Environmental Assessment Statement (EAS)

Ocean Crest Rezoning

CEQR No. 23DCP042Q

ULURP Nos. C230041ZMQ
N230042ZRQ

prepared for:
TCB Beach Channel Drive Limited Partnership
8 West 38th Street, Suite 1102
New York, NY 10018

prepared by:
AKRF, Inc.
440 Park Avenue South, 7th Flr.
New York, NY 10016

December 15, 2022

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* Ocean Crest Rezoning

3. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
23DCP042Q	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
C230041ZMQ; N230042ZRQ	

4a. *Lead Agency Information*			**4b. *Applicant Information***		
NAME OF LEAD AGENCY			NAME OF APPLICANT		
New York City Planning Commission			TCB Beach Channel Drive Limited Partnership		
NAME OF LEAD AGENCY CONTACT PERSON			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON		
Stephanie Shellooe, Director Environmental Assessment and Review Division New York City Department of City Planning			Caroline G. Harris, Partner Goldman Harris II LLC		
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CITY New York City	STATE NY	ZIP 10271	CITY New York City	STATE NY	ZIP 10166
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5. *Project Description*

TCB Beach Channel Drive Limited Partnership (the "Applicant") is seeking a zoning map amendment and a zoning text amendment (the "Proposed Actions") subject to City Planning Commission (CPC) approval to facilitate the development of a new mixed-use building containing 100 percent affordable housing and ground floor community facility space at the corner of Ocean Crest Boulevard and Bay 32nd Street in the Wavecrest neighborhood of the Rockaways, Queens, Community District 14.

The Applicant controls the approximately 20,798-square-foot (sf) northwestern portion of the approximately 58,991 sf tax lot with the address of 29-32 Beach Channel Drive (Block 15744, Lot 7 - the "Development Site"). The Proposed Actions include a zoning map amendment that would rezone the Development Site and two adjacent properties (the "Non-Applicant Owned Sites" - Block 15744, Lot 1, and a small portion of Lot 18) from the existing R4-1 zoning district to an R6A district. The Development Site and the Non-Applicant Owned Sites collectively constitute the "Project Area" or "Rezoning Area" (see Figure 1). The Proposed Actions also include a zoning text amendment to Appendix F of the New York City Zoning Resolution (ZR) to designate the Project Area as a Mandatory Inclusionary Housing (MIH) Area. The Proposed Actions would permit the Applicant to develop an 8-story (approximately 80-foot tall), approximately 91,841 gross square foot (gsf) mixed-use building on the Development Site, proposed to contain 106 dwelling units (all affordable) and approximately 1,991 gsf of ground floor community facility space currently assumed to be a daycare use (the "Proposed Development"). At least 26 to 32 of the 106 proposed dwelling units will comply with MIH affordability Options 1 or 2, respectively. To facilitate the Proposed Development, the Development Site (Block 15744, Lot 7) will be subdivided into two separate tax lots, one for the area of the Proposed Development and another for the owner-retained portion of Lot 7 which contains an existing six-story apartment building to remain (the "Existing Building"). The Development Site will continue to be a single zoning lot through a zoning lot development agreement (ZLDA).

The Proposed Actions are subject to approval by the CPC pursuant to the Uniform Land Use Review Procedure (ULURP). Refer to Attachment A, "Project Description and Screening Analyses," for additional information.

Project Location

BOROUGH Queens	COMMUNITY DISTRICT(S) 14	STREET ADDRESS 29-32 Beach Channel Drive

TAX BLOCK(S) AND LOT(S) Block 15744; Lots 1, 7 and a portion of Lot 18 | ZIP CODE 11691

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS Located at the western extent of the block bounded by Ocean Crest Boulevard, Harman Lane, Beach Channel Drive, and Bay 32 Street

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY R4-1 | ZONING SECTIONAL MAP NUMBER 31a

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

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

- ☐ CITY MAP AMENDMENT
- ☒ ZONING MAP AMENDMENT
- ☒ ZONING TEXT AMENDMENT
- ☐ SITE SELECTION—PUBLIC FACILITY
- ☐ HOUSING PLAN & PROJECT
- ☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:
- ☐ ZONING CERTIFICATION
- ☐ ZONING AUTHORIZATION
- ☐ ACQUISITION—REAL PROPERTY
- ☐ DISPOSITION—REAL PROPERTY
- ☐ OTHER, explain:
- ☐ CONCESSION
- ☐ UDAAP
- ☐ REVOCABLE CONSENT
- ☐ FRANCHISE

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION Appendix F

***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 ☐ Cogeneration Facility ☐ Title V Permit

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

- ☐ LEGISLATION
- ☒ FUNDING OF CONSTRUCTION, specify: Construction financing through NYC Department of Housing Preservation and Development (HPD) and New York City Housing Development Corporation (HDC).
- ☐ RULEMAKING
- ☐ CONSTRUCTION OF PUBLIC FACILITIES
- ☐ 384(b)(4) APPROVAL
- ☐ OTHER, explain:
- ☐ 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.):
67,875 (Project Area/Rezoning Area)
58,991 (Development Site/Zoning Lot)
20,798 (Location of Proposed Development)

Waterbody area (sq. ft) and type: 0

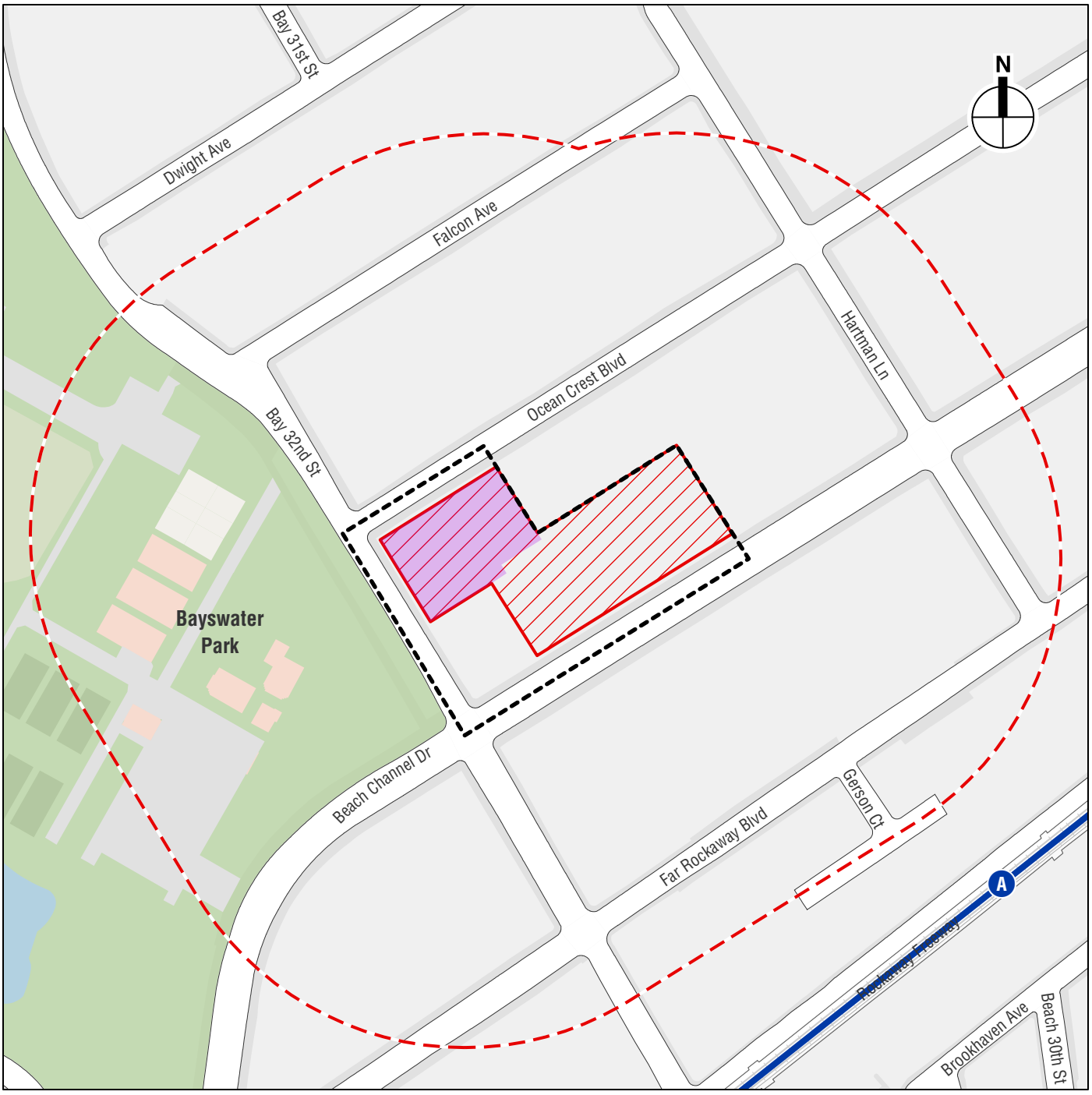
Roads, buildings, and other paved surfaces (sq. ft.):
67,875 (Project Area/Rezoning Area)
58,991 (Development Site/Zoning Lot)
20,798 (Location of Proposed Development)

Other, describe (sq. ft.): 0

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): 91,841

6.24.22



Project Area / Rezoning Area

Study Area (400-foot perimeter)

