COM

Appendix A: Existing Conditions Report

Appendix B: Secondary Research Sources

Appendix C: Long Island City Business & Organization Survey

Appendix D: Long Island City Business & Organization Survey Responses

Appendix E: Stakeholder Conversations and Focus Group Summaries



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