100-03 N. Conduit Avenue Rezoning

Environmental Assessment Statement

CEQR Number: 18DCP017Q

Prepared by:

Environmental Studies Corp.
Stonefield Engineering & Design
Urban Cartographics

Prepared for:

Kamali Organization LLC

August 17, 2018

City Environmental Quality Review
ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) SHORT FORM

FOR UNLISTED ACTIONS ONLY • *Please fill out and submit to the appropriate agency* (see instructions)

Part I: GENERAL INFORMATION

1. *Does the Action Exceed Any Type I Threshold in 6 NYCRR Part 617.4 or 43 RCNY §6-15(A) (Executive Order 91 of 1977, as amended)?* ☐ YES ☒ NO

If "yes," **STOP** and **complete the FULL EAS FORM**.

2. *Project Name* 100-03 North Conduit Avenue Zoning Map Amendments

3. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
18DCP017Q	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
ZM170492ZMQ	

4a. *Lead Agency Information*			**4b. *Applicant Information***		
NAME OF LEAD AGENCY NYC City Planning Commission			NAME OF APPLICANT Kamali Organization LLC		
NAME OF LEAD AGENCY CONTACT PERSON Robert Dobruskin, Director, EARD			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON Hiram Rothkrug, Environmental Studies Corp.		
ADDRESS 120 Broadway, 31st floor			ADDRESS 55 Water Mill Road		
CITY New York	STATE NY	ZIP 10271	CITY Great Neck	STATE NY	ZIP 11021
TELEPHONE 212-720-3423	EMAIL rdobrus@planning.nyc.gov		TELEPHONE 718-343-0026	EMAIL hrothkrug@environmentalstudiescorp.com	

5. *Project Description*

The Applicant, Kamali Organization LLC, is seeking an amendment to zoning sectional map 18b to map a C2-2 local service overlay within an R3X low density contextual residential district in the Ozone Park community in Queens Community District 10. The affected area (Block 11562, Lots 1(part of), 5 (part of),100, 106, 111, 113, 119 (part of), and 206 (part of)) would be rezoned from R3X to R3X/C2-2. The proposed action would facilitate a proposal by the Applicant to develop a Use Group 16 automotive service station and accessory convenience store. The proposed development would consist of a single-story, 3,990 gross square foot (gsf) building containing the convenience store, gasoline pumping stations, and ten unenclosed accessory parking spaces.

Project Location

BOROUGH Queens	COMMUNITY DISTRICT(S) 10	STREET ADDRESS 100-01 to 100-15 North Conduit Avenue and 150-05 to 150-21 Cohancy Street
TAX BLOCK(S) AND LOT(S) Block 11562, Lots 106, 111, 113, and 119		ZIP CODE 11417
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS northeast corner of N. Conduit Ave. and Cohancy St.		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY R3X		ZONING SECTIONAL MAP NUMBER 18b

6. *Required Actions or Approvals* (check all that apply)

***City Planning Commission*:** ☒ YES ☐ NO ☒ UNIFORM LAND USE REVIEW PROCEDURE (ULURP)

☐ CITY MAP AMENDMENT	☐ ZONING CERTIFICATION	☐ CONCESSION
☒ ZONING MAP AMENDMENT	☐ ZONING AUTHORIZATION	☐ UDAAP
☐ ZONING TEXT AMENDMENT	☐ ACQUISITION—REAL PROPERTY	☐ REVOCABLE CONSENT
☐ SITE SELECTION—PUBLIC FACILITY	☐ DISPOSITION—REAL PROPERTY	☐ FRANCHISE
☐ HOUSING PLAN & PROJECT	☐ OTHER, explain:	

☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

***Board of Standards and Appeals*:** ☐ YES ☒ NO

☐ VARIANCE (use)

☐ VARIANCE (bulk)

☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:
SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

***Department of Environmental Protection*:** ☐ YES ☒ NO If "yes," specify:

Other City Approvals Subject to CEQR (check all that apply)

☐ LEGISLATION
☐ RULEMAKING
☐ CONSTRUCTION OF PUBLIC FACILITIES
☐ 384(b)(4) APPROVAL
☐ OTHER, explain:
☐ FUNDING OF CONSTRUCTION, specify:
☐ POLICY OR PLAN, specify:
☐ FUNDING OF PROGRAMS, specify:
☐ PERMITS, specify:

Other City Approvals Not Subject to CEQR (check all that apply)

☐ PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)
☐ LANDMARKS PRESERVATION COMMISSION APPROVAL
☐ OTHER, explain:

***State or Federal Actions/Approvals/Funding*:** ☐ YES ☒ NO If "yes," specify:

7. *Site Description:* *The directly affected area consists of the project site and the area subject to any change in regulatory controls. Except where otherwise indicated, provide the following information with regard to the directly affected area.*

***Graphics*:** *The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11 x 17 inches in size and, for paper filings, must be folded to 8.5 x 11 inches.*

☒ SITE LOCATION MAP ☒ ZONING MAP ☒ SANBORN OR OTHER LAND USE MAP
☒ TAX MAP ☐ FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)
☒ PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 57,315
Waterbody area (sq. ft) and type: 0
Roads, buildings, and other paved surfaces (sq. ft.): 4,500
Other, describe (sq. ft.): 52,815 vacant land, rail line

8. *Physical Dimensions and Scale of Project* (if the project affects multiple sites, provide the total development facilitated by the action)

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 3,990
NUMBER OF BUILDINGS: 1
GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 3,990
HEIGHT OF EACH BUILDING (ft.): 18' 10"
NUMBER OF STORIES OF EACH BUILDING: 1

Does the proposed project involve changes in zoning on one or more sites? ☒ YES ☐ NO
If "yes," specify: The total square feet owned or controlled by the applicant: 35,015
The total square feet not owned or controlled by the applicant: 22,300

Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? ☒ YES ☐ NO
If "yes," indicate the estimated area and volume dimensions of subsurface permanent and temporary disturbance (if known):
AREA OF TEMPORARY DISTURBANCE: 5,190 sq. ft. (width x length)
VOLUME OF DISTURBANCE: 51,900 cubic ft. (width x length x depth)
AREA OF PERMANENT DISTURBANCE: 1,200 sq. ft. (width x length)

Description of Proposed Uses (please complete the following information as appropriate)

	Residential	***Commercial***	***Community Facility***	***Industrial/Manufacturing***
Size (in gross sq. ft.)	0	3,990	0	0
Type (*e.g.,* retail, office, school)	units	retail (accessory to auto service station)		

Does the proposed project increase the population of residents and/or on-site workers? ☒ YES ☐ NO
If "yes," please specify:
NUMBER OF ADDITIONAL RESIDENTS: 0
NUMBER OF ADDITIONAL WORKERS: 4
Provide a brief explanation of how these numbers were determined: One worker per shift, 3 shifts per day (21 per week), each employee working approximatelt 5 shifts per week

Does the proposed project create new open space? ☐ YES ☒ NO If "yes," specify size of project-created open space: sq. ft.

Has a No-Action scenario been defined for this project that differs from the existing condition? ☐ YES ☒ NO
If "yes," see Chapter 2, "Establishing the Analysis Framework" and describe briefly:

9. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2020

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 12

WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☒ YES ☐ NO	IF MULTIPLE PHASES, HOW MANY?
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:	

10. *Predominant Land Use in the Vicinity of the Project* (check all that apply)

☒ RESIDENTIAL ☐ MANUFACTURING ☒ COMMERCIAL ☐ PARK/FOREST/OPEN SPACE ☐ OTHER, specify:

Part II: TECHNICAL ANALYSIS

INSTRUCTIONS: For each of the analysis categories listed in this section, assess the proposed project's impacts based on the thresholds and criteria presented in the CEQR Technical Manual. Check each box that applies.

- If the proposed project can be demonstrated not to meet or exceed the threshold, check the "no" box.
- If the proposed project will meet or exceed the threshold, or if this cannot be determined, check the "yes" box.
- For each "yes" response, provide additional analyses (and, if needed, attach supporting information) based on guidance in the CEQR Technical Manual to determine whether the potential for significant impacts exists. Please note that a "yes" answer does not mean that an EIS must be prepared—it means that more information may be required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant to provide additional information to support the Short EAS Form. For example, if a question is answered "no," an agency may request a short explanation for this response.

	YES	NO
1. *LAND USE, ZONING, AND PUBLIC POLICY*: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	☒	☐
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	☒	☐
(c) Is there the potential to affect an applicable public policy?	☐	☒
(d) If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach. See the attached.		
(e) Is the project a large, publicly sponsored project?	☐	☒
o If "yes," complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☐	☒
o If "yes," complete the Consistency Assessment Form.		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
o Generate a net increase of 200 or more residential units?	☐	☒
o Generate a net increase of 200,000 or more square feet of commercial space?	☐	☒
o Directly displace more than 500 residents?	☐	☒
o Directly displace more than 100 employees?	☐	☒
o Affect conditions in a specific industry?	☐	☒
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
o Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
o **Child Care Centers:** Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	☐	☒
o **Libraries:** Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	☐	☒
o **Public Schools:** Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	☐	☒
o **Health Care Facilities and Fire/Police Protection:** Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the proposed project change or eliminate existing open space?	☐	☒
(b) Is the project located within an under-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☒	☐
o If "yes," would the proposed project generate more than 50 additional residents or 125 additional employees?	☐	☒
(c) Is the project located within a well-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☐	☒
o If "yes," would the proposed project generate more than 350 additional residents or 750 additional employees?	☐	☐
(d) If the project in located an area that is neither under-served nor well-served, would it generate more than 200 additional residents or 500 additional employees?	☐	☐

	YES	NO
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	☐	☒
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	☐	☒
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	☐	☒
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	☒	☐
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources. See the attached report.		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	☒	☐
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	☐	☒
8. *NATURAL RESOURCES*: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11?	☐	☒
o If "yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed?	☒	☐
o If "yes," complete the Jamaica Bay Watershed Form, and submit according to its instructions. Attached		
9. *HAZARDOUS MATERIALS*: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	☒	☐
(b) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	☐	☒
(c) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?	☒	☐
(d) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	☒	☐
(e) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (*e.g.*, gas stations, oil storage facilities, heating oil storage)?	☒	☐
(f) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	☐	☒
(g) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	☒	☐
(h) Has a Phase I Environmental Site Assessment been performed for the site?	☒	☐
o If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: past onsite gasoline service station and auto repair	☒	☐
10. *WATER AND SEWER INFRASTRUCTURE*: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	☐	☒
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	☐	☒
(c) If the proposed project located in a separately sewered area, would it result in the same or greater development than the amounts listed in Table 13-1 in Chapter 13?	☐	☐
(d) Would the proposed project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	☐	☒
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas, including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it	☐	☒

	YES	NO
involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?		
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☐	☒
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or generate contaminated stormwater in a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): 316		
o Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	☐	☒
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	☐	☒
12. *ENERGY*: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs): 863,037		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☒
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☒	☐
(b) If "yes," conduct the screening analyses, attach appropriate back up data as needed for each stage and answer the following questions:		
o Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☒	☐
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.*	☐	☒
o Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	☐	☒
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line?	☐	☐
o Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☒	☐
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?	☒	☐
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☐	☒
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☒	☐
o If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed)	☐	☒
(c) Does the proposed project involve multiple buildings on the project site?	☐	☒
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) If "yes" to any of the above, would the project require a GHG emissions assessment based on the guidance in Chapter 18?	☐	☐
16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	☒	☐
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☒	☐
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☐	☒
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☐	☒
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		

	YES	NO
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	☐	☒
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary.		
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	☒	☐
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary.		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
o Construction activities lasting longer than two years?	☐	☒
o Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☒	☐
o Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☐	☒
o Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☐	☒
o The operation of several pieces of diesel equipment in a single location at peak construction?	☐	☒
o Closure of a community facility or disruption in its services?	☐	☒
o Activities within 400 feet of a historic or cultural resource?	☐	☒
o Disturbance of a site containing or adjacent to a site containing natural resources?	☐	☒
o Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	☐	☒
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination. The proposed development would occupy only a small part of the 35,015 sf project site, so the staging area could be accommodated entirely on-site. The small size of the development would require a concomitantly small number of construction-related vehicular trips.		

20. *APPLICANT'S CERTIFICATION*

I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of the pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.

Still under oath, I further swear or affirm that I make this statement in my capacity as the applicant or representative of the entity that seeks the permits, approvals, funding, or other governmental action(s) described in this EAS.

APPLICANT/REPRESENTATIVE NAME	DATE
Brian Kintish	August 17, 2018

SIGNATURE Brian Kintish

PLEASE NOTE THAT APPLICANTS MAY BE REQUIRED TO SUBSTANTIATE RESPONSES IN THIS FORM AT THE DISCRETION OF THE LEAD AGENCY SO THAT IT MAY SUPPORT ITS DETERMINATION OF SIGNIFICANCE.

Part III: DETERMINATION OF SIGNIFICANCE (To Be Completed by Lead Agency)

INSTRUCTIONS: In completing Part III, the lead agency should consult 6 NYCRR 617.7 and 43 RCNY § 6-06 (Executive Order 91 or 1977, as amended), which contain the State and City criteria for determining significance.

1. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.

IMPACT CATEGORY	Potentially Significant Adverse Impact YES	NO
Land Use, Zoning, and Public Policy	☐	☒
Socioeconomic Conditions	☐	☒
Community Facilities and Services	☐	☒
Open Space	☐	☒
Shadows	☐	☒
Historic and Cultural Resources	☐	☒
Urban Design/Visual Resources	☐	☒
Natural Resources	☐	☒
Hazardous Materials	☐	☒
Water and Sewer Infrastructure	☐	☒
Solid Waste and Sanitation Services	☐	☒
Energy	☐	☒
Transportation	☐	☒
Air Quality	☐	☒
Greenhouse Gas Emissions	☐	☒
Noise	☐	☒
Public Health	☐	☒
Neighborhood Character	☐	☒
Construction	☐	☒

2. Are there any aspects of the project relevant to the determination of whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? ☐ YES ☒ NO

If there are such impacts, attach an explanation stating whether, as a result of them, the project may have a significant impact on the environment.

3. Check determination to be issued by the lead agency:

☐ **Positive Declaration**: If the lead agency has determined that the project may have a significant impact on the environment, and if a Conditional Negative Declaration is not appropriate, then the lead agency issues a *Positive Declaration* and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).

☐ **Conditional Negative Declaration:** A *Conditional Negative Declaration* (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements of 6 NYCRR Part 617.

☒ **Negative Declaration:** If the lead agency has determined that the project would not result in potentially significant adverse environmental impacts, then the lead agency issues a *Negative Declaration*. The *Negative Declaration* may be prepared as a separate document (see template) or using the embedded Negative Declaration on the next page.

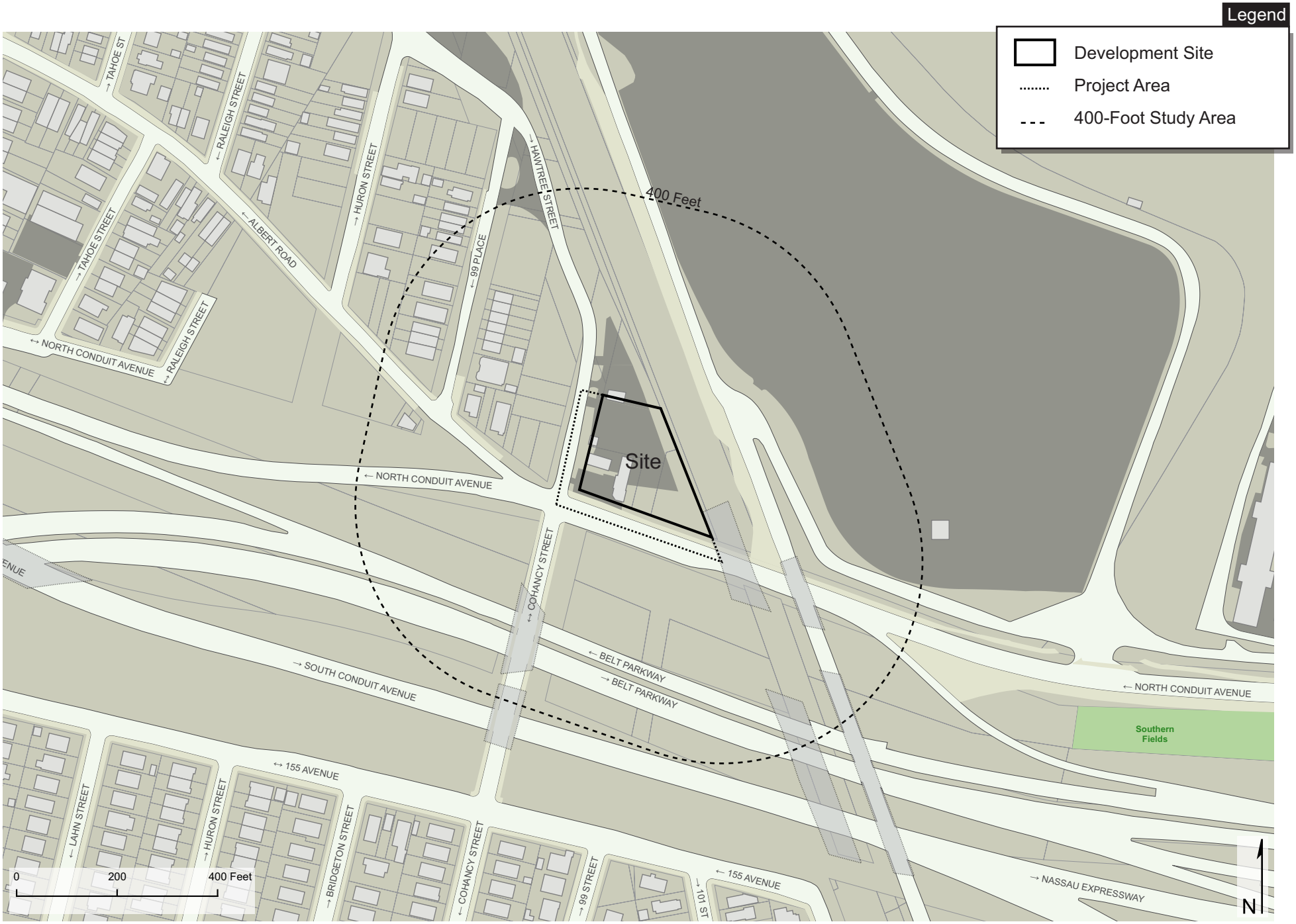
4. ***LEAD AGENCY'S CERTIFICATION***

TITLE	LEAD AGENCY
Deputy Director, EARD	Department of City Planning
NAME	DATE
Olga Abinader	August 17, 2018

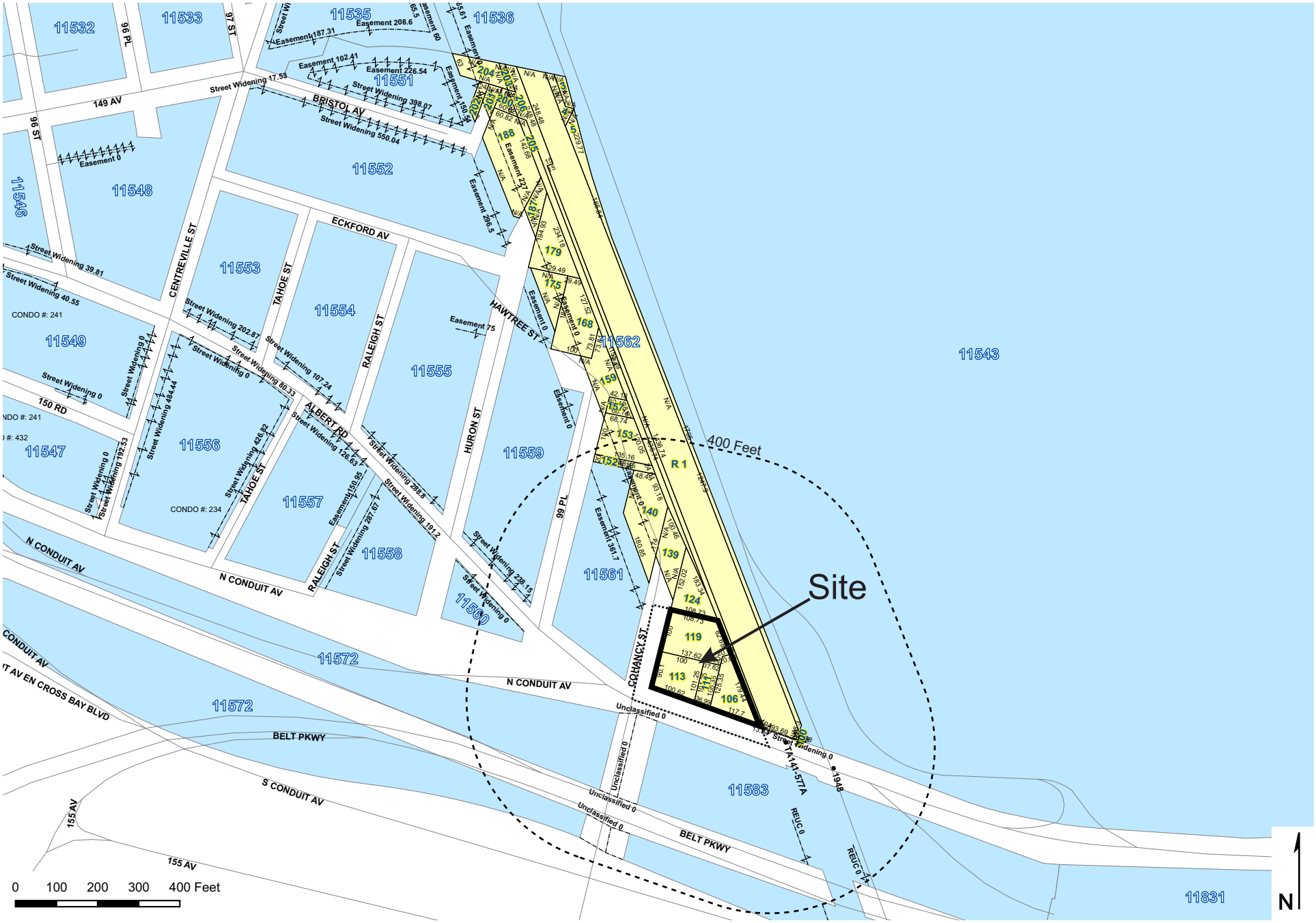
SIGNATURE



Figure 1 - Site Location



Data Source: MapPLUTO 2017v1.1, NYC DOF Digital Tax Map 03-16 downloaded from https://nycopendata.socrata.com


Site
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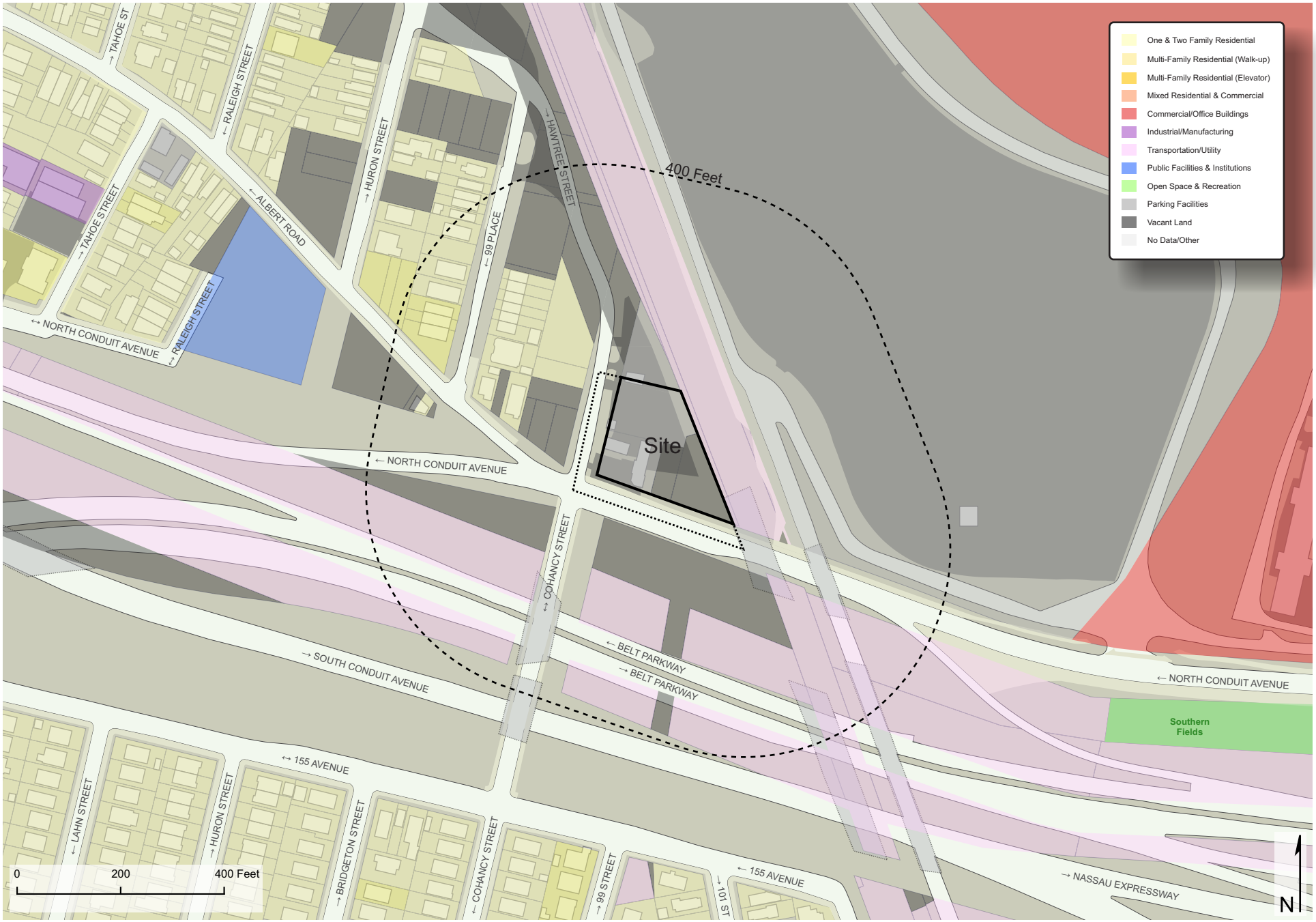
11831
149 AV
96 ST
96 PL
97 ST
BRISTOL AV
ECKFORD AV
CENTREVILLE ST
TAHOE ST
RALEIGH ST
HAWTREE ST
HURON ST
ALBERT RD
99 PL
CORNAGY ST
N CONDUIT AV
S CONDUIT AV
BELT PKWY
TA 141-577 A
150 RD
155 AV
CONDO #: 241
CONDO #: 234
R 1
0 100 200 300 400 Feet
N



Data Source: MapPLUTO 2017v1.1, NYC DOF Digital Tax Map 03-16 downloaded from https://nycopendata.socrata.com

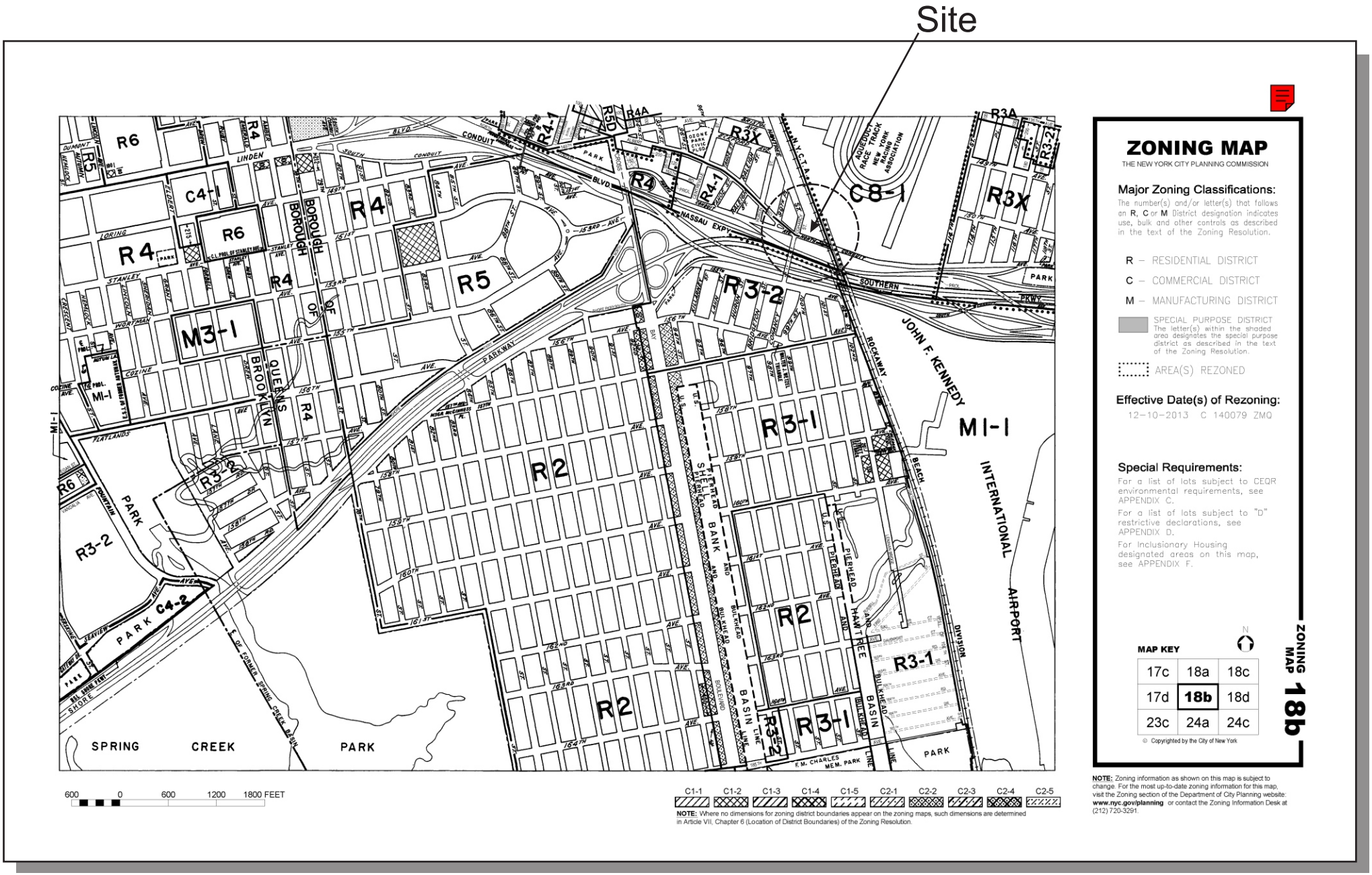
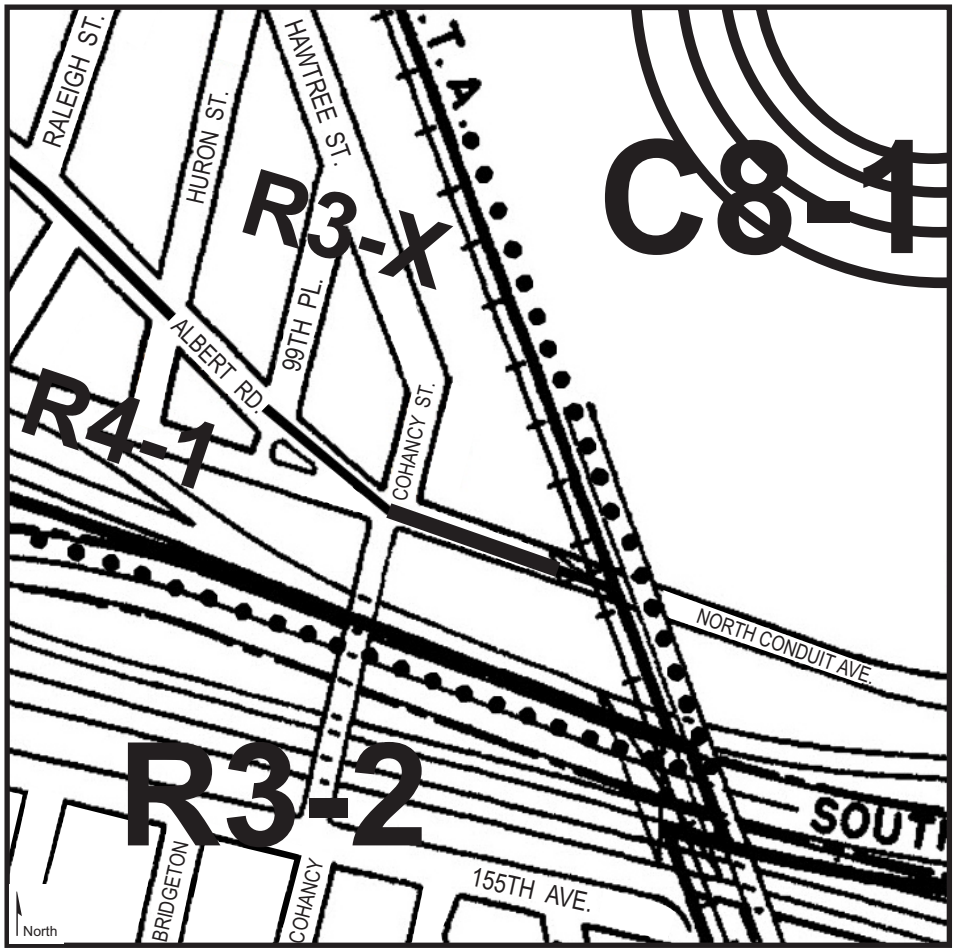
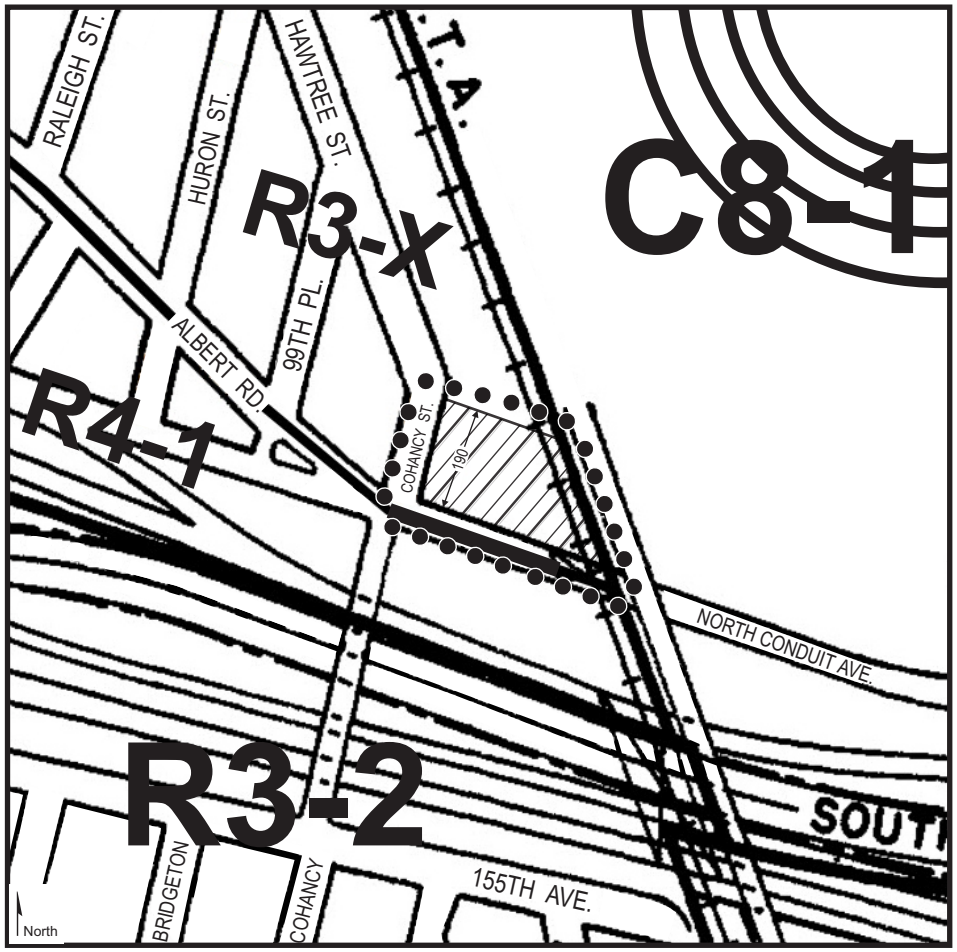

Site
ZONING MAP
THE NEW YORK CITY PLANNING COMMISSION
Major Zoning Classifications:
The number(s) and/or letter(s) that follows an R, C or M District designation indicates use, bulk and other controls as described in the text of the Zoning Resolution.
R – RESIDENTIAL DISTRICT
C – COMMERCIAL DISTRICT
M – MANUFACTURING DISTRICT
SPECIAL PURPOSE DISTRICT
The letter(s) within the shaded area designates the special purpose district as described in the text of the Zoning Resolution.
AREA(S) REZONED
Effective Date(s) of Rezoning:
12-10-2013 C 140079 ZMQ
Special Requirements:
For a list of lots subject to CEQR environmental requirements, see APPENDIX C.
For a list of lots subject to "D" restrictive declarations, see APPENDIX D.
For Inclusionary Housing designated areas on this map, see APPENDIX F.
MAP KEY
17c 18a 18c
17d 18b 18d
23c 24a 24c
© Copyrighted by the City of New York
ZONING MAP 18b
NOTE: Zoning information as shown on this map is subject to change. For the most up-to-date zoning information for this map, visit the Zoning section of the Department of City Planning website: www.nyc.gov/planning or contact the Zoning Information Desk at (212) 720-3291.
600 0 600 1200 1800 FEET
C1-1 C1-2 C1-3 C1-4 C1-5 C2-1 C2-2 C2-3 C2-4 C2-5
NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article VII, Chapter 6 (Location of District Boundaries) of the Zoning Resolution.
SPRING CREEK PARK
JOHN F. KENNEDY INTERNATIONAL AIRPORT
NASSAU EXPY
CONDUIT AVE
ROCKAWAY BLVD
SOUTHERN PKWY
PARKWAY
SHERIDAN EXPY
BELT PKWY
BROOKLYN QUEENS
BOROUGH OF QUEENS
PIERHEAD AND BULKHEAD LINE
BASIN LINE
F.M. CHARLES MEM. PARK
R6 R4 R5 R4-1 R5D R4A R3X R3A R3-2 R3-1 R2 M3-1 M1-1 C4-1 C4-2 C8-1

Figure 5 - Aerial Map





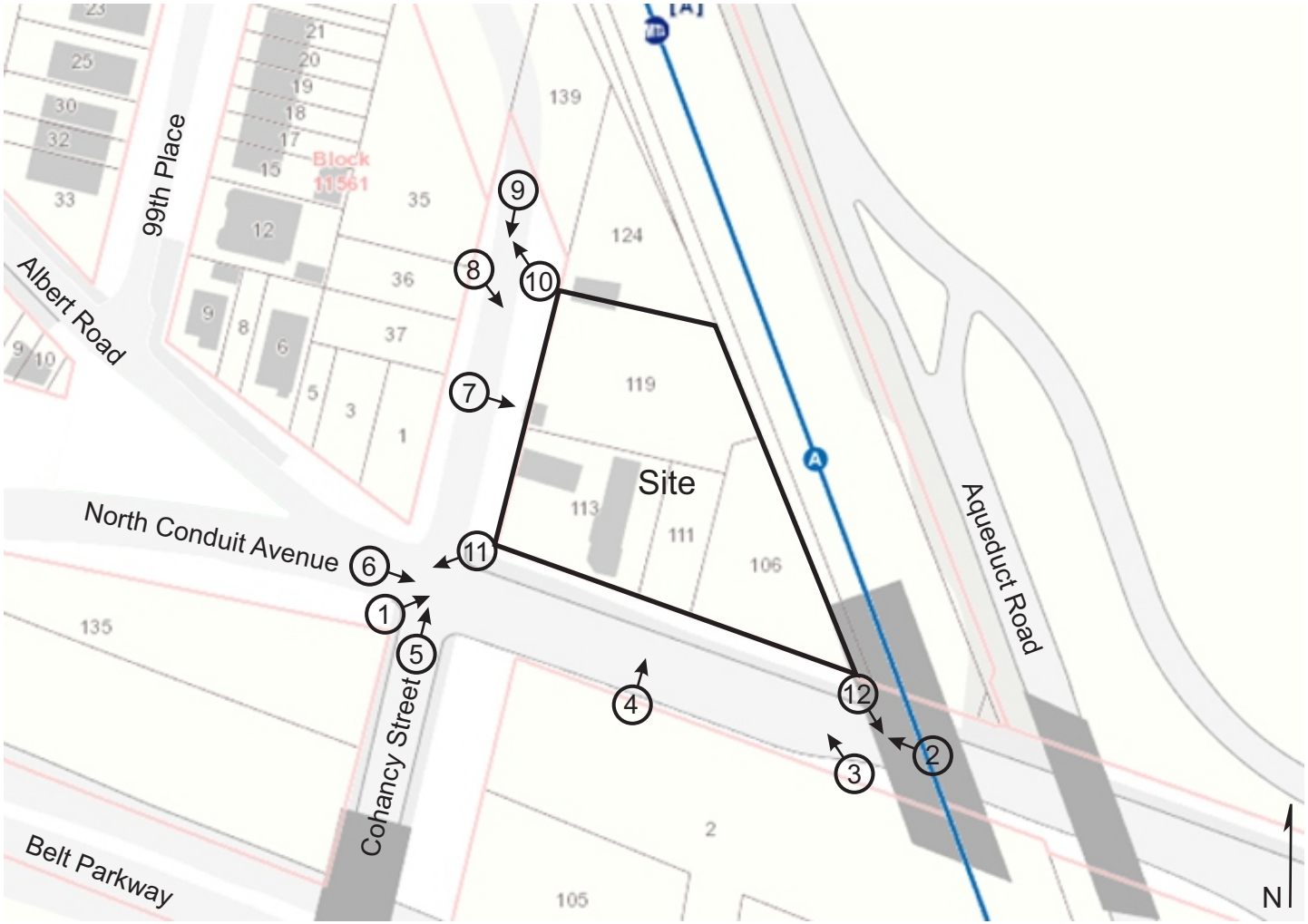
Current Zoning Map (18b)



Proposed Zoning Map (18b) - Project Area is outlined with dotted lines

Rezoning from R3X to R3X/C1-3

C1-1 C1-2 C1-3 C1-4 C1-5 C2-1 C2-2 C2-3 C2-4 C2-5


99th Place
Albert Road
North Conduit Avenue
Cohancy Street
Belt Parkway
Aqueduct Road
Site
Block 11561
139
124
119
113
111
106
135
105
2
N


Site
Cohancy Street
North Conduit Avenue
N


Site
North Conduit Avenue
NEW YORK CITY TRANSIT
N


Site
North Conduit Avenue
N


Site
North Conduit Avenue
N


Site
Cohancy Street
North Conduit Avenue
N


Site
Cohancy Street
North Conduit Avenue
N


Site
Cohancy Street
N


Site
Cohancy Street
N


Site
Cohancy Street
N


Work in Progress: Residential
Cohancy Street
N


Cohancy Street
North Conduit Avenue
N


North Conduit Avenue
N

100-03 NORTH CONDUIT AVENUE REZONING

PROJECT DESCRIPTION

PROPOSED ACTION

The Applicant, Kamali Organization LLC, is seeking an amendment to zoning sectional map 18b to map a C2-2 local service overlay within an R3X low density contextual residential district in the Ozone Park community in Queens Community District 10. The affected area (Block 11562, Lots 1(part of), 5 (part of),100, 106, 111, 113, 119 (part of), and 206 (part of)) comprises the southernmost part of Block 11562, from its western edge along Cohancy Street to its eastern edge adjacent to the Aqueduct Racetrack and Casino, with approximately 385 feet of frontage along North Conduit Avenue and extending to a depth of 190 feet from the avenue frontage. Whereas the current zoning (R3X) permits residential and community facility uses in Use Groups 1 through 4, the proposed zoning (R3X/C2-2) would also permit local commercial uses listed in Use Groups 5, 6, 7, 8, 9, and 14 and would make additional commercial uses available by special permit. The maximum permitted commercial floor area ratio (FAR) would be 1.00.