Development Site / Zoning Lot

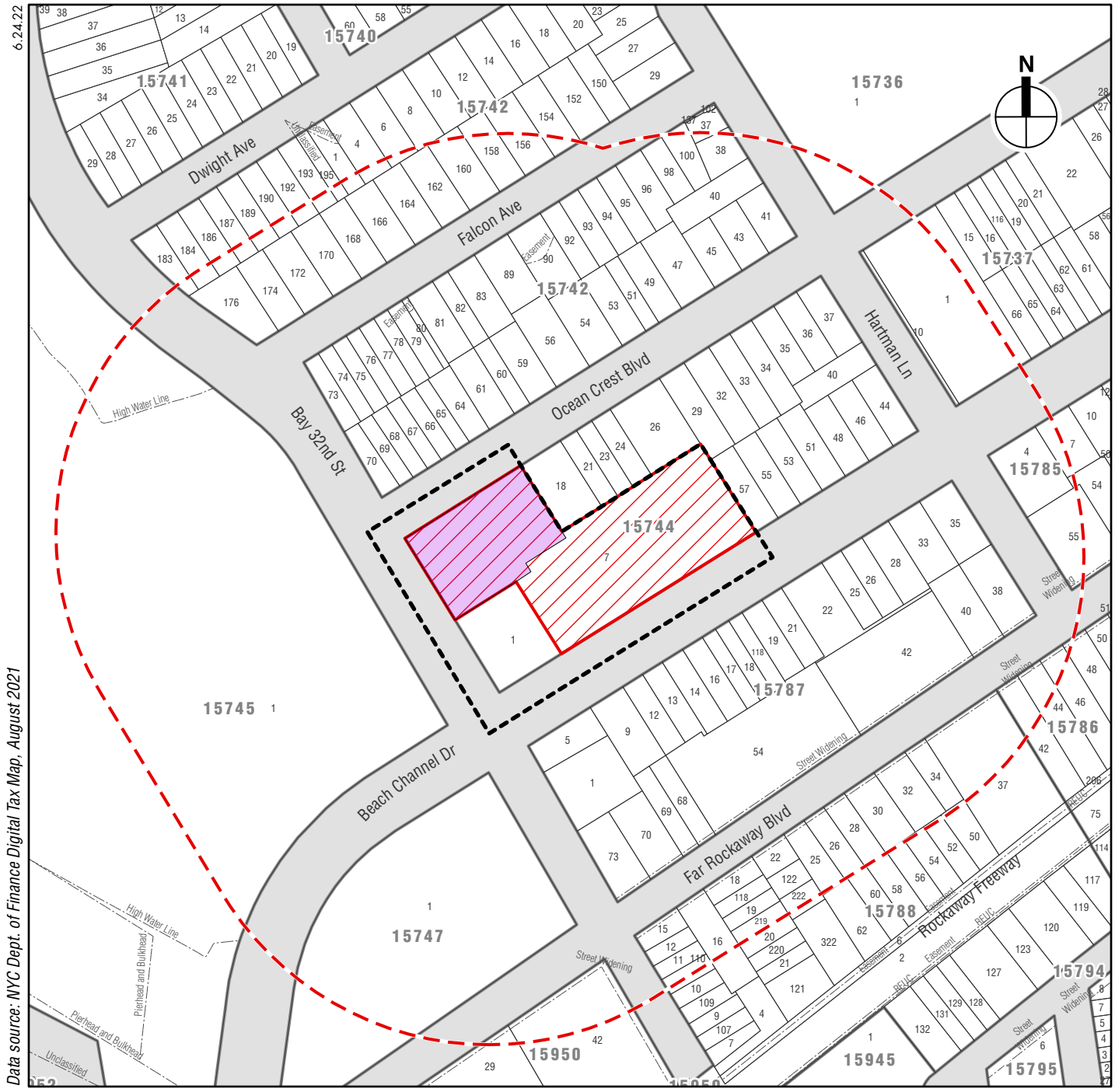
Location of Proposed Development



Project Location

OCEAN CREST REZONING

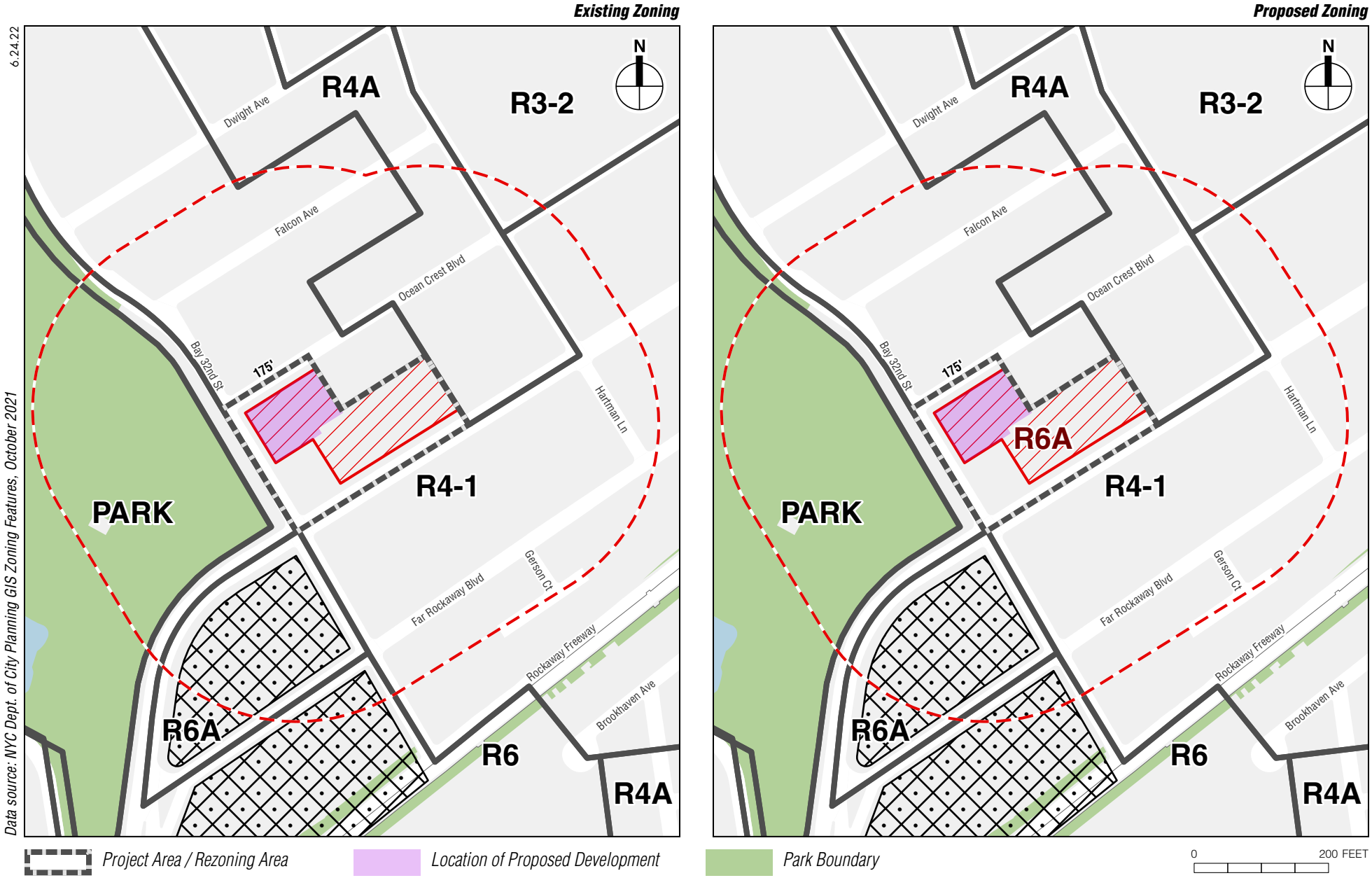
Figure 1



Tax Map

OCEAN CREST REZONING

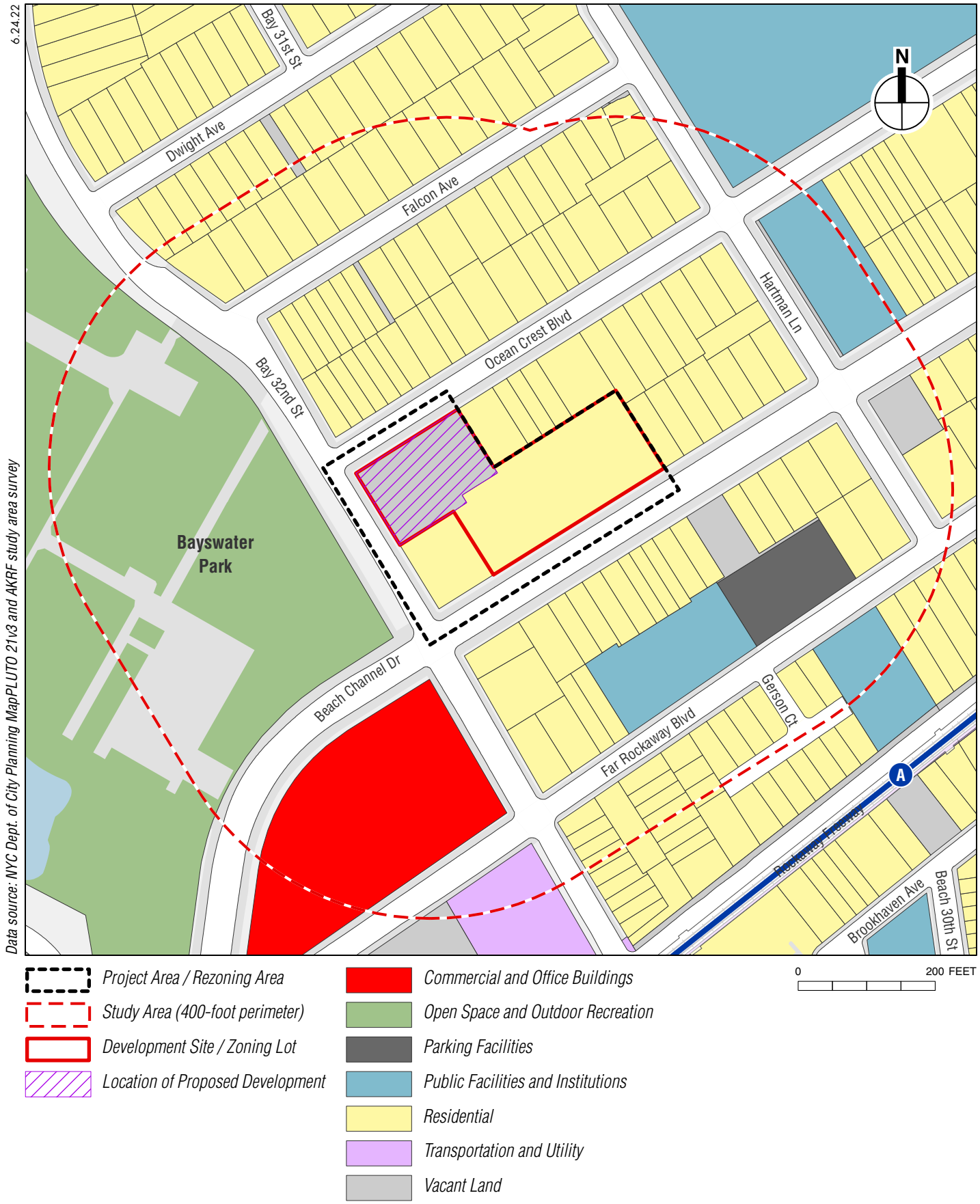
Figure 2



OCEAN CREST REZONING

Existing and Proposed Zoning

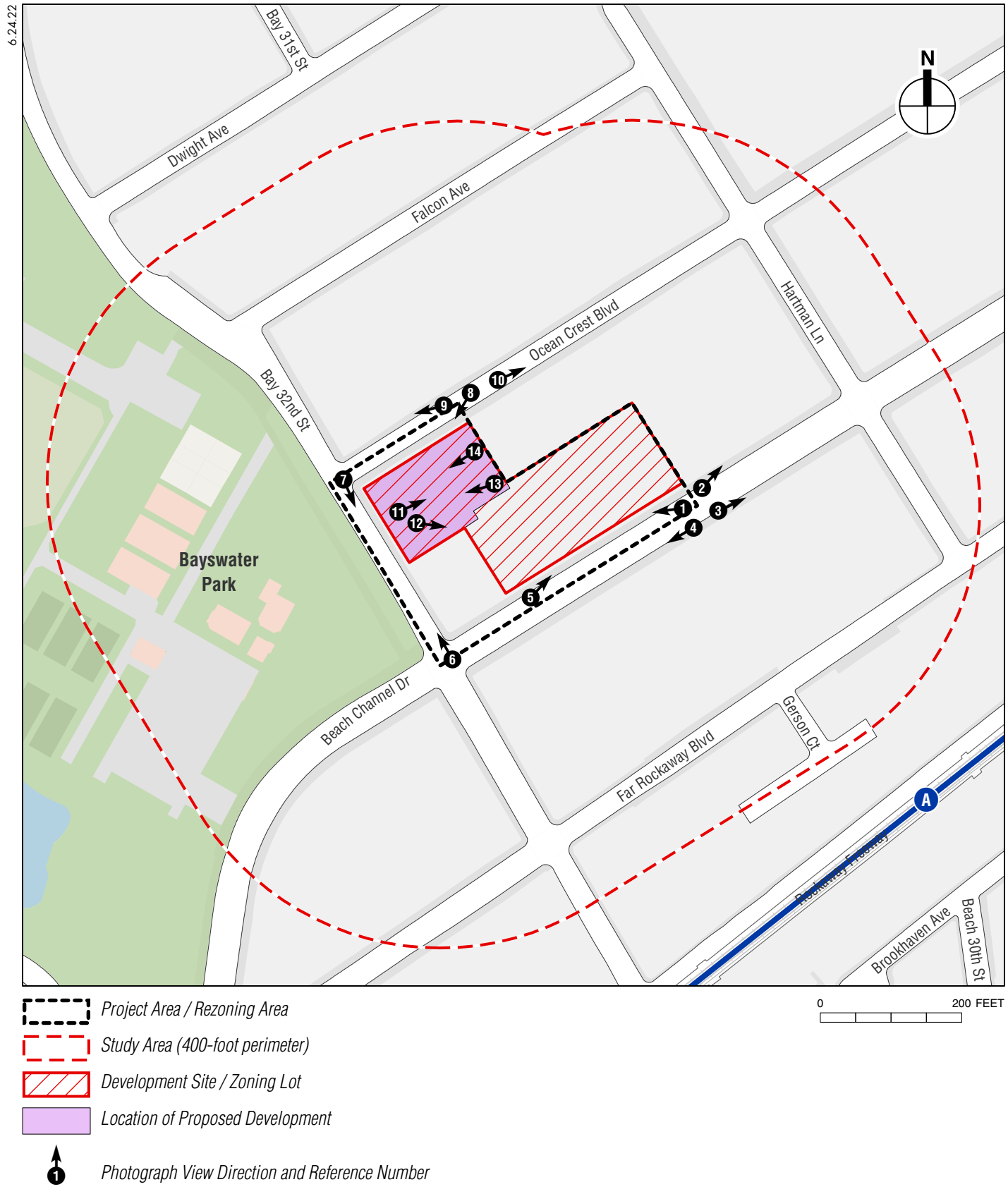
Figure 3



Existing Land Use

OCEAN CREST REZONING

Figure 4



Key to Photographs

OCEAN CREST REZONING

Figure 5



Looking southwest along Beach Channel Drive toward Existing Building on the Development Site / Zoning Lot **1**



Looking northeast along Beach Channel Drive **2**

Existing Site Photographs

Figure 6a



Looking northeast along Beach Channel Drive **3**



Looking southwest along Beach Channel Drive **4**



Looking northeast along Beach Channel Drive toward Existing Building on the Development Site / Zoning Lot **5**

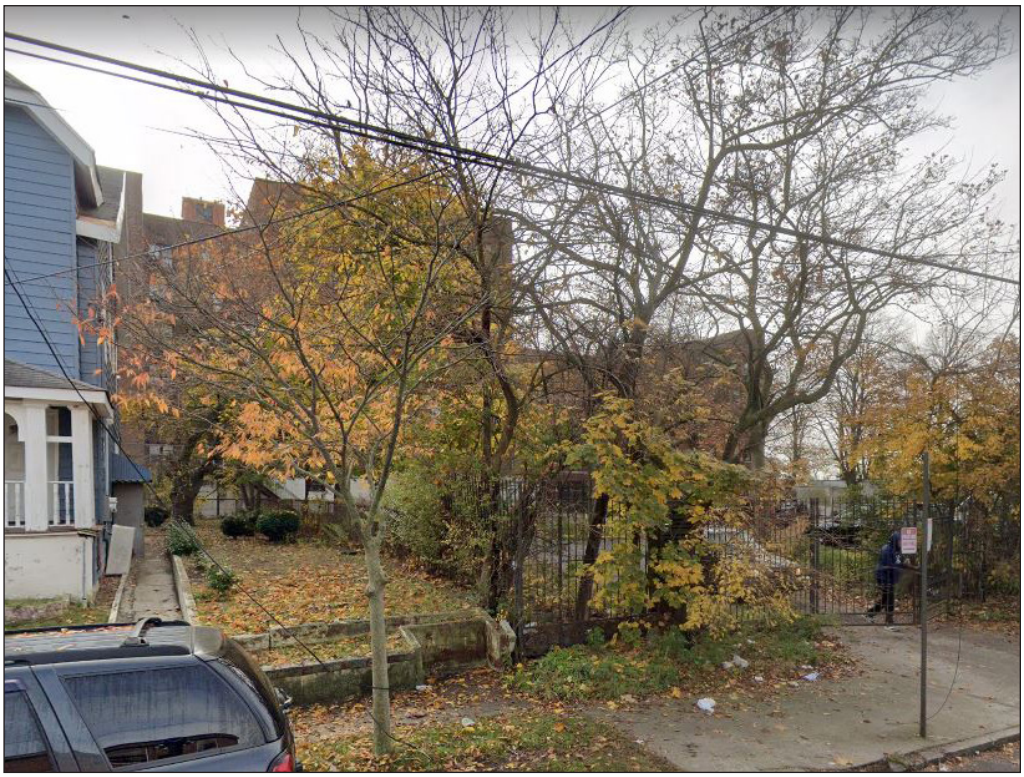


Looking northwest along Bay 32nd Street toward Ocean Crest Boulevard (Bayswater Park to left) **6**