If the proposed action is approved, the Applicant intends to seek a Board of Standards and Appeals (BSA) special permit pursuant to Zoning Resolution (ZR) Section 73-211 (Location in C2, C4, C6 or C7 Districts) to construct and operate an automotive service center on the project site (Lots 106, 111, 113, and 119). ZR Section 73-211 authorizes the BSA to permit Use Group 16 automotive service centers at certain locations within commercial districts in which such a use is not permitted as-of-right. ZR Section 73-211 authorizes the BSA to permit an automotive service center in a C2, C4, C6, or C7 district "whose longer dimension is 375 feet or more (exclusive of land in streets)," provided that the use would occupy a site with a minimum area of 7,500 square feet (sf) or, if the site is not located on an arterial highway or major street, of 15,000 sf.

The proposed action would facilitate a proposal by the Applicant to develop a Use Group 16 automotive service station and accessory convenience store. The proposed development would consist of a single-story, 3,990 gross square foot (gsf) building containing the convenience store, gasoline pumping stations, and ten unenclosed accessory parking spaces.

AFFECTED AREA

The proposed rezoning from R3X to R3X/C2-2 would affect an area of approximately 57,315 sf. The affected area would comprise the southernmost part of Block 11562, from its western edge along Cohancy Street to its eastern edge adjacent to the Aqueduct Racetrack and Casino, with approximately 385 feet of frontage along North Conduit Avenue and extending to a depth of 190 feet from the avenue frontage. The affected area would consist of Block 11562, Lots 1(part of), 5 (part of),100, 106, 111, 113, 119 (part of), and 206 (part of).

Lots 106, 111, 113, and 119 constitute the project site, which is described in detail below. The project site is entirely within the affected area, except for an approximately 667 sf sliver along the northern property line of Lot 119. Because the majority of the 13,220 sf lot would be rezoned to R3X/C1-3 and the distance between the new district boundary and the northern lot line (ranging from 0.1 to 11.4 feet) would be less than 25 feet at all locations, the provisions of ZR Section 77-11, Conditions for Application of Use Regulations to Entire Zoning Lot, would permit the entire lot to be redeveloped as if it were entirely within the R3X/C1-3 district. This part of the affected area measures 35,015 square feet.

Lots 1, 5, 100, and 206 are NYCT properties that constitute the portion of the A line transit right-of-way that is located within Block 11562. Lot 1 is a long, linear strip above, below, and including the elevated train trestle itself. Lots 5 and 206 are narrower linear strips that flank Lot 1. Lot 100 is a small, triangular, approximately 200 sf parcel carved out of the southeastern part of Lot 1 adjacent to North Conduit Avenue. This part of the affected area has approximately 130 feet of frontage along North Conduit Avenue and measures approximately 22,300 sf.

The NYCT property supports a stable transportation use. As a railroad or transit right-of-way, it does not constitute a zoning lot. For these reasons, the property is not a potential development parcel, and it would not be affected by the proposed actions.

PROJECT SITE

The project site is identified as 100-01 to 100-15 North Conduit Avenue and 150-05 to 150-21 Cohancy Street; Queens Block 11562, Lots 106, 111, 113, and 119. The Applicant controls all four lots, and they will be merged to form a single zoning lot before a submission is made to the BSA.

The project site is quadrangular, with its frontages along North Conduit Avenue and Cohancy Street forming its southern and western edges respectively. The site has 190.1 feet along the east side of Cohancy Street and 259.31 feet along the north side of North Conduit Avenue. Its 108.73-foot-long northern edge is almost but not quite parallel to North Conduit Avenue;[1] its 262.12-foot-long "eastern" edge actually angles northwesterly from North Conduit Avenue. The site abuts the New York City Transit (NYCT) elevated A line right-of-way on its east and Block 11562, Lot 124 (a contractor's yard), on its north. Internally, the easternmost of the four lots is Lot 106, an almost triangular property that has 117.7 feet of frontage along North Conduit Avenue and that abuts the transit right-of-way on its east, Lot 119 on its northwest, and Lots 119 and 111 on its west. Lot 111 is rectangular, with 36.99 feet of frontage along North Conduit Avenue and abutting Lot 106 on its east, Lot 119 on its north, and Lot 113 on its west. Lot 113 occupies the northeast corner of North Conduit Avenue and Cohancy Street, with 100.62 feet of frontage along North Conduit Street and 90.1 feet of frontage along Cohancy Street. It also abuts Lot 111 on the east and Lot 119 on the north. The irregularly shaped Lot 119 occupies the northwestern part of the site, with 100 feet of frontage along Cohancy Street. It abuts Lots 111 and 113 on its south, Lot 106 on its east and southeast, the transit right-of-way along

1 The northern lot line is at a 90 degree angle to Cohancy Street, but the intersection of Cohancy Street and North Conduit Avenue forms a 96 degree angle on Block 11562.

its long, slanted eastern edge, and Lot 124 on its north.

The site measures 35,682 square feet (sf). The breakdown by lot is as follows:

Lot 106: 9,150 sf
Lot 111: 3,744 sf
Lot 113: 9,568 sf
Lot 119: 13,220 sf
Total: 35,682 sf

PROPOSED DEVELOPMENT

The proposed action would facilitate a proposal by the Applicant to redevelop the project site with a Use Group 16 automotive service station and accessory convenience store. The convenience store would occupy a one-story, 18'10" tall, 3,990 gsf building. It would be the only building on the site. Total floor area would thus be 3,990 sf, all of which would count for zoning purposes, for a floor area ratio (FAR) of 0.11. The development would also include a canopy covering eight fuel pumps, as well as ten accessory parking spaces adjacent to the convenience store. There would be four 10,000 gallon underground storage tanks. The development would not include automotive repair facilities. Access would be via five 30-foot-wide curb cuts, three of them onto North Conduit Avenue and two of them onto Cohancy Street. The property would be screened by landscaping strips along its northern and eastern edges. The fuel pumps would be located 15 feet from the North Conduit Avenue frontage. The convenience store would be located further north, adjacent to Cohancy Street.

PURPOSE AND NEED

It is the Applicant's opinion that the project site is a problematic location for the development of one- or two-family homes, for which the site is zoned. It is situated on a service road for the adjacent Belt Parkway, adjacent to an elevated subway line and a contractor's yard, directly across the train tracks from the Aqueduct Racetrack and Casino, on land that may be contaminated with hazardous materials as a result of past gas station and automotive repair uses. This may explain why the site has been devoid of active land uses for at least a quarter century and does not appear to have supported any land use other than automotive uses for almost half a century.

The current zoning (R3X) does not permit commercial uses. The proposed zoning map amendment is therefore needed.

The proposed rezoning to R3X/C2-2 would permit a range of commercial uses as-of-right and would make others, including automotive uses, available by special permit. A rezoning to R3X/C2-2 would enable the project site to be redeveloped with a Use Group 16 automotive service center under the ZR Section 73-211 (Location in C2, C4, C6 or C7 Districts) special permit.

The proposed project would restore a long unutilized site to active, productive use and would return the site to a historical use that long occupied part of the site.

ANALYSIS FRAMEWORK

Existing Conditions

The project site has been unutilized for approximately 26 years. The fenced property contains vacant land overgrown with weeds, a small paved area, and three long abandoned buildings in an advanced state of decay. Lots 106 and 111 are entirely undeveloped. Lot 113 has two buildings: a one-story brick former auto repair garage fronting on North Conduit Avenue and a two-story brick former single-family home fronting on Cohancy Street. The two buildings have a combined floor area of approximately 4,050 sf (for an FAR of 0.42). Both buildings were issued certificates of occupancy in 1956; they replaced earlier, similar buildings that were destroyed by fire. A record of a demolition permit that was issued in 1969 but not used indicates that the residential building was abandoned almost half a century ago; the gas station and auto repair garage ceased operation in about 1990. Lot 119 has a vacant one-story former garage of approximately 400 sf (for a 0.03 FAR). No Department of Buildings records are available for the structure.

Lots 1, 5, 100, and 206 are NYCT properties that constitute a portion of the A line transit right-of-way. Train tracks and the Aqueduct – North Conduit Avenue Station occupy the property.

The Future without the Proposed Action

As discussed above, the project site occupies a problematic location on a service road for the adjacent Belt Parkway, adjacent to an elevated subway line and a contractor's yard, directly across the train tracks from the Aqueduct Racetrack and Casino, on land that may be contaminated with hazardous materials as a result of past gas station and automotive repair uses. The site has been devoid of active land uses for at least a quarter century and does not appear to have supported any land use other than automotive uses for almost half a century. Absent the proposed action, the site is expected to remain in its current condition, a combination of vacant land and vacant buildings.

As explained above, the outparcels in the affected area (parts of Lots 1, 5, 100, and 206) are NYCT properties that constitute a portion of the A line transit right-of-way. The NYCT property supports a stable transportation use. As a railroad or transit right-of-way, it does not constitute a zoning lot. For these reasons, existing conditions are expected to continue on the property.

The Future with the Proposed Action

Project Site

If the proposed zoning map amendment is approved, the Applicant would still not be able to develop the proposed project, absent a subsequent discretionary action by the BSA (the granting of a special permit under ZR Section 73-21). The EAS therefore considers two separate with-action scenarios: (1) a development scenario that would be as-of-right under the proposed R3X/C2-2 zoning; and (2) the proposed project, which assumes the subsequent BSA action.

Under the proposed R3X/C2-2 zoning, Use Group 1 and 2 residential uses, Use Group 3 and 4 community facility uses, and Use Group 5, 6, 7, 8, 9, and 14 local commercial uses would be permitted. Transient hotels (Use Group 5) would not be possible at the project

site, however; to address Community Board 10's concerns about a transient hotel at this location, a restrictive declaration precluding transient accommodations would be recorded for the property. The bulk regulations for residential and community facility development would be the same as under the current R3X zoning. For commercial development, the maximum permitted FAR would be 1.00, and the maximum building height would be 30 feet and two stories. For local retail uses, one accessory off-street parking space would be required for every 300 sf of floor area.

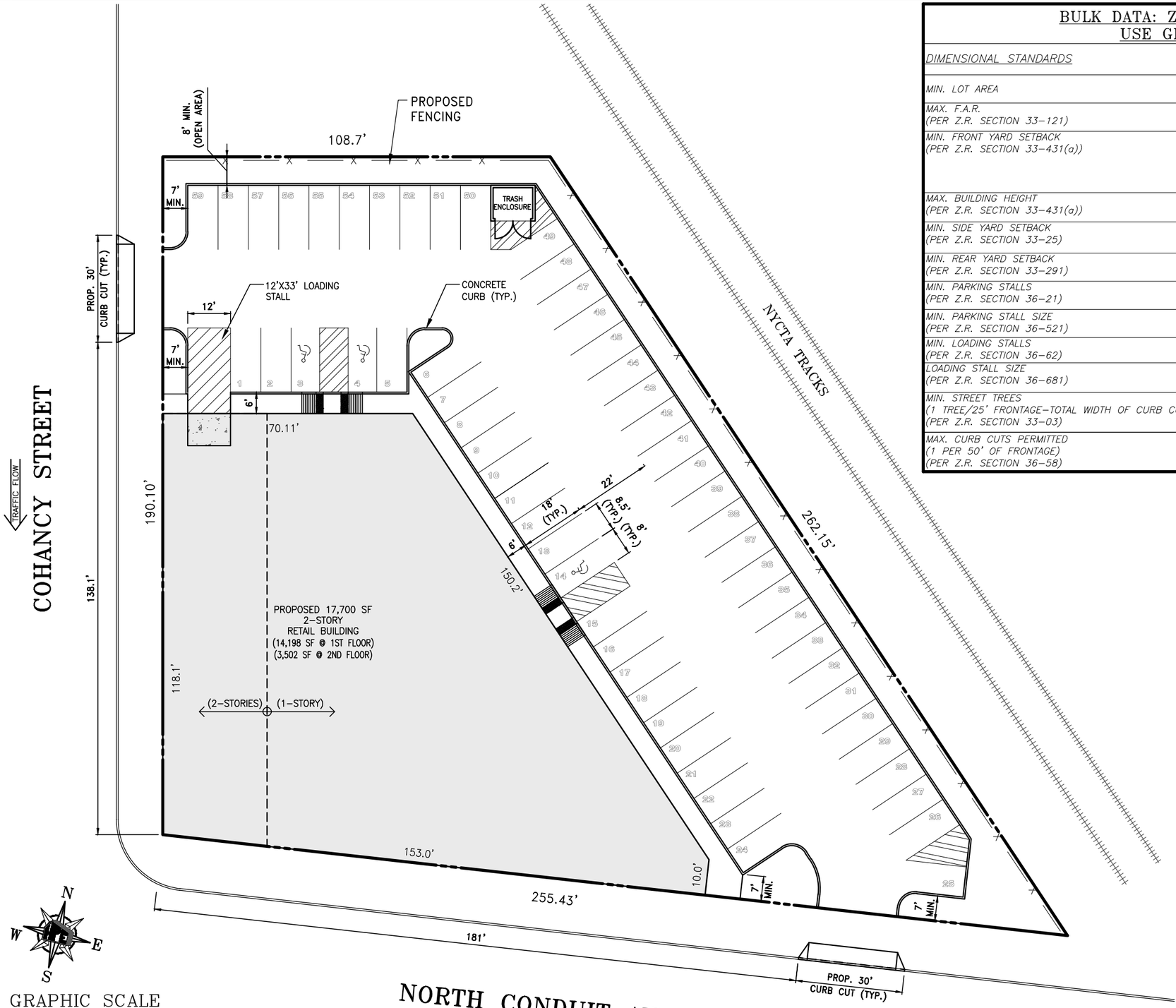
RWCDS 1: Without BSA Approval would be a Use Group 6 one- and two-story retail strip mall. The multi-tenant building would contain 17,700 gsf, all of which would count as zoning floor area (for an FAR of 0.49). It would have a 14,198 gsf first floor and a 3,502 gsf second floor. The building would be 30 feet tall. It would occupy the southwest corner of the site, with a 153-foot-long wall along North Conduit Avenue and a 118.1-foot-long wall along Cohancy Street. Two rows of parking, flanking driving lanes, would wrap around the northern and eastern sides of the building, with a total of 59 accessory surface parking spaces. Access would be via two 30-foot-wide curb cuts, one onto North Conduit Avenue at the eastern end of the site, and the other onto Cohancy Street at the northern end of the site. A loading dock would be located at the northwestern edge of the building, adjacent to the curb cut onto Cohancy Street. (See the attached site plan.)

RWCDS 2: With BSA Approval is identical to the proposed development: a Use Group 16 automotive service station and accessory convenience store. The convenience store would occupy a one-story, 18'10" tall, 3,990 gsf building, with all building space counting for zoning purposes. It would be the only building on the site. Total floor area would thus be 3,990 sf, for an FAR of 0.11. The development would also include a canopy covering eight fuel pumps, as well as 13 accessory parking spaces adjacent to the convenience store. There would be four 10,000 gallon underground storage tanks. The development would not include automotive repair facilities. Access would be via five 30-foot-wide curb cuts, three of them onto North Conduit Avenue and two of them onto Cohancy Street. The property would be screened by landscaping strips along its northern and eastern edges. The fuel pumps would be located 15 feet from the North Conduit Avenue frontage. The convenience store would be located further north, adjacent to Cohancy Street. (See the attached site plan.)

Neither development scenario maximizes the available FAR of 1.00. For RWCDS 1, the limiting factor is the off-street accessory parking requirement of one space per 300 square feet of commercial floor area. Given the building footprint and required vehicular and pedestrian circulation space, the project site can accommodate no more than 59 surface parking spaces, which is the number that would be required under this scenario. Any additional floor area would require structured parking. For RWCDS 2, the space-intensive aspects of a gas station (well spaced gas pumps sufficient in number, gasoline storage tanks, vehicular circulation space, and access to numerous curb cuts) sharply limit the size of the building footprint and the number of parking spaces that can be provided for the convenience store.

Out Parcels within the Affected Area

As explained above, the outparcels in the affected area (parts of Lots 1, 5, 100, and 206) are NYCT properties that constitute a portion of the A line transit right-of-way. The NYCT property supports a stable transportation use. As a railroad or transit right-of-way, it does



SITE PLAN

(TOTAL LOT AREA = 35,993 SQFT.)

BULK DATA: ZONE: C2-2 WITHIN R3X, USE GROUP: 6C RETAIL

DIMENSIONAL STANDARDS	PERMITTED/ REQUIRED	PROVIDED
MIN. LOT AREA	N/A	35,993 SF
MAX. F.A.R. (PER Z.R. SECTION 33-121)	1.00 (35,993)	0.49 (17,700)
MIN. FRONT YARD SETBACK (PER Z.R. SECTION 33-431(a))	0' (W/ BLDG. HEIGHT <30')	COHANCY STREET 0.0' NORTH CONDUIT AVENUE 0.0'
MAX. BUILDING HEIGHT (PER Z.R. SECTION 33-431(a))	30'/ 2 STORIES (WITHIN INITIAL 15' SETBACK)	±30'/ 2 STORIES
MIN. SIDE YARD SETBACK (PER Z.R. SECTION 33-25)	8' MIN. OPEN AREA	8' (CURB)
MIN. REAR YARD SETBACK (PER Z.R. SECTION 33-291)	N/A (CORNER LOT)	N/A (CORNER LOT)
MIN. PARKING STALLS (PER Z.R. SECTION 36-21)	1 PER 300 SF FOR UG #6C/ PRCB	17,700/ 300 = 59 56 + 3 ADA (59 TOTAL)
MIN. PARKING STALL SIZE (PER Z.R. SECTION 36-521)	8.5'x18'	8.5'x18'
MIN. LOADING STALLS (PER Z.R. SECTION 36-62)	1ST 8,000 SF = 0 NEXT 17,000 SF = 1	1
LOADING STALL SIZE (PER Z.R. SECTION 36-681)	33'x12'	33'x12'
MIN. STREET TREES (1 TREE/25' FRONTAGE-TOTAL WIDTH OF CURB CUTS) (PER Z.R. SECTION 33-03)	375'/25 = 15 15 TREES REQUIRED	15
MAX. CURB CUTS PERMITTED (1 PER 50' OF FRONTAGE) (PER Z.R. SECTION 36-58)	191.17'/50'= 3.8 4 CURB CUTS PERMITTED	2



KEY MAP

N.T.S

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REVISIONS

REV. #	DATE	REVISION
1	2/12/18	PER C2-2 ZONING

NYCDOB STICKER

NYCDOB APPLICATION #

SITE ADDRESS:

100-03 NORTH CONDUIT AVENUE
QUEENS, NY 11417

BLOCK: 11562
LOTS: 106, 111, 113 & 119
ZONE: R3X
MAP #: 18b

OWNER INFO:
THE KAMALI ORGANIZATION, INC.
40 CUTTER MILL RD. SUITE 310
GREAT NECK, NY 11021

SCALE: AS SHOWN

HPE #: KAMA15-01

DATE: 08/12/16

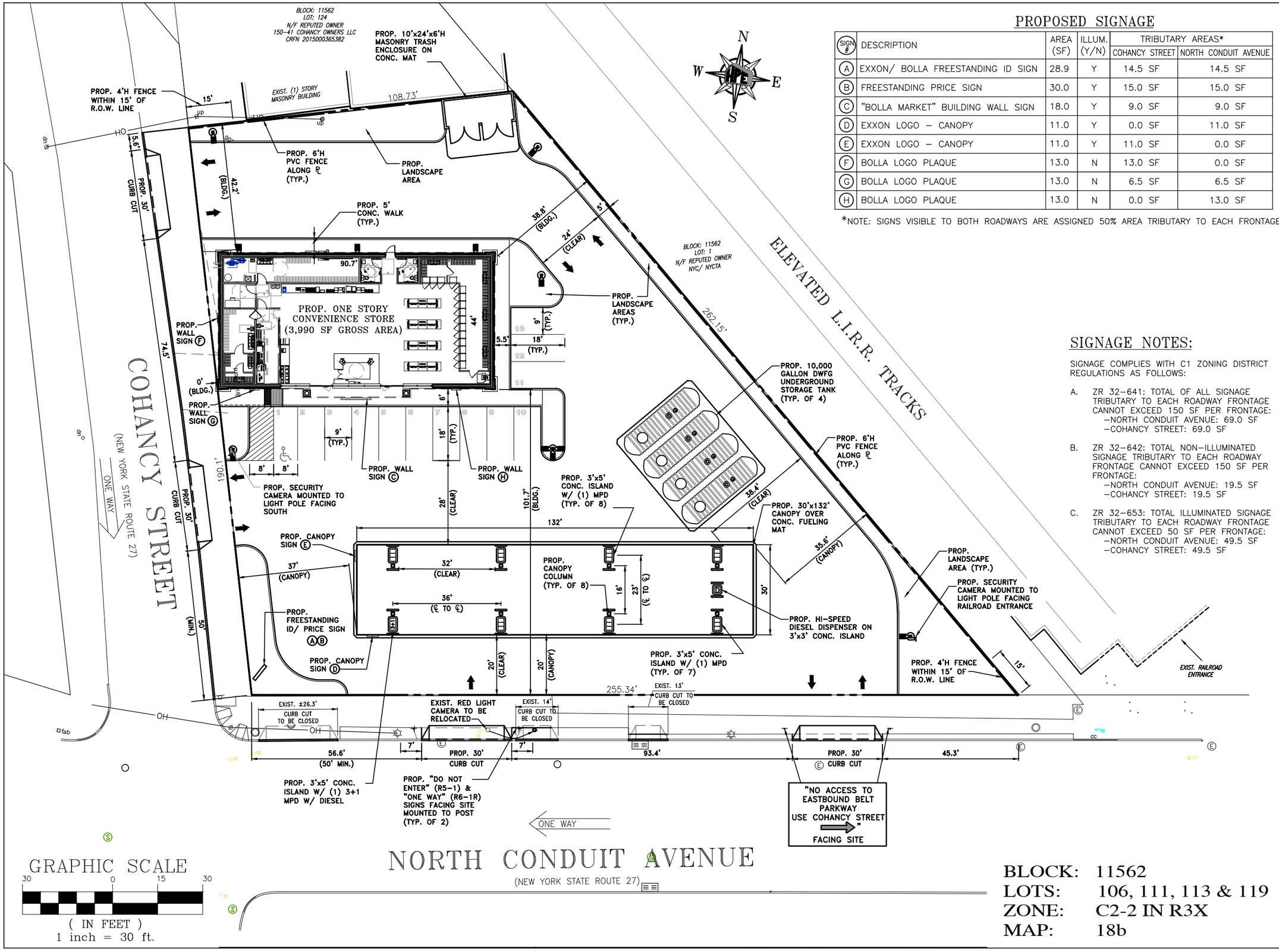
DWG #: KAMA15-01-AS-0.1

TITLE:

AS-OF-RIGHT PLAN RETAIL USE

SHEET NO:

AS-F



PROPOSED SIGNAGE

SIGN #	DESCRIPTION	AREA (SF)	ILLUM. (Y/N)	TRIBUTARY AREAS*	
				COHANCY STREET	NORTH CONDUIT AVENUE
(A)	EXXON/ BOLLA FREESTANDING ID SIGN	28.9	Y	14.5 SF	14.5 SF
(B)	FREESTANDING PRICE SIGN	30.0	Y	15.0 SF	15.0 SF
(C)	"BOLLA MARKET" BUILDING WALL SIGN	18.0	Y	9.0 SF	9.0 SF
(D)	EXXON LOGO – CANOPY	11.0	Y	0.0 SF	11.0 SF
(E)	EXXON LOGO – CANOPY	11.0	Y	11.0 SF	0.0 SF
(F)	BOLLA LOGO PLAQUE	13.0	N	13.0 SF	0.0 SF
(G)	BOLLA LOGO PLAQUE	13.0	N	6.5 SF	6.5 SF
(H)	BOLLA LOGO PLAQUE	13.0	N	0.0 SF	13.0 SF

*NOTE: SIGNS VISIBLE TO BOTH ROADWAYS ARE ASSIGNED 50% AREA TRIBUTARY TO EACH FRONTAGE

SIGNAGE NOTES:

SIGNAGE COMPLIES WITH C1 ZONING DISTRICT REGULATIONS AS FOLLOWS:

A. ZR 32-641: TOTAL OF ALL SIGNAGE TRIBUTARY TO EACH ROADWAY FRONTAGE CANNOT EXCEED 150 SF PER FRONTAGE:
   - –NORTH CONDUIT AVENUE: 69.0 SF
   - –COHANCY STREET: 69.0 SF

B. ZR 32-642: TOTAL NON-ILLUMINATED SIGNAGE TRIBUTARY TO EACH ROADWAY FRONTAGE CANNOT EXCEED 150 SF PER FRONTAGE:
   - –NORTH CONDUIT AVENUE: 19.5 SF
   - –COHANCY STREET: 19.5 SF

C. ZR 32-653: TOTAL ILLUMINATED SIGNAGE TRIBUTARY TO EACH ROADWAY FRONTAGE CANNOT EXCEED 50 SF PER FRONTAGE:
   - –NORTH CONDUIT AVENUE: 49.5 SF
   - –COHANCY STREET: 49.5 SF

GRAPHIC SCALE
30 0 15 30
(IN FEET)
1 inch = 30 ft.

BLOCK: 11562
LOTS: 106, 111, 113 & 119
ZONE: C2-2 IN R3X
MAP: 18b

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LAWRENCE D. O'BRIEN
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NEW YORK LICENSE No. 082537

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REVISIONS

REV NO.	DATE	REVISION
	5/17/16	REV. PER DCP COMMENTS
	1/25/17	REV. PER STONEFIELD COMMENTS
	7/26/17	REV. PER RECEIPT OF SURVEY
	9/16/17	REV. PER COMMUNITY BOARD COMMENTS
	1/23/18	REV. ZONING DESIGNATION

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SITE ADDRESS:
PROPOSED BOLLA MARKET W/ EXXON FILLING STATION
100-03 NORTH CONDUIT AVENUE
QUEENS, NY 11417

BLOCK: 11562 MAP: 18b
LOT(S): 106, 111 ,113 & 119 ZONE: C2-2 IN R3X

SCALE:	1"=30'	HPE #:	KAMA15-01
DATE:	11/11/15	DWG #:	KAMA15-01-Z-100.00e
DRAWN BY:	LD	CHECKED BY:	AS

TITLE:
PROPOSED CONDITIONS SITE PLAN

SHEET NO:
Z-002.00
REV.

not constitute a zoning lot. For these reasons, the property is not a potential development parcel, and it would not be affected by the proposed actions.

REQUIRED APPROVALS

The proposed project would require (1) an amendment to zoning sectional map 18b to map a C2-2 local service overlay within an R3X low density contextual residential district and (2) a BSA special permit under ZR Section 73-211 (Location in C2, C4, C6 or C7 Districts). This EAS addresses the first two of the three actions. The zoning map amendment would be subject to the Uniform Land Use Review Procedure (ULURP).

BUILD YEAR

Based on an estimated 12-month approval process and a 12-month construction period, it is estimated that the project would be completed in 2020. This is the assumed "build year," which is used throughout this EAS for all future conditions, and which is the analysis year for the purpose of all assessments.

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Land Use				
Residential	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If "yes," specify the following:				
Describe type of residential structures	N/A	N/A	N/A	
No. of dwelling units	N/A	N/A	N/A	
No. of low- to moderate-income units	N/A	N/A	N/A	
Gross floor area (sq. ft.)	N/A	N/A	N/A	
Commercial	☐ Yes ☑ No	☐ Yes ☑ No	☑ Yes ☐ No	
If "yes," specify the following:				
Describe type (retail, office, other)	N/A	N/A	Retail	
Gross floor area (sq. ft.)	N/A	N/A	17,700	+17,700
Manufacturing/Industrial	N/A	N/A	N/A	
If "yes," specify the following:				
Type of Use	N/A	N/A		
Gross floor area (sq. ft.)	N/A	N/A		
Open storage area (sq. ft.)	N/A	N/A		
If any enclosed activities, specify:	N/A	N/A		
Community Facility	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If "yes," specify the following:				
Type of Use	N/A	N/A	N/A	
Gross floor area (sq. ft.)	N/A	N/A	N/A	
Vacant Land	☑ Yes ☐ No	☑ Yes ☐ No	☐ Yes ☑ No	
If "yes", describe:	32,650 sf	32,650 sf	N/A	-32,650
Publicly Accessible Open Space	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If "yes," specify type (mapped City, State, or Federal Parkland, wetland-mapped or otherwise known, other):	N/A	N/A	N/A	
Other Land Uses	☐ Yes ☐ No	☑ Yes ☐ No	Yes No	
If "yes," describe:	3 vacant buildings	3 vacant buildings	N/A	
Parking				
Garages	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If "yes," specify the following:				
No. of public spaces	N/A	N/A	N/A	
No. of accessory spaces	N/A	N/A	N/A	
Operating hours	N/A	N/A	N/A	
Attended or non-attended	N/A	N/A	N/A	
Lots	☐ Yes ☑ No	☐ Yes ☑ No	☑ Yes ☐ No	
If "yes," specify the following:				
No. of public spaces	N/A	N/A	0	
No. of accessory spaces	N/A	N/A	59	+59
Operating hours	N/A	N/A	24/7	
Other (includes street parking)	☑ Yes ☐ No	☑ Yes ☐ No	☑ Yes ☐ No	
If "yes," describe:	10 curbside	10 curbside	8 curbside	-2
Population				

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Residents	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☐ No	
If "yes," specify number:	N/A	N/A	N/A	
Briefly explain how the number of residents was calculated:				
Businesses	☐ Yes ☑ No	☐ Yes ☑ No	☑ Yes ☐ No	
If "yes," specify the following:				
No. and type			+/- 6	
No. and type of workers by business			53 (retail)	+53
No. and type of non-residents who are not workers			Shoppers (1,700)	+1,700
Briefly explain how the number of businesses was calculated:	Six stores averaging 2,833 sf. The estimates of workers and shoppers are based on the 17,700 sf total.			
Other (students, visitors, concert-goers, *etc* .)	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If any, specify type and number:	N/A	N/A	N/A	
Briefly explain how the number was calculated:				
Zoning				
Zoning classification	R3X	R3X	R3X/C2-2	
Maximum amount of floor area that can be developed	R: 21,409 sf (0.6 FAR); CF: 35,682 sf (1.0 FAR)	R: 21,409 sf (0.6 FAR); CF: 35,682 sf (1.0 FAR)	R: 21,409 sf (0.6 FAR); CF: 35,682 sf (1.0 FAR); C: 35,682 sf (1.0 FAR)	+35,682 sf of commercial floor area
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	Residential, transportation, racetrack/casino, vacant land; R3X, R4-1, C8-1	Residential, transportation, racetrack/casino, vacant land; R3X, R4-1, C8-1	Residential, transportation, racetrack/casino, vacant land; R3X, R3X/C2-2, R4-1, C8-1	

Attach any additional information that may be needed to describe the project.

If your project involves changes that affect one or more sites not associated with a specific development, it is generally appropriate to include total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Land Use				
Residential	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If "yes," specify the following:				
Describe type of residential structures	N/A	N/A	N/A	
No. of dwelling units	N/A	N/A	N/A	
No. of low- to moderate-income units	N/A	N/A	N/A	
Gross floor area (sq. ft.)	N/A	N/A	N/A	
Commercial	☐ Yes ☑ No	☐ Yes ☑ No	☑ Yes ☐ No	
If "yes," specify the following:				
Describe type (retail, office, other)	N/A	N/A	Auto and Retail	
Gross floor area (sq. ft.)	N/A	N/A	3,990	+3,990
Manufacturing/Industrial	N/A	N/A	N/A	
If "yes," specify the following:				
Type of Use	N/A	N/A		
Gross floor area (sq. ft.)	N/A	N/A		
Open storage area (sq. ft.)	N/A	N/A		
If any enclosed activities, specify:	N/A	N/A		
Community Facility	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If "yes," specify the following:				
Type of Use	N/A	N/A	N/A	
Gross floor area (sq. ft.)	N/A	N/A	N/A	
Vacant Land	☑ Yes ☐ No	☑ Yes ☐ No	☐ Yes ☑ No	
If "yes", describe:	32,650 sf	32,650 sf	N/A	-32,650
Publicly Accessible Open Space	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If "yes," specify type (mapped City, State, or Federal Parkland, wetland-mapped or otherwise known, other):	N/A	N/A	N/A	
Other Land Uses	☑ Yes ☐ No	☑ Yes ☐ No	Yes No	
If "yes," describe:	3 vacant buildings	3 vacant buildings	N/A	
Parking				
Garages	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If "yes," specify the following:				
No. of public spaces	N/A	N/A	N/A	
No. of accessory spaces	N/A	N/A	N/A	
Operating hours	N/A	N/A	N/A	
Attended or non-attended	N/A	N/A	N/A	
Lots	☐ Yes ☑ No	☐ Yes ☑ No	☑ Yes ☐ No	
If "yes," specify the following:				
No. of public spaces	N/A	N/A	0	
No. of accessory spaces	N/A	N/A	13	+13
Operating hours	N/A	N/A	24/7	
Other (includes street parking)	☑ Yes ☐ No	☑ Yes ☐ No	☑ Yes ☐ No	
If "yes," describe:	10 curbside	10 curbside	6 curbside	-4
Population				

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Residents	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☐ No	
If "yes," specify number:	N/A	N/A	N/A	
Briefly explain how the number of residents was calculated:				
Businesses	☐ Yes ☑ No	☐ Yes ☑ No	☑ Yes ☐ No	
If "yes," specify the following:				
No. and type			1 gas station	+1
No. and type of workers by business			4	+4
No. and type of non-residents who are not workers			1,300 drivers and shoppers	+1.300
Briefly explain how the number of businesses was calculated:	It is the proposed use.			
Other (students, visitors, concert-goers, *etc* .)	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If any, specify type and number:	N/A	N/A	N/A	
Briefly explain how the number was calculated:				
Zoning				
Zoning classification	R3X	R3X	R3X/C2-2	
Maximum amount of floor area that can be developed	R: 21,409 sf (0.6 FAR); CF: 35,682 sf (1.0 FAR)	R: 21,409 sf (0.6 FAR); CF: 35,682 sf (1.0 FAR)	R: 21,409 sf (0.6 FAR); CF: 35,682 sf (1.0 FAR); C: 35,682 sf (1.0 FAR)	+35,682 sf of commercial floor area
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	Residential, transportation, racetrack/casino, vacant land; R3X, R4-1, C8-1	Residential, transportation, racetrack/casino, vacant land; R3X, R4-1, C8-1	Residential, transportation, racetrack/casino, vacant land; R3X, R3X/C2-2, R4-1, C8-1	

Attach any additional information that may be needed to describe the project.

If your project involves changes that affect one or more sites not associated with a specific development, it is generally appropriate to include total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.