Existing Site Photographs
Figure 6c



Looking southeast along Bay 32nd Street toward Beach Channel Drive (Location of Proposed Development to left) **7**



Looking southwest along Ocean Crest Boulevard toward the Development Site's existing parking lot (Location of Proposed Development) **8**



Looking southwest along Ocean Crest Boulevard toward residential uses opposite Location of Proposed Development **9**



Looking northeast along Ocean Crest Boulevard **10**

Existing Site Photographs

Figure 6e



View of Development Site's existing parking lot (Location of Proposed Development) facing north from Bay 32nd Street **11**



View of Development Site's existing parking lot (Location of Proposed Development) and Existing Building on the Development Site / Zoning Lot facing northeast from Bay 32nd Street **12**



View of Development Site's existing parking lot (Location of Proposed Development) facing southwest toward Ocean Crest Boulevard / Bay 32nd Street **13**



View of Development Site's existing parking lot (Location of Proposed Development) facing southwest toward Bay 32nd Street **14**

Existing Site Photographs
Figure 6g

NUMBER OF BUILDINGS: 1
GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 91,841
HEIGHT OF EACH BUILDING (ft.): ~80 FT (~88 FT including rooftop mechanicals)
NUMBER OF STORIES OF EACH BUILDING: 8

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: 20,789
The total square feet not owned or controlled by the applicant: 47,077

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: 20,798 sq. ft. (width x length)
VOLUME OF DISTURBANCE: ~166,384 cubic ft. (width x length x depth)
AREA OF PERMANENT DISTURBANCE: 20,798 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.)	89,850 gsf	0	1,991 gsf	0
Type (*e.g.,* retail, office, school)	106 affordable units	0	Assumed daycare	0

Does the proposed project increase the population of residents and/or on-site workers? ☒ YES ☐ NO
If "yes," please specify: NUMBER OF ADDITIONAL RESIDENTS: 286 NUMBER OF ADDITIONAL WORKERS: 6
Provide a brief explanation of how these numbers were determined:
Total residents: 2.7 persons per household x 106 DUs = 286 (Source: DCP Community District Tabulation Area data for Queens Community District 14, based on 2020 U.S. Census data)
Residential Workers: Based on 1 employee per 25 DUs = 4
Community Facility Workers: Based on 1 employee per 1,000 gsf = 2

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): 2025

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 22 months

WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☒ YES ☐ NO IF MULTIPLE PHASES, HOW MANY? 1 phase

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: Assumes ULURP approval in 2023 followed by HPD financing and a 22 month construction period (beginning 2023 and ending 2025).

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

☒ RESIDENTIAL ☐ MANUFACTURING ☒ COMMERCIAL ☒ PARK/FOREST/OPEN SPACE ☒ OTHER, specify: Institutional parking, vacant land

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 Attachment B		
(e) Is the project a large, publicly sponsored project?	☐	☒
○ 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?	☒	☐
○ If "yes," complete the Consistency Assessment Form. See Appendix B		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
○ Generate a net increase of 200 or more residential units?	☐	☒
○ Generate a net increase of 200,000 or more square feet of commercial space?	☐	☒
○ Directly displace more than 500 residents?	☐	☒
○ Directly displace more than 100 employees?	☐	☒
○ Affect conditions in a specific industry?	☐	☒
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
○ 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		
○ **Early Childhood Programs:** 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)	☐	☒
○ **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)	☐	☒
○ **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)	☐	☒
○ **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 project change or eliminate existing open space?	☐	☒
(b) Would the project generate more than 200 additional residents or 500 additional employees?	☒	☐
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		

	YES	NO
(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 Attachment E		
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?	☐	☒
○ 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?	☒	☐
○ If "yes," complete the Jamaica Bay Watershed Protection Plan Project Tracking Form, and submit according to its instructions. See Appendix C		
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) Would the proposed project introduce new activities or processes using hazardous materials and increase the risk of human or environmental exposure?	☐	☒
(c) 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?	☐	☒
(d) 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 the Hazardous Materials Appendix (including nonconforming uses)?	☐	☒
(e) 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?	☐	☒
(f) 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)?	☐	☒
(g) 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?	☐	☒
(h) 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?	☐	☒
(i) Has a Phase I Environmental Site Assessment been performed for the site?	☒	☐
○ If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: See Attachment G	☒	☐
(j) Based on the Phase I Assessment, is a Phase II Investigation needed? See Attachment G	☒	☐
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 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?	☐	☒

	YES	NO
(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): 4,346		
○ 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): 11,636,255		
(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:		
○ 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.*	☐	☐
○ Would the proposed project result in more than 200 subway/rail, bus trips, or 50 Citywide Ferry Service ferry 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), 200 subway/rail trips per station or line, or 25 or more Citywide Ferry Service ferry trips on a single route (in one direction), or 50 or more passengers at a Citywide Ferry Service landing?	☐	☐
○ 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, or Citywide Ferry Service landing?	☐	☐
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?	☒	☐
○ If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed) See Attachment J	☐	☒
(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 114 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		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality;	☐	☒

	YES	NO
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. See Attachment A		
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. See Attachment A		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
○ Construction activities lasting longer than two years?	☐	☒
○ Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☐	☒
○ Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☐	☒
○ Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☐	☒
○ The operation of several pieces of diesel equipment in a single location at peak construction?	☒	☐
○ Closure of a community facility or disruption in its services?	☐	☒
○ Activities within 400 feet of a historic or cultural resource?	☐	☒
○ Disturbance of a site containing or adjacent to a site containing natural resources?	☐	☒
○ 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. See Attachment A		

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
Aaron Werner, AICP, Technical Director, AKRF, Inc.	December 15, 2022

SIGNATURE



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:

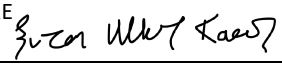
☐ **Positive Declaration**: If the lead agency has determined that the project may have a significant impact on the environment, and if a Conditional Negative Declaration is not appropriate, then the lead agency issues a *Positive Declaration* and prepares a draft Scope of Work for the Environmental 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, Environmental Assessment and Review Division	Department of City Planning on behalf of the City Planning Commission
NAME	DATE
Evren Ulker-Kacar, AICP - Deputy Director	January 27, 2023

SIGNATURE 

NEGATIVE DECLARATION

Statement of No Significant Effect

Pursuant to Executive Order 91 of 1977, as amended, and the Rules of Procedure for City Environmental Quality Review, found at Title 62, Chapter 5 of the Rules of the City of New York and 6 NYCRR, Part 617, State Environmental Quality Review, the Department of City Planning acting on behalf of the City Planning Commission assumed the role of lead agency for the environmental review of the proposed actions. Based on a review of information about the project contained in this environmental assessment statement (EAS) and any attachments hereto, which are incorporated by reference herein, the lead agency has determined that the proposed actions would not have a significant adverse impact on the environment.

Reasons Supporting this Determination

The above determination is based on information contained in this EAS, which finds the proposed actions sought before the City Planning Commission would not have a significant adverse impact on the environment. Reasons supporting this determination are noted below.

Land Use, Zoning, and Public Policy

A detailed analysis of land use, zoning, and public policy is included in the EAS. The Applicant, TCB Beach Channel Drive Limited Partnership, is seeking the Proposed Actions, including a zoning map amendment and a zoning text amendment at the corner of Ocean Crest Boulevard and Bay 32nd Street in the Wavecrest neighborhood of the Rockaways, Queens, Community District 14. The Proposed Actions include a zoning map amendment that would rezone Block 15744, Lots 1, 7 and a portion of 18 (the Project Area) from the existing R4-1 zoning district to an R6A district and a zoning text amendment to establish a Mandatory Inclusionary Housing (MIH) Area, coterminous with the Project Area. The Proposed Actions will facilitate the development of an eight-story (approximately 80-foot tall), approximately 91,841 gross-square-foot (gsf), mixed-use building containing 100 percent affordable housing and ground floor community facility space. The Projected Development Site, which is currently used as a parking lot, would contain 106 affordable dwelling units and approximately 1,991 gsf of ground floor community facility space currently assumed to be a daycare use. At least 26 to 32 of the 106 proposed dwelling units will comply with MIH affordability Options 1 or 2, respectively. To facilitate the Proposed Development, the Development Site (Block 15744, Lot 7) will be subdivided into two separate tax lots, one for the area of the Proposed Development and another for the owner-retained portion of Lot 7 which contains an existing six-story, 107-unit apartment building to remain. The Development Site will continue to be a single zoning lot through a zoning lot development agreement (ZLDA). The Proposed Actions would result in a change to Land Use, Zoning and Public Policy, these changes reflect the existing medium-density areas within the surrounding neighborhood and are not anticipated to result in a significant adverse impact. The Proposed Development is located within the Coastal Zone Boundary, and the Proposed Actions would be consistent with the policies set forth in the New York City Waterfront Revitalization Program (WRP# 21-071).

Open Space

A detailed analysis related to Open Space is included in this EAS. In accordance with the CEQR Technical Manual, for a project in a study area where the With-Action total open space ratio is 1.51 to 2.00 acres per 1,000 residents, then a decrease in total open space ratio of four percent or more compared to the No-Action condition is generally considered to be a significant adverse impact. In the With Action condition, the total open space ratio in the study area was calculated to be 1.956 acres per 1,000 residents, resulting in a decrease of 1.12 percent between the No-Action and With-Action conditions. This is below the threshold for a significant adverse impact related to total open space ratios. In addition, several open space resources are located adjacent to, but not within, the project study area and were excluded from the quantitative analysis including the Beach 30th Street Playground, the remainder of the Rockaway Beach and Boardwalk and the Rockaway Community Park. Based on the quantitative assessment with the qualitative consideration, the Proposed Project is not anticipated to have a significant adverse open space impact and further analysis is not warranted.

Shadows

A detailed shadows analysis, included in the EAS, identified that the proposed project would cast incremental shadow on a portion of Bayswater Park in the morning in the spring, summer, and fall seasons. However, the size and duration of the project-generated incremental shadow would be limited and there would continue to be sunlit areas in the playground, ball courts, and other affected areas at all times. The incremental shadow would exit completely by 8:35 AM or earlier (varying by season) and the affected areas of the park would be in sun for the rest of the day. Therefore, the project-generated shadows would not result in significant adverse shadow impacts to either the recreational use or the vegetation in the park. Therefore, no significant adverse impacts are anticipated, and no further analysis is warranted.

Historic and Cultural Resources

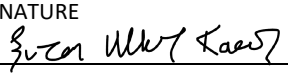
A detailed Historic and Cultural Resources analysis, included in the EAS, identified two State/National Register-eligible historic resources within the Study Area, the Challenge Preparatory Charter School and Knowledge or the Far Rockaway Educational Campus. The Proposed Development would be similar in height to other neighboring residential and commercial buildings and would not obstruct public views of any architectural resources identified in the study area, as those resources are separated from the Project Area by intervening streets and buildings. Direct views of Challenge Preparatory Charter School would remain available east from Hartman Lane, south from Ocean Crest Boulevard and north from Beach Channel Drive, away from the Project Area. The school building on the Far Rockaway Educational Campus site is located more than 400 feet from the Project Area, outside the study area; only a paved portion of the resource site is within the study area. The Proposed Actions would not introduce incompatible visual, audible, or atmospheric elements to a historic resource's setting and, therefore, the Proposed Actions would not result in any significant adverse impacts on Historic and Cultural Resources, and no further analysis is warranted.

Air Quality

An (E) designation (E-702) related to air quality would be established as part of the approval of the Proposed Actions. Refer to "Determination of Significance Appendix: (E) designation" for the applicable (E) designation requirements. The air quality analysis concluded that with the (E) designation in place, the Proposed Actions would not result in a significant adverse impact related to air quality.

Project Name: Ocean Crest Rezoning
CEQR # 23DCP042Q
SEQRA Classification: Unlisted

No other significant effects upon the environment that would require the preparation of a Draft Environmental Impact Statement are foreseeable. This Negative Declaration has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law (SEQRA). Should you have any questions pertaining to this Negative Declaration, you may contact Louise Cafiero at lcafiero@planning.nyc.gov.

TITLE Deputy Director, Environmental Assessment and Review Division	LEAD AGENCY Department of City Planning on behalf of the City Planning Commission 120 Broadway, 31st Fl. New York, NY 10271 | 212.720.3493
NAME Evren Ulker-Kacar, AICP	DATE 1/27/2023
SIGNATURE 	
TITLE Chair, City Planning Commission	
NAME Daniel R. Garodnick	DATE 1/30/2023
SIGNATURE	

Project Name: Ocean Crest Rezoning
CEQR # 23DCP042Q
SEQRA Classification: Unlisted

Determination of Significance Appendix

The Proposed Action(s) were determined to have the potential to result in changes to development on the following site(s):

Development Site	Borough	Block and Lot
Projected Development Site 1	Queens	Block 15744, Lot 7

(E) Designation Requirements

To ensure that the proposed actions would not result in significant adverse impacts related to air quality, an (E) designation (**E-702**) would be established as part of approval of the proposed actions on **Projected Development Site 1** as described below:

Development Site	Hazardous Materials	Air Quality	Noise
Projected Development Site 1		X	

Air Quality

The (E) designation requirements for Air Quality would apply as follows:

> ***Projected Development Site 1:*** *Any new residential and/or commercial development on the above-referenced property must exclusively use natural gas for any fossil fuel-fired heating, ventilating, and air conditioning (HVAC) system and hot water equipment, and ensure the HVAC system and hot water equipment stack(s) is located at least 80 feet above grade to avoid any potential significant adverse air quality impacts.*

A. INTRODUCTION

TCB Beach Channel Drive Limited Partnership (the "Applicant") is seeking a zoning map amendment and a zoning text amendment (the "Proposed Actions") subject to City Planning Commission (CPC) approval to facilitate the development of a new mixed-use building containing 100 percent affordable housing and ground floor community facility space at the corner of Ocean Crest Boulevard and Bay 32nd Street in the Wavecrest neighborhood of the Rockaways, Queens, Community District 14.

The Applicant controls the approximately 20,798-square-foot (sf) northwestern portion of the approximately 58,991-sf tax lot with the address of 29-32 Beach Channel Drive (Block 15744, Lot 7—the "Development Site"). The Proposed Actions include a zoning map amendment that would rezone the Development Site and two adjacent properties (the "Non-Applicant Owned Sites" -Block 15744, Lot 1 and a small portion of Lot 18) from the existing R4-1 zoning district to an R6A district. The Development Site and Non-Applicant Owned Sites collectively constitute the "Project Area" or "Rezoning Area" (see EAS Figure 1). The Proposed Actions also include a zoning text amendment to Appendix F of the New York City Zoning Resolution (ZR) to designate the Project Area as a Mandatory Inclusionary Housing (MIH) Area. The Proposed Actions would permit the Applicant to develop an eight-story (approximately 80-foot-tall), approximately 91,841-gross-square-foot (gsf), mixed-use building on a portion of the Development Site currently used as parking, proposed to contain 106 dwelling units (all affordable) and approximately 1,991 gsf of ground floor community facility space currently assumed to be a daycare use (the "Proposed Development"). At least 26 to 32 of the 106 proposed dwelling units will comply with MIH affordability Options 1 or 2, respectively. To facilitate the Proposed Development, the Development Site (Block 15744/Lot 7) will be subdivided into two separate tax lots, one for the area of the Proposed Development and another for the owner-retained portion of Lot 7 which contains an existing six-story, 107-unit apartment building to remain (the "Existing Building"). The Development Site will continue to be a single zoning lot through a zoning lot development agreement (ZLDA).

B. PROJECT DESCRIPTION

DESCRIPTION OF THE DEVELOPMENT SITE AND PROJECT AREA

As noted above, the Project Area collectively includes the Development Site (Block 15744, Lot 7) and the Non-Applicant Owned Sites (Block 15744, Lot 1, and p/o Lot 18). The Proposed Development would be located on a 20,798-sf portion of the Development Site currently utilized as a parking lot for the Existing Building, located at the northwest corner of the block fronting Bay 32nd Street and Ocean Crest Boulevard (see EAS Figure 2). This portion of the Development Site formerly contained a swimming pool, which was filled and paved over 20 years ago to create the current parking lot. As of 2021, the parking lot contains approximately 27 spaces. Of this total,

approximately 9 spaces are currently being utilized (one by an outside tenant, four by tenants of the Existing Building, and four by a landscaping company).

The Existing Building on the Development Site was constructed in 1958 and is approximately 59 feet tall with 107 dwelling units (DUs), as well as parking in the cellar for approximately 69 cars.

The approximately 10,000-sf Lot 1 is a corner lot that fronts on Beach Channel Drive and Bay 32nd Street. It is currently occupied by a five-story, 58-foot-tall community facility building with sleeping accommodations (44 DUs) and outdoor parking for three vehicles.