PART II: TECHNICAL ANALYSES

INTRODUCTION

Based on the criteria in Part II of the Environmental Assessment Statement Full Form, the following technical areas require further analysis: land use, zoning, and public policy; historic and cultural resources; urban design and visual resources; hazardous materials; transportation; air quality; and noise. These analyses, which follow the guidance in the *CEQR Technical Manual*, are presented below. The heading numbers correlate with the relevant chapters of the *CEQR Technical Manual*.

4. LAND USE, ZONING, AND PUBLIC POLICY

Introduction

A land use analysis characterizes the uses and development trends in the area that may be affected by an action and determines whether a proposed project is compatible with those conditions or whether it may adversely affect them. The analysis also considers the proposed project's compliance with, and effect on, the area's zoning and other applicable public policies.

According to the *CEQR Technical Manual*, a preliminary assessment that includes a basic description of existing and future land uses, as well as basic zoning information, is provided for most projects, regardless of their anticipated effects. Regarding public policy, the *CEQR Technical Manual* states, "Large, publicly-sponsored projects are assessed for their consistency with PlaNYC, the City's sustainability plan." An assessment of an action's consistency with the Waterfront Revitalization Program is required if an action would occur within the designated Coastal Zone. Public policy assessments are also appropriate if an action would occur within an area covered by an Urban Renewal Plan or a 197-A Plan.

Study Area

According to the *CEQR Technical Manual,* the appropriate study area for land use, zoning, and public policy is related to the type and size of the proposed project, as well as the location and context of the area that could be affected by the project. Study area radii vary according to these factors, with suggested study areas ranging from 400 feet for a small project to 0.5 miles for a very large project.

Because of the modest size of the proposed project, the land use and zoning assessment for the proposed action considers a study area extending 400 feet around the proposed rezoning area. As shown in the Land Use Map, the study area extends northward to Hawtree Street, eastward into Aqueduct Racetrack and Casino, southward to South Conduit Avenue, and westward to the midpoint between 99th Place and Huron Street.

Need for a Preliminary Assessment

A land use and zoning assessment is appropriate for the proposed action, which is a zoning map amendment.

The proposed project is neither large nor publicly sponsored. No portion of the proposed rezoning area is within an urban renewal area, an area covered by a 197-a Plan, or the Coastal Zone. A public policy consistency assessment is therefore not warranted.

Land Use

<u>Existing Conditions within the Affected Area</u>

The affected area would comprise the southernmost part of Block 11562, from its western edge along Cohancy Street to its eastern edge adjacent to the Aqueduct Racetrack and Casino, with approximately 385 feet of frontage along North Conduit Avenue and extending to a depth of 190 feet from the avenue frontage. The affected area would consist of Block 11562, Lots 1(part of), 5 (part of),100, 106, 111, 113, 119 (part of), and 206 (part of).

Lots 106, 111, 113, and 119 constitute the project site, which has been unutilized for approximately 26 years. The fenced property contains vacant land overgrown with weeds, a small paved area, and three long abandoned buildings in an advanced state of decay. Lots 106 and 111 are entirely vacant. Lot 113 has two buildings: a one-story brick former auto repair garage fronting on North Conduit Avenue and a two-story brick former single-family home fronting on Cohancy Street. The two buildings have a combined floor area of approximately 4,050 sf (for a floor area ratio (FAR) of 0.42). Both buildings were issued certificates of occupancy in 1956; they replaced earlier, similar buildings that were destroyed by fire. A record of a demolition permit that was issued in 1969 but not used indicates that the residential building was abandoned almost half a century ago; the gas station and auto repair garage ceased operation in about 1990. Lot 119 has a vacant one-story former garage of approximately 400 sf (for a 0.03 FAR). No Department of Buildings records are available for the structure.

Lots 1, 5, 100, and 206 (to the east of the project site) are New York City Transit properties that constitute a portion of the A line transit right-of-way. Train tracks and the Aqueduct – North Conduit Avenue Station occupy the property.

Existing Conditions in the 400-Foot Study Area

Land uses within the study area include one- and two-family homes, small multifamily walkups, a racetrack and casino, a contractor's yard, a junk yard, open storage, transportation infrastructure, construction sites, and vacant land.

The Aqueduct Racetrack and Casino is located to the east of the subway line tracks. The portion within the study area is part of the facility's large parking lot and the access road onto the property.

The Belt Parkway and its flanking service roads (North and South Conduit Avenues) occupy the entire southern part of the study area.

To the immediate north of the project site is a contractor's lot, with a storage building, a semi-enclosed storage area, and an open parking area for trucks and vans used by the contractor. The northern part of the property (Block 11562, Lot 124), separated from the southern part by fencing, is used as a vehicular junk yard. North of that property is open storage, and north of that is vacant land.

To the west, Block 11561 (bounded by Cohancy Street, Hawtree Street, 99th Place, and Albert Road) consists of vacant land in the north and along most of its eastern side (the Cohancy Street frontage). On the southwestern part of the block, seven one-family homes and two two-family homes front on 99th Place and Albert Road, and two two-family homes are under construction along Cohancy Street. The west side of 99th Place between Hawtree Street and Albert Road, on Block 11559, consists of two-family homes, three-floor multifamily buildings, and a construction site at the northern end of the block where two additional two-family homes are under construction. Between Albert Road and North Conduit Avenue, on Block 11560, are a two-family home and vacant land.

Future Conditions without the Proposed Action

In the absence of the proposed action, it is assumed that no reuse or redevelopment of the project site would occur. The site would remain in the same derelict state in which it has been for the past quarter-century. The other part of the affected area, the New York City Transit property, supports a stable transportation use and will continue to do so.

Within the study area, the residential developments now under construction on Blocks 11559 and 11561 would be completed.

Future Conditions with the Proposed Action

RWCDS 1: Without BSA Approval

If the proposed zoning map amendment is approved but the BSA does not subsequently approve a special permit, the Applicant would construct a Use Group 6 two-story retail strip mall on the project site. The multi-tenant building would contain 17,700 gsf, all of which would count as zoning floor area (for an FAR of 0.49). It would have a 14,198 gsf first floor and a 3,502 gsf second floor. The building would be 30 feet tall. It would occupy the southwest corner of the site, with a 153-foot-long wall along North Conduit Avenue and a 118.1-foot-long wall along Cohancy Street. Two rows of parking, flanking driving lanes, would wrap around the northern and eastern sides of the building, with a total of 59 accessory surface parking spaces. Access would be via two 30-foot-wide curb cuts, one onto North Conduit Avenue at the eastern end of the site, and the other onto Cohancy Street at the northern end of the site. A loading dock would be located at the northwestern edge of the building, adjacent to the curb cut onto Cohancy Street.

RWCDS 2: With BSA Approval

If the proposed zoning map and text amendments are approved and the BSA subsequently approves a special permit under the revised ZR Section 73-211, the Applicant would construct a Use Group 16 automotive service station and accessory convenience store. The convenience store would occupy a one-story, 18'10" tall, 3,990 gsf building, with all building space counting for zoning purposes. It would be the only building on the site. Total floor area would thus be 3,990 sf, for an FAR of 0.11. The development would also include a canopy covering eight fuel pumps, as well as 13 accessory parking spaces adjacent to the convenience store. There would be four 10,000 gallon underground storage tanks. The development would not include automotive repair facilities. Access would be via five 30-foot-wide curb cuts, three of them onto North Conduit Avenue and two of them onto Cohancy Street. The property would be screened by landscaping strips along its northern and eastern edges. The fuel pumps would be located 15 feet from the North Conduit Avenue frontage. The convenience store would be located further north, adjacent to Cohancy Street.

Assessment

Either a retail strip mall or a gas station with an accessory convenience store would be an appropriate land use at a location on a Belt Parkway service road at an entrance to and exit from the Belt Parkway itself. Neither would cause land use conflicts with the two adjacent land uses, a subway line and a contractor's yard. Either one would restore a long unutilized tract of land to productive use. The proposed action would therefore not have a significant adverse impact on land use.

Zoning

Existing Conditions

The project site is currently within an R3X lower density contextual residential district that permits residential and community facility uses listed in Use Groups 1 through 4 but precludes new commercial or industrial uses. For a residential building, the maximum permitted floor area ratio (FAR) is 0.50, or up to 0.60 if the additional space is in an attic as described in ZR Section 23-142. Lot coverage is determined by the yard regulations, which require a front yard of at least ten feet in depth, two side yards with a total width of at least ten feet, and a rear yard of at least 30 feet in depth. The maximum permitted height of a residential building's perimeter walls is 21 feet, above which a system of sloping planes regulates the shape of a roof that may rise to a vortex or ridge line at a maximum height of 35 feet. For a community facility building, the maximum permitted FAR is generally 1.00 but is 1.60 in the case of a development with deep front and wide side yards as specified in ZR Section 24-13. The maximum permitted lot coverage is 55 percent on an interior or through lot and 60 percent on a corner lot. A community facility development must have a front yard of at least 15 feet in depth, two side yards with a total width of either eight or ten feet (depending on the street wall width), and a rear yard of at least 30 feet in depth. No portion of a community facility building may penetrate a sky exposure plane that starts at a height of 25 feet above the front yard line and slopes upward and rearward over the lot at a 45 degree angle.

The portions of the study area within Blocks 11559, 11561, and 11562 are zoned R3X. The portion within Block 11560 (that is, between Albert Road and North Conduit Avenue) is zoned R4-1, and the portion within Block 11543 (that is, within Aqueduct Racetrack and Casino) is zoned C8-1.

R4-1 is a lower density contextual residential district with the same use regulations as R3X but different bulk regulations. For a residential building, the maximum permitted FAR is 0.75, or up to 0.90 if the additional space is in an attic as described in ZR Section 23-142. Lot coverage is determined by the yard regulations, which require a front yard of at least ten feet in depth, one side yard with a width of at least eight feet, and a rear yard of at least 30 feet in depth. The maximum permitted height of a residential building's perimeter walls is 25 feet, above which a system of sloping planes regulates the shape of a roof that may rise to a vortex or ridge line at a maximum height of 35 feet. For a community facility building, the maximum permitted FAR is generally 2.00 but is 2.40 in the case of a development with deep front and wide side yards as specified in ZR Section 24-13. The maximum permitted lot coverage is 55 percent on an interior or through lot and 60 percent on a corner lot. A community facility development must have a front yard of at least 15 feet in depth, two side yards with a total width of either eight or ten feet (depending on the street wall width), and a rear yard of at least 30 feet in depth. No portion of a community facility building may penetrate a sky exposure plane that starts at a height of 35 feet above the front yard line and slopes upward and rearward over the lot at a 45 degree angle.

C8-1 is a general service district that permits a broad range of commercial uses, including automotive and semi-industrial uses. It permits some but not all community facility uses and does not permit residential uses. The maximum permitted FAR is 2.00 for commercial

uses and 6.50 for community facility uses. The maximum permitted street wall height is 30 feet (or the top of the second story if that is lower than 30 feet), and above that height no portion of the building may penetrate a sky exposure plane beginning at a height of 30 feet above the front lot line and sloping upwards and rearwards over the lot at a 45 degree angle.

Future Conditions without the Proposed Action

No zoning map changes are anticipated in the study area in the future without the proposed action.

Future Conditions with the Proposed Action

The proposed action is an amendment to zoning sectional map 18b to map a C2-2 local retail overlay within an R3X low density contextual residential district. The rezoning would affect an area of approximately 57,315 sf. The affected area would comprise the southernmost part of Block 11562, from its western edge along Cohancy Street to its eastern edge adjacent to the Aqueduct Racetrack and Casino, with approximately 385 feet of frontage along North Conduit Avenue and extending to a depth of 190 feet from the avenue frontage.

A C2-2 local service overlay permits commercial uses listed in Use Groups 5, 6, 7, 8, 9, and 14 as-of-right.[2] It also makes other commercial uses available by special permit, including automotive uses listed in Use Group 16 which require a special permit from the BSA pursuant to ZR Section 73-211 (Location in C2, C4, C6 or C7 Districts). Where mapped in an R3X district, the C2-2 overlay permits up to 1.00 FAR of commercial space. No front or side yards are required, and no rear yard is required on a corner lot or the corner lot portion of a larger lot, but a 20-foot-deep rear yard is required for a commercial building on an interior lot or the interior lot portion of a larger lot. The rear yard may be located at ground level or on top of any nonresidential portion of a building rising no higher than 23 feet above curb level.

The proposed zoning would permit the same uses as the existing zoning does, with the same bulk regulations, but would also permit a range of local commercial uses, with a maximum permitted FAR of 1.00. The change would not increase the overall permitted bulk. It would permit a set of commercial uses that are appropriate at a location on a Belt Parkway service road at an entrance to and exit from the Belt Parkway itself. It would affect a portion of the R3X district that is bounded by roadways, a raceway and casino, and a contractor's yard. The affected area is devoid of residential or community facility uses; it currently consists of an elevated subway line and station and long vacant buildings and land on which the last active use was a gas station. The proposed action would not have a significant adverse impact related to zoning.

2 Transient hotels (Use Group 5) would not be possible at the project site, however; to address Community Board 10's concerns about a transient hotel at this location, a restrictive declaration precluding transient accommodations would be recorded for the property.

9. HISTORIC AND CULTURAL RESOURCES

Introduction

This section considers the proposed action's potential impact on archaeological and architectural resources. Archaeological resources are artifacts or other remains, from either the prehistoric (Native American) or the historic (colonial or post-colonial) period that might provide information about the period from which they date or the society that produced them. Architectural resources include designated New York City landmarks and buildings within a designated New York City historic district, properties calendared for consideration by the New York City Landmarks Preservation Commission (LPC), properties listed on or determined to be eligible for listing on the State or National Register of Historic Places, National Historic Landmarks, and other properties that meet the eligibility criteria for such designations.

Archaeological Resources

According to the *CEQR Technical Manual*, archaeological resources generally need to be assessed for any project that would result in any in-ground disturbance. In-ground disturbance is any disturbance to an area not previously excavated, including new excavation that is deeper and/or wider than previous excavation on the same site.

If the proposed action is taken, the Applicant would redevelop the 35,682 sf project site (Block 11562, Lots 106, 111, 113, and 119). Under either redevelopment scenario, in-ground disturbance would occur on portions of the property as a result of grading, excavation for a building foundation, and, in the case of RWCDS 2, the internment of underground storage tanks.

A screening assessment was therefore conducted to determine whether the project site is archaeologically sensitive (that is, whether there is a reasonable likelihood that the site contains potentially significant archaeological resources). The LPC is the New York City agency charged with making this determination.

In correspondence dated August 9, 2017, and appended to this EAS, LPC staff stated that the project site has "no Archaeological significance." No further assessment is required.

Architectural Resources

According to the *CEQR Technical Manual*, generally, architectural resources should be surveyed and assessed if the proposed project would result in any of the following, whether or not any known historic resources are located near the site of the project:

- New construction, demolition, or significant physical alteration to any building, structure, or object.
- A change in scale, visual prominence, or visual context of any building, structure, or object or landscape feature. Visual prominence is generally the way in which a building, structure, object, or landscape feature is viewed. For example, a building may be part of an open setting, a tower within a plaza, or conforming or not conforming with the street wall in terms of its height, footprint, and/or setback. Visual context is the character of the surrounding built or natural environment. This may

include the following: the architectural components of an area's buildings (*e.g.*, height, scale, proportion, massing, fenestration, ground-floor configuration, style), streetscapes, skyline, landforms, vegetation, and openness to the sky.

- Construction, including but not limited to, excavating vibration, subsidence, dewatering, and the possibility of falling objects.
- Additions to or significant removal, grading, or replanting of significant historic landscape features.
- Screening or elimination of publicly accessible views.
- Introduction of significant new shadows or significant lengthening of the duration of existing shadows on an historic landscape or on an historic structure if the features that make the structure significant depend on sunlight. For example, stained glass windows that cannot be seen without sunlight, or buildings containing design elements that are part of a recognized architectural style that depends on the contrast between light and dark design elements, such as deep window reveals and prominent rustication.

Under either redevelopment scenario, the project site would be cleared, and a new building would be constructed.

A screening assessment was therefore conducted to determine whether the project site contains any architectural resources that would be destroyed or altered and whether the surrounding area contains any architectural resources that might be adversely affected by the redevelopment of the site (as a result of altering the landmark's setting, blocking public views of the landmark, or casting shadows on sunlight-sensitive landscaping or architectural details). The study area for the assessment extended 400 feet about the proposed rezoning area. (See Figure 9-1, Architectural Study Area.)

The project site contains vacant land overgrown with weeds, a small paved area, and three long abandoned buildings in an advanced state of decay: two one-story former garages and a two-story brick former single-family home built during the 1950s. The site does not contain architectural resources, nor does the rest of the affected area, which consists of elevated subway tracks and an elevated subway station.

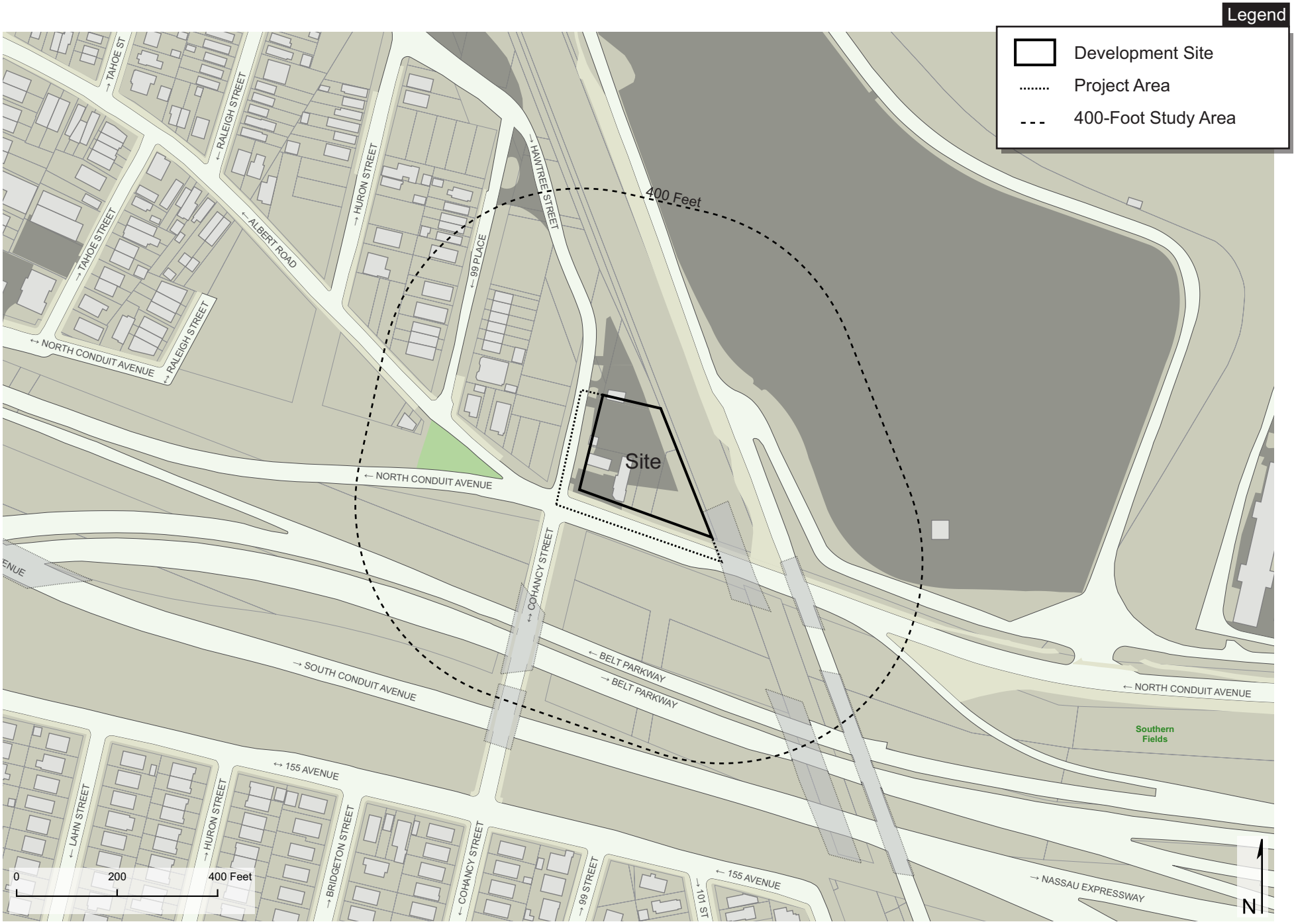
No architectural resources have been identified within a 400-foot radius of the affected area.

In accordance with the *CEQR Technical Manual*, the LPC was contacted to determine whether previously unidentified architectural resources are located on the project site or within the study area. In correspondence dated August 9, 2017, LPC staff stated that the site has "no Architectural significance." No further assessment is required.

Conclusion

The project site has no archaeological or architectural significance. The proposed action would therefore not have a significant adverse impact on historic and cultural resources.

Figure 9-1 - Architectural Study Area



Data Source: MapPLUTO 2016v1, NYC DOF Digital Tax Map 03-16 downloaded from https://nycopendata.socrata.com

10. URBAN DESIGN AND VISUAL RESOURCES

Introduction

An assessment of urban design is needed when a project may have effects on any of the elements that contribute to the pedestrian experience of public space. A preliminary assessment is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning, including the following:

1. Projects that permit the modification of yard, height, and setback requirements;

2. Projects that result in an increase in built floor area beyond what would be allowed "as-of-right" or in the future without the proposed project.

A preliminary urban design and visual resources assessment is required because the proposed action would be a zoning map change that would alter the rules regulating development within the proposed rezoning area, allowing the construction of buildings that are different in use and design from those that would be allowed under existing zoning regulations. The proposed actions would alter the zoning of a 57,315 sf area by adding a local service overlay, changing its zoning from R3X to R3X/C2-2. The map amendment would not increase the amount of built floor area that is permitted, but it would permit commercial development subject to lesser yard requirements than those that apply to currently permitted uses. If the proposed action is taken, the Applicant would redevelop the project site in one of two ways: (1) If the BSA does not approve a special permit, the Applicant would construct a Use Group 6 retail strip mall with a two-story, 30-foot-tall multi-tenant building that would contain 18,000 gsf (a 9,000 gsf first floor and a 9,000 gsf second floor; or (2) if the BSA approves a special permit under ZR Section 73-211 (Location in C2, C4, C6 or C7 Districts), the Applicant would construct a Use Group 16 automotive service station and accessory convenience store, with a one-story, 18'10" tall, 3,990 gsf building (the convenience store) and a canopy covering eight fuel pumps.

Pedestrian Wind Conditions

The *CEQR Technical Manual* calls for a separate preliminary assessment to determine whether an analysis of pedestrian wind conditions is appropriate, since the construction of large buildings at locations that experience high wind conditions may result in channelization or downwash effects that could affect pedestrian safety.

The proposed action would result in the redevelopment of the project site with a one- or two-story building with a height of no more than 30 feet, which would not cause pedestrian level vortex effects. The proposed action would not have a significant adverse impact on pedestrian wind conditions, and a detailed wind conditions assessment is not required.

Existing Conditions

<u>The Affected Area</u>

The affected area would comprise the southernmost part of Block 11562, from its western edge along Cohancy Street to its eastern edge adjacent to the Aqueduct Racetrack and Casino, with approximately 385 feet of frontage along North Conduit Avenue and extending to a depth of 190 feet from the avenue frontage. The affected area would consist

of Block 11562, Lots 1(part of), 5 (part of),100, 106, 111, 113, 119 (part of), and 206 (part of).

Lots 106, 111, 113, and 119 constitute the project site, which has been unutilized for approximately 26 years. The fenced property contains vacant land overgrown with weeds, a small paved area, and three long abandoned buildings in an advanced state of decay. (See Photos 2, 6, 9, 12, 13, 20, and 22.) Lots 106 and 111 are entirely vacant. Lot 113 has two buildings: a one-story brick former auto repair garage fronting on North Conduit Avenue and a two-story brick former single-family home fronting on Cohancy Street. The two buildings have a combined floor area of approximately 4,050 sf. Lot 119 has a vacant one-story former garage of approximately 400 sf.

Lots 1, 5, 100, and 206 (to the east of the project site) are New York City Transit properties that constitute a portion of the A line transit right-of-way. Train tracks and the Aqueduct – North Conduit Avenue Station occupy the property.

Urban Design in the Vicinity of the Rezoning Area

The affected area is located at the southeastern edge of a low density residential neighborhood, part of the Ozone Park community. The A line tracks, a portion of which is within the affected area, form a hard eastern edge. The 192-acre Aqueduct Racetrack and Casino is located to the east of the subway line tracks. The portion of Aqueduct adjacent to the affected area is part of the facility's large parking lot and the access road onto the property. The Belt Parkway and its flanking service roads (North and South Conduit Avenues) and adjacent strips of landscaping form another hard edge, a more than 600 foot wide visual and pedestrian barrier that divides Ozone Park from neighborhoods to the south. (See the Aerial Photo.)

More accurately, Cohancy Street can be described as the eastern edge of the residential neighborhood in this part of Ozone Park. Between Cohancy Street (and its continuation, Hawtree Street) and the rail line is a corridor of nonresidential uses and vacant land, 385 feet wide at its southern end and narrowing progressively to the north. The fenced project site occupies the southernmost part of the corridor. To the immediate north of the project site is a contractor's lot, with a storage building, a semi-enclosed storage area, and an open parking area for trucks and vans used by the contractor. (See Photos 4 and 5.) To its north, separated from it by fencing, is a vehicular junk yard. North of that property is open storage, and north of that is vacant land.

The residential area to the west of Cohancy Street contains mainly two-family homes, as well as a smaller number of one-family homes and three-story multifamily walkups and a considerable inventory of vacant land. The block to the west of the affected area is bounded by Cohancy Street on the east, Hawtree Street on the northeast, 99th Place on the west, and Albert Road on the south. Directly across from the project site, on the west side of Cohancy Street, is a blockfront that is entirely vacant except for a midblock construction site where two two-family homes are being built. (See Photo 10.) The Hawtree Street frontage is entirely vacant, as is most of the Albert Road/North Conduit Avenue frontage and the northern part of the 99th Place frontage. Midblock along 99th Place is a row of connected one-family, two-story, brick homes built during the early 1930s. To their south is a larger, newer detached one-family, two-story, brick home with a roofline height of 23 feet, according to its 2011 certificate of occupancy (C of O). Next to it, at the corner of

Albert Road, is a two-family, three-story, brick home from 2001. To its east, fronting on Albert Road, is another two-family home from 2001, two stories (25 feet) tall, with a façade of aluminum siding above stone. (It is visible in Photo 10.) The west side of 99th Place between Albert Road and Hawtree Street has a construction site at its northern end and is otherwise fully developed, mainly with two-family, two-story homes. A small cluster of these homes was constructed in 1929 and 1930, but most were built between 2007 and 2016. These later homes are identical, narrow and deep with brick facades and a height of 23 feet. There are also two three-story, multifamily brick buildings from 2016 that are similar in design to the recent two-family homes, also narrow and deep brick buildings, with a height of 33 feet.

The area between Albert Road and North Conduit Avenue at its eastern end, within 400 feet of the affected area, is officially part of the Belt Parkway right-of-way, but one occupied home remains on the otherwise vacant piece of land. The very modest shingled, two-story home apparently predates the construction of the parkway, and it has the look of a bedraggled survivor.

The result of the land use pattern is that the project site lacks much in the way of immediate visual context. To the south are roadways and parkway strips. (See Photos 11, 19, and 21.) The view to the east along North Conduit Avenue consists of overpasses carrying the subway tracks and Aqueduct Road across the avenue and earthen berms supporting the elevated tracks and Aqueduct Road. (See Photos 13 and 15.) To the west the site faces vacant lots, except for the construction site opposite the site's northernmost edge. (See Photo 10.)

There are no significant topographic features in the area.

The street system is highly irregular and is interrupted to the south by the Belt Parkway and to the east by Aqueduct Racetrack and Casino. The elevated subway tracks, laid out in a north-northwest to south-southeast orientation constrains and terminates a series of north-south streets, from Cohancy Street westward. As it approaches the New York City Transit property, Cohancy Street bends to continue as a northwest-southeast street named Hawtree Street, which then bends again to attain an east-west orientation. To the immediate west of Cohancy Street, North Conduit Avenue (the Belt Parkway's westbound service road) jags to the south. At the point at which it bends southward, North Conduit Avenue intersects with the southeastern end of Albert Road, which is oriented in a northwest-southeast orientation. (See the Aerial Photo.)

The streets in the interior of the neighborhood are well maintained, but, as noted above, Cohancy Street/Hawtree Street serves as the edge of the residential neighborhood. These two streets are poorly maintained and lack sidewalks.

Visual Resources

According to the *CEQR Technical Manual*, "A visual resource is the connection from the public realm to significant natural or built features, including views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, or natural resources." No significant view corridors or other visual resources have been identified in the vicinity of the affected area.

Future Conditions without the Proposed Action

In the absence of the proposed actions, it is assumed that no reuse or redevelopment of the project site would occur. The site would remain in the same derelict state in which it has been for the past quarter-century. The other part of the affected area, the New York City Transit property, supports a stable transportation use and will continue to do so.

Within the study area, the residential developments now under construction on Blocks 11559 and 11561 will be completed. The two-family homes on the west side of Cohancy Street, the exteriors of which have been completed, will be similar to the recent two-family homes on the west side of 99th Place: narrow, deep red brick boxes with a 21-foot-high roof line. One of the buildings will face the northern part of the project site, and the other will face the contractor's yard. Another two-family home will be completed on the west side of 99th Place at its intersection with Hawtree Street.

The New York City Department of Transportation has plans for the improvement of Cohancy and Hawtree Steeets, but the plans have not been finalized or made public.

Future Conditions with the Proposed Action

Development Scenario

RWCDS 1: Without BSA Approval

If the proposed zoning map amendment is approved but the BSA does not subsequently approve a special permit, the Applicant would construct a Use Group 6 one- and two-story retail strip mall on the project site. The multi-tenant building would contain 17,700 gsf, all of which would count as zoning floor area (for an FAR of 0.49). It would have a 14,198 gsf first floor and a 3,502 gsf second floor. The building would be 30 feet tall. It would occupy the southwest corner of the site, with a 153-foot-long wall along North Conduit Avenue and a 118.1-foot-long wall along Cohancy Street. The westernmost part of the building, adjacent to Cohancy Street and approximately 30 feet in width, would be two stories tall; the rst of the building would be one story tall. Two rows of parking, flanking driving lanes, would wrap around the northern and eastern sides of the building, with a total of 59 accessory surface parking spaces. Access would be via two 30-foot-wide curb cuts, one onto North Conduit Avenue at the eastern end of the site, and the other onto Cohancy Street at the northern end of the site. A loading dock would be located at the northwestern edge of the building, adjacent to the curb cut onto Cohancy Street.

RWCDS 2: With BSA Approval

If the proposed zoning map amendment is approved and the BSA subsequently approves a special permit under ZR Section 73-211, the Applicant would construct a Use Group 16 automotive service station and accessory convenience store. The convenience store would occupy a one-story, 18'10" tall, 3,990 gsf building, with all building space counting for zoning purposes. It would be the only building on the site. Total floor area would thus be 3,990 sf, for an FAR of 0.11. The development would also include a canopy covering eight fuel pumps, as well as 13 accessory parking spaces adjacent to the convenience store. There would be four 10,000 gallon underground storage tanks. The development would not include automotive repair facilities. Access would be via five 30-foot-wide curb cuts, three of them onto North Conduit Avenue and two of them onto Cohancy Street. The property would be screened by landscaping strips along its northern and eastern edges.

The fuel pumps would be located 15 feet from the North Conduit Avenue frontage. The convenience store would be located further north, adjacent to Cohancy Street.

Table 10-1 compares future conditions on the project site under the no-action, with-action-but-not-BSA-approval, and with-action-and-BSA-approval scenarios.

Table 10-1
Comparison of Existing, No-Action, and With-Action Conditions

Item	Existing and No-Action Conditions	With-Action Conditions: RWCDS 1	With-Action Conditions: RWCDS 2
Development Scenario	Vacant land and buildings	Retail strip mall	Gas station
Gross/(Net) Bldg. Floor Area	4,450 gsf/(4,450 zsf, 0.12 FAR)	17,700 gsf/(17,700 zsf, 0.49 FAR)	3,990 gsf/(3,990 zsf, 0.11 FAR)
Lot Coverage	3,500 sf (10%)	14,198 sf (41%)	3,990 sf (11%)
Building Height	1 and 2 stories (+/- 14′ and 22′)	2 stories (30′)	1 story (18′10″)

Urban Design

Redevelopment of the project site, in the form of either a retail strip mall or a gas station, would improve the visual character of the area by remediating the site's current unsightly condition. Derelict structures would be demolished, weeds and debris would be cleared from the site, and perimeter fencing would be removed. New, modern buildings would be constructed, and visual and physical access to the site would be restored.

The area between Cohancy Street and the A line tracks would continue to be a nonresidential corridor to the east of a residential neighborhood. Neither of the two potential developments would be an inappropriate neighbor to the adjacent contractor's yard, and either development would be a visual buffer between the North Conduit Avenue frontage and the contractor's yard, vehicular junk yard, and open storage to the north.

Lot coverage would be either low (41 percent) or very low (11 percent). Under RWCDS 1 the building would be two stories tall, with the street wall along Cohancy Street being 30 feet high; under RWCDS 2 the building would have a height of 18′10″. Either height would be compatible with the prevailing heights of the nearby residential buildings, which generally range from 21 to 33 feet.

The Urban Design Diagram contrasts existing views of the project site (which illustrate future no-action conditions) and those same views with massing drawings of the two future with-action developments superimposed. The two perspectives shown are to the east along North Conduit Avenue and to the north along Cohancy Street. The lack of an immediate visual context, noted under Existing Conditions, somewhat limits the usefulness of these perspective drawings because they include few if any existing buildings with which to contrast the height and other attributes of the structures in the two development scenarios. This is particularly true of RWCDS 1. The diagram clearly shows that the retail development in RWCDS 1 would have a decidedly larger footprint and street walls than existing buildings in the area, but it is harder to tell that those street

walls would be only 30 feet tall. On closer inspection, however, it is apparent that the building would be no taller than existing trees on the site and along the opposite side of North Conduit Avenue. The diagram more clearly shows that the development under RWCDS 2, the gas station, would be visually unobtrusive.

In summary, the proposed actions would not have a significant adverse urban design impact.

Visual Resources

No visual resources have been identified in the vicinity of the project site, so the proposed actions would not result in a significant adverse impact to visual resources.

North Conduit Avenue facing east (Site at left)



No-Action Scenario*

North Conduit Avenue facing east (Site at left)



RWCDS 2: With BSA Approval

** The Existing Conditions and No-Action Conditions are the same*

North Conduit Avenue facing east (Site at left)



No-Action Scenario*

North Conduit Avenue facing east (Site at left)



RWCDS 1: Without BSA Approval

** The Existing Conditions and No-Action Conditions are the same*

Cohancy Street facing north (Site at right)



No-Action Scenario*

Cohancy Street facing north (Site at right)



RWCDS 2: With BSA Approval

** The Existing Conditions and No-Action Conditions are the same*

Cohancy Street facing north (Site at right)



No-Action Scenario*

Cohancy Street facing north (Site at right)



RWCDS 1: Without BSA Approval

** The Existing Conditions and No-Action Conditions are the same*

12. HAZARDOUS MATERIALS

Phase I ESA

Introduction

Environmental Project Data Statements Company (EPDSCO, Inc.) has performed a Phase I Environmental Site Assessment (ESA) for the project site. The ESA, dated December 2016, was prepared in accordance with the ASTM Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM Designation E 1527-13).

The purpose of the ESA is to identify, to the extent feasible in accordance with ASTM E 1527-13, recognized environmental conditions in connection with the site with regard to hazardous materials as defined by the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), and petroleum products. Additionally, several ASTM "Non-Scope" items including asbestos-containing materials, lead-based paints, and radon are also discussed. Recognized Environmental Conditions are identified through research into the history and uses of the site and surrounding area, an inspection of the subject property and a survey of adjoining and nearby uses, and a review of available regulatory agency records and environmental databases.

The following summarizes the findings, conclusions, and recommendations of the Phase I ESA.

Site Description

The property consists of four adjoining tax lots with a total combined area of 35,993 square feet. At the time of the site visit, Lots 106, 111 and 119 were vacant and unpaved. The southern portions of Lots 106 and 111 were covered with vegetation including several mature trees. The northern portion of Lots 106 and 111, and Lot 119, were mostly cleared of vegetation, with the exception of some trees, grass and weeds along the lot boundaries. The surface of this area consisted of exposed soil, gravel and crushed masonry. There is a vacant, one-story, concrete-block garage located on the southwest corner of Lot 119 which was vacant and in a state of disrepair. With the exception of this garage, no buildings, old building foundations, concrete slabs or other indications of former on-site structures were found on Lots 106, 111 or 119.

Lot 113 contains a one-story auto repair garage and office along the eastern lot boundary, and a one- and two-story, masonry and wood frame dwelling on the northwest portion of the lot. At the time of the site visit, both structures were vacant and in a state of disrepair. The dwelling had recently been damaged by fire and was partially collapsed. Exterior portions of Lot 113 consisted of asphalt and concrete paving. At the time of inspection, Lot 113 had been secured by a plywood fence and was inaccessible. No on-site inspection of this lot or the buildings on the lot was performed.

Small quantities of debris including car tires, a pile of plastic car bumpers, a fiberglass boat hull, wood, plastic, etc. were present at the site. However, no chemical/oil stained surfaces, discarded drums or chemical containers, dead or dying vegetation or other visual indications of contamination were noted.

Site History

Lot 106 was occupied by a two-story retail store and a detached shed from at least 1901 to 1911. By 1927, the lot contained two buildings occupied by retail stores, a dwelling and two private garages. All of these structures were demolished sometime between 1970 and 1975, and the lot has remained undeveloped since that time. There were not any past businesses or operations which typically store or use hazardous materials identified on Lot 106 in the information reviewed for this report. Beginning in the 1980s, the lot was periodically used for the storage of junk cars and has otherwise remained vacant and unoccupied.

Lot 111 was undeveloped in 1901, as shown on the Sanborn map for that year. Sometime between 1901 and 1911, a two-story dwelling was constructed on the lot. This structure was demolished circa 1970, and the lot has remained undeveloped since that time. Beginning in the 1980s, the lot was periodically used for the storage of junk cars and otherwise has remained vacant and unoccupied.

Lot 113 contained a residential dwelling on the northwest portion of the lot since at least 1901. Sometime between 1927 and 1944, a gasoline filling station, auto repair garage and retail store were constructed on this lot. In 1962 the gasoline station was reconstructed, the retail store was demolished, and the existing repair garage was expanded to the south. The garage and filling station operated until 1986, and the site has remained vacant since that time.

Lot 119 contained a small shed and small greenhouse in 1901, and by 1911 the lot was undeveloped. Sometime between 1911 and 1927, a small, private garage was constructed on the southwest portion of the lot and a small shed was constructed on the northwest portion. The small shed was demolished sometime between 1993 and 1996, and the existing garage is in a state of disrepair. Lot 119 was used for the storage of used automobiles in the 1950s and 1960s, and was later periodically used for the storage of junk cars. This lot remained vacant and unoccupied at other times.