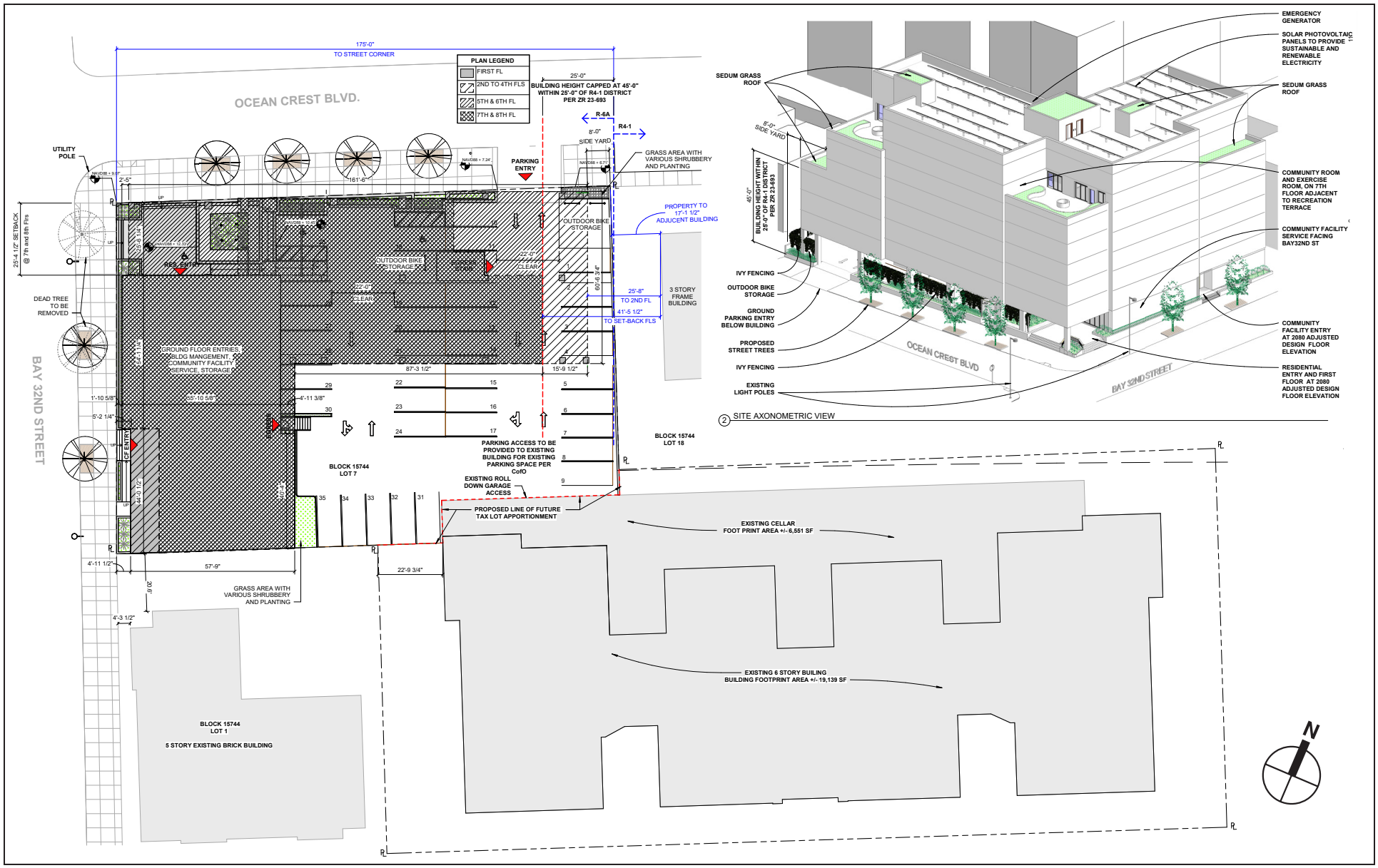
A one-foot-wide, approximately 100-sf sliver of the western portion of Lot 18 falls within the Project Area and would also be rezoned. The whole of Lot 18 is approximately 6,000 sf and has 60 feet of frontage along Ocean Crest Boulevard. It is currently occupied by a two-story (plus attic) building with three DUs.

As shown in Figure B-5 of EAS Attachment B, "Land Use, Zoning, and Public Policy," a small portion of the Development Site along Ocean Crest Boulevard is located within the 1-percent annual chance floodplain (Zone AE) based on the 2015 Preliminary Flood Insurance Rate Map (FIRM), with a base flood elevation (BFE) of +9 feet North American Vertical Datum of 1988 (NAVD88). The remaining portion of the Development Site is located in the 0.2-percent annual chance (500-year) floodplain.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

The Proposed Actions would facilitate the development of a new L-shaped, eight-story residential building on the Development Site, with frontage along Bay 32nd Street and Ocean Crest Boulevard, facing Bayswater Park (40 acres). The Proposed Development would include approximately 91,841 gsf of floor area (approximately 90,985 zoning square feet [zsf] or 1.54 floor area ratio [FAR]) and would contain 106 affordable DUs and approximately 1,991 gsf of ground floor community facility space currently assumed as a daycare (see **Figure A-1**). At-grade parking for 35 vehicles would be provided underneath and in the rear of the new building. The residential entrance would be located at the corner of Ocean Crest Boulevard and Bay 32nd Street. The entrance for the community facility space would be located along Bay 32nd Street. The parking entrance would be provided by a covered entrance ramp accessible via a 22-foot-wide curb cut along Ocean Crest Boulevard. In addition to the 106 DUs and ground floor community facility space, the building would include the main entrance lobby; accessory uses for tenants (exercise room, community room, laundry room, common terrace, and office); protected bike storage; and mechanical spaces.

The Proposed Development would have a maximum base height of 60 feet and a maximum building height of 80 feet (approximately 88 feet including rooftop mechanical bulkhead). An inner courtyard is also proposed, which would provide at-grade parking (35 spaces) for the Proposed Development, an access drive aisle originating from a 22-foot-wide curb cut along Ocean Crest Boulevard into the cellar level parking of the Existing Building, and light and air for courtyard-facing apartments in the Proposed Development as well as the Existing Building. There would be an eight-foot side yard adjacent to Lot 18 and the street-facing portion of the open garage would be screened with building elements and plantings. In compliance with the Enterprise Green Communities Program, many sustainable features will be included in the Proposed Development. These include, but are not limited to, rooftop solar panels and high-efficiency wall and window systems. Additionally, the ground floor would be elevated above the floodplain and projected



Source: Urban Architecture Initiatives, RA, PC

OCEAN CREST REZONING

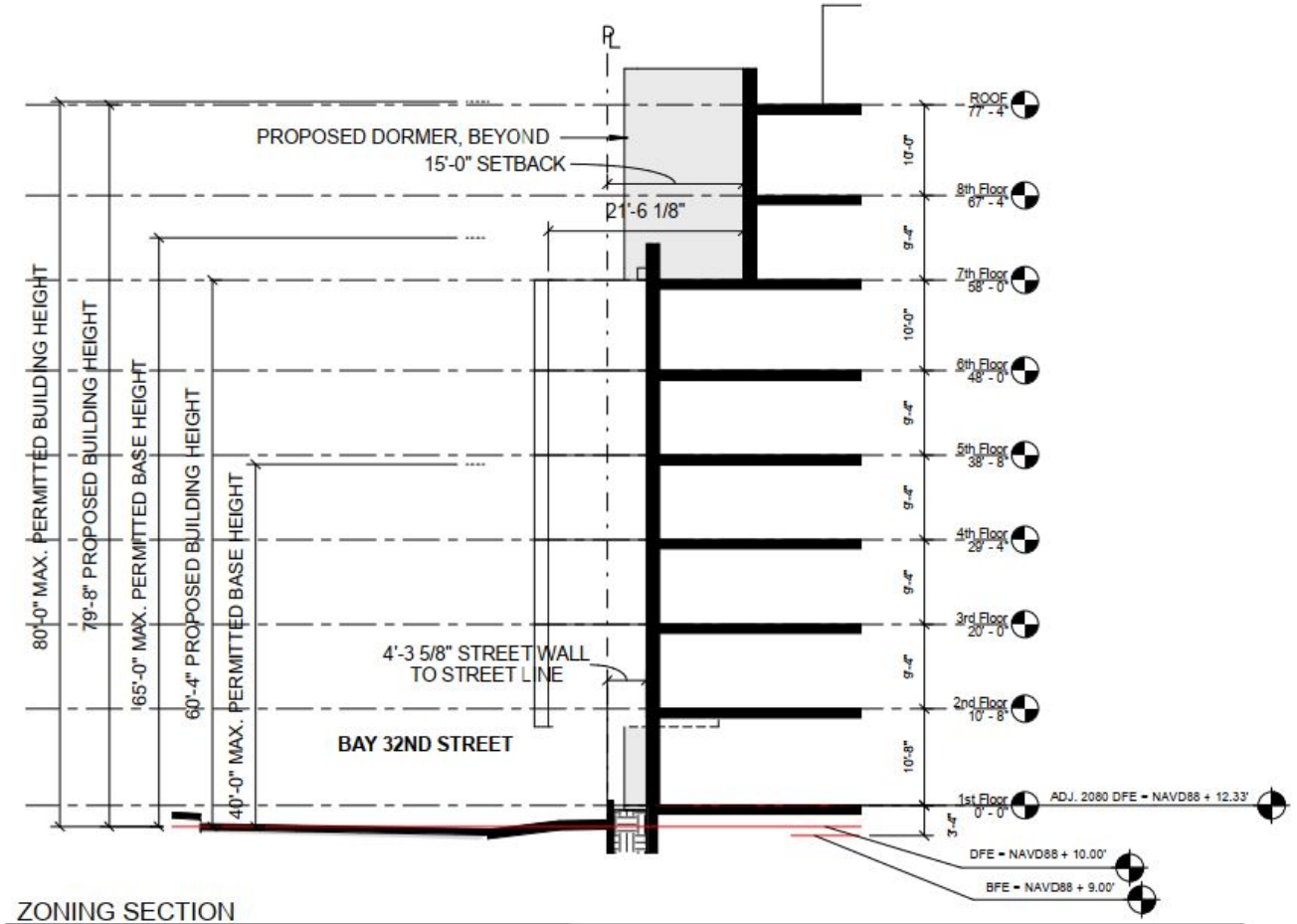
Proposed Development
Site Plan and Massing

Figure A-1a

Base Flood Elevation (BFE):	9.00	Zone AE per 2015 Preliminary FIMA map
Design Flood Elevation (DFE):	10.00	BC Appendix G Table 2-1, for Occupancy category II (all other), the Design Flood Elevation (DFE)=BFE+ 1

Per NYC Climate Resiliency Design Guidelines sea level rise-adjusted design flood elevation = FEMA 1% + 40" for useful life to 2080

Thus adjusted DFE = 9.00 + 3.33 = **12.33**



ZONING SECTION
1/16" = 1'-0"

Source: Urban Architecture Initiatives, RA, PC

Proposed Development Section

6.24.22



Source: URBAN ARCHITECTURAL INITIATIVES

Proposed Development - Illustrative Rendering

OCEAN CREST REZONING

Figure A-1c

future sea-level rise, and the Proposed Development's base plane is approximately 3.37 feet above average curb level.

The Proposed Development's ground floor would be constructed at a design flood elevation (DFE) of +12.33 feet NAVD88 in accordance with the NYC Climate Resiliency Design Guidelines to adjust for sea level rise, which is +3.33 feet above the BFE. Additionally, ground floor mechanical equipment would be elevated an additional 1 foot more to an elevation of +13.33 feet.[1]

C. PROPOSED ACTIONS

The following actions necessary to facilitate the Applicant's Proposed Development are:

1. An amendment to Zoning Map 31a to rezone the Project Area from the existing R4-1 zoning district to an R6A zoning district (see EAS Figure 3).
2. A Zoning Text Amendment to ZR Appendix F to designate the Project Area as a Mandatory Inclusionary Housing Area (MIHA). Within this MIHA, all new developments, enlargements, and conversions that provide residential floor area will have to comply with the MIH program requirements of either Option 1 or 2. At least 26 to 32 of the 106 proposed dwelling units will comply with MIH affordability Options 1 or 2, respectively.

The above-referenced actions are subject to approval by CPC pursuant to the Uniform Land Use Review Procedure (ULURP).

In addition to the actions subject to ULURP, the Applicant intends to seek construction financing at a later date through the New York City Department of Housing Preservation and Development (HPD) and the New York City Housing Development Corporation (HDC).

BACKGROUND AND PRIOR ACTIONS

In 1961, with the adoption of the current Zoning Resolution, the Project Area was mapped as an R6 District. In 2006, the Bayswater Rezoning (C 060259 ZMQ) was adopted for several blocks just north of the Project Area, specifically north of Ocean Crest Blvd. and east of Bayswater Park. This rezoning was sought to downzone with lower-density and contextual districts to facilitate new development that would better fit within the built environment the existing area. This rezoning excluded the Project Area, which at the time remained a R6 district. Since 1961, only one land use action has specifically affected the Project Area. On July 23, 2008, CPC approved the Rockaways Neighborhoods Rezoning (C 080371 ZMQ), a large rezoning affecting all or portions of 280 blocks in the Rockaway Peninsula from Michaelis-Bayswater Park to the Nassau County Line. The Project Area and most of the surrounding area were rezoned from R6 to R4-1. Although the 2008 rezoning's goal was to preserve the scale and character of individual Rockaway neighborhoods and ensure that future residential development will be predictable and in context with traditional building patterns, its broad approach actually conflicted with the scale of most of the Project Area by downzoning the Development Site and Lot 1 and making the Development Site's Existing Building and the existing five-story building on Lot 1 overbuilt. The Project Area was likely specifically omitted in the downzoning from R6 to R5 to the north and northwest (CP 21108, adopted September 16, 1971).

[1] According to the Applicant's architect of record, water pump service would be located on the ground floor, at +13.33 feet. Electrical service equipment is proposed on the second floor at +23.00 feet. There is also equipment proposed within the rooftop mechanical bulkhead which would be at +90.66 feet.

City-wide land use actions also affected the Project Area. In 2016, the city-wide Zoning for Quality and Affordability ("ZQA" - N 160049 ZRY) and MIH (N 160051 ZRY) text amendments were adopted. They allow greater building heights for select programs, like MIH, in medium-density contextual districts, such as R6A districts. Specifically, an R6A district permits building heights of up to 70 feet plus an additional 10 to 15 feet when certain criteria are met (e.g., Qualifying Ground Floors or MIH). This text affects the design of the Proposed Development.

In 2021, the city-wide Zoning for Coastal Flood Resiliency ("ZCFR;" N 210095 ZRY) text amendment was adopted. The text facilitated changes to the zoning text to encourage resiliency in current and future floodplains, support long-term resilient design, allow for adaptation over time, and facilitate future recovery by minimizing regulatory obstacles. This text also affects the design of the Proposed Development.

D. PURPOSE AND NEED

The upzoning from an R4-1 district to an R6A district is appropriate for the Project Area. The Project Area is close to mass transit and is directly across the 40-acre Bayswater Park. These factors support an increase in bulk and density. The increase in bulk would be consistent with the R6A/C2-2 district diagonally across the street and the R6/C2-2 district south and southeast of the Development Site. The proposed R6A district is a natural extension of the existing medium-density districts along the intersections of Beach Channel Drive and Seagirt Avenue. The R6A district would also restore the Existing Building and the Lot 1 Building's bulk to compliance, which was lost when it was included in the 2008 rezoning. Lastly, the R6A district would permit more floor area which would allow the Proposed Development to activate the side of Bay 32nd Street located opposite of Bayswater Park.

The Proposed Actions are also appropriate for the neighborhood. The surrounding neighborhood includes several schools and local retail (grocery stores, hair salons, etc.) that can support the additional density the Proposed Development will bring. Increasing affordable housing and community facility space in this transit and commercially served area makes sense.

Notably, the MIH mapping will be one of the first MIHAs in this area of the Rockaways. Recent rezonings beyond the neighborhood have mapped MIHAs in Far Rockaway, Arverne, and Edgemere, but there are no IH or MIHAs in the immediate neighborhood.

The Proposed Development will be 100 percent affordable. The inclusion of affordable housing is in keeping with the Housing Our Neighbors: A Blueprint for Housing and Homelessness initiative introduced by the Adams Administration, a plan that will continue to invest in the new construction and preservation efforts to provide access to affordable, high-quality housing for all New Yorkers. In sum, the Applicant believes that the Proposed Actions would benefit the neighborhood greatly and achieve important public policy objectives.

E. FRAMEWORK FOR ANALYSIS

ANALYSIS YEAR

The assumed analysis year or "build year" for the Proposed Actions (i.e., when the Proposed Development is expected to be constructed and occupied) is 2025. This assumes ULURP approvals in 2023 followed by HPD funding and start of construction on the Proposed Development, lasting for approximately 22 months beginning in 2023 and ending in 2025.

DEVELOPMENT SITE AND PROJECT AREA ASSUMPTIONS

The Proposed Actions, which include zoning changes, would affect the Development Site as well as the Non Applicant Owned Sites to the east and south of the Development Site that are partially or wholly within the Project Area. However, for environmental review purposes, the only development projected to occur by 2025 as a result of the requested approvals is the Applicant's Proposed Development. The assumptions for this rationale are described below.

- The Development Site would be developed with the Proposed Development, built to an FAR of 1.54 (calculated on the basis of the whole of Lot 7, the applicable zoning lot). The maximum height of the Proposed Development would be approximately 80 feet to the roof (88 feet including rooftop mechanical bulkhead). Lot 7 will be subdivided to accommodate the Proposed Development and the owner-retained portion of Lot 7, which includes the Existing Building, but they will remain a single zoning lot with a total FAR of 3.6.
- The remainder of Lot 7 is currently developed with the Existing Building containing 107 DUs and would remain a part of the same zoning lot as the Proposed Development. It is assumed that the Existing Building to remain on the single zoning lot would not be demolished and replaced with a new development by the 2025 build year. The Proposed Development needs the full FAR available in the proposed R6A district to overcome the Existing Building's overbuild and accommodate the programmatic need for an additional 106 affordable dwelling units and ground floor community facility space. The Applicant's proposal would maximize the development potential for the Development Site pursuant to the proposed R6A zoning district.
- No changes are assumed by the 2025 analysis year for the existing residential uses within the Project Area located on adjacent Lots 1 and 18. The Lot 1 Building consists of supportive housing (Use Group 3 community facility space) subject to a Regulatory Agreement between the owner and HPD. It is therefore not considered a soft site for environmental review purposes. Furthermore, the R6A district boundary proposed through the zoning map amendment would only extend approximately one foot past the western boundary of Lot 18, which would not induce it as a soft site.

EXISTING/NO ACTION CONDITION

In the future without the Proposed Actions (the "No Action" condition), the existing conditions of the Development Site and Project Area, described in Section B above, would be expected to remain.

WITH ACTION CONDITION

In the future with the Proposed Actions (the "With Action" condition), the Proposed Development would be constructed on the currently vacant portion of the Development Site. The Proposed Development would contain 106 permanently affordable DUs, approximately 1,991 gsf of ground floor community facility space (assumed as a daycare use) and 35 accessory parking spaces (see **Table A-1**). The Proposed Development would rise to eight stories and would be approximately 80 feet tall to the roof (88 feet including rooftop mechanical bulkhead). As described above, no changes are anticipated within the remainder of the Project Area under the Proposed Actions.