Gasoline filling stations and auto repair garages are types of operations that typically involve the storage and use of petroleum products and hazardous materials. With the exception of the removal of nine 550-gallon underground tanks from the site in 1986/1987, no documentation regarding the removal of underground infrastructure typically associated with gasoline filling stations and auto repair garages was found in the information reviewed for this report. Such infrastructure could include fuel oil tanks, waste oil tanks, piping, hydraulic lift units, oil/water separators, drainage structures, and others. Therefore, it is possible that some of the former underground gasoline filling station/repair garage infrastructure could remain at the site. Any past spills, leaks or discharges of petroleum products or hazardous materials from filling station/auto repair operations and/or underground structures would be a potential source of contamination to the property.

A limited Phase II subsurface investigation of Lot 113 was performed in 2015, which consisted of the collection of soil and groundwater samples from three borings along the south property line of Lot 113. No volatile organic compounds or semivolatile organic compounds were detected in excess of regulatory guidance values in any of the soil or

groundwater samples submitted for laboratory analysis. Given the limited scope of the 2015 Phase II investigation, however, additional investigation would be needed to determine whether the project site has been impacted from past gasoline filling station and auto repair operations.

Any past spills or leaks of petroleum products or automotive fluids from junk cars formerly stored on Lots 106, 111 and 119 would also be a potential source of contamination to the property.

Site Inspection

At the time of the site visit, the property was vacant, and no operations involving the storage or use of hazardous materials or petroleum products were observed on the accessible portions of the site.

No aboveground tanks, or indications of the presence of underground tanks, such as tank fill ports, vent lines, supply or return lines, etc., were observed on accessible parts of the property during the site visit.

The 1950 Sanborn map shows two buried gasoline tanks on Lot 113, and the 1963 through 1993 maps show five buried gasoline tanks on the lot. According to previous environmental documentation regarding the project site, nine 550-gallon underground tanks were removed from Lot 113 by Gasoline Installations, Inc., in December of 1986 and January of 1987. The documentation provided does not indicate the former contents of the tanks (e.g., gasoline, fuel oil, waste oil, etc.) or whether all of the tanks at the site were removed. A geophysical survey using ground penetrating radar performed on Lot 113 in 2015 did not detect evidence of underground storage tanks or other anomalies on the lot. A magenetometer (metal detector) was not used during the geophysical survey, however, and given that the lot has contained a gasoline filling station since at least 1944, and that the original gasoline station was reconstructed and the repair garage expanded in 1963, and that there have been at least two generations of underground gasoline tanks at the site, it is considered possible that additional underground tanks exist on Lot 113.

The 1927 through 1963 Sanborn maps show the presence of a buried gasoline tank on the southwest corner of Lot 106. No documentation regarding the closure or removal of this tank was found in the information reviewed for this report, and it is possible that this tank remains on the lot. In addition, it is not known how the former retail buildings and dwelling on Lot 106, the former dwelling on Lot 111, the former store on Lot 113, and the existing dwelling and garage on Lot 113 were heated (e.g., oil, gas, electric, etc.). Any fuel oil tanks from former heating systems in these buildings which were not removed may remain at the site.

No storm drains, floor drains, drywells or other drainage structures were observed on accessible parts of the project site. The buildings on Lot 113 are not connected to the municipal sewer system, and a cesspool on Lot 113 was properly closed in 2014. The cesspool was excavated, emptied and backfilled with clean fill. The New York City Department of Buildings approved the closure of the cesspool on 9/19/14. The contractor who performed the work reportedly found no indications of contamination, such as petroleum/chemical staining or odors in the cesspool, however, no soil sampling results from this cesspool were provided for review. It is not known if this cesspool formerly served the dwelling on Lot 113, the garage, or both.

Lot 113 was not accessible at the time of the site visit; therefore, it is not known whether it contains additional drainage structures. Auto repair garages, like the one which occupied this lot, typically contain drainage structures including sinks and toilets, floor drains in the floors of the repair bays and their associated discharge structures, exterior stormdrains and possibly oil/water separators.

At the time of the site visit, the existing structures on the project site were in a state of disrepair, and no interior inspections of the buildings were performed. Given the age of these buildings (all constructed prior to 1980), it is possible that they contain asbestos building materials and lead-based paints. No electrical transformers or other equipment suspected of containing PCBs were observed on accessible portions of the property.

Regulatory Agency Database Findings

A former occupant of Lot 113, Amoco Oil Company, is identified in the RCRA Hazardous Waste Generator database. This operation was listed as a Large Quantity Generator of ignitable wastes in 1987 and verified as not a generator in 1999 and 2006. No violations were found for this operation. The project site is not identified in other Federal or State environmental databases reviewed, including the United States Environmental Protection Agency (USEPA's) Superfund, CERCLIS or ERNS databases, the RCRA Hazardous Waste Treatment/Storage/Disposal Facilities list, or the New York State Department of Environmental Conservation (NYSDEC's) Solid Waste Facilities database, Spills or Petroleum Bulk Storage databases, or the Registry of Inactive Hazardous Waste Disposal Sites.

Potential Off-Site Sources of Concern

No potential off-site sources of contamination have been identified.

Conclusions

The Phase I report concludes that the ESA has revealed the following:

- Possible contamination of the project site from past gasoline filling station and auto repair operations at the site.
- Possible contamination from the storage of junk cars on parts of the site.
- The possible presence of buried petroleum storage tanks and underground infra-structure typically associated with filling stations and repair garages.
- The possible presence of asbestos-containing building materials and lead-based paints in the subject buildings.

Phase II ESA

Introduction

EPDSCO, Inc., subsequently performed a Phase II Environmental Site Assessment (ESA) for the project site, dated March 2017. The purpose of the Phase II ESA is to determine current baseline environmental site conditions related to soil, ground water, and soil vapor quality relevant to applicable regulatory agency guidelines and standards.

The following summarizes the findings, conclusions, and recommendations of the Phase I ESA.

Geophysical Survey

An Electromagnetic (EM) Magnetometer survey was conducted to identify any possible unknown magnetic anomalies such as underground storage tanks (USTs) on the site.

EDPSCO used a Fisher TW-6 magnetometer in the inductive phase mode over the property's accessible areas in an overlapping grid pattern. The results of the survey did not indicate any evidence of magnetic anomalies indicative of USTs warranting further investigation.

Soil Quality Conditions

EPDSCO performed six (6) soil test borings (B-1, B-2, B-3, B-4, B-5 and B-6) and collected two soil samples from each soil boring location: a surface (0-2ft) sample and a deeper (10 - 12ft) sample.

Disturbed soil with fine to coarse sand and gravel was found throughout the property to an average depth of 4 - 6 feet. Below this disturbed soil layer is a native fine sand, silt and gravel deposit. No petroleum type odors were observed in the fill materials in any soil samples. Photoionization detector (PID) field screening readings, which give an indication of whether volatile organic compounds (VOC) are present, did not detect VOCs above instrument detection levels. Bedrock was not encountered in any of the soil test boring locations.

Based on observations noted in the field (visual, olfactory and PID readings), no significant petroleum or chemical type impacts at the site were identified.

The samples were sent to an approved laboratory, where all soil samples were analyzed for the following:

- VOCs by United Stated Environmental Protection Agency (USEPA) Method 8260;
- Semi-volatile organic compounds (SVOCs) by USEPA Method 8270 BN;
- Pesticides and polychlorinated biphenyls (PCBs) using USEPA Method 8081/8082; and
- Target Analyte List (TAL) metals.

The samples were compared with NYSDEC Soil Cleanup Objectives (SCOs) 6 NYCRR Subpart 375-6.8 (a): Unrestricted Use SCOs. Results were as follows:

- No VOCs) were identified above laboratory detection limitations or the SCOs.
- The following SVOCs were found above the SCOs: benzo(a)pyrene (1.25 mg/kg maximum), benzo(k)pyrene (1.06 mg/kg maximum), and chrysene (1.5 mg/kg).
- No pesticides were identified above laboratory detection limitations.
- One sample (from boring B-3 at 0 – 2 feet) contained PCBs at a concentration of 0.166 mg/kg, which exceeds the SCOs.
- Total metals exceeding the SCOs were found in the 0 – 2 foot samples only and included copper (max. 52.7 mg/kg), lead (max. 258 mg/kg), mercury (max. 0.595mg/kg) and zinc (max. 208 mg/kg).

Groundwater Quality

EPDSCO installed three temporary groundwater monitoring wells (GW-1, GW-2 and GW-3) and collected ground water samples, which were sent to an approved laboratory for testing. The samples were compared with the NYSDEC Division of Water Technical and Operation Guidance Series (TOGS) 1.1.1 Ambient Water Quality Standards (AWQS) and Guidance Values for Class GA Groundwater. Results were as follows:

- No VOCs were found above the AWQS T.O.G.S 1.1.1 standards.
- No SVOCs were identified above laboratory detection limitations or the AWQS.
- No PCBs or pesticides were identified above laboratory detection limitations or the AWQS.
- Total metals exceeding the AWQS were chromium (max. 185 ug/L), lead (max. 30 ug/L), manganese (max. 10,200 ug/L), nickel (max. 111 ug/L), and selenium (max. 21 ug/L). Dissolved metals exceeding the AWQS were antimony (max. 12 ug/L) and manganese (max. 458 ug/L). None of these concentrations are above the NYSDOH guidelines.

Soil Vapor Sampling

EPDSCO collected three soil vapor samples (SV-1, SV-2 and SV-3) in accordance with New York State Department of Health (NYSDOH) soil vapor intrusion guidelines 2006. The following compounds were found above laboratory method detection limitations in soil vapor samples collected: Toluene (max. 45 ug/m3), Trichlorofluoromethane (max. 9400 ug/m3) and n-Hexane (max. 21 ug/m3).

Conclusions and Recommendations

The subsurface investigation did not find significant soil or groundwater impacts or contamination from any leakage, spill, or commercial or industrial process release. Past use of the site as a gasoline filling station has not caused significant environmental impairment to its future use and development.

Results of the soil vapor investigation found low level volatile organic compounds (VOCs) above laboratory detection limits. This is likely the result of the property's past historical use as a gasoline filling station.

There are no recommendations for additional testing or remedial action being made at this time. Any soils exported offsite should be disposed of in accordance with New York State Department of Environmental Conservation (NYSDEC) regulations.

The new building construction should have an engineered vapor barrier with a minimum thickness of 20 mils under the foundation slab in the basement to prevent any potential vapor migration into the building structure. A Remedial Action Plan (RAP) detailing the installation of a vapor barrier and a Construction Health and Safety Plan (CHASP) should be written describing the means and methods for the vapor barrier installation and excavation and disposal of impacted soils.

RAP and CHASP

A proposed Remedial Action Plan (RAP), with an appended Construction Health and Safety Plan (CHASP), was submitted to the New York City Department of Environmental Protection (DEP) in September 2017. The proposed remedial action would consist of the following:

1. Performance of a community air monitoring program for particulates and VOCs.

2. Site mobilization involving site security setup, equipment mobilization, utility mark outs, and the marking and staking of excavation areas.

3. Completion of a waste characterization study, in which soil samples will be collected at a frequency dictated by disposal facilities.

4. Excavation and removal of soil/fill exceeding Unrestricted Use (Track 1) SCOs. The property will be excavated to a depth of four feet below base plan elevation for building development purposes and to a depth of more than ten feet at locations where USTs would be located. Soil and fill removed from the site will be properly disposed at an appropriately licensed and permitted facility.

5. Removal of underground storage tanks, if encountered, and closure of petroleum spills in compliance with applicable local, state and federal laws and regulations;

6. The construction and maintenance cover system consisting of the 6-inch thick concrete foundation and building slab across the entire site and two feet of certified clean soil in landscaped areas around the perimeter, which will serve to prevent human exposure to any remaining residual soil/fill remaining under the site.

7. Installation of a vapor barrier system consisting of a vapor barrier beneath the building slab and on sub-grade foundation sidewalls to mitigate soil vapor migration into the building. The vapor barrier system will consist of a 20-mil grace Prepruf vapor barrier membrane protected with 6-OZ/YD2 geotextiles below the slab throughout the full building area and a 20-mil Grace Pre-pruf vapor barrier or similar on all subgrade foundation sidewalls. All welds, seams and penetrations will be properly sealed according to manufacturer's specifications to prevent preferential pathways for vapor migration.

8. Transportation and off-site disposal of the top four feet of visually impacted soil/fill material at permitted facilities in accordance with applicable laws and regulations for handling, transport, and disposal. The remaining soil is proposed for unregulated disposal. Sampling and analysis of excavated media will be performed as required by disposal facilities.

9. Screening of excavated soil/fill during intrusive work for indications of contamination by visual means, odor, and monitoring with a photo ionization detector (PID) and the appropriate segregation of excavated media onsite.

10. Management of excavated materials, including their temporary stockpiling and segregation in accordance with defined material types to prevent comingling of contaminated and non-contaminated materials.

11. Collection and analysis of post-excavation confirmation samples to determine the performance of the remedy with respect to attainment of Unrestricted Use SCOs.

12. Importation of materials to be used for backfill and cover in compliance with the RAP and in accordance with applicable laws and regulations.

13. Implementation of storm-water pollution prevention measures in compliance with applicable laws and regulations.

14. Performance of all activities required for the remedial action, including permitting requirements and pretreatment requirements, in compliance with applicable laws and regulations.

15. Submission of a Remedial Closure Report (RCR) that describes the remedial activities that were performed, certifies that the remedial requirements have been achieved, describes all Remedial Action Plan Engineering and Institutional Controls to be implemented at the site, and lists any changes from the approved RAP.

16. Submission of an approved Site Management Plan (SMP) for long-term management of residual contamination, including plans for operation, maintenance, monitoring, inspection and certification of Engineering and Institutional Controls and reporting at a specified frequency.

In correspondence dated October 11, 2017, DEP approved the proposed RAP and CHASP, with minor revisions.

Conclusion

The implementation of the approved RAP and CHASP would ensure that no significant adverse impact related to hazardous materials would occur.

16. TRANSPORTATION

Introduction

This assessment examines the potential traffic, transit, pedestrian, and safety impacts associated with the future with-action development of 100-03 North Conduit Avenue (the "project site") in the Ozone Park section of Queens, New York. (See Figure 16-1, Project Site.) The Proposed Action would rezone several lots on Block 11562 by mapping a C2-2 local retail overlay within part of an existing residential zoning district. If the proposed action is approved, the Applicant intends to seek a BSA special permit pursuant to ZR Section 73-211 (Location in C2, C4, C6 or C7 Districts) to construct and operate an automotive service center on the project site. These actions would facilitate the development of a 3,990 gsf Bolla convenience market and gasoline station with eight (8) fueling pumps (16 vehicle fueling positions (vfp)) (the "proposed project"). The proposed rezoning area (the "Affected Area") consists of the southernmost portion of Block 11562 on the north side of North Conduit Avenue, from its western edge along Cohancy Street to its eastern edge adjacent to the Aqueduct Racetrack and Casino, and includes the project site and the adjacent portion of the New York City Metropolitan Transportation Authority/ New York City Transit (MTA/NYCT) "A" elevated train line. The project site has been vacant for approximately 30 years and was formerly developed as a gasoline fueling and service station.

If the proposed zoning map amendment is approved, the Applicant would still not be able to develop the proposed project, absent a subsequent discretionary action by the BSA (the granting of a special permit for a gas station in a C2-2 district). The EAS therefore considers two separate with-action scenarios: (1) a development scenario that would be as-of-right under the proposed R3X/C2-2 zoning; and (2) the proposed project, which assumes the subsequent BSA action.

Referred to as Reasonable Worst Case Development Scenario 1 (RWCDS 1), the as-of-right development would be a 17,700 gsf two-story retail strip mall with one (1) right-in/right-out driveway along North Conduit Avenue and one (1) full-movement driveway along Cohancy Street and supported by 59 total off-street parking stalls. The proposed project, referred to as Reasonable Worst Case Development Scenario 2 (RWCDS 2), would be accessed via one (1) right-in/right-out driveway and one (1) right-turn ingress-only driveway along North Conduit Avenue and two (2) full-movement driveways along Cohancy Street and would be supported by 13 total off-street parking stalls. A comparison between RWCDS 1 and RWCDS 2 is provided in Table 16-1.

Table 16-1: Comparison of Reasonable Worst Case Development Scenarios 1 & 2

Land Use	RWCDS 1	RWCDS 2
Local Retail	17,700 SF	3,990 SF
Automotive Service	--	16 VFP

Four (4) peak hours were considered for the transportation analysis: weekday morning, weekday midday, weekday evening, and Saturday midday.

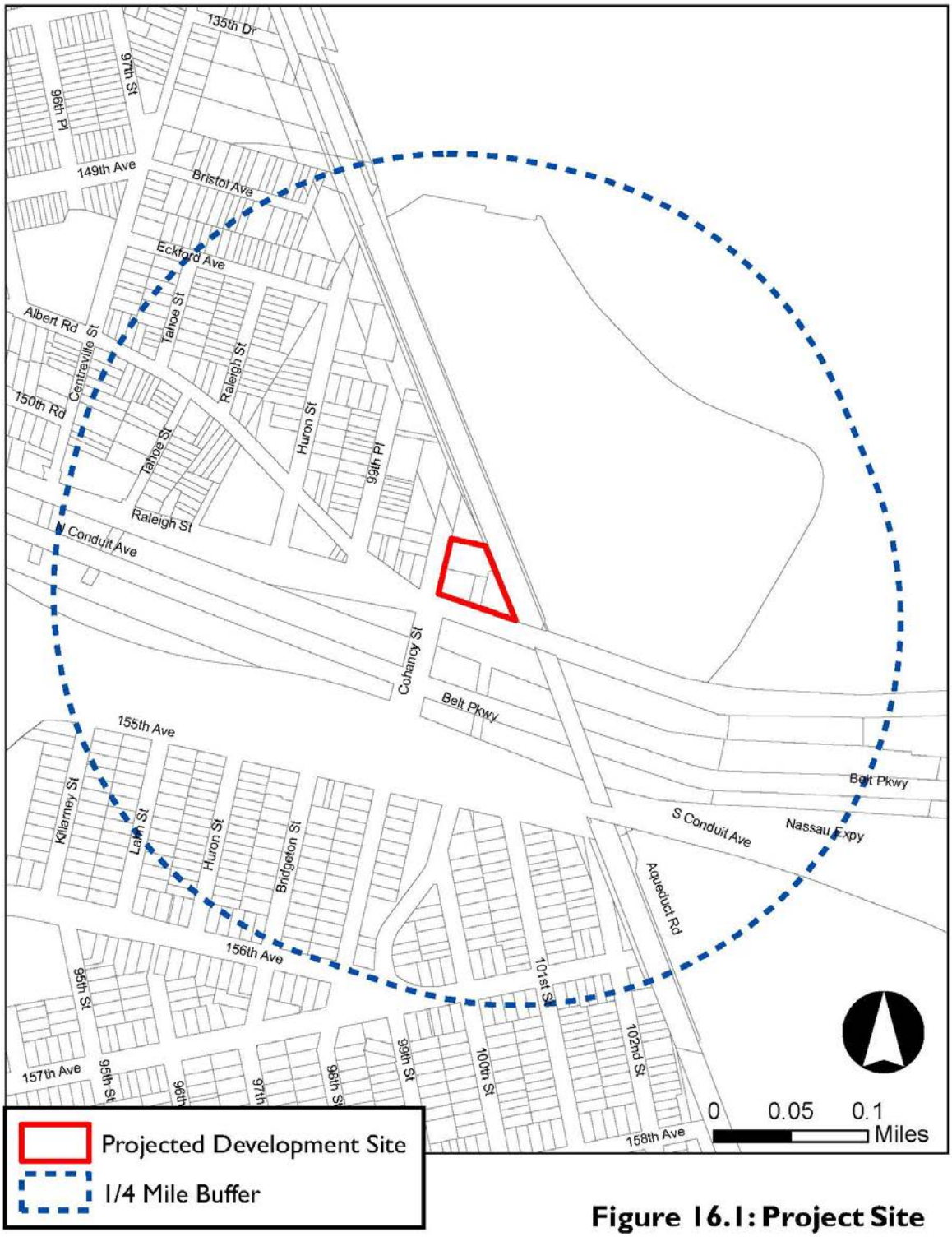


Figure 16.1: Project Site

Study Area

To assess the potential for transportation impacts to result from the Proposed Actions, the study area was defined based on principal access routes to and from the project site, traffic conditions in the surrounding area, and key intersections most likely to be affected by trips generated by RWCDS 1 or RWCDS 2. The safety assessment was conducted for the adjacent intersection of North Conduit Avenue and Cohancy Street. The geographic location of the study area is depicted in Figure 16-1.

Roadway Characteristics

The physical and operational characteristics of the major roadways in the study area are as follows:

- North Conduit Avenue is a one-way roadway that provides five (5) lanes of west-bound travel along the site frontage. In the site vicinity, North Conduit Avenue functions as the westbound service road for the Belt Parkway. Curbside parking is not provided along either side of the roadway. At the intersection with Cohancy Street, exclusive left-turn and right-turn lanes are provided. The MTA/NYCT B15 bus route provide service along the North Conduit Avenue frontage. Under RWCDS 2, one (1) right-in/right-out driveway and one (1) right-turn ingress-only driveway would be provided along North Conduit Avenue and under RWCDS 1, one (1) right-in/right-out driveway would be provided along North Conduit Avenue.
- Cohancy Street is currently a local one-way roadway that operates with one (1) travel lane in the southbound direction and curbside parking on both sides of the street. Please note that Cohancy Street is currently undergoing a major capital improvement project by the New York City Department of Design and Construction (DDC) (Project HWQ411B). In the future, Cohancy Street will provide one (1) lane of travel in each direction. Under RWCDS 2, two (2) full-movement driveways would be provided along Cohancy Street and under RWCDS 1, one (1) full-movement driveway would be provided along Cohancy Street. The MTA/NYCT Q11 bus route provides service along the Cohancy Street frontage.

Transit Elements

Transit elements in the study area include one (1) subway line and two (2) bus routes, as shown on Figure 16-2.

Subway Elements

The "A" Line of the Subway System operates within the study area and provides service via the Aqueduct – North Conduit Avenue Station located immediately adjacent to the project site, as shown on Figure 16-2.

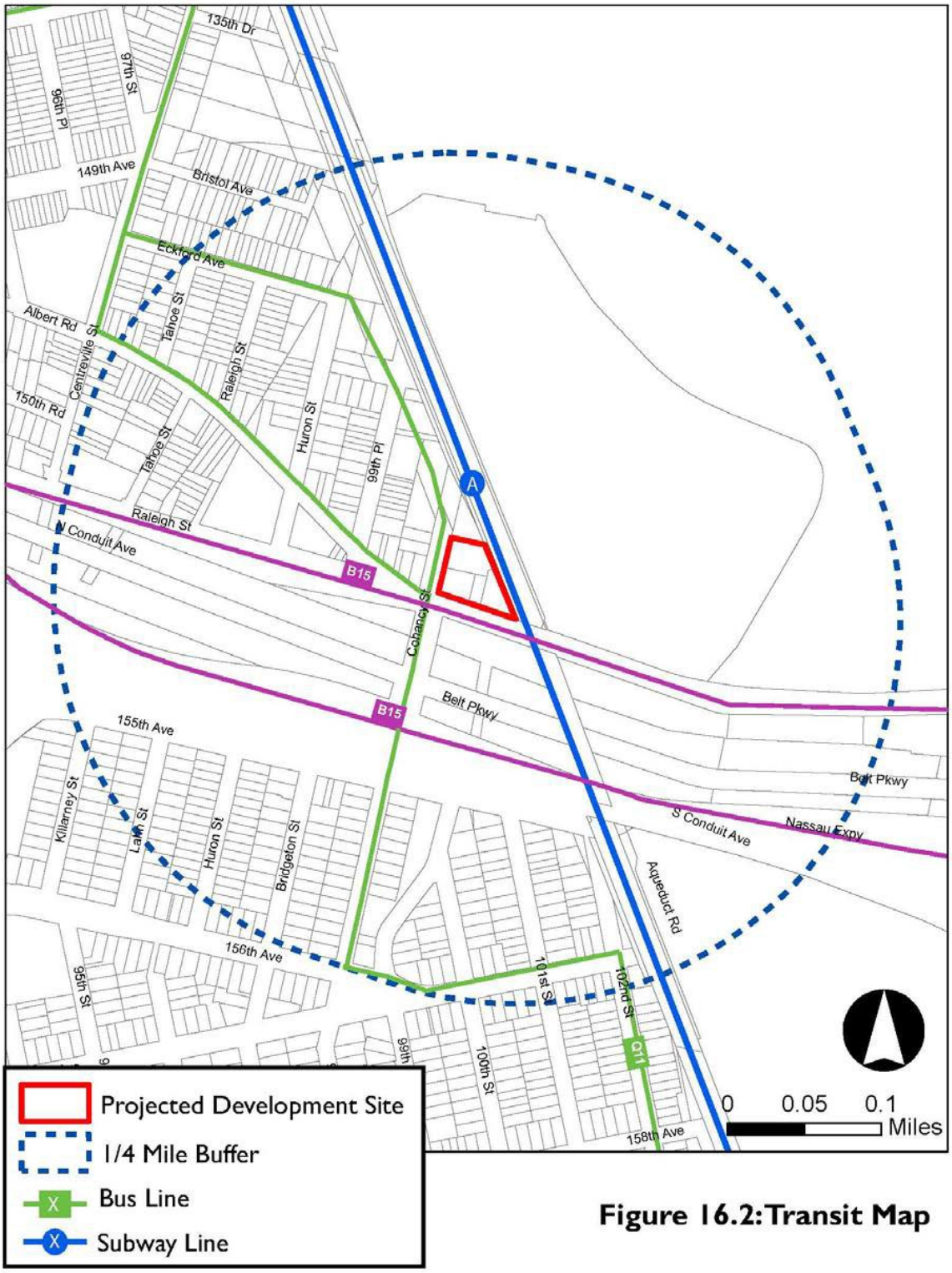


Figure 16.2: Transit Map

Bus Elements

Two (2) MTA/NYCT local bus routes provide regular bus service within the study area: the B15 and Q11. Each bus route is briefly described below and shown graphically on Figure 16-2.

- B15 provides mobility between Bedford-Stuyvesant and JFK Central Terminal Area and operates in the site vicinity along North Conduit Avenue. Westbound service is provided along the site frontage and eastbound service is facilitated along South Conduit Avenue. The B15 route provides 24-hour service. Headways on the B15 are generally 5-9 minutes during the weekday peak periods and 7-9 minutes during the Saturday peak period.
- Q11 provides mobility between Old Howard Beach/Hamilton Beach and Elmhurst and operates in the site vicinity along Cohancy Street, Albert Road and Eckford Avenue. Southbound service is provided along the Cohancy Street site frontage and northbound service is accessed via Albert Road. The Q11 route provides 24-hour service. Headways on the Q11 are generally 10-20 minutes during the weekday peak periods and 30 minutes during the Saturday peak period.

Pedestrian Elements

The following pedestrian elements were studied as part of the pedestrian analysis performed in association with RWCDS 1:

- The north sidewalk along the North Conduit Avenue site frontage is presently 15 feet wide with an effective width of 9.5 feet and provides access between the intersection with Cohancy Street, the subject site, and the "A" Train Aqueduct – North Conduit Avenue Station.
- An east sidewalk along the Cohancy Street site frontage does not presently exist; however, it was observed that pedestrians walk along the shoulder on the easterly side of Cohancy Street, specifically along the street-side of vehicles parked on-street. In the future condition, Cohancy Street would be improved per DDC Project HWQ411B to provide a 9-foot-wide sidewalk along the easterly side of Cohancy Street. Per the DDC Site Plans, dated March 19, 2014, there is no street furniture proposed that would impede on the effective sidewalk width; however, a 1.5-foot buffer zone along each side of the sidewalk was incorporated for an effective width of 6 feet.
- The northeast corner of the intersection of North Conduit Avenue and Cohancy Street has approximately a 15-foot radius. Please note that a pedestrian signal pole obstructs approximately 4 square-feet of circulation area at the subject corner.

Trip Generation and Assignment

Analysis Periods

The trip generation and assignment estimates were prepared for four (4) peak hours: weekday morning, weekday midday, weekday evening, and Saturday midday.

Trip Generation

RWCDS 1

Under RWCDS 1, approximately 17,700 gsf of net new local retail floor area would be constructed on the project site. The daily trip generation rates, temporal distribution, daily truck trip generation rates, and truck temporal distribution were obtained from the 2014 *CEQR Technical Manual*, Table 16-2. Vehicle occupancy, directional distribution, and truck directional distribution were obtained from the Hunters Point South Rezoning and Related Actions FEIS (2008), Table 16-9, for the local retail land use. The modal split is the one recommended by the Department of City Planning for retail uses in Transit Zones in Queens. (Although the project site is not located in a Transit Zone, it is situated adjacent to the Aqueduct – North Conduit Avenue Station on the MTA/NYCT "A" train line.)

As stated in the *CEQR Technical Manual,* pass-by trips are already present on the adjacent network and enter the site only as an intermediate stop on the way to their final destination. It is anticipated that a portion of retail use in RWCDS 1 would attract pass-by traffic and therefore a 25% pass-by credit was applied to the total vehicular generation of this development scenario.

Conservatively, linked trips, or trips that have multiple destinations within the multi-use retail development, were not incorporated into this assessment, although it is feasible that potential end-uses in the 17,700 gsf retail development would be complimentary.

RWCDS 2

Under RWCDS 2, a gasoline station and convenience store (Bolla Market) of approximately 3,990 gsf would be constructed on the project site. The daily trip generation rates, vehicle occupancy, temporal distribution, directional distribution, daily truck trip generation rates, truck temporal distribution and truck directional distribution were obtained from the Jerome Avenue Rezoning EIS, Table 13-8.

It is well-documented throughout the traffic engineering industry that convenience stores and gasoline stations attract a higher percentage of pass-by traffic than retail uses; nevertheless, a pass-by credit was not applied to the total vehicular generation of this development scenario.

Although it is anticipated that patrons of the gasoline station would also use the Bolla convenience market, linked trips were not incorporated into this assessment in an effort to provide a conservative estimate.

Trip Generation Results

Table 16-2 presents the travel demand factors, and Table 16-3 presents detailed trip generation estimates. The summary results of the trip generation estimates for RWCDS 1 during the four (4) peak hours are summarized in Table 16-4, and trip generation estimates for RWCDS 2 are presented in Table 16-5.

Table 16-2: Travel Demand Factors

		Local Retail		Gas Station	
Program Size	Scenario	RWCDS1		RWCDS2	
	Size	17,700		3,990	
	Unit	*gsf*		*gsf*	
Daily Person Trip Rate	Weekday	205		90	
	Saturday	240		90	
	Unit	*per 1,000 gsf*[1]		*per 1,000 gsf*[5]	
Daily Truck Trip Rate	Weekday	0.35		0.35	
	Saturday	0.04		0.02	
	Unit	*per 1,000 gsf*[1]		*per 1,000 gsf*[5]	
Modal Split		Weekday[4]	Saturday[4]	Weekday[5]	Saturday[5]
	Auto	11.0%	8.0%	100.0%	100.0%
	Taxi	0.0%	0.0%	0.0%	0.0%
	Bike	0.0%	1.0%	0.0%	0.0%
	Bus	3.0%	4.0%	0.0%	0.0%
	Subway	4.0%	7.0%	0.0%	0.0%
	Walk	82.0%	80.0%	0.0%	0.0%
		100.0%	100.0%	100.0%	100.0%
Vehicle Occupancy[2,5]	Auto	1.65		1.00	
	Taxi	1.40		1.00	
Linked Trips[3]		0%	0%	0%	0%
Temporal Distribution[1,5]	Weekday AM	3.0%		6.2%	
	Weekday MID	19.0%		5.5%	
	Weekday PM	10.0%		8.2%	
	Saturday MID	10.0%		5.5%	
Truck Temporal Distribution[1,5]	Weekday AM	8.0%		7.7%	
	Weekday MID	11.0%		11.0%	
	Weekday PM	2.0%		1.0%	
	Saturday MID	11.0%		11.0%	
Directional Distribution		*IN*[3]	*OUT*[3]	*IN*[5]	*OUT*[5]
	Weekday AM	50%	50%	50%	50%
	Weekday MID	50%	50%	50%	50%
	Weekday PM	50%	50%	50%	50%
	Saturday MID	55%	45%	50%	50%
Truck Directional Distribution		*IN*[3]	*OUT*[3]	*IN*[5]	*OUT*[5]
	Weekday AM	50%	50%	50%	50%
	Weekday MID	50%	50%	50%	50%
	Weekday PM	50%	50%	50%	50%
	Saturday MID	50%	50%	50%	50%

[1]2014 CEQR Technical Manual Table 16-2.
[2]Hunters Point South Rezoning and Related Actions (2008). Table 16-9. Weekday Travel Demand Characteristics: Build Condition.
[3]As a single use is proposed on site in RWCDS1 and in RWCDS2, linked trips are not incorporated into this analysis.
[4]DCP Modal Split Recommendations for Transit Zones in Queens.
[5]Jerome Avenue Rezoning FEIS (2018). Table 13-8, Transportation Planning Factors

Table 16-3: Trip Generation Estimates

			Local Retail *(RWCDS 1)*			Gas Station with store *(RWCDS 2)*		
Daily Trips		Weekday	3,629			359		
		Saturday	4,248			359		
Peak Hour Trips		Weekday AM	109			22		
		Weekday MID	690			20		
		Weekday PM	363			29		
		Saturday MID	425		***TOTAL***	20		***TOTAL***
			IN	*OUT*		*IN*	*OUT*	
Person Trips	**Weekday AM**	Auto	6	6	**12**	11	11	**22**
		Taxi	0	0	**0**	0	0	**0**
		Bike	0	0	**0**	0	0	**0**
		Bus	2	2	**4**	0	0	**0**
		Subway	2	2	**4**	0	0	**0**
		Pedestrian	45	44	**89**	0	0	**0**
		Total	55	54	**109**	11	11	**22**
	Weekday MID	Auto	38	38	**76**	10	10	**20**
		Taxi	0	0	**0**	0	0	**0**
		Bike	0	0	**0**	0	0	**0**
		Bus	10	10	**20**	0	0	**0**
		Subway	14	14	**28**	0	0	**0**
		Pedestrian	283	283	**566**	0	0	**0**
		Total	345	345	**690**	10	10	**20**
	Weekday PM	Auto	20	20	**40**	15	14	**29**
		Taxi	0	0	**0**	0	0	**0**
		Bike	0	0	**0**	0	0	**0**
		Bus	5	5	**10**	0	0	**0**
		Subway	7	7	**14**	0	0	**0**
		Pedestrian	150	149	**299**	0	0	**0**
		Total	182	181	**363**	15	14	**29**
	Saturday MID	Auto	19	15	**34**	10	10	**20**
		Taxi	0	0	**0**	0	0	**0**
		Bike	2	2	**4**	0	0	**0**
		Bus	9	8	**17**	0	0	**0**
		Subway	16	13	**29**	0	0	**0**
		Pedestrian	188	153	**341**	0	0	**0**
		Total	234	191	**425**	10	10	**20**
			IN	*OUT*	***TOTAL***	*IN*	*OUT*	***TOTAL***
Vehicle Trips	**Weekday AM**	Auto	4	4	**8**	11	11	**22**
		Taxi	0	0	**0**	0	0	**0**
		Taxi Balanced[1]	0	0	**0**	0	0	**0**
		Truck	0	0	**0**	0	0	**0**
		Total	4	4	**8**	11	11	**22**
	Weekday MID	Auto	23	23	**46**	10	10	**20**
		Taxi	0	0	**0**	0	0	**0**
		Taxi Balanced[1]	0	0	**0**	0	0	**0**
		Truck	0	0	**0**	0	0	**0**
		Total	23	23	**46**	10	10	**20**
	Weekday PM	Auto	12	12	**24**	15	14	**29**
		Taxi	0	0	**0**	0	0	**0**
		Taxi Balanced[1]	0	0	**0**	0	0	**0**
		Truck	0	0	**0**	0	0	**0**
		Total	12	12	**24**	15	14	**29**
	Saturday MID	Auto	12	9	**21**	10	10	**20**
		Taxi	0	0	**0**	0	0	**0**
		Taxi Balanced[1]	0	0	**0**	0	0	**0**
		Truck	0	0	**0**	0	0	**0**
		Total	12	9	**21**	10	10	**20**
			IN	*OUT*	***TOTAL***	*IN*	*OUT*	***TOTAL***
Pedestrian Trips	**Weekday AM**	Total Pedestrians	49	48	**97**	0	0	**0**
	Weekday MID	Total Pedestrians	307	307	**614**	0	0	**0**
	Weekday PM	Total Pedestrians	162	161	**323**	0	0	**0**
	Saturday MID	Total Pedestrians	215	176	**391**	0	0	**0**

[1]Taxi overlap not permitted by the 2014 CEQR Technical Manual for locations outside of Manhattan.
[2]Total pedestrian trips include all trips via transit (bus and subway) plus unique pedestrian trips.

Table 16-4: RWCDS 1 Modal Trip Generation Summary

Land Use		Weekday Morning Peak Hour			Weekday Midday Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Vehicle (Auto/ Taxi/ Truck)	*"New"*	*3*	*3*	*6*	*18*	*18*	*36*	*9*	*9*	*18*	*10*	*7*	*17*
	"Pass-by"	*1*	*1*	*2*	*5*	*5*	*10*	*3*	*3*	*6*	*2*	*2*	*4*
	Total	4	4	8	23	23	46	12	12	24	12	9	21
Subway		2	2	4	14	14	28	7	7	14	16	13	29
Bus		2	2	4	10	10	20	5	5	10	9	8	17
Bike/Walk		45	44	89	283	283	566	150	149	299	190	155	345

Table 16-5: RWCDS 2 Modal Trip Generation Summary

Land Use	Weekday Morning Peak Hour			Weekday Midday Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Vehicle (Auto/Taxi/ Truck)	11	11	22	10	10	20	15	14	29	10	10	20
Subway	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0
Bike/Walk	0	0	0	0	0	0	0	0	0	0	0	0

Trip Assignment

Trips were assigned to the study area according to existing traffic volumes, the location of residential properties, major arterial roadways in the surrounding area, other convenience-type uses, and the proposed access management plan.

Screening Assessment

Methodology

Transportation impact analysis methodologies for proposed projects in New York City are defined in the 2014 *CEQR Technical Manual*, which outlines a two-tiered screening process. The Level 1 screening assessment uses the trip generation analysis to determine whether a project would result in at least 50 vehicle trips, 200 subway/rail or bus riders, or 200 pedestrian trips in a peak hour. If the trip generation numbers for the project are below these thresholds, then the project would not cause a significant adverse transportation impact, and no further analysis is needed. Conversely, if any threshold is reached or exceeded, then a Level 2 screening assessment must be performed for each travel mode and peak hour for which the Level 1 threshold is exceeded. The Level 2 screening

assessment uses the trip assignments to determine whether a project would generate 50 or more vehicle trips through any intersection, 200 or more pedestrian trips along any pedestrian element, 50 or more bus trips in a single direction on a single route, or 200 passengers at a subway station or line during any peak hour. If these thresholds are not reached or exceeded at any location during any peak hour, no further analysis is needed to determine that the project would not have a significant adverse transportation impact. If any Level 2 threshold is reached or exceeded, the project would require detailed analyses. The results of the screening analysis are described below.

Traffic

According to the criteria specified in the *CEQR Technical Manual*, a Level 2 traffic analysis is required if at least 50 new vehicle trips would be generated by a proposed action during an individual peak hour. As shown in Tables 16-4 and 16-5, the vehicular traffic generated by either RWCDS 1 or RWCDS 2 would not reach the threshold during any study peak hour; therefore, analyses of traffic conditions were not conducted.

Transit

Subway Transit

According to the criteria specified in the *CEQR Technical Manual* and used by MTA/NYCT, a Level 2 subway analysis should be performed if a proposed action would generate at least 200 new subway trips during a peak hour. As shown in Tables 16-4 and 16-5, the number of new subway trips generated by either RWCDS 1 or RWCDS 2 would not reach the 200-passenger threshold during any of the peak hours; therefore, analyses of subway lines and subway station elements were not conducted.

Bus Transit

According to the criteria specified in the *CEQR Technical Manual* and used by MTA/NYCT, a Level 2 bus analysis should be performed if a proposed action would generate at least 200 new bus trips during a peak hour. As shown in Tables 16-4 and 16-5, the number of new bus trips generated by either RWCDS 1 or RWCDS 2 would not reach this threshold during any of the peak hours; therefore, analyses of bus routes were not conducted.

Pedestrians

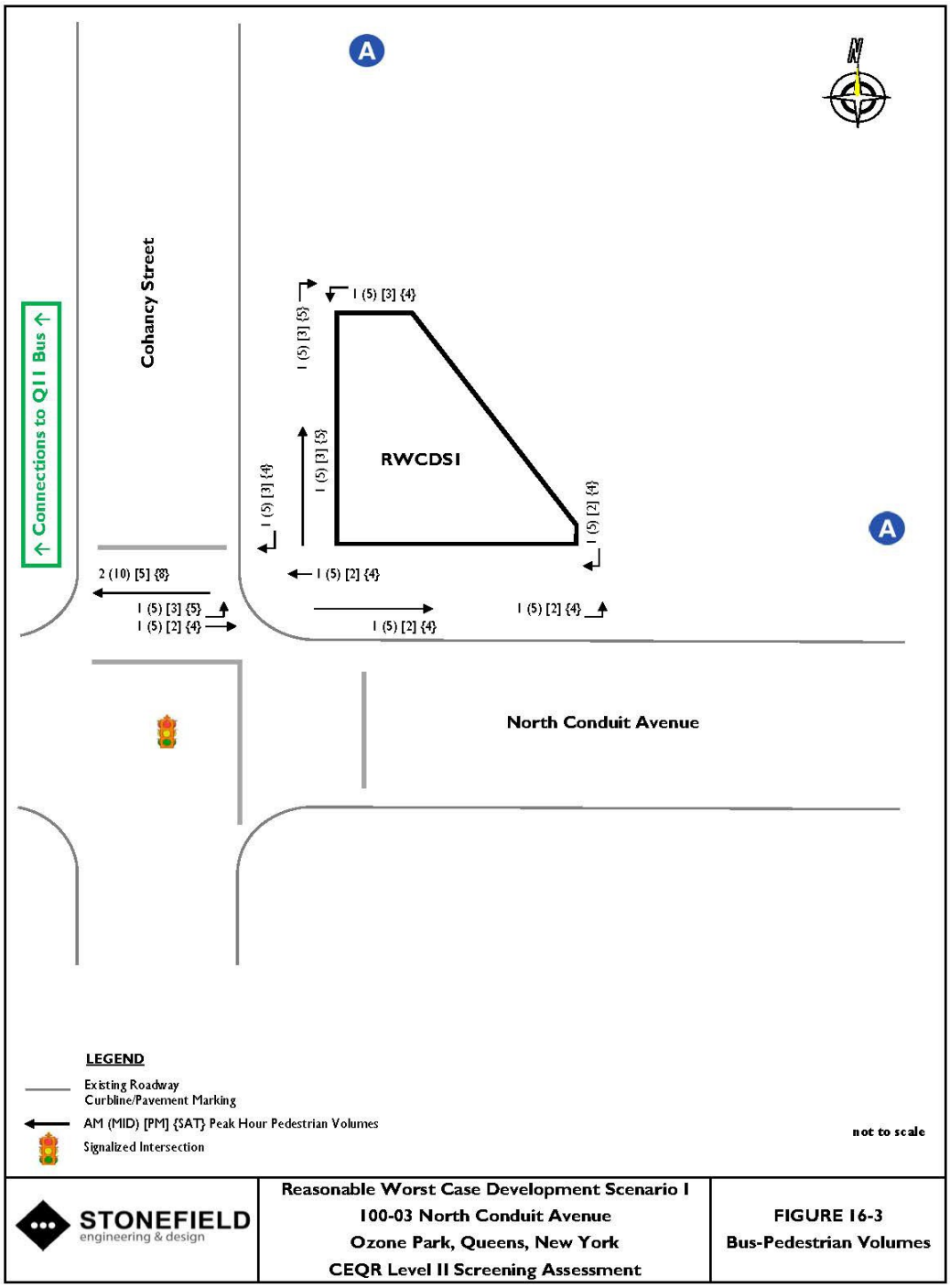
Based on criteria specified in the *CEQR Technical Manual*, a Level 2 pedestrian analysis should be performed if an action would generate at least 200 new pedestrian trips during a peak hour. As Table 16-5 shows, RWCDS 2 would not generate that many new pedestrian trips during any peak hour; but Table 16-4 shows that RWCDS 1 would generate more than 200 new pedestrian trips during the weekday midday, weekday evening, and Saturday midday peak hours.

Based on criteria specified in the *CEQR Technical Manual*, detailed analyses are required if an action would result in at least 200 additional pedestrians at any sidewalk, crosswalk, or intersection corner during any peak hour. Figures 16-3, 16-4, and 16-5 show the numbers of new bus pedestrians, subway pedestrians, and unique pedestrians on all pedestrian elements that would be generated by RWCDS 1 during the peak hours. Figure 16-6 shows the total number of pedestrians on all pedestrian elements and Figure 16-7

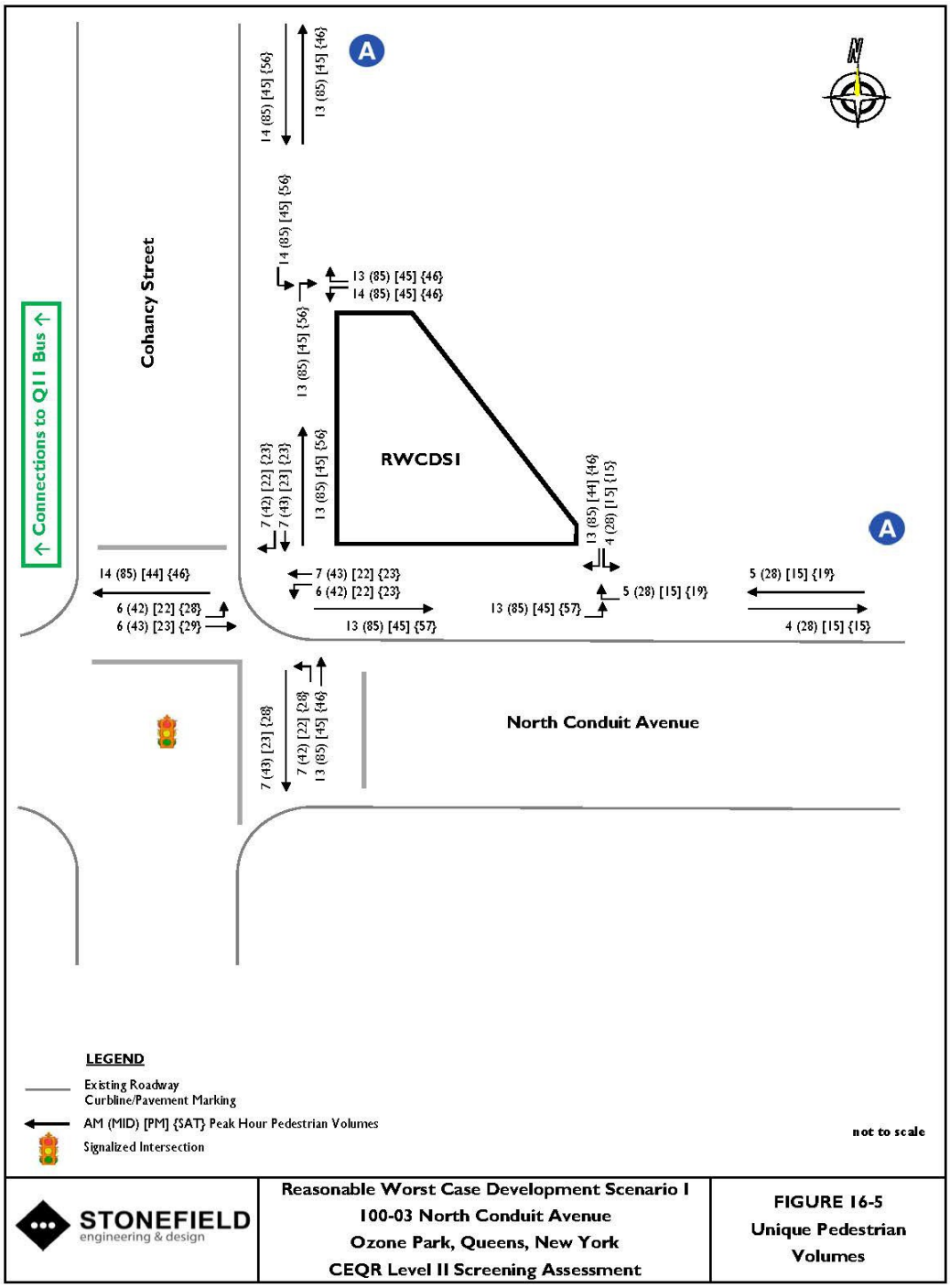
shows the total number of bicyclists generated by RWCDS 1. The pedestrian volumes generated by RWCDS 1 would exceed the 200-person threshold at the following pedestrian elements during the peak hours indicted:

- Sidewalk (two elements)
  - North Conduit Avenue – North side of roadway between North Conduit Avenue and the MTA/NYCT overpass during the weekday midday peak hour
  - Cohancy Street – East side of roadway between North Conduit Avenue and Hawtree Street during the weekday midday and Saturday midday peak hours
- Corner (one element)
  - Northeast corner of North Conduit Avenue and Cohancy Street during the weekday midday and Saturday midday peak hours

Therefore, an operational analysis of pedestrian conditions in the future with RWCDS 1 was performed.


A
N
Cohancy Street
↑ Connections to Q11 Bus ↑
RWCDS1
1 (5) [3] {4}
1 (5) [3] {5}
1 (5) [3] {5}
1 (5) [3] {4}
1 (5) [2] {4}
1 (5) [2] {4}
2 (10) [5] {8}
1 (5) [3] {5}
1 (5) [2] {4}
1 (5) [2] {4}
1 (5) [2] {4}
A
North Conduit Avenue
LEGEND
Existing Roadway
Curbline/Pavement Marking
AM (MID) [PM] {SAT} Peak Hour Pedestrian Volumes
Signalized Intersection
not to scale
STONEFIELD
engineering & design
Reasonable Worst Case Development Scenario I
100-03 North Conduit Avenue
Ozone Park, Queens, New York
CEQR Level II Screening Assessment
FIGURE 16-3
Bus-Pedestrian Volumes


A
1 (6) [3] {6}
1 (6) [3] {6}
N
Connections to Q11 Bus
Cohancy Street
RWCDS1
2 (14) [7] {13}
A
1 (8) [4] {10}
1 (8) [4] {10}
2 (14) [7] {13}
North Conduit Avenue
LEGEND
Existing Roadway
Curbline/Pavement Marking
AM (MID) [PM] {SAT} Peak Hour Pedestrian Volumes
Signalized Intersection
not to scale
STONEFIELD
engineering & design
Reasonable Worst Case Development Scenario I
100-03 North Conduit Avenue
Ozone Park, Queens, New York
CEQR Level II Screening Assessment
FIGURE 16-4
Subway-Pedestrian
Volumes


Cohancy Street
North Conduit Avenue
RWCDS1
↑ Connections to Q11 Bus ↑
A
A
N
14 (85) [45] {56}
13 (85) [45] {46}
14 (85) [45] {56}
13 (85) [45] {46}
14 (85) [45] {46}
13 (85) [45] {56}
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7 (43) [23] {23}
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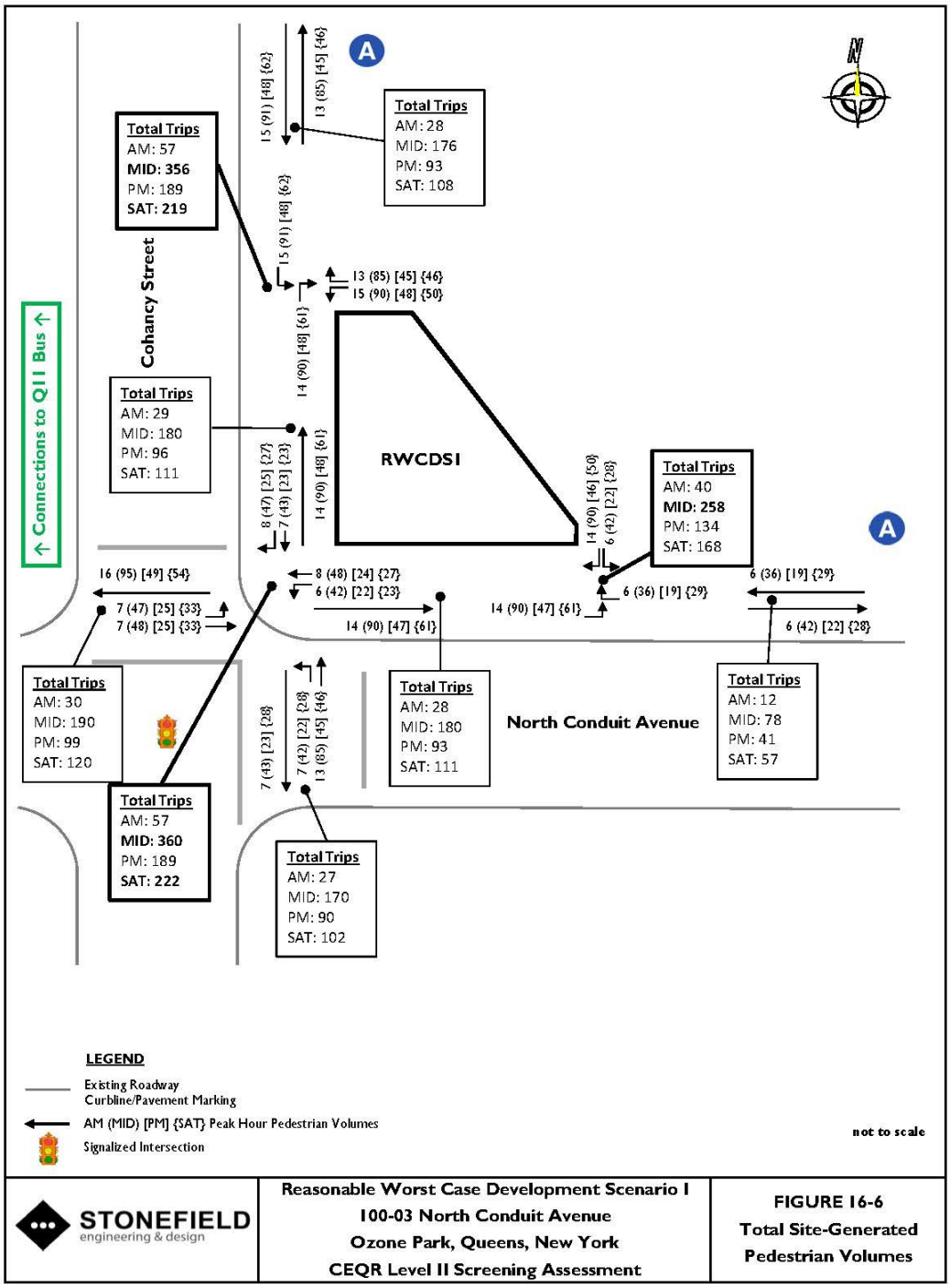
5 (28) [15] {19}
4 (28) [15] {15}
7 (43) [23] {28}
7 (42) [22] {28}
13 (85) [45] {46}
LEGEND
Existing Roadway
Curbline/Pavement Marking
AM (MID) [PM] {SAT} Peak Hour Pedestrian Volumes
Signalized Intersection
not to scale
STONEFIELD
engineering & design
Reasonable Worst Case Development Scenario I
100-03 North Conduit Avenue
Ozone Park, Queens, New York
CEQR Level II Screening Assessment
FIGURE 16-5
Unique Pedestrian
Volumes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MID: 356
PM: 189
SAT: 219
Total Trips
AM: 28
MID: 176
PM: 93
SAT: 108
Total Trips
AM: 29
MID: 180
PM: 96
SAT: 111
Total Trips
AM: 40
MID: 258
PM: 134
SAT: 168
Total Trips
AM: 30
MID: 190
PM: 99
SAT: 120
Total Trips
AM: 57
MID: 360
PM: 189
SAT: 222
Total Trips
AM: 28
MID: 180
PM: 93
SAT: 111
Total Trips
AM: 12
MID: 78
PM: 41
SAT: 57
Total Trips
AM: 27
MID: 170
PM: 90
SAT: 102
Cohancy Street
RWCDSI
North Conduit Avenue
↑ Connections to Q11 Bus ↑
15 (91) [48] {62}
13 (85) [45] {46}
13 (85) [45] {46}
15 (90) [48] {50}
14 (90) [48] {61}
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6 (36) [19] {29}
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7 (43) [23] {28}
7 (42) [22] {28}
13 (85) [45] {46}
A
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LEGEND
Existing Roadway
Curbline/Pavement Marking
AM (MID) [PM] {SAT} Peak Hour Pedestrian Volumes
Signalized Intersection
not to scale
STONEFIELD
engineering & design
Reasonable Worst Case Development Scenario I
100-03 North Conduit Avenue
Ozone Park, Queens, New York
CEQR Level II Screening Assessment
FIGURE 16-6
Total Site-Generated
Pedestrian Volumes


A
N
0 (0) [0] {2}
0 (0) [0] {2}
0 (0) [0] {2}
0 (0) [0] {2}
Cohancy Street
Connections to Q11 Bus
RWCDS1
A
North Conduit Avenue
LEGEND
Existing Roadway
Curbline/Pavement Marking
AM (MID) [PM] {SAT} Peak Hour Bike Volumes
Signalized Intersection
not to scale
STONEFIELD
engineering & design
Reasonable Worst Case Development Scenario I
100-03 North Conduit Avenue
Ozone Park, Queens, New York
CEQR Level II Screening Assessment
FIGURE 16-7
Total Site-Generated Bike
Volumes

Operational Analysis Methodology

This section summarizes the operational analysis methodologies and significant impact criteria in accordance with the *CEQR Technical Manual* guidelines for traffic, pedestrians, parking, and safety.

Traffic Operations

As the *CEQR Technical Manual* vehicular trip threshold was not exceeded as a result of either with-action development scenario, the vehicular operations of the subject intersection were not analyzed.

Pedestrian Operations

The operations of the pedestrian study area elements were analyzed in accordance with the *CEQR Technical Manual* guidelines by applying the methodologies presented in the *2010 Highway Capacity Manual* (HCM 2010) using the Pedestrian LOS Worksheet. A description of these methodologies is provided below.

Pedestrian Elements

The Level of Service (LOS) of a pedestrian element is defined in terms of pedestrian space, expressed as square feet per pedestrian (ft^2/p). Pedestrian Level of Service is an indicator of the quality of pedestrian movement and comfort. Several factors contribute to pedestrian Level of Service including effective sidewalk or crosswalk width, pedestrian crossing times, general flow of pedestrians ("platooning" or "non-platooning"), and peak-hour factor. Platoon flow occurs when 15-minute intervals of pedestrian volumes fluctuate over the course of an hour. This commonly occurs near a bus stop or subway station when an influx of pedestrians is introduced at a single instance. For platoon flow pedestrian elements, LOS A describes operations with minimal delays or discomfort, 530 square feet per pedestrian or more, while LOS F describes operations with 11 square feet or less per pedestrian. The LOS criteria for pedestrian elements, as defined in the *CEQR Technical Manual*, are provided in Table 16-6.

TABLE 16-4: LOS CRITERIA FOR PEDESTRIAN ELEMENTS

Level of Service (LOS) Average Delay		
	Non-Platoon Flow	**Platoon Flow**
A	> 60 ft^2/p	> 530 ft^2/p
B	> 40 - 60 ft^2/p	> 90 - 530 ft^2/p
C	> 24 - 40 ft^2/p	> 40 - 90 ft^2/p
D	> 15 - 24 ft^2/p	> 23 - 40 ft^2/p
E	> 8 - 15 ft^2/p	> 11 - 23 ft^2/p
F	≤ 15 ft^2/p	≤ 11 ft^2/p

Existing Conditions

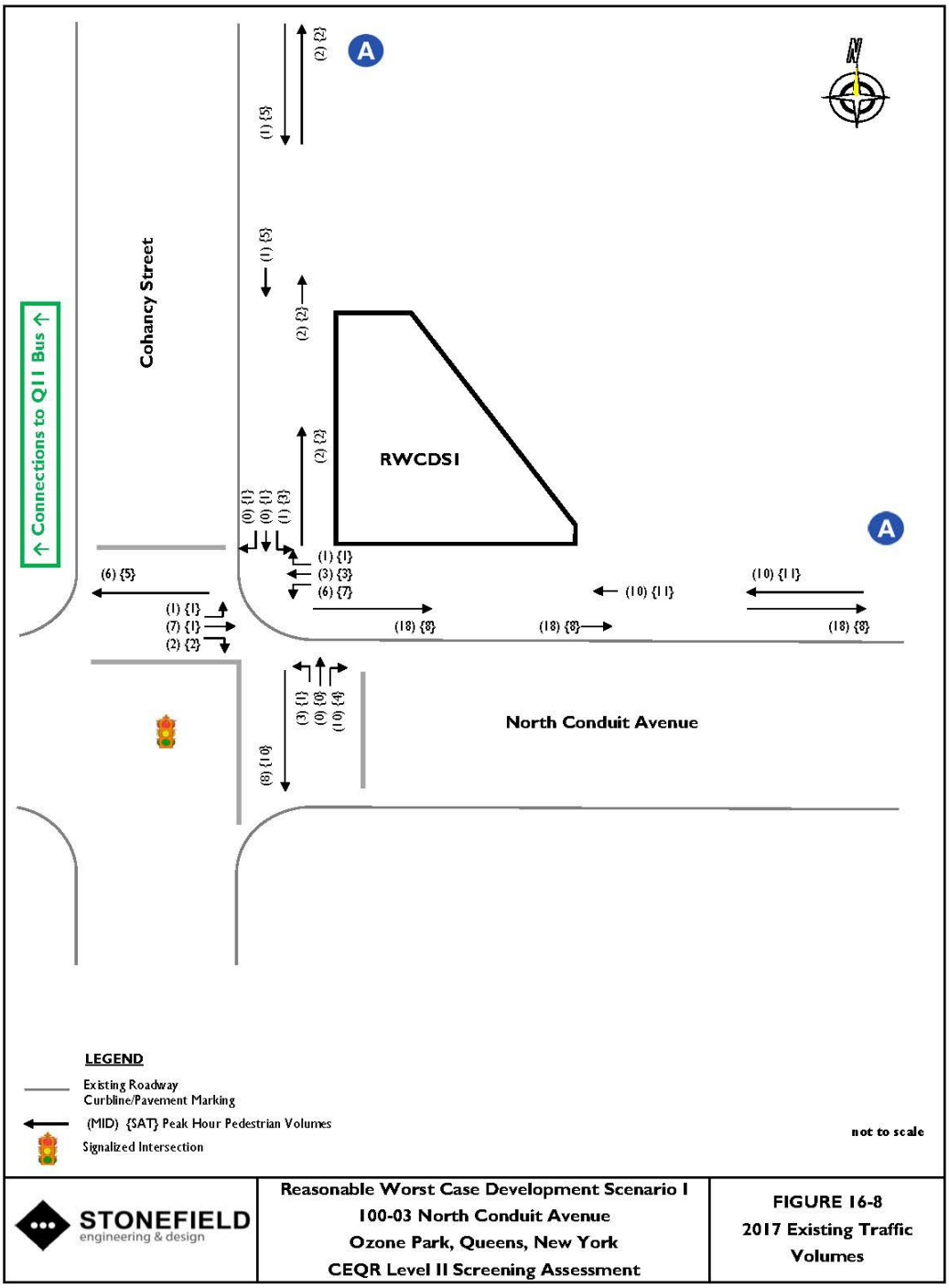
In accordance with CEQR standards, the existing pedestrian study element volumes were based on data collected in May and June 2017 when local schools were in session, during peak periods when background traffic and pedestrian activity are typically greatest and/or when the proposed project is projected to introduce the greatest number of pedestrian trips to the adjacent network. The field program included manual counts of pedestrians conducted on two weekdays and two Saturdays. The representative peak hours of background traffic in the study area were determined to be:

- Weekday midday: 12:00 PM – 1:00 PM
- Saturday midday: 12:00 PM – 1:00 PM

An inventory of the intersection of North Conduit Avenue and Cohancy Street was performed to determine traffic signal timing, phasing, and cycle length; street and curbside signage; pavement markings; and lane dimensions to be used in the calculation of street capacities. Also, official signal timing data were obtained from NYCDOT to confirm field observations and for incorporation into the capacity analysis.

Figure 16-8 summarizes the 2017 Existing Conditions pedestrian volumes for the two (2) study peak hours.

All pedestrian element movements operate at an acceptable Level of Service A during the two (2) analysis peak hours.



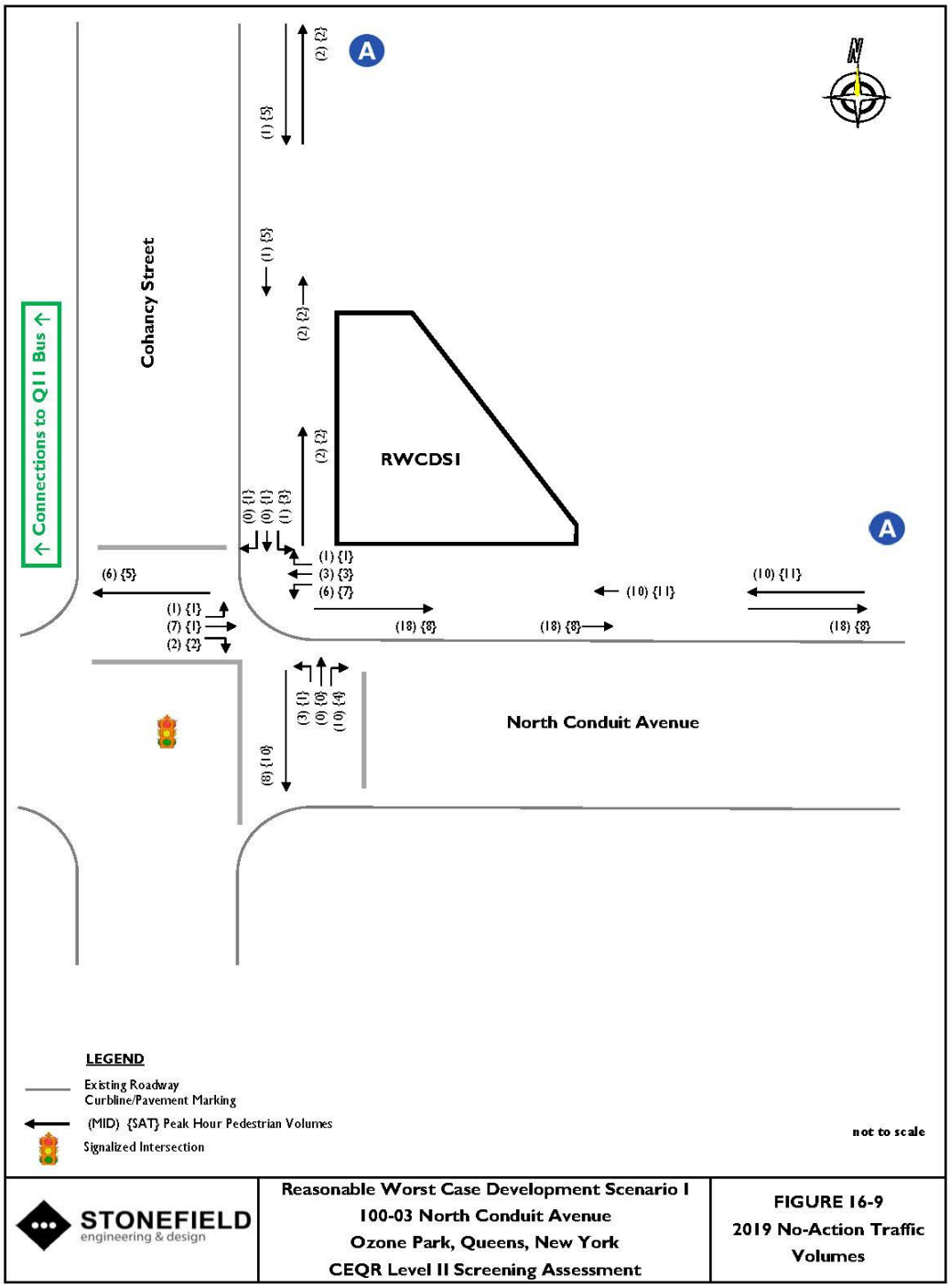
STONEFIELD engineering & design	Reasonable Worst Case Development Scenario I 100-03 North Conduit Avenue Ozone Park, Queens, New York CEQR Level II Screening Assessment	FIGURE 16-8 2017 Existing Traffic Volumes

Future Conditions without the Proposed Action

The future No-Action Condition builds on the 2017 Existing Condition analysis by incorporating background growth, other nearby projects expected to be completed by the project analysis year (the "Build Year," which is 2019), and anticipated changes in the transportation network. The No-Action Condition serves as the baseline with which the future condition with the project will be compared to identify potential impacts.

CEQR Technical Manual Table 16-4 provides an annual background growth rate for the subject area of Queens of 0.25 percent for the first five (5) years and 0.125 percent for the years beyond. The annual growth rates were applied, over a period of two (2) years, to the 2017 Existing Condition volumes to develop the 2019 No-Action Condition pedestrian volumes, which are summarized on Figure 16-9.

All of the pedestrian element movements would continue to operate at Level of Service A during both peak hours.


Cohancy Street
North Conduit Avenue
RWCDS1
↑ Connections to Q11 Bus ↑
A
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(2) {2}
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LEGEND
Existing Roadway
Curbline/Pavement Marking
{MID} {SAT} Peak Hour Pedestrian Volumes
Signalized Intersection
not to scale
STONEFIELD
engineering & design
Reasonable Worst Case Development Scenario I
100-03 North Conduit Avenue
Ozone Park, Queens, New York
CEQR Level II Screening Assessment
FIGURE 16-9
2019 No-Action Traffic
Volumes

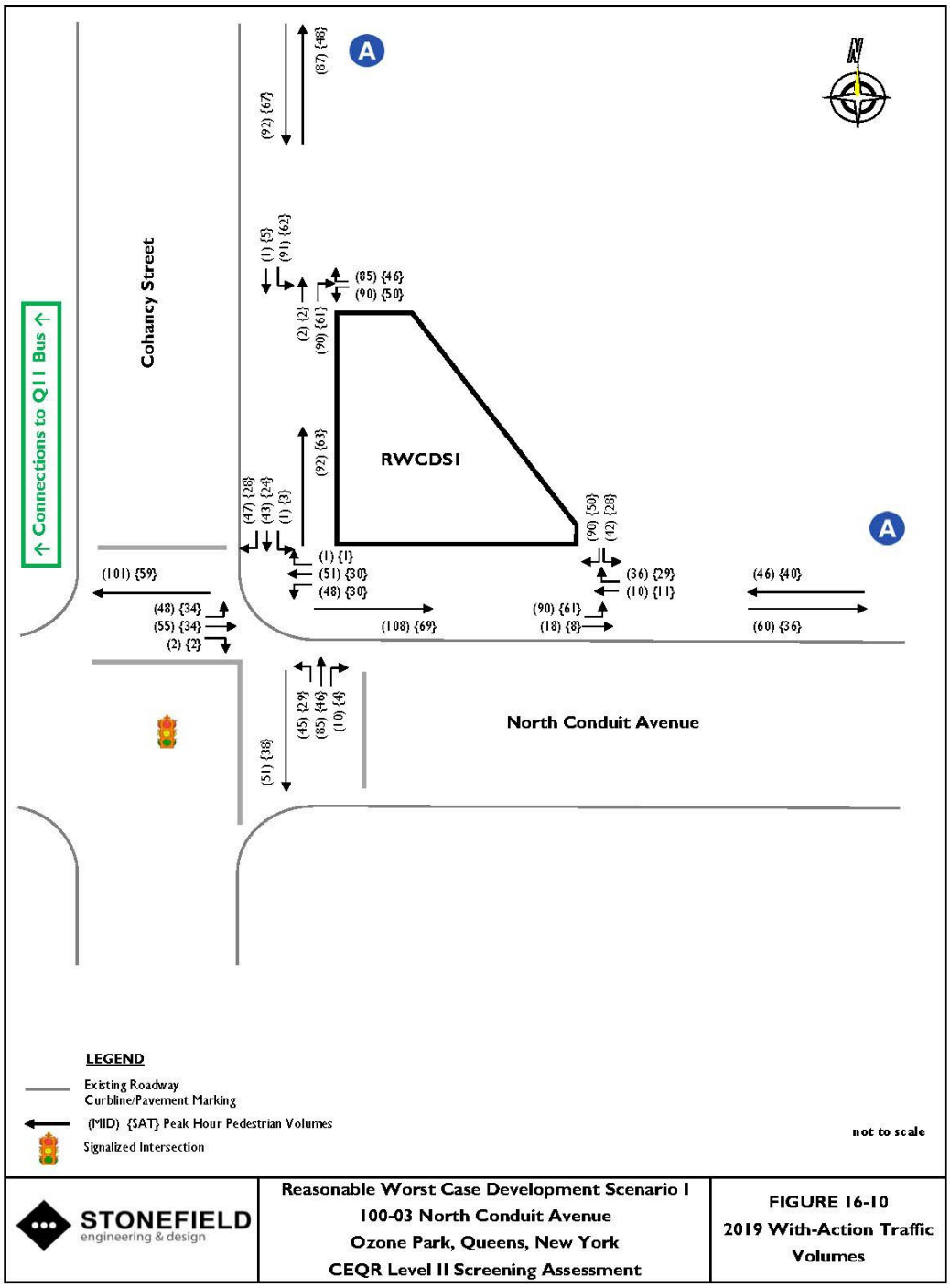
Future Conditions with the Proposed Action

The RWCDS1-generated pedestrian volumes were added to the 2019 No-Action pedestrian volumes to calculate the 2019 With-Action Pedestrian Volumes, which are shown in Figure 16-10.

Tables 16-7 through 16-9 summarize the pedestrian analysis level of service results under 2019 With-Action Conditions and compare the results with the 2017 Existing Conditions and 2019 No-Action Conditions, for the three pedestrian elements that were studied. The following is a summary of the 2019 With-Action Condition pedestrian analysis findings:

- The east-west sidewalk along the North Conduit Avenue site frontage and the north-south sidewalk along the Cohancy Street site frontage are both calculated to degrade from Platoon-Adjusted Level of Service A in the 2019 No-Action condition to acceptable Platoon-Adjusted Level of Service B or better during the study peak hours in the With-Action condition.
- The northeast corner of North Conduit Avenue and Cohancy Street is calculated to operate at Level of Service A during the study peak hours under the 2017 Existing, 2019 No-Action, and 2019 With-Action condition

According to the guidance in the *CEQR Technical Manual*, a significant adverse pedestrian impact would not occur if acceptable levels of service (LOS C or better) would prevail under with-action conditions. With the RWCDS 1 development in place, the three (3) pedestrian elements would operate at acceptable LOS B or better during the two peak hours that were studied. The proposed action would therefore not have a significant adverse impact on pedestrian movement.


Cohancy Street
North Conduit Avenue
RWCDS1
↑ Connections to Q11 Bus ↑
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LEGEND
Existing Roadway
Curbline/Pavement Marking
{MID} {SAT} Peak Hour Pedestrian Volumes
Signalized Intersection
not to scale
STONEFIELD
engineering & design
Reasonable Worst Case Development Scenario I
100-03 North Conduit Avenue
Ozone Park, Queens, New York
CEQR Level II Screening Assessment
FIGURE 16-10
2019 With-Action Traffic
Volumes

Table 16 7: Pedestrian Analysis - E/W Sidewalk along N. Conduit Avenue Site Frontage

Analysis Period	Sidewalk Dimensions		Pedestrian Volumes		Average Pedestrian Space (ft^2/p)	Platoon Adjusted Level of Service
	Total Width (ft)	Effective Width (ft)	Weekday Midday		Weekday Midday	Weekday Midday
			EB	WB		
2017 Existing Condition	15	9.5	18	10	3804.7	A
2019 No-Action Condition	15	9.5	18	10	3804.7	A
2019 With-Action Condition	15	9.5	150	136	372.4	B

Table 16-8: Pedestrian Analysis - N/S Sidewalk along Cohancy Street Site Frontage

Analysis Period	Sidewalk Dimensions		Pedestrian Volumes				Average Pedestrian Space (ft^2/p)		Platoon Adjusted Level of Service	
	Total Width (ft)	Effective Width (ft)	Weekday Midday		Saturday Midday		Weekday Midday	Saturday Midday	Weekday Midday	Saturday Midday
			NB	SB	NB	SB				
2017 Existing Condition[1]	3	3	2	1	2	5	11214.0	4590.0	A	A
2019 No-Action Condition[2]	9	6	2	1	2	5	22428.0	9180.0	A	A
2019 With-Action Condition[2]	9	6	177	182	109	117	187.2	284.2	B	B

[1]In the existing condition, there is no sidewalk along either side of Cohancy Street. It was observed that pedestrians walked along the easterly side of the roadway in the shoulder along the street-side of vehicles parked on-street.

[2]In the 2019 No-Action and With-Action Conditions, a 9-foot-wide sidewalk would be provided along the easterly side of Cohancy Street as per DDC Project HWQ411B.

Table 16-9: Pedestrian Analysis - NE Corner of N. Conduit Avenue and Cohancy Street

Analysis Period	Corner Dimensions		Pedestrian Volumes		Corner Circulation Area Pedestrian Space (ft^2/p)		Level of Service	
	Radius (ft)	Obstructions (ft^2)	Weekday Midday	Saturday Midday	Weekday Midday	Saturday Midday	Weekday Midday	Saturday Midday
2017 Existing Condition	15	4	2	4	1071.7	1440.3	A	A
2019 No-Action Condition	15	4	2	4	1687.9	2166.4	A	A
2019 With-Action Condition	15	4	2	4	156.4	188.8	A	A

Assessment of Vehicular and Pedestrian Safety Issues

An assessment of vehicular and pedestrian safety issues is performed in conjunction with a detailed pedestrian analysis because increased pedestrian crossings at documented high-accident locations may result in increasingly unsafe conditions.

Crash data for the study area intersection were obtained from NYCDOT for the three (3)-year time period between January 1, 2012 and December 31, 2014, and quantify the total number of reportable crashes (involving fatality, injury, or more than $1,000 in property damage), fatalities, and injuries during the study period, as well as a yearly breakdown of pedestrian- and bicycle-related crashes at each location. Please note that crash data at the study intersection for 2015 was not included in this analysis as complete data could not be provided by the NYCDOT. According to the *CEQR Technical Manual*, a high-crash location is an intersection with more than 48 total reportable and non-reportable crashes or five (5) or more pedestrian/bicycle injury crashes during any consecutive 12 months of the most recent three (3)-year period for which data is available.

During this three (3)-year period, 28 total crashes occurred at the study intersection, and there were no reported pedestrian-related crashes or bicycle-related crashes at the study intersection. Table 16-5 depicts total crashes at the subject intersection during the three (3)-year period, as well as a breakdown of pedestrian and bicycle crashes by year and location.

Table 16-5: Crash Data Summary

	Total Crashes			Pedestrian			Bicycle			Combined Ped/Bike		
	2013	2014	2015	2013	2014	2015	2013	2014	2015	2013	2014	2015
North Conduit Avenue & Cohancy Street	14	9	5	0	0	0	0	0	0	0	0	0

Based on the crash data, the intersection of North Conduit Avenue and Cohancy Street would not be classified as a high-crash location per the *CEQR Technical Manual*. The increased vehicular and pedestrian volumes resulting from the proposed action would therefore not have a significant adverse impact on vehicular and pedestrian safety.

Conclusion

The proposed action would not have a significant adverse impact on traffic flow, transit operations, pedestrian movement, or vehicular and pedestrian safety.

17. AIR QUALITY

Introduction

Ambient air quality describes pollutant levels in the surrounding environment to which the public has access. To assess potential health hazards due to ambient air quality, the impact of air pollutants emitted by motor vehicles (mobile source) and by fixed facilities (stationary source) are analyzed, where the effects of both the proposed project on ambient air quality and the ambient air quality effect on the proposed project are considered. The analysis frame work, as mandated by the State Environmental Review Act, follows the *New York City Environmental Quality Review 2014 Technical Manual*. The potential air quality impacts of the following emissions are estimated following the procedures and methodologies prescribed in the *CEQR Technical Manual*:

- The potential for changes in vehicular travel associated with proposed development activities to result in significant mobile source (vehicular related) air quality impacts.
- The potential for emissions from the heating, ventilation and air conditioning (HVAC) systems of the proposed development to significantly impact nearby existing or planned land uses.
- The potential for air toxic emissions released from existing industrial facilities to significantly impact the proposed development.
- The potential for significant air quality impacts from the emissions of facilities that require Prevention of Significant Deterioration permits (Title V), or facilities which require a state facility permit to significantly impact the proposed development.
- The potential for facilities' malodorous emissions to unreasonably interfere with the proposed project's occupant's comfortable enjoyment of life or their property.

Per *CEQR Technical Manual*, "a project's effects on air quality are determined by comparing predictions made for the future No-Action and the future With-Action conditions. The existing condition does not serve as a baseline for determining if a proposed project would have a significant impact, but is typically included in the analysis for informational purposes." As such, the future No-Action, the Future With Action, and the existing conditions were analyzed.

Existing and Future No-Action and With-Action Conditions

Existing Conditions

The project site has been unutilized for approximately 30 years. The fenced property contains vacant land overgrown with weeds, a small paved area, and three long abandoned buildings in an advanced state of decay. Lots 106 and 111 are entirely undeveloped. Lot 113 has two buildings: a one-story brick former auto repair garage fronting on North Conduit Avenue and a two-story brick former single-family home fronting on Cohancy Street. The two buildings have a combined floor area of approximately 4,050 sf (for an FAR of 0.42). Both buildings were issued certificates of occupancy in 1956; they replaced earlier, similar buildings that were destroyed by fire. A

record of a demolition permit that was issued in 1969 but not used indicates that the residential building was abandoned almost half a century ago; the gas station and auto repair garage ceased operation in about 1990. Lot 119 has a vacant one-story former garage of approximately 400 sf (for a 0.03 FAR). No Department of Buildings records are available for the structure.

The project site is identified as 100-01 to 100-15 North Conduit Avenue and 150-05 to 150-21 Cohancy Street; Queens Block 11562, Lots 106, 111, 113, and 119. These lots will be merged to form a single zoning lot before a submission is made to the BSA.

Future No-Action Scenario

Absent the proposed action, the site is expected to remain in its current condition, a combination of vacant land and vacant buildings.

Future With-Action Scenario

If the proposed zoning map amendment is approved, the Applicant would still not be able to develop the proposed project, absent a subsequent discretionary action by the BSA (the granting of a special permit under ZR Section 73-21). The EAS therefore considers two separate with-action scenarios: (1) a development scenario that would be as-of-right under the proposed R3X/C2-2 zoning; and (2) the proposed project, which assumes the subsequent BSA action.

RWCDS 1: Without BSA Approval would be a Use Group 6 two-story retail strip mall. The multi-tenant building would contain 17,700 gsf. The building would be 30 feet tall. It would occupy the southwest corner of the site, with a 153-foot-long wall along North Conduit Avenue and a 118.1-foot-long wall along Cohancy Street. Two rows of parking, flanking driving lanes, would wrap around the northern and eastern sides of the building, with a total of 59 accessory surface parking spaces.

RWCDS 2: With BSA Approval is identical to the proposed development: a Use Group 16 automotive service station and accessory convenience store. The convenience store would occupy a one-story, 18'10" tall, 3,990 gsf building. It would be the only building on the site. Total floor area would thus be 3,990 gsf. The development would also include a canopy covering eight fuel pumps, as well as 13 accessory parking spaces adjacent to the convenience store. Access would be via five 30-foot-wide curb cuts, three of them onto North Conduit Avenue and two of them onto Cohancy Street. The fuel pumps would be located 15 feet from the North Conduit Avenue frontage. The convenience store would be located further north, adjacent to Cohancy Street.

As discussed above, land uses would remain in their current use in the future No-Action. Per *CEQR Technical Manual*, the Proposed Actions are defined as microscale in size. Therefore, the analysis assumed that the existing conditions of the ambient air of the Affected Area would only be affected by the Proposed Action.

Mobile Source Analysis

Introduction

Projects may result in significant mobile source impacts when they create mobile sources of pollutants, change traffic pattern, or add new uses near mobile sources of pollutants.

Per CEQR guidelines, a detailed analysis is conducted to predict whether the proposed actions could potentially have a significant adverse air quality impact if certain threshold criteria are met or exceeded, while proposed projects that do not meet or exceed the threshold criteria (screen out) are not expected to have a mobile source impact. Projects that require a detailed analysis, model the ambient air CO and $PM_{10}/PM_{2.5}$ concentrations—the mobile source pollutants of concern—and compare the modeled concentrations with the applicable air quality standard.

As outlined in the Transportation chapter, the proposed action RWCDS 1 would generate a total of 8 (4 inbound and 4 outbound), 46 (23 inbound and 23 outbound), 24 (12 inbound and 12 outbound) and 21 (9 inbound and 12 outbound) vehicle trip ends, during the AM, Midday, PM and Saturday Midday peak hours, respectively. RWCDS 1 would also contain 59 off-street parking spaces.

As outlined in the Transportation chapter, the proposed action RWCDS 2 would generate a total of 22 (11 inbound and 11 outbound), 20 (10 inbound and 10 outbound), 29 (15 inbound and 14 outbound) and 20 (10 inbound and 10 outbound) vehicle trip ends, during the AM, Midday, PM and Saturday Midday peak hours, respectively. According to the transportation study, the project-generated traffic would result in no heavy-duty diesel vehicles. In addition, RWCDS 2 would contain 13 off-street parking spaces.

Mobile Source Screen

Project-Generated Traffic

Per the *CEQR Technical Manual*, localized increases in CO and $PM_{2.5}$ levels may result from increased vehicular traffic volumes and changed traffic patterns in the study area as a consequence of the proposed development. As such, screening analyses for CO and $PM_{2.5}$ were carried out to determine whether the project-generated traffic have the potential to cause significant impact. The project-generated traffic is the vehicular trips in any given hour, determined as the difference between the Future No-Action and the Future With-Action.

For this area of the city, the threshold volume for a detailed analysis of CO concentration, using MOVES2014 and CAL3QHC/R, is an increment of 170 vehicles. $PM_{2.5}$ threshold criterion is an increment of applies heavy-duty diesel vehicles (HDDVs) screen.

As outlined in the Transportation section, the maximum trip generation increments between the Future No-Action and the Future With-Action, for both RWCDS 1 and RWCDS 2, do not exceed the threshold of 170 vehicular trip generations, nor the 50 passenger car equivalent (PCE) threshold.

According to *CEQR Technical Manual*, $PM_{2.5}$ detailed analysis is required if a threshold criterion, determined by project-generate peak hour HDDVs traffic or its equivalent in vehicular emission, is exceeded. The threshold criteria depend on the type of road and the incremental vehicular traffic as followed:

- 12 or more HDDV for paved roads with 5,000 vehicles;
- 19 or more HDDV for collector roads;

- 23 or more HDDV for principal and minor arterials; or
- 23 or more HDDV for expressways and limited access roads.

The maximum HDDVs trip generation increments between the Future No-Action and the Future With-Action, for both RWCDS 1 and RWCDS 2, do not exceed the threshold criterion for paved roads with 5,000 vehicles—the most stringent road type criterion. Therefore, no detailed air quality analysis is required, and no significant mobile source air quality impacts are expected as a result of the proposed project.

Parking Garage

Based on CEQR recommendations, the maximum capacities of parking garages are evaluated with a threshold criterion to predict whether the potential impacts associated with mobile source emissions are significant. The threshold criteria level, per CEQR guidelines, is 85 off-street parking spaces. If the threshold is met or exceeded, a detailed analysis is warranted.

As previously outlined, the No-Action scenario would not result in any off-street parking spaces; the With-Action scenario would contain 59 or 13 off-street parking spaces for RWCDS 1 and RWCDS 2 respectively. The increments between the With-Action and No-Action scenarios are less than the 85 parking spaces threshold criterion for both RWCDS 1 and RWCDS 2. Therefore, no detailed air quality analysis is required.

Project HVAC Systems Analysis

Introduction

Per *CEQR Technical Manual*, the HVAC analysis considers the potential for emissions from the HVAC system of the proposed project to significantly impact existing land uses (project-on-existing) within 400 feet, and the potential of the proposed project to significantly impact each other (project-on-project).

As outlined in the *CEQR Technical Manual*, the analysis of buildings' HVAC systems follows stationary sources methodology, and based on CEQR guidelines, a preliminary screening analysis is to be conducted as a first step to predict whether the potential impacts of the heat and hot water system boiler emissions can be significant. This CEQR screening procedure is applicable to buildings that are not less than 30 feet from the nearest building of similar or greater height. Otherwise, a detailed dispersion analysis is required.

RWCDS 1 would facilitate a 17,700 gsf, 30 feet tall, commercial building; RWCDS 2 would facilitate a one-story 18'10" tall, 3,990 gsf commercial building. Under either scenario, development would consist of a single commercial building. As such, there is no project-on-project impact. However, the project-on-existing scenarios require screening analyses and further detailed analysis for the RWCDS scenario that failed the screening analysis.

Screening Analysis

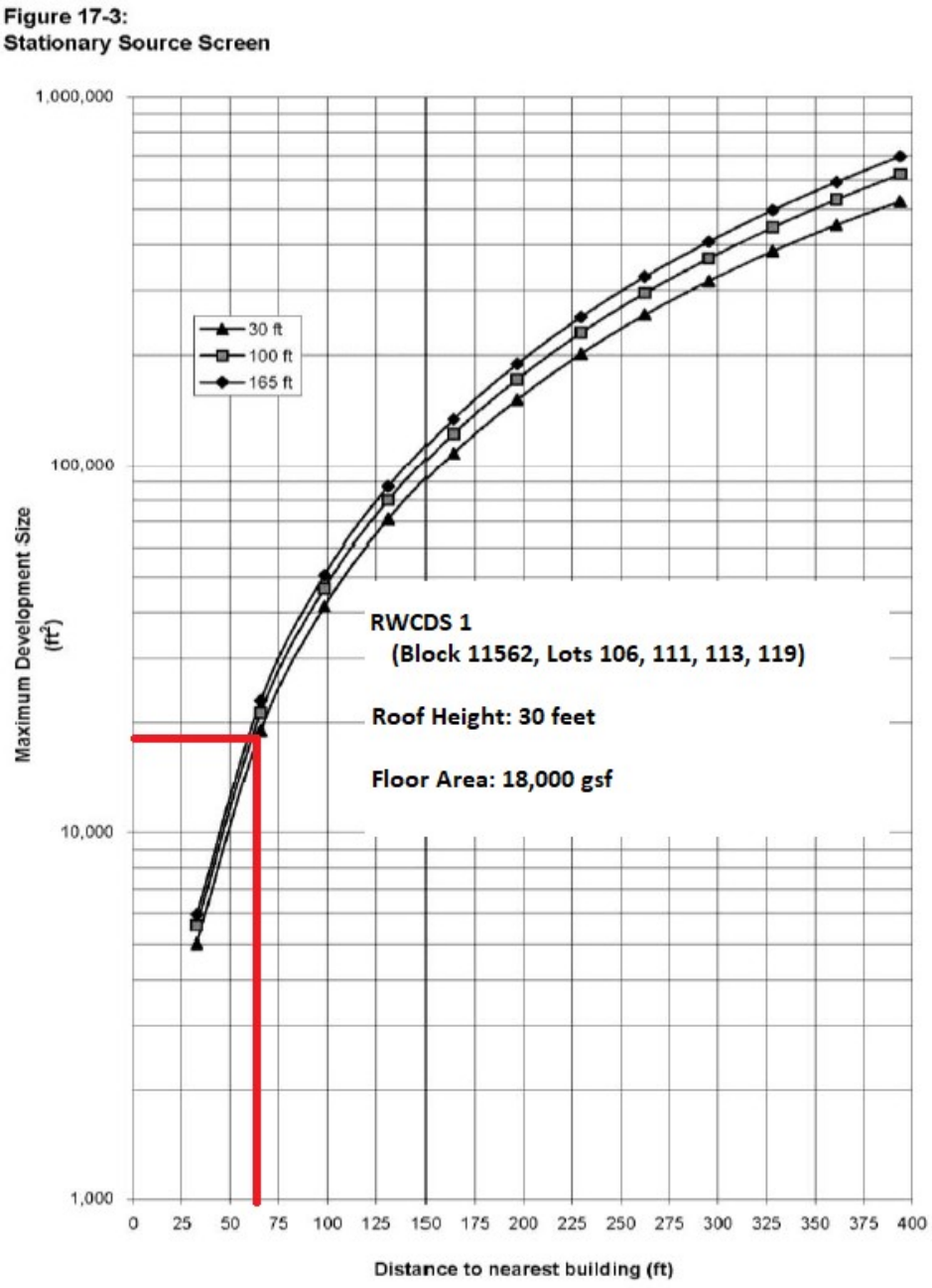
As outlined in the *CEQR Technical Manual,* the potential for stationary source emissions from heat and hot water systems to have a significant adverse impact on nearby receptors depends on the type of fuel that would be used, the height of the stack venting the

emissions, the distance to the nearest building whose height is at least as great as the venting stack height, the building residential or non-residential use, and the square footage of the development that would be served by the system. The *CEQR Technical Manual* provides a screening analysis based on these factors, which was utilized to determine the potential for significant impacts from the proposed buildings' HVAC systems.

If the actual distance between a stack and the affected building is greater than the threshold distance for a building size, then that building passes the screening analysis (and no significant impact is predicted). However, if the actual distance is less than the threshold distance for a building, then there is a potential for a significant impact and a detailed analysis would be required.

Per *CEQR Technical Manual*, the CEQR stationary source nomograph depicted on Figure 17-3 of the *CEQR Technical Manual* for a 30-foot stack height was applied (as the 30 feet curve height is closest to but not higher than the proposed stacks heights, as the CEQR screening procedure requires). This nomograph depicts the size of the development versus distance below which the potential impact can occur, and provides a conservative estimate of the threshold distance. Figures 17-1 shows the RWCDS 1screening analysis.

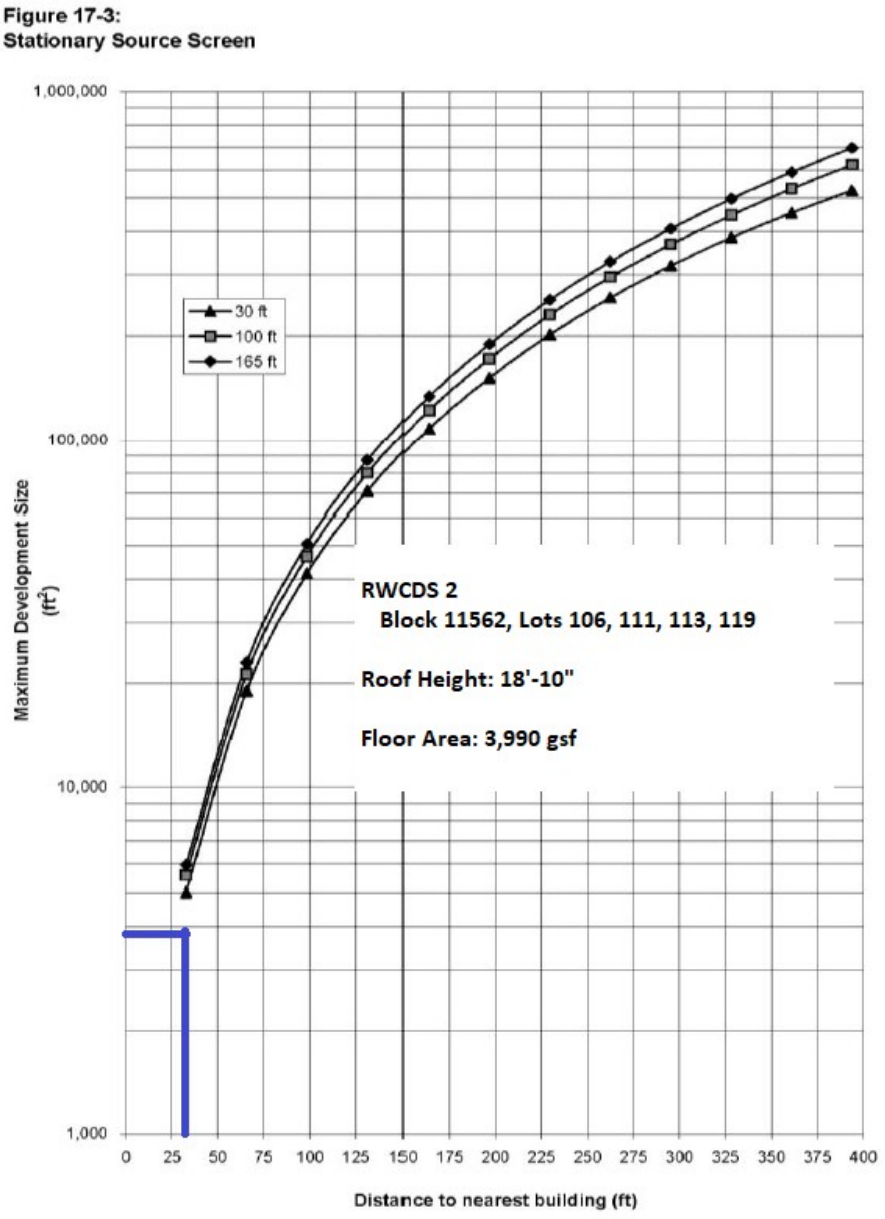
Figure 17-1: The Proposed Project RWCDS 1 - HVAC Screen All Fuel Nomograph



The Figure 17-1 screening analysis shows that a detailed analysis would be required for any existing or planned land uses that is 30 feet or higher and at a distance of less than 65 feet from the project site. There are no existing or planned land uses 30 feet or taller at a distance of less than 65 feet from the project site. The nearest building of similar or greater height is the 2-story, 32 feet high residential building at 150-39 99 Place (Block 11561, Lot 12). This 2-story building is located west of the project site, at a distance of 167 feet (distance between the lot lines of the project site and the Block 11561, Lot 1). RWCDS 1 passes the screening analysis on existing land uses.

Figures 17-2 shows the RWCDS 2screening analysis.

Figure 17-2: The Proposed Project RWCDS 2 - HVAC Screen All Fuel Nomograph



The Figure 17-2 screening analysis shows that a detailed analysis would be required for any existing or planned land uses that is 18'-10" feet or higher and at a distance of less than 30 feet from the project site. There are no existing or planned land uses 30 feet or taller at a distance of less than 30 feet from the project site. The nearest buildings of similar or greater height, per the Department of Buildings database, are the 2-story residential buildings under construction on Block 11561, Lots 1, 3, and 37. The three buildings on Lots 1, 3, and 37 are 26.8 feet high, 26'-9", and 20 feet high respectively. These 2-story buildings are located on the west side of Cohancy Street and directly across the street from the project site. The minimum distance between these lots and the Project Site is 65 feet. As such RWCDS 2 passes the screening analysis on existing land uses.

Table 17-1 depicts the RWCDS buildings' heights and the screening analyses results.

Table 17-1: Screening Analysis Results

Projected Project Site ID	Building Height (ft.)	Heated Area (sq. ft.)	Screen Distance (ft.)	Receptor Building (Site ID or Block/Lot)	Receiving Building Distance (ft.)	Pass/ Fail
RWCDS 1	30	18,000	65	Existing 2-Story (Block 11561, Lot 12)	167	Pass
RWCDS 2	18'-10"	3,990	30	Under Construction 2-Story buildings (Block 11561, Lot 1, 3, 37)	65	Pass

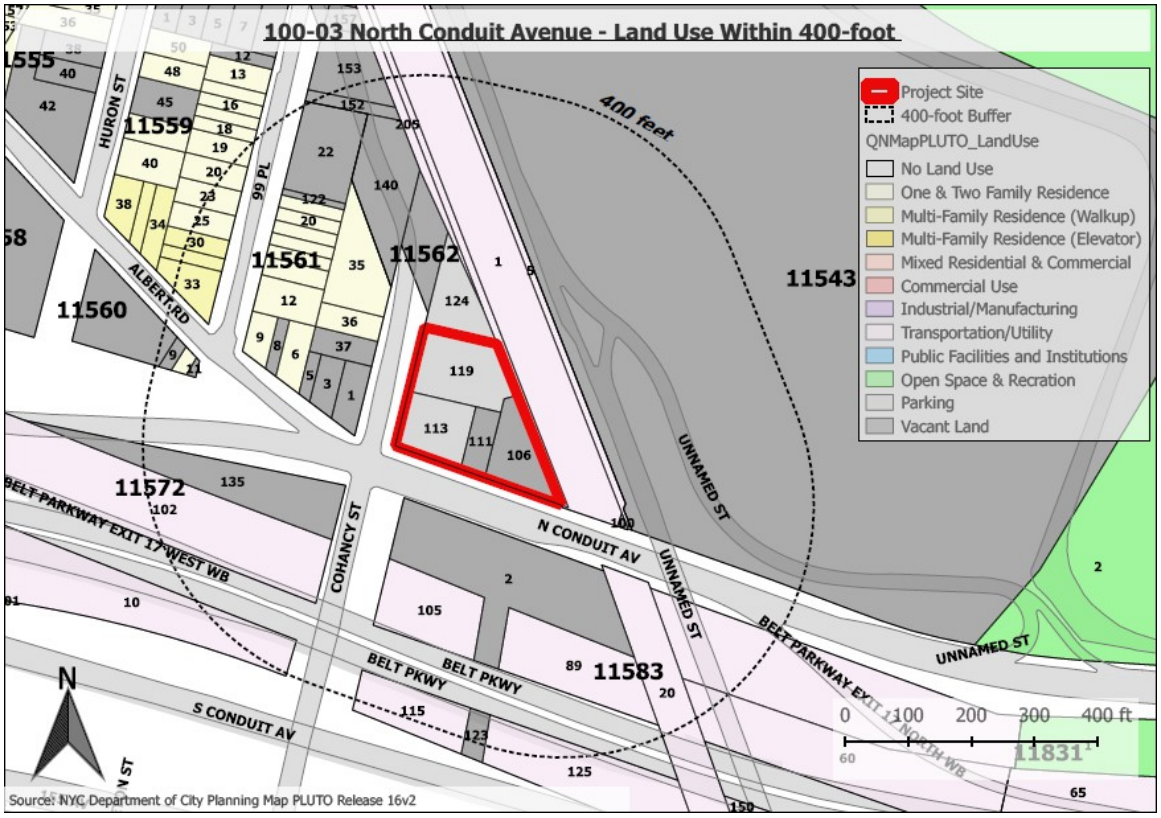
To ensure that there would be no significant adverse air quality impacts associated with the proposed project, an (E) designation would be placed on the project site (Block 11562, Lots 106, 111, 113, and 119). The text of the (E) designation (E-493) will state the following:

> Any new multi-unit commercial development must be developed as a single building with one boiler stack for HVAC systems to avoid any potential significant adverse air quality impacts.

Industrial Sources

As outlined in the *CEQR Technical Manual*, projects that would introduce new uses near industrial sources may result in potentially significant adverse air quality impacts. The study area considers industrial sources within 400 feet of the Affected Area. Industrial sources are identified as commercial, industrial, or processing facilities that are likely to have New York City Department of Environmental Protection (DEP) processing permits. Figure 17-3, shows the 400-foot study area.

Figure 17-3: Land Use in the 400-foot Study Area



The result of the study identified the current use at the 37 non-residential lots in the study area. These lots were searched in the DEP online CATS database for processing permits, and the lots current use identified in the land survey study. Table 17-2 show the current use at the lots in the study area.

Table 17-2: Non-Residential Uses in the 400 Feet Study Area

Block	Lot	Address	Land Use (Lots within 400 feet)	DEP Permit - Status
11543	500	108-10 North Conduit Ave-	Parking Lot	No Record
11560	9	Albert Road	Residential 2-story	No Record
11560	1	Albert Road	School building under construction	CR071317 - Current
11560	11	Albert Road	Residential 2-story	No Record
11561	22	99 Place	Vacant land	No Record
11561	8	North Conduit Avenue	Residential private parking & yard	No Record
11561	3	North Conduit Avenue	DOB: proposed 2-story residential	No Record
11561	122	99 Place	Vacant land	No Record
11561	37	Cohancy Street	DOB: proposed 2-story residential	No Record
11561	1	North Conduit Avenue	DOB: Under construction 2-story residential	No Record
11561	5	North Conduit Avenue	DOB: New Address 99-45 Albert Road / Lots 3 & 5 Merged into Lot 3	No Record
11562	113	100-03 North Conduit Ave-	Project Site	No Record
11562	111	North Conduit Avenue	Project Site	No Record
11562	106	100-15 North Conduit Ave-	Project Site	No Record
11562	124	150-41 Cohancy Street	General contractor yard and storage; parking lot for damaged cars	No Record
11562	152	Hawtree Avenue	Vacant land	No Record
11562	139	Hawtree Avenue	Vacant land	No Record
11562	140	Hawtree Avenue	Vacant land	No Record
11562	119	150-21 Cohancy Street	Project Site	No Record
11562	153	Hawtree Avenue	Vacant land	No Record
11562	100	North Conduit Avenue	Vacant land	No Record
11562	1	Hawtree Street	Rail track - A line	No Record
11562	206	149 Avenue	Rail track platform and vacant	No Record
11562	5	149 Avenue	Rail track platform and vacant	No Record
11562	205	Hawtree Street	Rail track platform and vacant	No Record
11572	135	North Conduit Avenue	Vacant land	No Record
11572	102	North Conduit Avenue	Vacant land & Highway	No Record
11572	10	South Conduit Avenue	Vacant land & Highway	No Record
11583	2	Sunrise Highway	Vacant land	No Record
11583	123	Sunrise Highway	Vacant land	No Record
11583	105	Sunrise Highway	Vacant land	No Record
11583	24	North Conduit Avenue	Vacant land	No Record
11583	60	Sunrise Highway	Vacant land & Highway & Road	No Record
11583	89	Sunrise Highway	Vacant land and rail track	No Record
11583	125	South Conduit Avenue	Vacant land	No Record
11583	115	South Conduit Avenue	Vacant land	No Record
11583	20	North Conduit Avenue	Rail track	No Record

Major and Large Sources

As outlined in the *CEQR Technical Manual*, projects that would introduce new uses near major sources, large sources, and odor producing facilities may result in potentially significant adverse air quality impacts. The study area considers major sources, large sources, and odor producing facilities within 1,000 feet of the Affected Area. Here, major emission sources are identified as those sources located at Title V facilities that require Prevention of Significant Deterioration permits; large emission sources are identified as sources located at facilities which require a State facility permit, such as solid waste or medical waste incinerators, co-generation facilities, and asphalt and concrete plants, or power generating plants; odor producing facilities are operations that have the potential to cause discomfort, such as: solid waste management facilities, water pollution control plants (i.e., sewage treatment plants), and incinerators.

No existing large combustion sources, such as power plants, cogeneration facilities, etc., located within 1,000 feet of the Affected Area were identified. In addition, no odor producing facility was identified within 1,000 feet of the Affected Area. As such, no analysis was warranted.

Conclusion

The air quality analysis addressed the stationary HVAC systems. The results of the analysis are shown below:

- Emissions from project-related vehicle trips would not cause significant adverse air quality impacts to receptors at the local or neighborhood scale;
- Emissions from project-related heating, ventilation, and air conditioning systems (HVACs) would not cause significant adverse air quality impacts to receptors at the local scale.
- No existing industrial sources are located within 400-foot of the Affected Area. Therefore, no significant adverse air quality impacts are anticipated from air toxics emitters.
- As no existing large or major sources are located within 1,000 feet of the Affected Area, emissions from existing stationary sources would not cause a significant adverse air quality impact to the proposed project.

19. NOISE

Introduction

The purpose of a noise assessment under CEQR is to determine whether an action would (1) raise noise levels significantly at existing or anticipated sensitive noise receptors (such as residences or schools) or (2) introduce new sensitive uses (such as residential buildings or schools) at locations subject to unacceptably high ambient noise levels.

The assessment is concerned with both mobile and stationary noise sources. Mobile sources are those that move in relation to a noise-sensitive receptor. They include automobiles, buses, trucks, aircraft, and trains. Stationary sources of noise do not move in relation to a noise-sensitive receptor. Typical stationary noise sources of concern include machinery or mechanical equipment associated with industrial and manufacturing operations; building heating, ventilating, and air conditioning (HVAC) systems; speakers for public address and concert systems; playground noise; and spectators at concerts or sporting events. An action could raise noise levels either by introducing new stationary noise sources (such as outdoor playgrounds or rooftop air conditioning compressors) or by increasing mobile source noise (generally by generating additional traffic). Similarly, an action could introduce new residences or other sensitive receptors that would be subject to noise from either stationary or mobile sources.

Noise Fundamentals

Noise is defined as any unwanted sound, and sound is defined as any pressure variation that the human ear can detect. Humans can detect a large range of sound pressures, from 20 to 20 million micropascals, but only those air pressure variations occurring within a particular set of frequencies are experienced as sound. Air pressure changes that occur between 20 and 20,000 times a second, stated as units of Hertz (Hz), are registered as sound.

Because the human ear can detect such a wide range of sound pressures, sound pressure is converted to sound pressure level (SPL), which is measured in units called decibels (dB). The decibel is a relative measure of the sound pressure with respect to a standardized reference quantity. Because the dB scale is logarithmic, a relative increase of 10 dB represents a sound pressure that is 10 times higher. However, humans do not perceive a 10-dB increase as 10 times louder. Instead, they perceive it as twice as loud. Table 19-1 lists some noise levels for typical daily activities.

Table 19-1: Noise Levels of Common Sources

Sound Source	SPL (dB(A))
Air Raid Siren at 50 feet	120
Maximum Levels at Rock Concerts (Rear Seats)	110
On Platform by Passing Subway Train	100
On Sidewalk by Passing Heavy Truck or Bus	90
On Sidewalk by Typical Highway	80
On Sidewalk by Passing Automobiles with Mufflers	70
Typical Urban Area	60-70
Typical Suburban Area	50-60
Quiet Suburban Area at Night	40-50
Typical Rural Area at Night	30-40
Isolated Broadcast Studio	20
Audiometric (Hearing Testing) Booth	10
Threshold of Hearing	0

Notes: A change in 3dB(A) is a just noticeable change in SPL. A change in 10 dB(A)

Is perceived as a doubling or halving in SPL.

Source: 2014 CEQR Technical Manual

Sound is often measured and described in terms of its overall energy, taking all frequencies into account. However, the human hearing process is not the same at all frequencies. Humans are less sensitive to low frequencies (less than 250 Hz) than mid-frequencies (500 Hz to 1,000 Hz) and are most sensitive to frequencies in the 1,000- to 5,000-Hz range. Therefore, noise measurements are often adjusted, or weighted, as a function of frequency to account for human perception and sensitivities. The most common weighting networks used are the A- and C-weighting networks. These weight scales were developed to allow sound level meters, which use filter networks to approximate the characteristic of the human hearing mechanism, to simulate the frequency sensitivity of human hearing. The A-weighted network is the most commonly used, and sound levels measured using this weighting are denoted as dBA. The letter "A" indicates that the sound has been filtered to reduce the strength of very low and very high frequency sounds, much as the human ear does. C-weighting gives nearly equal emphasis to sounds of most frequencies. Mid-range frequencies approximate the actual (unweighted) sound level, while the very low and very high frequency bands are significantly affected by C-weighting

The following is typical of human response to relative changes in noise level:

- 3-dB(A) change is the threshold of change detectable by the human ear;
- 5-dB(A) change is readily noticeable; and
- 10-dB(A) change is perceived as a doubling or halving of the noise level.

The SPL that humans experience typically varies from moment to moment. Therefore, various descriptors are used to evaluate noise levels over time. Some typical descriptors are defined below.

- L_{eq} is the continuous equivalent sound level. The sound energy from the fluctuating SPLs is averaged over time to create a single number to describe the mean energy, or intensity, level. High noise levels during a measurement period will have a greater effect on the L_{eq} than low noise levels. L_{eq} has an advantage over other descriptors because L_{eq} values from various noise sources can be added and subtracted to determine cumulative noise levels.
- $L_{eq(24)}$ is the continuous equivalent sound level over a 24-hour time period.

The sound level exceeded during a given percentage of a measurement period is the percentile-exceeded sound level (L_X). Examples include L_{10}, L_{50}, and L_{90}. L_{10} is the A-weighted sound level that is exceeded 10% of the measurement period.

The decrease in sound level caused by the distance from any single noise source normally follows the inverse square law (i.e., the SPL changes in inverse proportion to the square of the distance from the sound source). In a large open area with no obstructive or reflective surfaces, it is a general rule that at distances greater than 50 feet, the SPL from a point source of noise drops off at a rate of 6 dB with each doubling of distance away from the source. For "line" sources, such as vehicles on a street, the SPL drops off at a rate of 3 dB(A) with each doubling of the distance from the source. Sound energy is absorbed in the air as a function of temperature, humidity, and the frequency of the sound. This attenuation can be up to 2 dB over 1,000 feet. The drop-off rate also will vary with both terrain conditions and the presence of obstructions in the sound propagation path.

Impact Determination and Noise Standards and Guidelines

In 1983 the New York City Department of Environmental Protection (DEP) adopted the City Environmental Protection Order-City Environmental Quality Review (CEQR) noise standards for exterior noise levels. These standards are the basis for classifying noise exposure into four categories based on the L_{10}: Acceptable, Marginally Acceptable, Marginally Unacceptable, and Clearly Unacceptable, as shown in Table 19-2.

For sensitive receptors introduced by the proposed action, with-action condition noise levels in dB(A) $L_{10(1)}$ are compared with the values contained in the Noise Exposure Guidelines. If these noise levels would exceed the Marginally Acceptable levels, a significant impact would occur unless the building design provides a composite building attenuation that would be sufficient to reduce these levels to an acceptable interior noise level. These values are shown in Table 19-3.

For noise increases caused by project-induced traffic, or for stationary noise sources introduced by the proposed action, if the no-action levels are less than 60 dB(A) $L_{eq(1)}$ and the analysis period is not at nighttime, an increase of 5 dB(A) $L_{eq(1)}$ or more in the future with the project would be considered a significant impact. In order for the 5 dB(A) threshold to be valid, the resultant action condition noise level would have to be equal to or less than 65 dB(A). If the No-Action noise level is equal to or greater than 62 dB(A) $L_{eq(1)}$, or if the analysis period is a nighttime analysis period, the incremental significant impact threshold would be 3 dB(A) $L_{eq(1)}$. If the No-Action noise level is 61dB(A) $L_{eq(1)}$, the maximum incremental increase would be 4 dB(A), since an increase higher than this would result in a noise level higher than the 65 dB(A) $L_{eq(1)}$ threshold and be considered significant.

Table 19-2
CEQR Noise Exposure Guidelines for use in City Environmental Impact Review[1]

Receptor Type	Time Period	Acceptable General External Exposure	Airport[3] Exposure	Marginally Acceptable General External Exposure	Airport[3] Exposure	Marginally Unacceptable General External Exposure	Airport[3] Exposure	Clearly Unacceptable General External Exposure	Airport[3] Exposure
1.Outdoor area requiring serenity and quiet[2]		$L_{10} \leq 55$ dBA	$L_{dn} \leq 60$ dBA		$L_{dn} \leq 60$ dBA		$L_{dn} \leq 60$ dBA		$L_{dn} \leq 75$ dBA
2. Hospital, Nursing Home		$L_{10} \leq 55$ dBA		$55 < L_{10} \leq 65$ dBA		$65 < L_{10} \leq 80$ dBA		$L_{10} > 80$ dBA	
3. Residence, residential hotel or motel	7 am to 10 pm	$L_{10} \leq 65$dBA		$65 < L_{10} \leq 70$dBA		$70 < L_{10} \leq 80$ dBA		$L_{10} > 80$ dBA	
	10 pm to 7 am	$L_{10} \leq 55$dBA		$55 < L_{10} \leq 70$dBA		$70 < L_{10} \leq 80$ dBA		$L_{10} > 80$ dBA	
4. School, museum, library, court house of worship, transient hotel or motel, public meeting room, auditorium, out-patient public health facility		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM- 10 PM)		Same as Residential Day (7 AM –10 PM)	
5. Commercial or office		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM –10 PM)		Same as Residential Day (7 AM-10 PM)	
6. Industrial, public areas only[4]	Note 4	Note 4		Note 4		Note 4		Note 4	

Notes:

) In addition, any new activity shall not increase the ambient noise level by 3 dBA or more;

1 Measurements and projections of noise exposures are to be made at appropriate heights above site boundaries as given by American National Standards Institute (ANSI) Standards; all values are for the worst hour in the time period.

2 Tracts of land where serenity and quiet are extraordinarily important and serve an important public need and where the preservation of these qualities is essential for the area to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks or open spaces dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet. Examples are grounds for ambulatory hospital patients and patients and residents of sanitariums and nursing homes.

3 One may use the FAA-approved L_{dn} contours supplied by the Port Authority, or the noise contours may be computed from the federally approved INM Computer Model using flight data supplied by the Port Authority of New York and New Jersey.

4 External Noise Exposure standards for industrial areas of sounds produced by industrial operations other than operating motor vehicles or other transportation facilities are spelled out in the New York City Zoning Resolution, Sections 42-20 and 42-21. The referenced standards apply to M1, M2, and M3 manufacturing districts and to adjoining residence districts (performance standards are octave band standards).

Source: New York City Department of Environmental Protection (adopted policy 1983).

Table 19-3
Required Attenuation Values to Achieve Acceptable Interior Noise Levels

	Marginally Unacceptable				**Clearly Unacceptable**
Noise level with proposed action	$70 < L_{10} \leq 73$	$73 < L_{10} \leq 76$	$76 < L_{10} \leq 78$	$78 < L_{10} \leq 80$	$80 < L_{10}$
Attenuation[A]	(I) 28 dBA	(II) 31 dBA	(III) 33 dBA	(IV) 35 dBA	$36 + (L_{10} - 80)$[B] dBA

Note: [A]The above composite window-wall attenuation values are for residential dwellings and community facility development. Commercial office spaces and meeting rooms would be 5 dBA less in each category. All the above categories require a closed window situation and hence alternate means of ventilation.

[B]Required attenuation values increase by 1 dBA increments for L_{10} values greater than 80 dBA.

Source: New York City Department of Environmental Protection, 2012.

New Stationary Noise Sources

The proposed actions would result in the redevelopment of the project site with either a retail strip mall (RWCDS 1) or a gasoline service station and accessory minimart that would not include any automotive repair facilities. Unlike playgrounds, truck loading docks, loudspeaker systems, stationary diesel engines, car washes, automotive or machinery repair shops, or similar uses, neither fully enclosed commercial buildings or gasoline pumps are substantial stationary noise sources. All rooftop mechanical equipment, including air conditioner compressors, would be enclosed and would comply with New York City Noise Code requirements, which limit noise levels generated by such equipment to 65 dBA during the daytime (7AM to 10 PM) and 55 dBA during the nighttime. The proposed actions would therefore not have the potential to cause a significant adverse stationary source noise impact.

New Mobile Noise Sources

According to the screening analysis in the Transportation section of this report, RWCDS 1 would generate a maximum of 36 new vehicular trips during any one hour (the weekday midday peak travel hour), and RWCDS 2 would generate a maximum of 29 new vehicular trips during any one hour (the weekday evening peak travel hour).

A doubling of traffic on a stretch of roadway is required to raise noise levels by 3 decibels, the minimum change that can be detected by the average person. North Conduit Avenue is the westbound service road of the Belt Parkway, carrying considerable traffic during peak traffic hours. Typical hourly traffic during the course of the day ranges from a low of 148 vehicles (between 3 and 4 AM) to 2,390 vehicles (between 5 and 6 PM), according to the New York State Department of Transportation Classification Count Average Weekday Data Report (January 2004). Up to 36 vehicles an hour passing through the intersection of North Conduit Avenue and Cohancy Street during a peak period would not be a sufficient increase in traffic volume to raise noise levels significantly. The proposed actions would therefore not have the potential to cause a significant adverse mobile source noise impact.

Existing Ambient Noise Levels

Because the predominant noise sources in the area of the proposed project consist of vehicular and rail movements, noise monitoring was conducted during peak vehicular travel periods (AM, Midday, PM and Saturday). Pursuant to *CEQR Technical Manual* methodology, measurement periods of one hour during each peak hour were conducted at Location One (1) at the corner of North Conduit Avenue and Cohancy Street and twenty minutes at location two (2) on Cohancy Street approximately 100 ft north of location one (1). One-hour readings were conducted at Location One (1) due to the potential impact of ambient noise from the elevated subway line located to the east of the project site.

Noise monitoring was conducted using a Type 1 Casella CEL-633 sound meter with wind screen. The monitors were placed on a tripod at a height of approximately three feet above the ground, away from any other noise-reflective surfaces. The monitors were calibrated prior to and following each monitoring session. Periods of peak vehicular and train traffic around the subject site constitute a worst-case condition for noise at the project site.

Location 1: Corner of North Conduit Avenue and Cohancy Street



Location 2: Cohancy Street Approximately 100 Feet North of Location 1



Monitoring was conducted during typical midweek conditions, on Wednesday, September 20, 2017, and typical Saturday conditions on Saturday, September 23, 2017. The weather was dry and wind speeds were moderate during all monitoring periods. Traffic volumes and vehicle classification were documented during the noise monitoring. The sound meters were calibrated before and after each monitoring session.

As anticipated, the predominant sources of noise are vehicular and rail traffic. Vehicular traffic volumes are higher along N. Conduit Avenue than along Cohancy Street, and therefore noise levels, are higher at Location 1 than at Location 2.

Tables 19-4 and 19-5 show the noise monitoring results for the two monitoring locations, with the L_{10} noise levels shown in **bold**. Tables 19-6 through 19-9 show the vehicle counts and classifications for the three monitoring periods.

Table 19-4: Noise Monitoring Results at Location 1

	Wednesday, September 20, 2017			Saturday, September 23,
Time	7:01 am – 8:01 am	1:02 pm – 2:02 pm	5:04 pm – 6:04 pm	12:00 noon – 1:00 PM
L_{max}	99.2	103.2	93.2	96.1
L_{10}	**77.0**	**79.0**	**76.5**	**76.5**
L_{eq}	76.6	79.1	75.9	76.8
L_{50}	71.0	71.0	70.0	69.5
L_{90}	66.0	66.0	65.0	64.0
L_{min}	61.5	62.3	61.5	58.3

Table 19-5: Noise Monitoring Results at Location 2

	Wednesday, September 20, 2017			Saturday, September 23, 2017
Time	8:06 am – 9:06 am	12:01 pm – 1:01 pm	4:00 pm – 5:01 pm	1:02 PM – 1:23 PM
L_{max}	94.7	91.8	92.1	81.8
L_{10}	**68.0**	**75.5**	**65.5**	**65.5**
L_{eq}	72.1	71.5	67.4	64.5
L_{50}	62.5	58.5	58.5	60.0
L_{90}	60.0	54.5	55.0	56.5
L_{min}	58.5	51.5	52.2	52.4

Table 19-6: Weekday Morning Traffic Volumes and Vehicle Classifications

	Location 1	**Location 2**
Car/ Taxi	1632	102
Van/Light Truck/SUV	2105	78
Motorcycle	0	0
Heavy Truck	420	18
Bus	108	6
Train	7	6
Plane	6	3

Table 19-7: Weekday Midday Traffic Volumes and Vehicle Classifications

	Location 1	Location 2
Car/ Taxi	1496	89
Van/ Light Truck/SUV	2012	70
Motorcycle	1	2
Heavy Truck	400	20
Bus	84	4
Train	6	4
Plane	4	5

Table 19-8: Weekday Evening Traffic Volumes and Vehicle Classifications

	Location 1	Location 2
Car/ Taxi	1899	115
Van/ Light Truck/SUV	2231	88
Motorcycle	3	2
Heavy Truck	439	14
Bus	112	4
Train	6	5
Plane	5	4

Table 19-9: Saturday Midday Traffic Volumes and Vehicle Classifications

	Location 1	Location 2
Car/ Taxi	1527	101
Van/ Light Truck/SUV	1797	22
Motorcycle	13	6
Heavy Truck	150	0
Bus	4	0
Train	4	2
Plane	7	4

The 2014 *CEQR Technical Manual* Table 19-2 contains noise exposure guidelines. For a commercial use such as would result from the proposed action, an L_{10} of between 65 and 70 dB(A) is identified as marginally acceptable general external exposure. The highest recorded L_{10} at Location 1 was 79.0 dB during the weekday midday monitoring period. The highest recorded L_{10} at Location 2 was 75.5 dB, also during the weekday midday period. Both levels are within the marginally unacceptable range.

Window-wall noise attenuation would therefore be required to ensure an acceptable indoor noise level. Based on Table 19-3 of the *CEQR Technical Manual*, a composite window-wall attenuation level of 30 dB(A) would be required for commercial development. For residential or community facility development, which would continue to be permitted under the proposed zoning, a minimum attenuation level of 35 dB(A) would be required.

With this level of noise attenuation, no significant adverse impacts related to existing ambient noise would result from the proposed action.

To ensure that the required noise attenuation is provided, an (E) designation would be placed on the project site (Block 11562, Lots 106, 111, 113, and 119). The text of the (E) designation (E-493) will state the following:

> In order to ensure an acceptable interior noise environment, future residential or community facility uses must provide a closed-window condition with a minimum of 35 dB(A) window/wall attenuation on all facades in order to maintain an interior noise level of 45 dB(A), and future commercial uses must provide a closed-window condition with a minimum of 30 dB(A) window/wall attenuation on all facades in order to maintain an interior noise level of 50 dB(A). To maintain a closed- window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation include, but are not limited to, central air conditioning or air conditioning sleeves containing air conditioners.

Conclusion

For the reasons cited above, the proposed actions would not result in a significant adverse noise impact.

21. NEIGHBORHOOD CHARACTER

Introduction

In a neighborhood character assessment under CEQR, one considers how elements of the environment combine to create the context and feeling of a neighborhood and how a project may affect that context and feeling. Thus, to determine a project's effects on neighborhood character, the elements that contribute to a neighborhood's context and feeling are considered together. Neighborhood character is an amalgam of various elements that give neighborhoods their distinct "personality." These elements may include a neighborhood's land use, urban design, visual resources, historic resources, socioeconomics, traffic, and/or noise.

Even if a project does not have the potential to result in a significant adverse impact in any specific technical area(s), additional analysis may be required based on the potential for a combination of moderate effects in more than one area. A "moderate" effect is generally defined as an effect that is reasonably close to the significant adverse impact threshold for a particular technical analysis area.

A preliminary assessment determines whether changes expected in other technical areas may affect a contributing element of neighborhood character. The assessment should answer the following two questions:

1. What are the defining features of the neighborhood?

2. Does the project have the potential to affect the defining features of the neighborhood, either through the potential for a significant adverse impact or a combination of moderate effects in relevant technical areas?

Existing Conditions

The affected area is located at the southeastern edge of a low density residential neighborhood, part of the Ozone Park community. The A line tracks, a portion of which is within the affected area, form a hard eastern edge. The 192-acre Aqueduct Racetrack and Casino is located to the east of the subway line tracks. The portion of Aqueduct adjacent to the affected area is part of the facility's large parking lot and the access road onto the property. The Belt Parkway and its flanking service roads (North and South Conduit Avenues) and adjacent strips of landscaping form another hard edge, a more than 600 foot wide visual and pedestrian barrier that divides Ozone Park from neighborhoods to the south.

More accurately, Cohancy Street can be described as the eastern edge of the residential neighborhood in this part of Ozone Park. Between Cohancy Street (and its continuation, Hawtree Street) and the rail line is a corridor of nonresidential uses and vacant land, 385 feet wide at its southern end and narrowing progressively to the north. The fenced project site occupies the southernmost part of the corridor. To the immediate north of the project site is a contractor's lot, with a storage building, a semi-enclosed storage area, and an open parking area for trucks and vans used by the contractor. To its north, separated from it by fencing, is a vehicular junk yard. North of that property is open storage, and north of that is vacant land.

The project site is thus part of a neglected no-man's land to the east of a residential neighborhood consisting mainly of generally modest one- and two-family homes and quiet residential streets, to the west of a large sports and gambling complex with a regional catchment area that draws considerable traffic to its events, and to the north of a broad, heavily trafficked highway corridor that is part of the regional highway network created by Robert Moses. The project site itself has

been unutilized for more than a quarter of a century. The fenced property contains vacant land overgrown with weeds, a small paved area, and three long abandoned buildings in an advanced state of decay.

Future Conditions without the Proposed Action

In the absence of the proposed action, it is assumed that no reuse or redevelopment of the project site would occur. The site would remain in the same derelict state in which it has been for the past quarter-century. The other part of the affected area, the New York City Transit property, supports a stable transportation use and will continue to do so.

Within the study area, no significant changes to neighborhood character are anticipated.

Future Conditions with the Proposed Action

RWCDS 1: Without BSA Approval

If the proposed zoning map amendment is approved but the BSA does not subsequently approve a special permit, the Applicant would construct a Use Group 6 two-story retail strip mall on the project site. The multi-tenant building would contain 17,700 gsf, all of which would count as zoning floor area (for an FAR of 0.49). It would have a 14,198 gsf first floor and a 3,502 gsf second floor. The building would be 30 feet tall. It would occupy the southwest corner of the site, with a 153-foot-long wall along North Conduit Avenue and a 118.1-foot-long wall along Cohancy Street. Two rows of parking, flanking driving lanes, would wrap around the northern and eastern sides of the building, with a total of 59 accessory surface parking spaces. Access would be via two 30-foot-wide curb cuts, one onto North Conduit Avenue at the eastern end of the site, and the other onto Cohancy Street at the northern end of the site. A loading dock would be located at the northwestern edge of the building, adjacent to the curb cut onto Cohancy Street.

RWCDS 2: With BSA Approval

If the proposed zoning map and text amendments are approved and the BSA subsequently approves a special permit under the revised ZR Section 73-211, the Applicant would construct a Use Group 16 automotive service station and accessory convenience store. The convenience store would occupy a one-story, 18'10" tall, 3,990 gsf building, with all building space counting for zoning purposes. It would be the only building on the site. Total floor area would thus be 3,990 sf, for an FAR of 0.11. The development would also include a canopy covering eight fuel pumps, as well as 13 accessory parking spaces adjacent to the convenience store. There would be four 10,000 gallon underground storage tanks. The development would not include automotive repair facilities. Access would be via five 30-foot-wide curb cuts, three of them onto North Conduit Avenue and two of them onto Cohancy Street. The property would be screened by landscaping strips along its northern and eastern edges. The fuel pumps would be located 15 feet from the North Conduit Avenue frontage. The convenience store would be located further north, adjacent to Cohancy Street.

Assessment

Either a retail strip mall or a gas station with an accessory convenience store would be an appropriate land use at a location on a Belt Parkway service road at an entrance to and exit from the Belt Parkway itself. Neither would cause land use conflicts with the two adjacent land uses, a subway line and a contractor's yard. Either one would restore a long unutilized tract of land to productive use. The area between Cohancy Street and the A line tracks would continue to be a nonresidential corridor to the east of a residential neighborhood., and either development would

be a visual buffer between the North Conduit Avenue frontage and the contractor's yard, vehicular junk yard, and open storage to the north.

Redevelopment of the project site, in the form of either a retail strip mall or a gas station, would improve the visual character of the area by remediating the site's current unsightly condition. Derelict structures would be demolished, weeds and debris would be cleared from the site, and perimeter fencing would be removed. New, modern buildings would be constructed, and visual and physical access to the site would be restored.

Under RWCDS 1 the building would be two stories tall, with the street wall along Cohancy Street being 30 feet high; under RWCDS 2 the building would have a height of 18'10". Either height would be compatible with the prevailing heights of the nearby residential buildings, which generally range from 21 to 33 feet.

Analysis has demonstrated that redevelopment of the project site, under either scenario, would not have a substantial adverse impact on traffic volumes, transit operations serving the neighborhood, pedestrian conditions, air quality, or ambient noise levels.

Conclusion

The proposed action would not have a significant adverse impact on neighborhood character, either through the potential for a significant adverse impact or a combination of moderate effects related to land use, urban design, transportation, air quality, or noise.

Appendix 1

(E) Designations

Appendix 1: (E) Designations

To ensure that there would be no significant adverse **air quality** impacts associated with the proposed project, an E designation (E-493) will be placed on the project sites as follows:

Projected Development Site 1: **Block 11562, Lots 106, 111, 113, and 119**

Any new multi-unit commercial development must be developed as a single building with one boiler stack for HVAC systems to avoid any potential significant adverse air quality impacts.

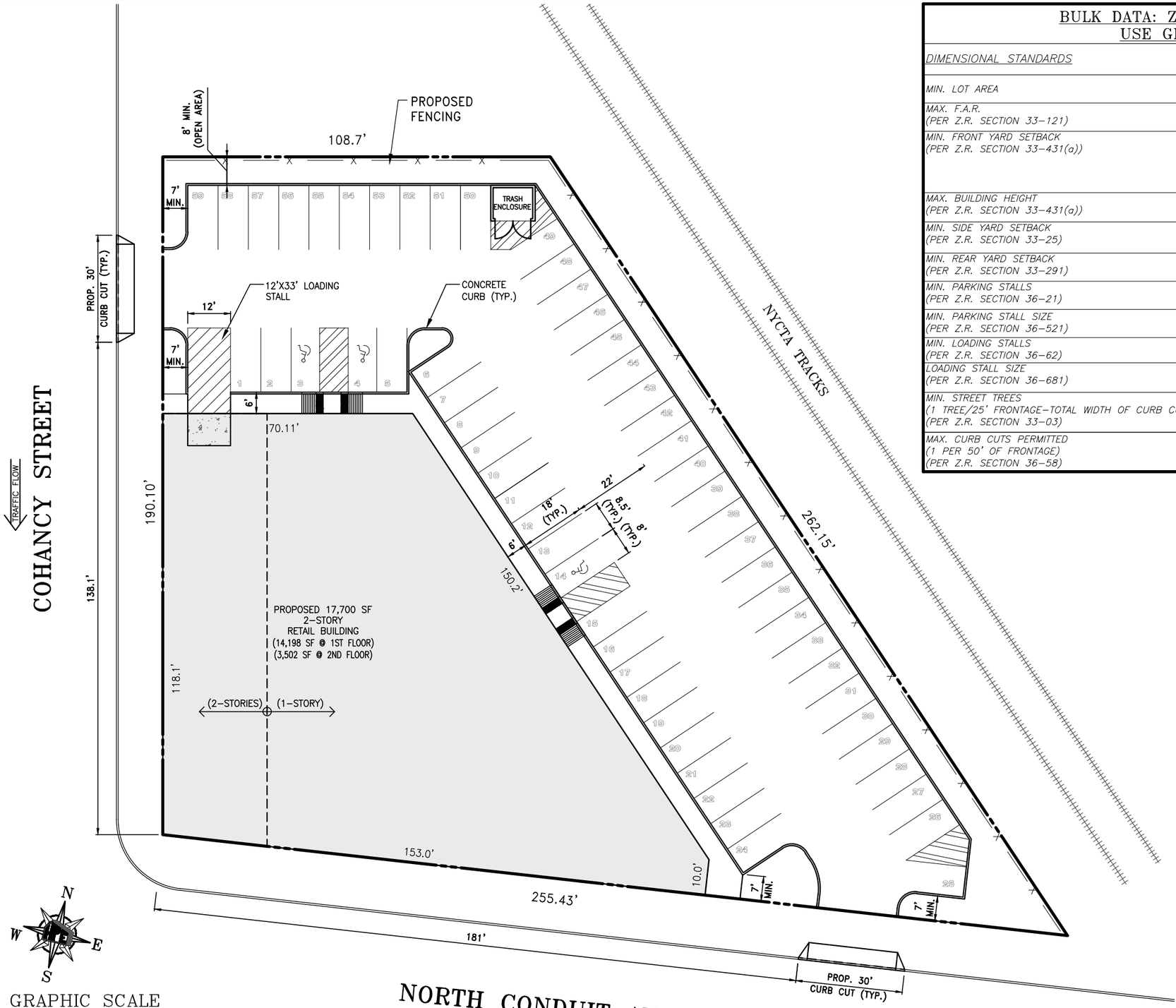
To ensure that there would be no significant adverse **noise** impacts associated with the proposed project, an E designation (E-493) will be placed on the project sites as follows:

Projected Development Site 1: **Block 11562, Lots 106, 111, 113, and 119**

In order to ensure an acceptable interior noise environment, future residential or community facility uses must provide a closed-window condition with a minimum of 35 dB(A) window/wall attenuation on all facades in order to maintain an interior noise level of 45 dB(A), and future commercial uses must provide a closed-window condition with a minimum of 30 dB(A) window/wall attenuation on all facades in order to maintain an interior noise level of 50 dB(A). To maintain a closed- window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation include, but are not limited to, central air conditioning or air conditioning sleeves containing air conditioners.

Appendix 2

Architectural Plans



SITE PLAN

(TOTAL LOT AREA = 35,993 SQFT.)

BULK DATA: ZONE: C2-2 WITHIN R3X, USE GROUP: 6C RETAIL

DIMENSIONAL STANDARDS	PERMITTED/ REQUIRED	PROVIDED
MIN. LOT AREA	N/A	35,993 SF
MAX. F.A.R. (PER Z.R. SECTION 33-121)	1.00 (35,993)	0.49 (17,700)
MIN. FRONT YARD SETBACK (PER Z.R. SECTION 33-431(a))	0' (W/ BLDG. HEIGHT <30')	COHANCY STREET 0.0' NORTH CONDUIT AVENUE 0.0'
MAX. BUILDING HEIGHT (PER Z.R. SECTION 33-431(a))	30'/ 2 STORIES (WITHIN INITIAL 15' SETBACK)	±30'/ 2 STORIES
MIN. SIDE YARD SETBACK (PER Z.R. SECTION 33-25)	8' MIN. OPEN AREA	8' (CURB)
MIN. REAR YARD SETBACK (PER Z.R. SECTION 33-291)	N/A (CORNER LOT)	N/A (CORNER LOT)
MIN. PARKING STALLS (PER Z.R. SECTION 36-21)	1 PER 300 SF FOR UG #6C/ PRCB	17,700/ 300 = 59 56 + 3 ADA (59 TOTAL)
MIN. PARKING STALL SIZE (PER Z.R. SECTION 36-521)	8.5'x18'	8.5'x18'
MIN. LOADING STALLS (PER Z.R. SECTION 36-62)	1ST 8,000 SF = 0 NEXT 17,000 SF = 1	1
LOADING STALL SIZE (PER Z.R. SECTION 36-681)	33'x12'	33'x12'
MIN. STREET TREES (1 TREE/25' FRONTAGE-TOTAL WIDTH OF CURB CUTS) (PER Z.R. SECTION 33-03)	375'/25 = 15 15 TREES REQUIRED	15
MAX. CURB CUTS PERMITTED (1 PER 50' OF FRONTAGE) (PER Z.R. SECTION 36-58)	191.17'/50'= 3.8 4 CURB CUTS PERMITTED	2



KEY MAP

N.T.S

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FARMINGDALE, NY 11735
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REVISIONS

REV. #	DATE	REVISION
1	2/12/18	PER C2-2 ZONING

NYCDOB STICKER

NYCDOB APPLICATION #

SITE ADDRESS:

100-03 NORTH CONDUIT AVENUE
QUEENS, NY 11417

BLOCK: 11562
LOTS: 106, 111, 113 & 119
ZONE: R3X
MAP #: 18b

OWNER INFO:
THE KAMALI ORGANIZATION, INC.
40 CUTTER MILL RD. SUITE 310
GREAT NECK, NY 11021

SCALE: AS SHOWN

HPE #: KAMA15-01

DATE: 08/12/16

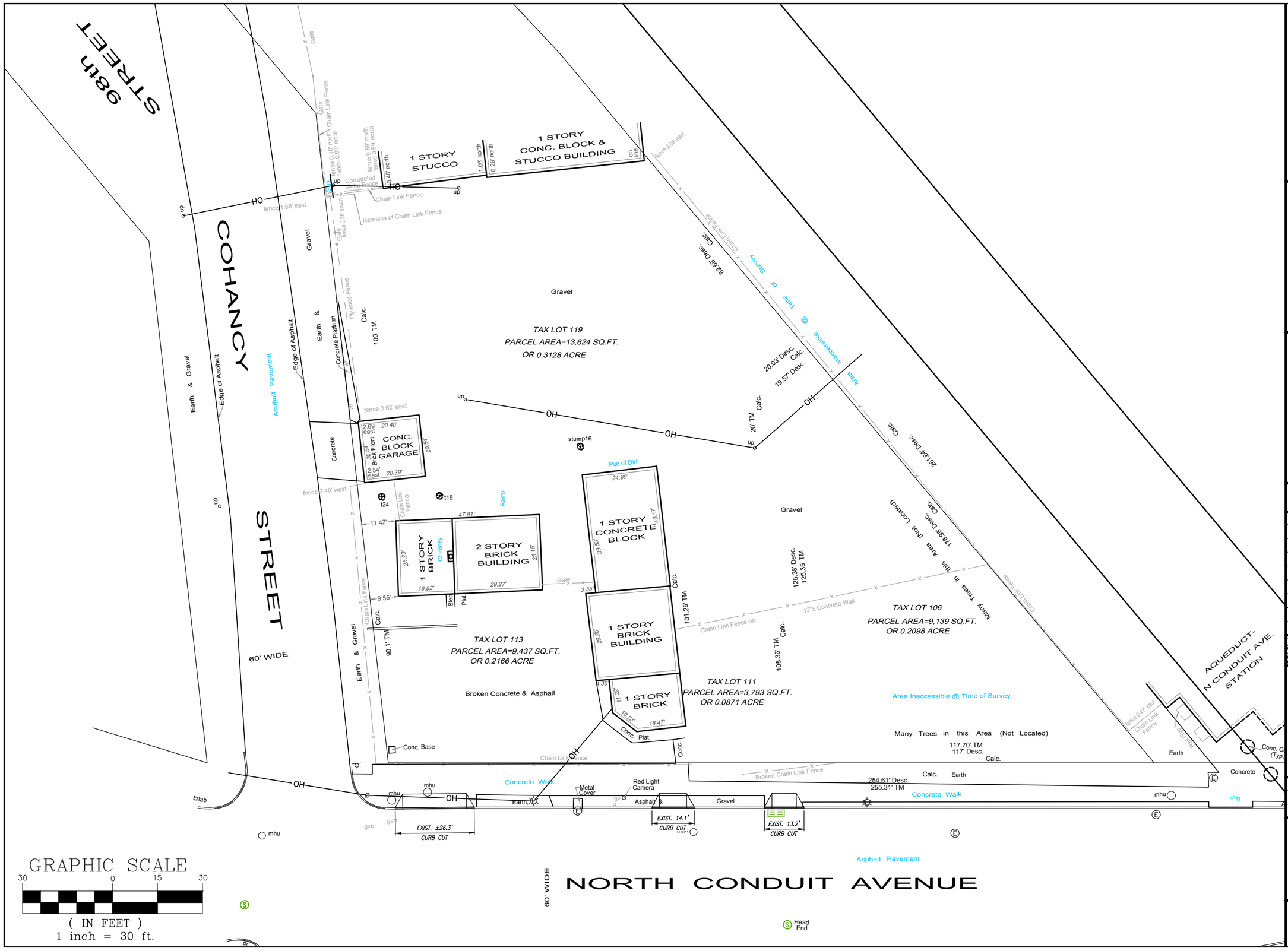
DWG #: KAMA15-01-AS-0.1

TITLE:

AS-OF-RIGHT PLAN RETAIL USE

SHEET NO:

AS-F



GRAPHIC SCALE

30 0 15 30

(IN FEET)

1 inch = 30 ft.

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REVISIONS

REV NO.	DATE	REVISION
	5/17/16	REV. PER DCP COMMENTS
	1/25/17	REV. PER STONEFIELD COMMENTS
	7/26/17	REV. PER RECEIPT OF SURVEY
	9/16/17	REV. PER COMMUNITY BOARD COMMENTS
	1/23/18	REV. ZONING DESIGNATION

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SITE ADDRESS:

PROPOSED BOLLA MARKET W/ EXXON FILLING STATION

100-03 NORTH CONDUIT AVENUE
QUEENS, NY 11417

BLOCK:	11562	MAP:	18b
LOT(S):	106, 111 ,113 & 119	ZONE:	C2-2 IN R3X
SCALE:	AS SHOWN	HPE #:	KAMA15-01
DATE:	11/11/15	DWG #:	KAMA15-01-Z-100.00e
DRAWN BY:	LD	CHECKED BY:	AS

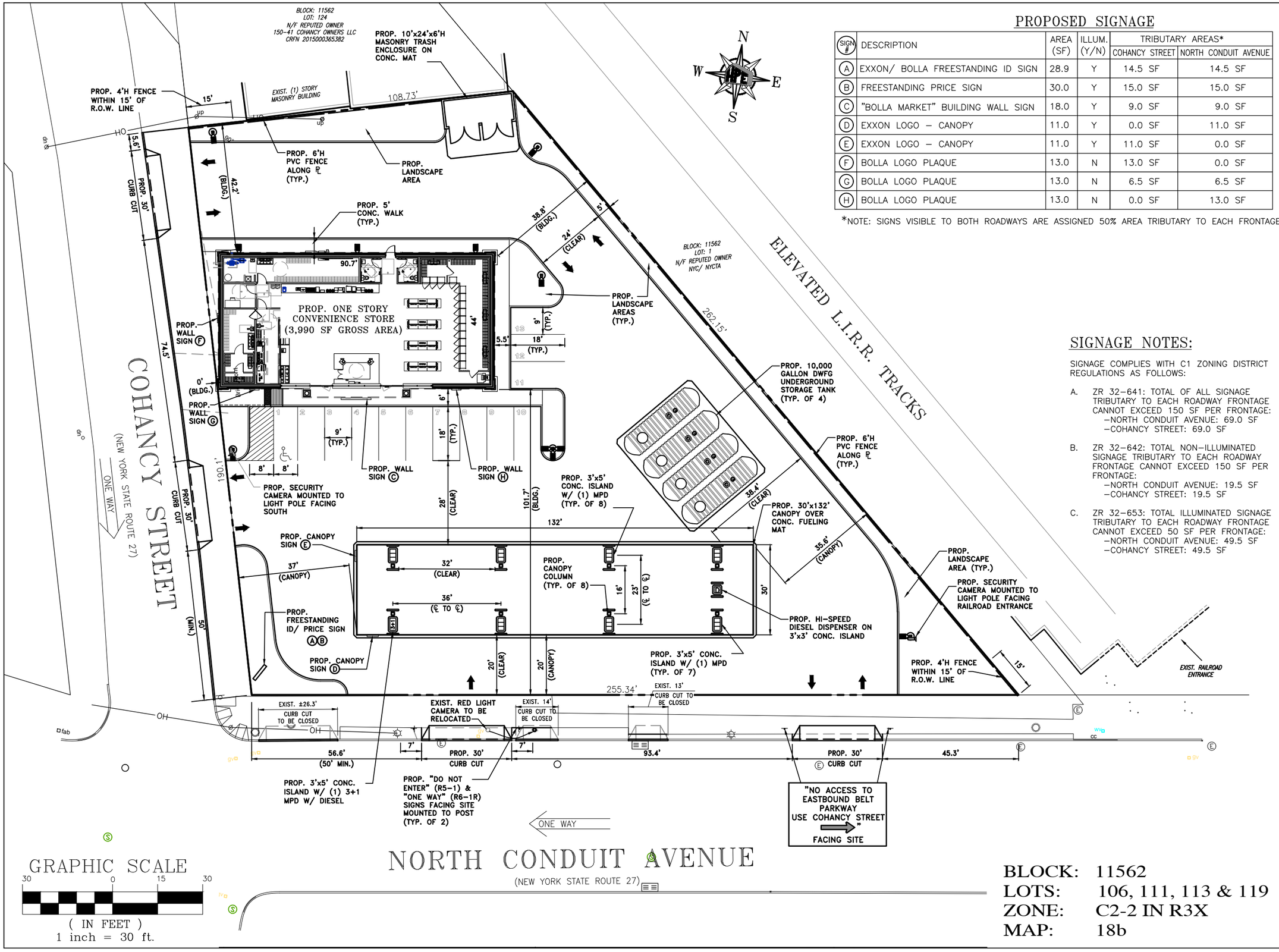
TITLE:

EXISTING CONDITIONS PLAN

SHEET NO:

Z-001.00

REV.



PROPOSED SIGNAGE

SIGN #	DESCRIPTION	AREA (SF)	ILLUM. (Y/N)	TRIBUTARY AREAS*	
				COHANCY STREET	NORTH CONDUIT AVENUE
(A)	EXXON/ BOLLA FREESTANDING ID SIGN	28.9	Y	14.5 SF	14.5 SF
(B)	FREESTANDING PRICE SIGN	30.0	Y	15.0 SF	15.0 SF
(C)	"BOLLA MARKET" BUILDING WALL SIGN	18.0	Y	9.0 SF	9.0 SF
(D)	EXXON LOGO – CANOPY	11.0	Y	0.0 SF	11.0 SF
(E)	EXXON LOGO – CANOPY	11.0	Y	11.0 SF	0.0 SF
(F)	BOLLA LOGO PLAQUE	13.0	N	13.0 SF	0.0 SF
(G)	BOLLA LOGO PLAQUE	13.0	N	6.5 SF	6.5 SF
(H)	BOLLA LOGO PLAQUE	13.0	N	0.0 SF	13.0 SF

*NOTE: SIGNS VISIBLE TO BOTH ROADWAYS ARE ASSIGNED 50% AREA TRIBUTARY TO EACH FRONTAGE

SIGNAGE NOTES:

SIGNAGE COMPLIES WITH C1 ZONING DISTRICT REGULATIONS AS FOLLOWS:

A. ZR 32-641: TOTAL OF ALL SIGNAGE TRIBUTARY TO EACH ROADWAY FRONTAGE CANNOT EXCEED 150 SF PER FRONTAGE:
   - –NORTH CONDUIT AVENUE: 69.0 SF
   - –COHANCY STREET: 69.0 SF

B. ZR 32-642: TOTAL NON-ILLUMINATED SIGNAGE TRIBUTARY TO EACH ROADWAY FRONTAGE CANNOT EXCEED 150 SF PER FRONTAGE:
   - –NORTH CONDUIT AVENUE: 19.5 SF
   - –COHANCY STREET: 19.5 SF

C. ZR 32-653: TOTAL ILLUMINATED SIGNAGE TRIBUTARY TO EACH ROADWAY FRONTAGE CANNOT EXCEED 50 SF PER FRONTAGE:
   - –NORTH CONDUIT AVENUE: 49.5 SF
   - –COHANCY STREET: 49.5 SF

GRAPHIC SCALE
30 0 15 30
(IN FEET)
1 inch = 30 ft.

BLOCK: 11562
LOTS: 106, 111, 113 & 119
ZONE: C2-2 IN R3X
MAP: 18b

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	7/26/17	REV. PER RECEIPT OF SURVEY
	9/16/17	REV. PER COMMUNITY BOARD COMMENTS
	1/23/18	REV. ZONING DESIGNATION

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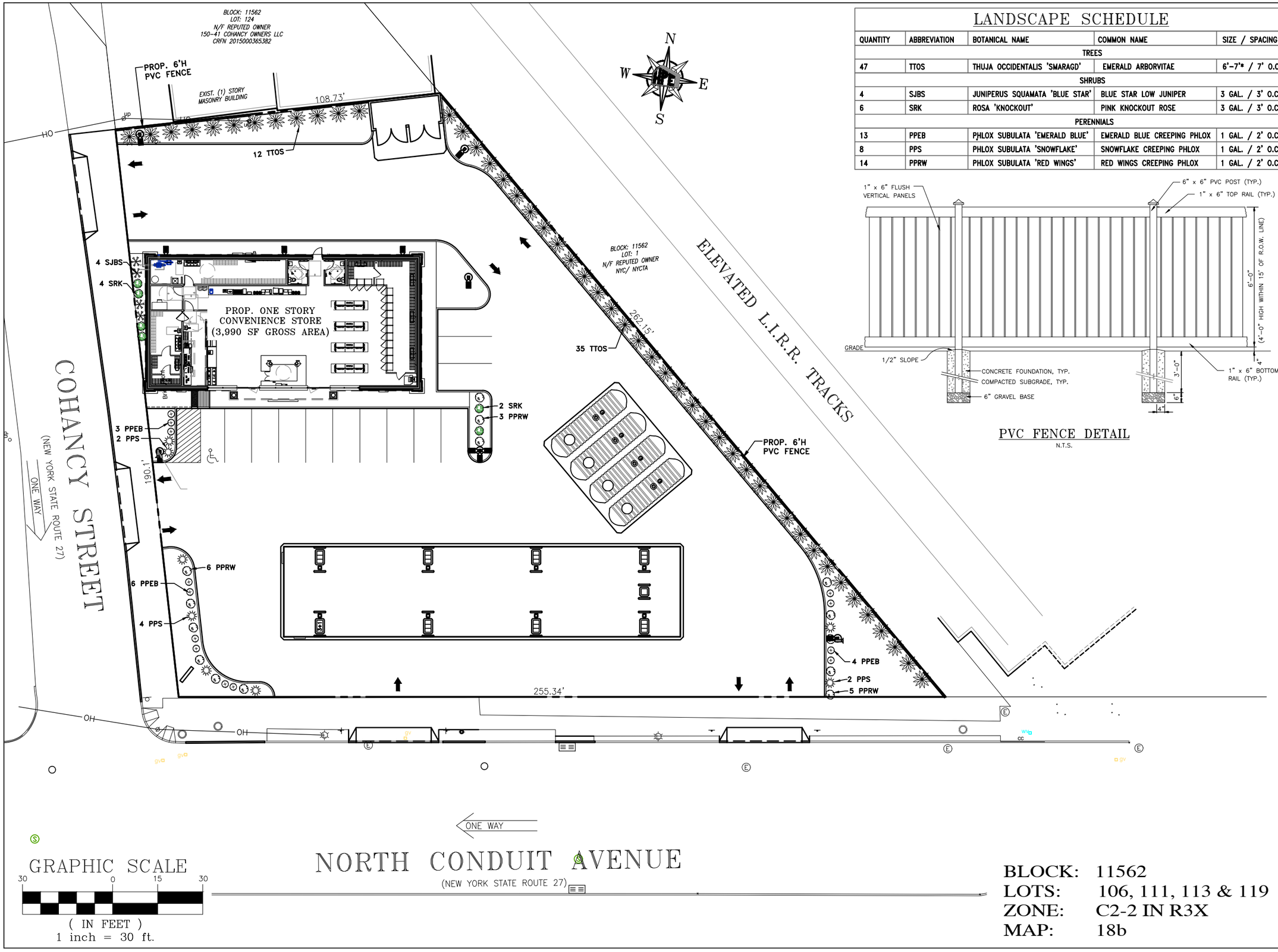
SITE ADDRESS:
PROPOSED BOLLA MARKET W/ EXXON FILLING STATION
100-03 NORTH CONDUIT AVENUE
QUEENS, NY 11417

BLOCK: 11562 MAP: 18b
LOT(S): 106, 111 ,113 & 119 ZONE: C2-2 IN R3X

SCALE:	1"=30'	HPE #:	KAMA15-01
DATE:	11/11/15	DWG #:	KAMA15-01-Z-100.00e
DRAWN BY:	LD	CHECKED BY:	AS

TITLE:
PROPOSED CONDITIONS SITE PLAN

SHEET NO:
Z-002.00
REV.



BLOCK: 11562
LOTS: 106, 111, 113 & 119
ZONE: C2-2 IN R3X
MAP: 18b

LANDSCAPE SCHEDULE

QUANTITY	ABBREVIATION	BOTANICAL NAME	COMMON NAME	SIZE / SPACING
		TREES		
47	TTOS	THUJA OCCIDENTALIS 'SMARAGD'	EMERALD ARBORVITAE	6'-7'* / 7' O.C.
		SHRUBS		
4	SJBS	JUNIPERUS SQUAMATA 'BLUE STAR'	BLUE STAR LOW JUNIPER	3 GAL. / 3' O.C.
6	SRK	ROSA 'KNOCKOUT'	PINK KNOCKOUT ROSE	3 GAL. / 3' O.C.
		PERENNIALS		
13	PPEB	PHLOX SUBULATA 'EMERALD BLUE'	EMERALD BLUE CREEPING PHLOX	1 GAL. / 2' O.C.
8	PPS	PHLOX SUBULATA 'SNOWFLAKE'	SNOWFLAKE CREEPING PHLOX	1 GAL. / 2' O.C.
14	PPRW	PHLOX SUBULATA 'RED WINGS'	RED WINGS CREEPING PHLOX	1 GAL. / 2' O.C.

PVC FENCE DETAIL
N.T.S.

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SITE ADDRESS:
PROPOSED BOLLA MARKET W/ EXXON FILLING STATION
100-03 NORTH CONDUIT AVENUE
QUEENS, NY 11417

BLOCK: 11562 MAP: 18b
LOT(S): 106, 111 ,113 & 119 ZONE: C2-2 IN R3X

SCALE:	1"=30'	HPE #:	KAMA15-01
DATE:	11/11/15	DWG #:	KAMA15-01-Z-100.00e
DRAWN BY:	LD	CHECKED BY:	AS

TITLE:
PROPOSED LANDSCAPE PLAN

SHEET NO:
Z-003.00
REV.

BLOCK: 11562
LOT: 124
N/F REPUTED OWNER
150-41 COHANCY OWNERS LLC
CRFN 2015000365382

EXIST. (1) STORY
MASONRY BUILDING

108.73'

PROP. ONE STORY
CONVENIENCE STORE
(3,990 SF GROSS AREA)

BLOCK: 11562
LOT: 1
N/F REPUTED OWNER
NYC/ NYCTA

ELEVATED L.I.R.R. TRACKS

262.15'

COHANCY STREET

(NEW YORK STATE ROUTE 27)
ONE WAY

101.11'

255.34'

ONE WAY

NORTH CONDUIT AVENUE
(NEW YORK STATE ROUTE 27)

GRAPHIC SCALE
30 0 15 30
(IN FEET)
1 inch = 30 ft.

VEHICLE MOTION LEGEND

FORWARD

FRONT OF VEHICLE

REAR OF VEHICLE

NOTES:
1. VEHICLE DIMENSIONS ARE 17'L x 7' W
2. VEHICLE TURNING RADIUS IS ASSUMED AS 21'

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	9/16/17	REV. PER COMMUNITY BOARD COMMENTS
	1/23/18	REV. ZONING DESIGNATION

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SITE ADDRESS:

PROPOSED BOLLA MARKET W/ EXXON FILLING STATION

100-03 NORTH CONDUIT AVENUE
QUEENS, NY 11417

BLOCK: 11562 MAP: 18b
LOT(S): 106, 111 ,113 & 119 ZONE: C2-2 IN R3X

SCALE:	1"=30'	HPE #:	KAMA15-01
DATE:	11/11/15	DWG #:	KAMA15-01-Z-100.00e
DRAWN BY:	LD	CHECKED BY:	AS

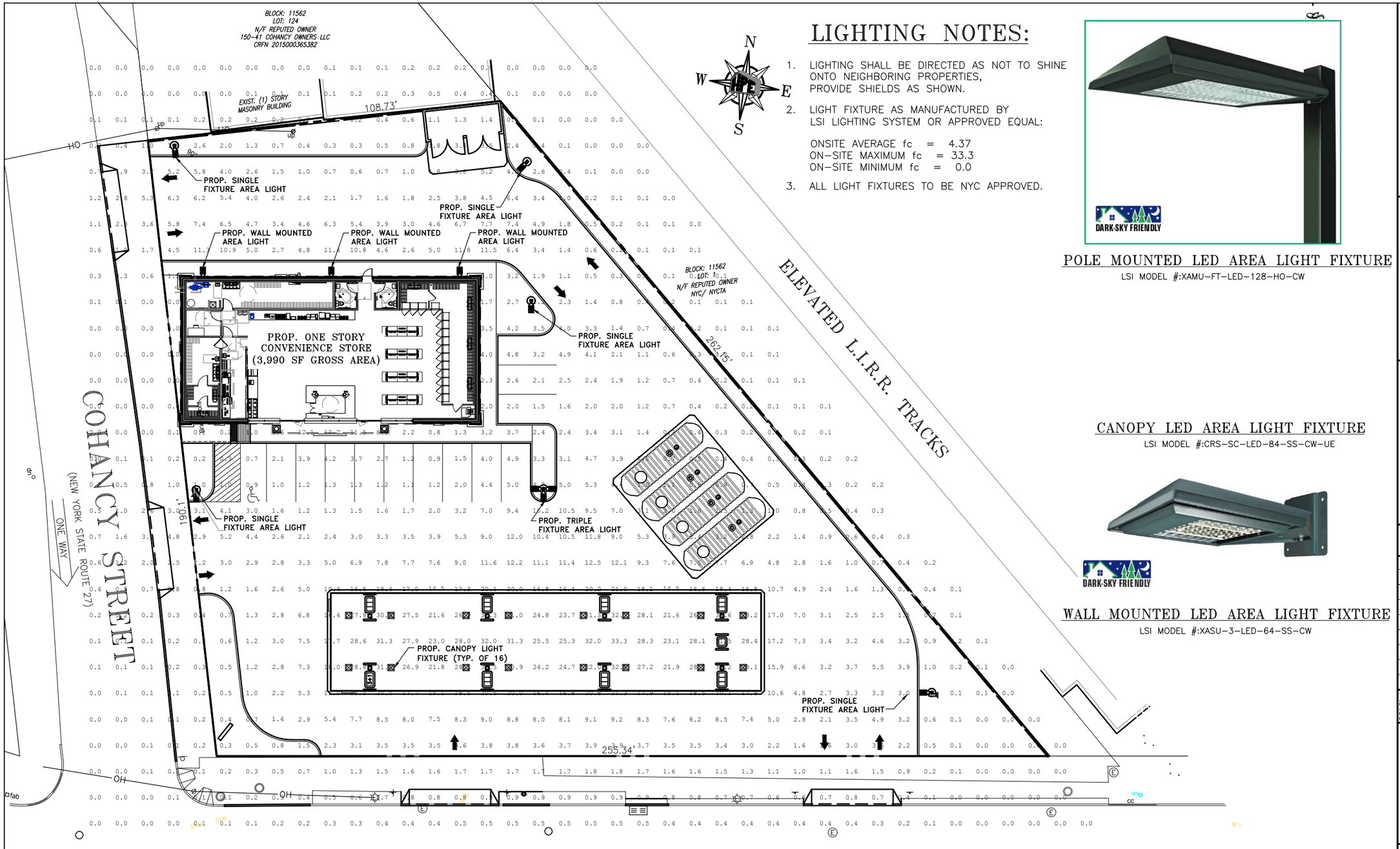
TITLE:

PROPOSED VEHICLE CIRCULATION PLAN

SHEET NO:

Z-004.00

REV. 4 OF 8



GRAPHIC SCALE

30 0 15 30

(IN FEET)
1 inch = 30 ft.

LIGHTING NOTES:

1. LIGHTING SHALL BE DIRECTED AS NOT TO SHINE ONTO NEIGHBORING PROPERTIES, PROVIDE SHIELDS AS SHOWN.
2. LIGHT FIXTURE AS MANUFACTURED BY LSI LIGHTING SYSTEM OR APPROVED EQUAL:

   ONSITE AVERAGE fc = 4.37
   ON-SITE MAXIMUM fc = 33.3
   ON-SITE MINIMUM fc = 0.0
3. ALL LIGHT FIXTURES TO BE NYC APPROVED.

POLE MOUNTED LED AREA LIGHT FIXTURE
LSI MODEL #:XAMU-FT-LED-128-HO-CW

CANOPY LED AREA LIGHT FIXTURE
LSI MODEL #:CRS-SC-LED-84-SS-CW-UE

WALL MOUNTED LED AREA LIGHT FIXTURE
LSI MODEL #:XASU-3-LED-64-SS-CW

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NEW YORK LICENSE No. 082537

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REVISIONS

REV NO.	DATE	REVISION
	5/17/16	REV. PER DCP COMMENTS
	1/25/17	REV. PER STONEFIELD COMMENTS
	7/26/17	REV. PER RECEIPT OF SURVEY
	9/16/17	REV. PER COMMUNITY BOARD COMMENTS
	1/23/18	REV. ZONING DESIGNATION

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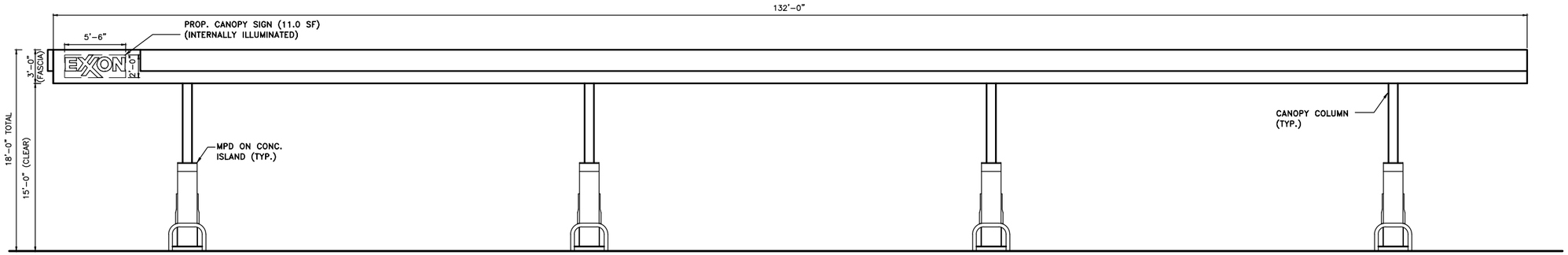
SITE ADDRESS:
PROPOSED BOLLA MARKET W/ EXXON FILLING STATION
100-03 NORTH CONDUIT AVENUE
QUEENS, NY 11417

BLOCK: 11562 MAP: 18b
LOT(S): 106, 111 ,113 & 119 ZONE: C2-2 IN R3X

SCALE:	AS SHOWN	HPE #:	KAMA15-01
DATE:	11/11/15	DWG #:	KAMA15-01-Z-100.00e
DRAWN BY:	LD	CHECKED BY:	AS

TITLE:
PROPOSED LIGHTING PLAN

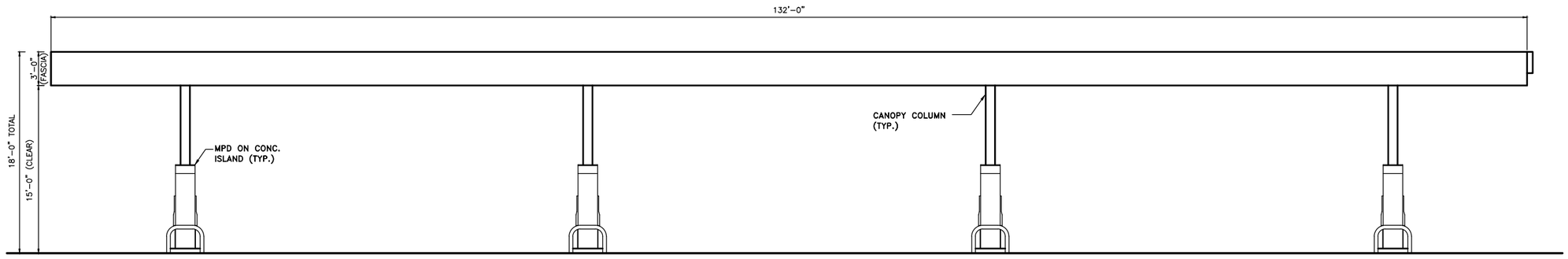
SHEET NO:
Z-005.00
REV. 5 OF 8



FRONT (SOUTH) ELEVATION

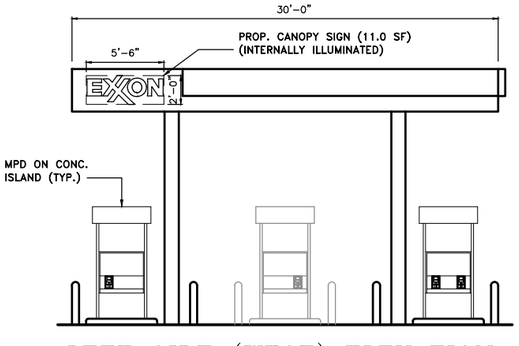
(NORTH CONDUIT AVENUE)

SCALE: 3/32" = 1'-0"



REAR (NORTH) ELEVATION

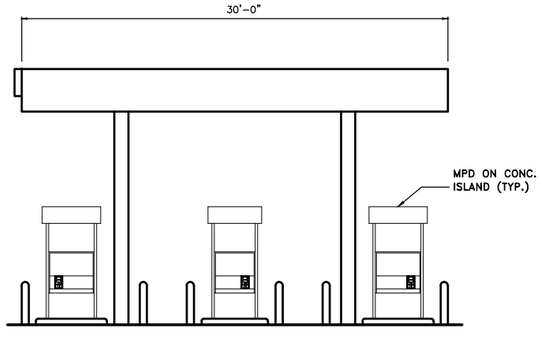
SCALE: 3/32" = 1'-0"



LEFT SIDE (WEST) ELEVATION

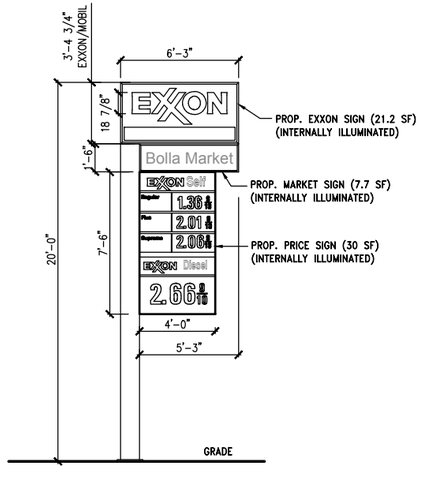
(COHANCY STREET)

SCALE: 3/32" = 1'-0"



RIGHT SIDE (EAST) ELEVATION

SCALE: 3/32" = 1'-0"



FREESTANDING ID SIGN

SCALE: 1/8" = 1'-0"

HIGH POINT ENGINEERING

521 CONKLIN STREET
FARMINGDALE, NY 11735
(516) 777-4320 FAX: (516) 777-4321

ALL PHASES OF ENGINEERING DESIGN,
SURVEYING, CODE CONSULTING,
ZONING ANALYSIS & BID SPECIFICATION

www.HPEng.com

CHRIS M. TARTAGLIA

PROFESSIONAL ENGINEER
NEW YORK LICENSE No. 078209

LAWRENCE D. O'BRIEN

PROFESSIONAL ENGINEER
NEW YORK LICENSE No. 082537

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BLOCK: 11562 MAP: 18b
LOT(S): 106, 111 ,113 & 119 ZONE: C2-2 IN R3X

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DATE:	11/11/15	*DWG #:*	KAMA15-01-Z-100.00e
DRAWN BY:	LD	*CHECKED BY:*	AS

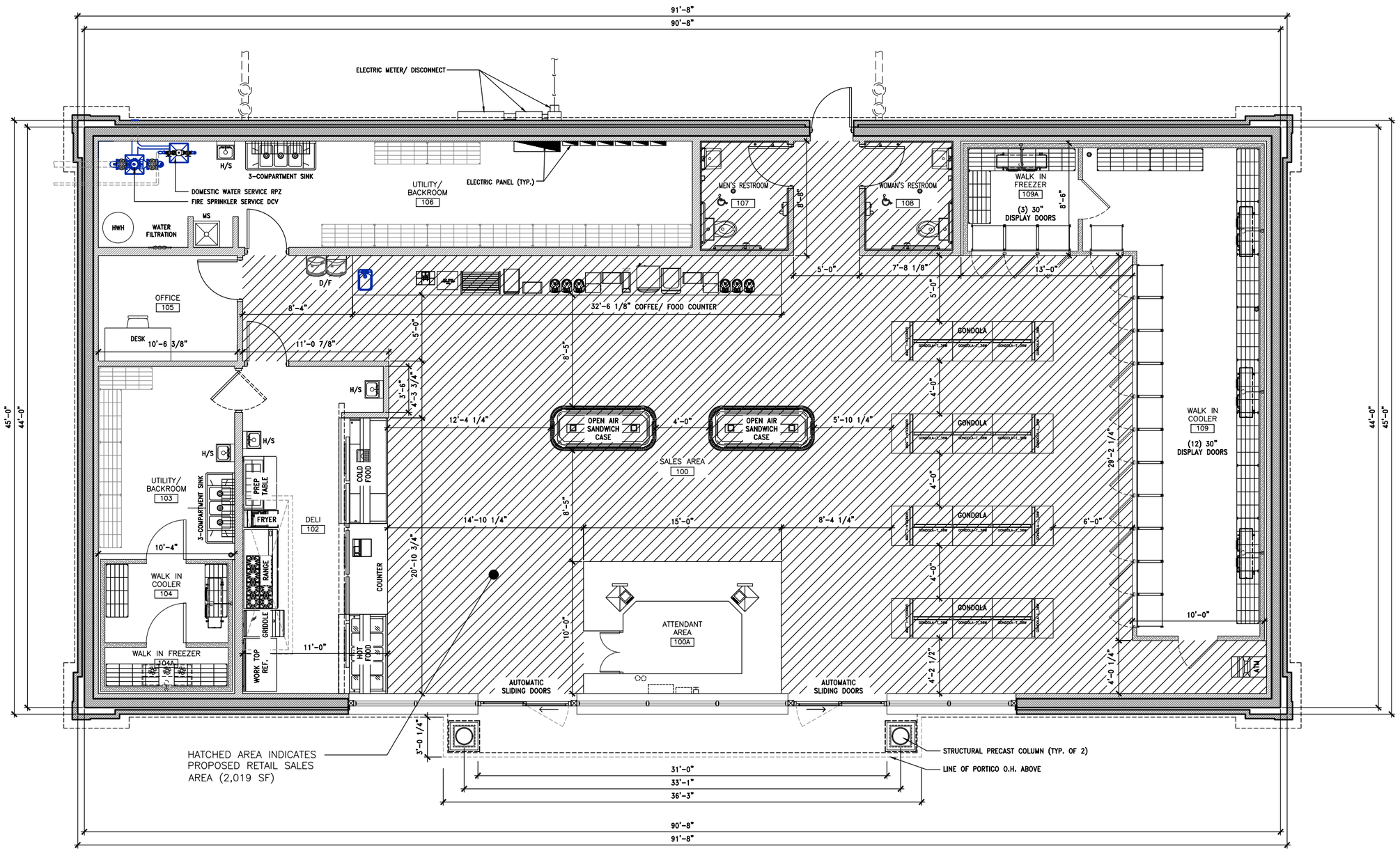
TITLE:

PROPOSED CANOPY/ ID SIGN ELEVATIONS

SHEET NO:

Z-006.00

REV.



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DATE:	11/11/15	DWG #:	KAMA15-01-Z-100.00e
DRAWN BY:	LD	CHECKED BY:	AS

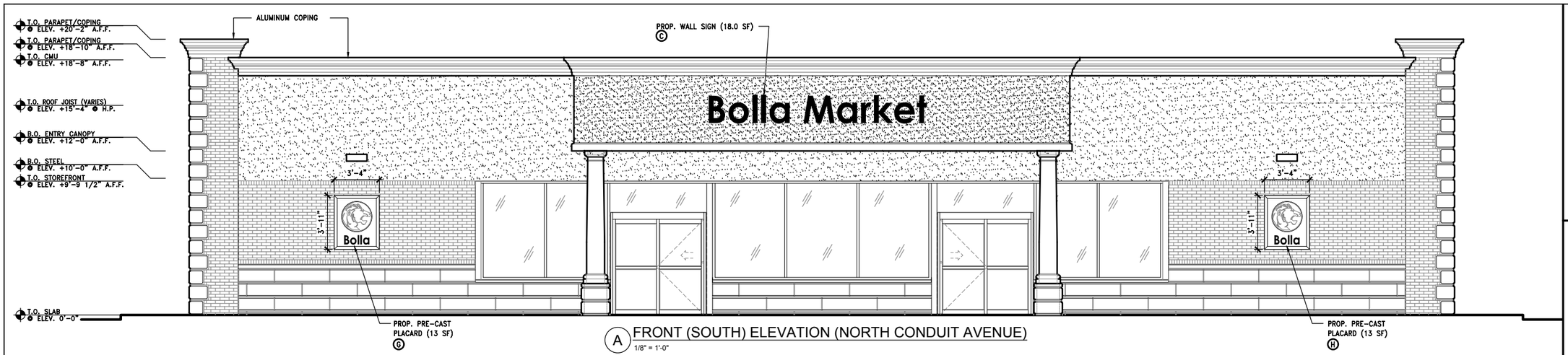
TITLE:

FLOOR PLAN

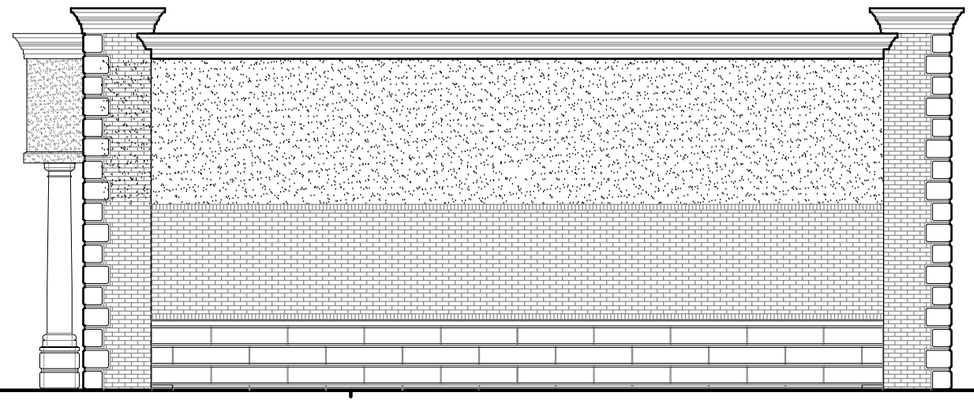
SHEET NO:

Z-007.00

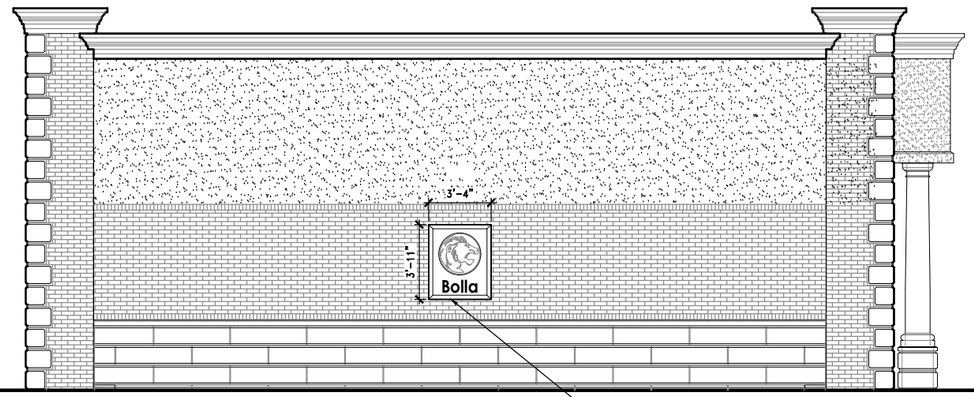
REV.



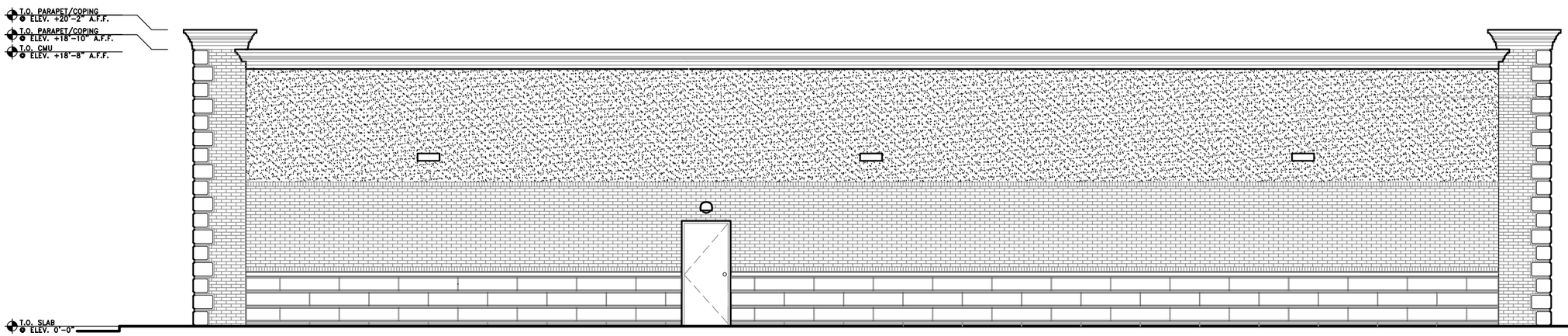
A FRONT (SOUTH) ELEVATION (NORTH CONDUIT AVENUE)
1/8" = 1'-0"



B RIGHT SIDE (EAST) ELEVATION
1/8" = 1'-0"



C LEFT SIDE (WEST) ELEVATION (COHANCY STREET)
1/8" = 1'-0"



D REAR (NORTH) ELEVATION
1/8" = 1'-0"

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DATE:	11/11/15	DWG #:	KAMA15-01-Z-100.00e
DRAWN BY:	LD	CHECKED BY:	AS

TITLE:

PROPOSED BUILDING ELEVATIONS

SHEET NO:

Z-008.00

REV. 8 OF 8

Appendix 3

Agency Correspondence

Landmarks Preservation Commission

1 Centre Street
9th Floor North
New York, NY 10007

Voice (212)-669-7700
Fax (212)-669-7960
http://nyc.gov/landmarks

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / 18DCP017Q
Project: 100-03 NORTH CONDUIT REZONING
Date received: 8/9/2017

Properties with no Architectural or Archaeological significance:

1) ADDRESS: 100-15 North Conduit, BBL: 4115620106
2) ADDRESS: North Conduit Avenue, BBL: 4115620111
3) ADDRESS: 100-03 North Conduit Avenue, BBL: 4115620113
4) ADDRESS: 150-21 Cohancy Street, BBL: 4115620119

Gina Santucci 8/17/2017

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 32684_FSO_GS_08172017.doc

NYC Environmental Protection

Vincent Sapienza, P.E.
Commissioner

Angela Licata
Deputy Commissioner of Sustainability

59-17 Junction Blvd.
Flushing, NY 11373

Tel. (718) 595-4398
Fax (718) 595-4422
alicata@dep.nyc.gov

October 11, 2017

Robert Dobruskin
Director, Environmental Assessment and Review Division
New York City Department of City Planning
120 Broadway, 31st Floor
New York, NY 10271

Re: 100-03 North Conduit Avenue Zoning Map and Text Amendment
Block 11562, Lots 1, 5, 100, 106, 111, 113, 119, and 206
CEQR # 18DCP017Q

Dear Mr. Dobruskin:

The New York City Department of Environmental Protection, Bureau of Sustainability (DEP) has reviewed the May 2017 Environmental Assessment Statement, the December 2016 Phase I Environmental Site Assessment (Phase I), the March 2017 Phase II Environmental Site Investigation (Phase II), and the September 2017 Remedial Action Plan (RAP) and Construction Health and Safety Plan (CHASP) prepared by Environmental Projects Data Statements Company on behalf of Kamali Organization LLC (applicant) for the above referenced project. It is our understanding the applicant is seeking discretionary actions from the New York City Department of City Planning including an amendment to zoning sectional map 18b to map a C1-3 local retail overlay within an R3X low density contextual residential district and a zoning text amendment to Zoning Resolution Section 73-211, which provides a Board of Standards and Appeals (BSA) special permit for Use Group 16 automotive service centers at certain locations within commercial districts in which such a use is not permitted as-of-right. The affected area (Block 11562, Lots 1(part of), 5 (part of),100, 106, 111, 113, 119 (part of), and 206 (part of)) would be rezoned from R3X to R3X/C1-3. Under Reasonable Worst Case Development Scenario (RWCDS) 1 if the proposed zoning map and text amendments are approved but the BSA does not subsequently approve a special permit, the applicant would construct a Use Group 6 two-story, 24,000 gross square foot (gsf) retail strip mall on the project site (Lots 106, 111, 113, and 119). The multi-tenant building would have a 14,198 gsf first floor and a 9,802 gsf second floor. Under RWCDS 2 if the proposed zoning map and text amendments are approved and the BSA subsequently approves a special permit, the applicant would construct a Use Group 16 automotive service station and accessory convenience store. The proposed development would consist of a one-story, 3,990 gsf building containing the convenience store, gasoline pumping stations, and ten unenclosed accessory parking spaces. It should be noted that Lots 1, 5, 100, and 206 are New York City Transit properties that constitute the portion of the A line transit right-of-way that is located within Block 11562 and is not a potential development parcel, and it would not be affected by the proposed actions. The subject property is located on the northeast corner of North

Conduit Avenue and Cohancy Street in the Ozone Park neighborhood of Queens Community District 10.

Block 11562, Lots 106, 111, 113, and 119

The December 2016 Phase I report revealed that historical on-site and surrounding area land uses consisted of a variety of residential and commercial uses including an auto repair garage, retail stores, dwellings, a gasoline filling station, storage of junk automobiles, a contractor's storage yard, a racetrack, etc. Based on the age of the subject buildings, asbestos containing materials (ACM) and lead based paints (LBP) could be present in the on-site structures. The New York State Department of Environmental Conservation (NYSDEC) database identified 3 spills within a 1/8-mile and 4 leaking storage tank sites within a 1/2-mile of the subject property.

During the March 2017 fieldwork, Tri-State Drilling Technologies, Inc. advanced six (6) soil borings (B-1 through B-6) to a depth of approximately 12 feet below grade surface (bgs). Two soil samples were collected from each soil boring. One soil sample was collected from 0 to 2 feet bgs and another soil sample was collected from 10 - 12 feet bgs. Groundwater was encountered at depth of 14 feet bgs. Groundwater samples were collected from three (3) temporary groundwater monitoring wells (GW-1, GW-2, and GW-3). Soil and groundwater samples were collected and analyzed for volatile organic compounds (VOCs) by United States Environmental Protection Agency (EPA) Method 8260, semi-volatile organic compounds (SVOCs) by EPA Method 8270, pesticides by EPA Method 8081, polychlorinated biphenyls (PCBs) by EPA Method 8082, and Target Analyte List metals (filtered and unfiltered for groundwater samples). Three (3) soil vapor samples (SV-1, SV-2 and SV-3) were collected and analyzed for VOCs by EPA Method TO-15.

The soil analytical results revealed pesticides were either non-detect (ND) or below their NYSDEC 6 NYCRR Part 375 Unrestricted Use Soil Cleanup Objectives (SCOs). One VOC (acetone), several SVOCs (benzo(a)anthracene, benzo(k)fluoranthene, and chrysene), total PCBs, and several metals (copper, lead, zinc, and mercury) were detected above their NYSDEC Unrestricted Use SCOs.

The groundwater analytical results revealed VOCs, SVOCs, pesticides, and PCBs were either ND or below their NYCDEC Technical and Operational Guidance Series (1.1.1) Class GA Ambient Water Quality Standards and Guidance Values (AWQSGVs). Several metals (antimony, chromium, lead, manganese, nickel, selenium, and sodium) were detected above their NYSDEC AWQSGVs.

The soil vapor analytical results revealed several VOCs (acetone, n-hexane, propylene, tetrachloroethylene, tetrahydrofuran, toluene, and trichlorofluoromethane) were detected.

It should be noted that the Phase II investigation was conducted without DEP approval.

The September 2017 RAP proposes the transportation and off-site disposal of soil in accordance with applicable laws and regulations for handling, transport, and disposal; removal of underground storage tanks, if encountered, and closure of petroleum spills in compliance with

applicable local, state, and federal laws and regulations; implementation of a community air monitoring program; implementation of storm-water pollution prevention measures in compliance with applicable laws and regulations; dust control; on-site soil will be stockpiled and covered with appropriately anchored plastic tarps; and installation of a vapor barrier system consisting of 20 mil Grace Preprufe (or similar) below the slab throughout the full building area and outside all sub-grade foundation sidewalls. The September 2017 CHASP addresses worker and community health and safety during redevelopment.

Based upon our review of the submitted documentation, we have the following comments and recommendations to DCP:

RAP

- DCP should inform the applicant that the manufacturer's specifications of the proposed vapor barrier should be included in the RAP and submitted to DEP for review and approval prior to installation.

- Page 18 of the RAP states that the cover system includes landscaped areas with 2 feet of certified clean soil; however, Page 40 (Appendix 5) states that import of clean cover soil will not be needed for this project. Therefore, DCP should instruct the applicant to clarify the inconsistency.

- DCP should instruct the applicant that for all areas, which will be landscaped or covered with grass (not capped), a minimum of one (1) feet of DEP approved clean fill/top soil must be imported from an approved facility/source and graded across all landscaped/grass covered areas of the sites not capped with concrete/asphalt. The clean fill/top soil must be segregated at the source/facility, have qualified environmental personnel collect representative samples at a frequency of one (1) sample for every 250 cubic yards, analyze the samples for TCL VOCs by EPA Method 8260, SVOCs by EPA Method 8270, pesticides by EPA Method 8081, PCBs by EPA Method 8082, and TAL metals by a New York State Department of Health Environmental Laboratory Approval Program certified laboratory, compared to NYSDEC 6 NYCRR Part 375 Environmental Remediation Programs. Upon completion of the clean fill/top soil investigation activities, the applicant should submit a detailed clean soil report to DEP for review and approval prior to importation and placement on-site. The report should include, at a minimum, an executive summary, narrative of the field activities, laboratory data, and comparison of soil analytical results (i.e., NYSDEC 6 NYCRR Part 375 Environmental Remediation Programs).

- DCP should inform the applicant that if de-watering into New York City storm/sewer drains will occur during the proposed construction, a New York City Department of Environmental Protection Sewer Discharge Permit must be obtained prior to the start of any de-watering activities at the site.

- DCP should instruct the applicant to revise/remove the references to the Mayor's Office of Environmental Remediation.

- DCP should inform the applicant that ACM and LBP may be present in the on-site structures. These materials should be properly removed and/or managed prior to the start of any construction activities and disposed of in accordance with all federal, state, and local regulations.

DEP finds the September 2017 RAP and CHASP for the proposed project acceptable as long as the aforementioned information is incorporated into the RAP and the manufacturer's specifications of the proposed vapor barrier is submitted to DEP for review and approval. DCP should instruct the applicant that at the completion of the project, a Professional Engineer (P.E.) certified Remedial Closure Report should be submitted to DEP for review and approval for the proposed project. The P.E. certified Remedial Closure Report should indicate that all remedial requirements have been properly implemented (i.e., installation of vapor barrier; transportation/disposal manifests for removal and disposal of soil in accordance with NYSDEC regulations; and one feet of DEP approved certified clean fill/top soil capping requirement in any landscaped/grass covered areas not capped with concrete/asphalt, etc.).

Future correspondence and submittals related to this project should include the following CEQR number **18DCP017Q**. If you have any questions, you may contact Mohammad Khaja-Moinuddin at (718) 595-4445.

Sincerely,

Wei Yu
Deputy Director, Hazardous Materials

c: R. Weissbard
M. Khaja-Moinuddin
T. Estesen
M. Wimbish
S. Nourieli – DCP
O. Abinader – DCP

Appendix 4

Jamaica Bay Watershed Protection Plan
Project Tracking Form

Print Form

Jamaica Bay Watershed Protection Plan
Project Tracking Form

The Jamaica Bay Watershed Protection Plan, developed pursuant to Local Law 71 of 2005, mandates that the New York City Department of Environmental Protection (DEP) work with the Mayor's Office of Environmental Coordination (MOEC) to review and track proposed development projects in the Jamaica Bay Watershed (http://www.nyc.gov/html/oec/downloads/pdf/ceqr/Jamaica_Bay_Watershed_Map.jpg) that are subject to CEQR in order to monitor growth and trends. If a project is located in the Jamaica Bay Watershed, (the applicant should complete this form and submit it to DEP and MOEC. This form must be updated with any project modifications and resubmitted to DEP and MOEC.

The information below will be used for tracking purposes only. It is not intended to indicate whether further CEQR analysis is needed to substitute for the guidance offered in the relevant chapters of the CEQR Technical Manual.

A. GENERAL PROJECT INFORMATION

1. CEQR Number: 18DCP017Q 1a. Modification ☐
2. Project Name: 100-03 North Conduit Avenue Zoning Map and Text Amendments
3. Project Description:

   The proposed development would consist of a single-story, 3,990 gross square foot (gsf) building containing a convenience store, gasoline pumping stations, and ten unenclosed accessory parking spaces.

4. Project Sponsor: Kamali Organization LLC
5. Required approvals: zoning map amendment; BSA special permit
6. Project schedule (build year and construction schedule): 2020; 12 months of construction

B. PROJECT LOCATION:

1. Street address: 100-01 to 100-15 N. Conduit Ave.; 150-05 to 150-21 Cohancy St.
2. Tax block(s): 1562 Tax Lot(s): 106, 111, 113, 119
3. Identify existing land use and zoning on the project site: vacant land and buildings; R3X
4. Identify proposed land use and zoning on the project site: gas station and mini-mart; R3X/C1-3
5. Identify land use of adjacent sites (include any open space): rail line; contractor's yard; roads
6. Describe existing density on the project site and the proposed density:

Existing Condition	Proposed Condition
0.12 FAR	0.11 FAR

7. Is project within 100 or 500 year floodplain (specify)? ☐ **100 Year** ☐ **500 Year** ☒ **No**

C. GROUND AND GROUNDWATER

1. Total area of in-ground disturbance, if any (in square feet): 5,190
2. Will soil be removed (if so, what is the volume in cubic yards)? 5,777
3. Subsurface soil classification:
   (per the New York City Soil and Water Conservation Board): 92. Pavement & buildings, wet substr
4. If project would change site grade, provide land contours (**attach** map showing existing in 1' contours and proposed in 1' contours).
5. Will groundwater be used (list volumes/rates)? ☐ **Yes** ☒ **No**

   Volumes: Rates:
6. Will project involve dewatering (list volumes/rates)? ☐ **Yes** ☒ **No**

   Volumes: Rates:
7. Describe site elevation above seasonal high groundwater:

   18 to 20 feet

D. HABITAT

1. Will vegetation be removed, particularly native vegetation? ☒ **Yes** ☐ **No**

   If YES,
   - **Attach** a detailed list (species, size and location on site) of vegetation to be removed (including trees >2" caliper, shrubs, understory planting and groundcover).
   - **List** species to remain on site.
   - **Provide** a detailed list (species and sizes) of proposed landscape restoration plan (including any wetland restoration plans).
2. Is the site used or inhabited by any rare, threatened or endangered species? ☐ **Yes** ☒ **No**
3. Will the project affect habitat characteristics? ☐ **Yes** ☒ **No**

   If YES, describe existing wildlife use and habitat classification using "Ecological Communities of New York State." at http://www.dec.ny.gov/animals/29392.html.
4. Will pesticides, rodenticides or herbicides be used during construction? ☐ **Yes** ☒ **No**

   If YES, estimate quantity, area and duration of application.
5. Will additional lighting be installed? ☒ **Yes** ☐ **No**

   If YES and near existing open space or natural areas, what measures would be taken to reduce light penetration into these areas?

   N/A

E. SURFACE COVERAGE AND CHARACTERISTICS

(describe the following for both the existing and proposed condition):

	Existing Condition	Proposed Condition
1. ***Surface area:***		
Roof:	4,100 sf	3,990 sf
Pavement/walkway:	400 sf	+/- 27,600 sf
Grass/softscape:	30,582 sf	+/- 3,500 sf
Other (describe):	none	none
2. ***Wetland*** (regulated or non-regulated) area and classification:	none	none
3. ***Water surface area:***	none	none

4. ***Stormwater management*** (describe):

Existing – how is the site drained?

ground absorption and evaporation

Proposed – describe, including any infrastructure improvements necessary off-site:

runoff into sewers, ground absorption, and evaporation