Table A-1
Reasonable Worst-Case Development Scenario (RWCDS) – Project Area

Use	Existing/No Action Condition	With Action Condition	Increment
Residential—Total DUs	Project Area: 151 *Development Site: 107* *Lot 1: 44*	Project Area: 257 *Development Site: 213* *Lot 1: 44*	+106 DUs
Residential—Affordable DUs	Project Area: 44 *Development Site: 0* *Lot 1: 44*	Project Area: 150 *Development Site: 106* *Lot 1: 44*	+106 DUs
Community Facility (gsf)	Project Area: 25,355 sf *Development Site: 0 gsf* *Lot 1: 25,355 zsf*[1]	Project Area: 27,346 sf *Development Site: 1,991 gsf* *Lot 1: 25,355 sf*[1]	+1,991 gsf
Accessory Parking Spaces	Project Area: 51 *Development Site: 48* *Lot 1: 3*	Project Area: 86 *Development Site: 83* *Lot 1: 3*	+35 spaces

Notes:
[1] Lot 1 within the Project Area is currently developed with a five-story Use Group 3 community facility building (non-profit institution with sleeping accommodations) that includes 44 sleeping rooms (supportive housing) and contains approximately 25,355 zsf at an FAR of 2.5. The 44 units were included as dwelling units within this table, but the floor area was treated as community facility.
Sources: New York City Department of Buildings (DOB) certificates of occupancy; TCB Beach Channel Drive Limited Partnership

F. ENVIRONMENTAL ANALYSES

All analyses were performed in accordance with the guidance contained in the 2021 *City Environmental Quality Review (CEQR) Technical Manual*. For the environmental categories under which the Proposed Actions would not have the potential to result in any significant adverse impacts, no further analysis is necessary. Further assessments of land use, zoning, and public policy; open space; shadows; historic and cultural resources; urban design and visual resources; hazardous materials; water and sewer infrastructure; transportation; air quality; and noise are provided as supplemental attachments to the EAS.

The identification of potential environmental impacts is based on the comparison of the No Action and With Action conditions. In certain technical areas (e.g., traffic, air quality, and noise) this comparison can be quantified, and the severity of any potential impact rated in accordance with the *CEQR Technical Manual*. In other technical areas, (e.g., urban design) the analysis is qualitative in nature. The methodology for each analysis is presented at the start of each technical analysis. As summarized below and in the attachments to this EAS, the Proposed Actions would not result in any significant adverse environmental impacts.

LAND USE, ZONING, AND PUBLIC POLICY

See Attachment B, "Land Use, Zoning, and Public Policy," and the Waterfront Revitalization Program (WRP) Consistency Assessment provided in **Appendix B**.

SOCIOECONOMIC CONDITIONS

The Proposed Actions would not directly displace any existing residents or businesses. The Proposed Development would not exceed the thresholds established in the *CEQR Technical Manual* for an assessment of indirect residential or business displacement, or adverse effects on specific industries. Therefore, based on *CEQR Technical Manual* guidelines, the Proposed Actions would not have the potential to result in any significant adverse impacts on socioeconomic conditions, and no further assessment is warranted.

COMMUNITY FACILITIES AND SERVICES

The Proposed Actions would not displace any community facilities. In addition, the Proposed Actions do not require an analysis of potential indirect effects on community facilities, following the guidance of the *CEQR Technical Manual*.

- Public Schools and Early Childhood Programming: The Proposed Actions would introduce 106 additional DUs to the Project Area, all of which would be affordable to low- to moderate-income households. This would result in approximately 18 new elementary school students, seven new intermediate school students, 11 new high school students, and 15 children eligible for publicly funded early childhood programs. Since these projections would be below the thresholds for analysis (50 or more elementary/intermediate school students, 150 or more high school students, and 20 or more children eligible for publicly funded early childhood programs), no further analyses are warranted. In addition, the Proposed Development's ground floor community facility space is currently envisioned to accommodate a daycare use.
- Libraries: The number of DUs generated by the Proposed Actions does not meet the threshold listed in the *CEQR Technical Manual* (622 DUs for projects in Queens) requiring analysis of indirect impacts to libraries in the area; therefore, an assessment of libraries is not warranted.
- Police/Fire Protection Services and Health Care Facilities: Because the Proposed Actions would not introduce a sizeable new neighborhood, an assessment of police/fire protection services and health care facilities is not warranted.

Overall, the Proposed Actions would not result in any significant adverse impacts to community facilities and services and no further analysis is warranted.

OPEN SPACE

See Attachment C, "Open Space."

SHADOWS

See Attachment D, "Shadows."

HISTORIC AND CULTURAL RESOURCES

See Attachment E, "Historic and Cultural Resources."

URBAN DESIGN AND VISUAL RESOURCES

See Attachment F, "Urban Design and Visual Resources."

NATURAL RESOURCES

A natural resources assessment is conducted when a natural resource is present on or near a project site and when an action involves the disturbance of that resource. The *CEQR Technical Manual* defines natural resources as water resources, including surface waterbodies and groundwater; wetland resources, including freshwater and tidal wetlands; upland resources, including beaches, dunes, and bluffs, thickets, grasslands, meadows and old fields, woodlands and forests, and gardens and other ornamental landscaping; and built resources, including piers and other waterfront structures. The Development Site is currently occupied by the Existing Building and an underutilized parking lot. There are no significant natural resources on the Development Site or in the Project Area, and the Proposed Development would not result in any significant adverse impacts on natural resources.

The Project Area is located within the Jamaica Bay watershed. See **Appendix C**.

HAZARDOUS MATERIALS

See Attachment G, "Hazardous Materials."

WATER AND SEWER INFRASTRUCTURE

See Attachment H, "Water and Sewer Infrastructure."

SOLID WASTE AND SANITATION SERVICES

The *CEQR Technical Manual* specifies that few projects generate substantial amounts of solid waste (50 tons a week or more) that would result in a significant adverse impact. The Proposed Actions would result in development that generates less than 50 tons a week. Therefore, no further analysis is required. The Proposed Actions would not result in any significant adverse impacts to solid waste and sanitation services.

ENERGY

According to the *CEQR Technical Manual*, a detailed assessment of energy impacts would be limited to actions that could significantly affect the transmission or generation of energy or that generate significant consumption of energy. The Proposed Development would be served by available energy suppliers, and the Proposed Actions are not expected to generate significant demand for energy. Therefore, no further analysis is required, and the Proposed Actions would not result in significant adverse impacts to the consumption or supply of energy.

TRANSPORTATION

See Attachment I, "Transportation."

AIR QUALITY

See Attachment J, "Air Quality."

GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Increased greenhouse gas (GHG) emissions are changing the global climate, which is predicted to lead to wide-ranging effects on the environment, including rising sea levels, increases in temperature, and changes to precipitation levels. According to the *CEQR Technical Manual*, a

GHG emissions assessment is typically included only for larger projects undergoing an Environmental Impact Statement (EIS), as well as certain cases when the project would undergo an EIS and would result in development of 350,000 sf or greater, is a City capital project, or includes large-scale power generation or has the potential to fundamentally change the City's solid waste management system. A GHG assessment has not been performed for the Proposed Actions because it does not meet the criteria which would warrant assessment.

NOISE

See Attachment K, "Noise."

PUBLIC HEALTH

As described the EAS Attachments G, J, and K, analyses for hazardous materials, noise and stationary source air quality were completed. Through the implementation of a New York City Department of Environmental Protection (DEP)-approved Remedial Action Plan (RAP) and Construction Health and Safety Plan (CHASP) approved during the CEQR process, measures to preclude impacts related to hazardous materials would be included as part of construction and/or operation of the Proposed Development. The air quality and noise analyses concluded that there would be no significant adverse impacts resulting from the Proposed Development, and the mapping of (E) Designations as part of the rezoning is not warranted. No unmitigated significant adverse impacts would occur with respect to hazardous materials, noise, and air quality. Therefore, a public health assessment is not warranted.

NEIGHORHOOD CHARACTER

As defined in the *CEQR Technical Manual*, neighborhood character is considered to be an amalgam of the various elements that define a neighborhood's distinct personality. These elements may include a neighborhood's land use, urban design, visual resources, historic resources, socioeconomics, traffic, and/or noise. An assessment of neighborhood character is generally needed when a proposed project has the potential to result in significant adverse impacts in any of the technical areas listed above, or when a proposed project may have moderate effects on several of the elements that define a neighborhood's character. As discussed above and in the attachments to this EAS, the Proposed Development would not have significant adverse impacts to or result in any moderate effects in these technical areas related to neighborhood character.

CONSTRUCTION

The activities associated with construction of the Proposed Development would be expected to result in conditions typical of construction projects in New York City, over a period of less than 24 months. Construction activities would be carried out in accordance with New York City laws and regulations, which allow construction activities between 7:00 AM and 6:00 PM on weekdays. If work is required outside of normal hours, necessary approvals would be obtained from the appropriate agencies (i.e., the New York City Department of Buildings and New York City Department of Environmental Protection). All necessary measures would be implemented to ensure adherence to the New York City Air Pollution Control Code regulating construction-related dust emissions and the New York City Noise Control Code regulating construction noise. If needed, Maintenance and Protection of Traffic plans would be developed for any curb-lane and/or sidewalk closures. Approval of these plans and implementation of all temporary closures during

construction would be coordinated with the New York City Department of Transportation's Office of Construction Mitigation and Coordination.

Overall, through implementation of the measures described above, adverse effects associated with the construction activities would be minimized. Accordingly, the Proposed Actions would not result in significant adverse construction impacts, and no further analysis is required. ✷

Attachment B: Land Use, Zoning, and Public Policy

A. INTRODUCTION

This attachment assesses the potential impacts of the Proposed Actions on land use, zoning, and public policy, as compared with conditions in the future without the Proposed Actions (the "No Action" condition).

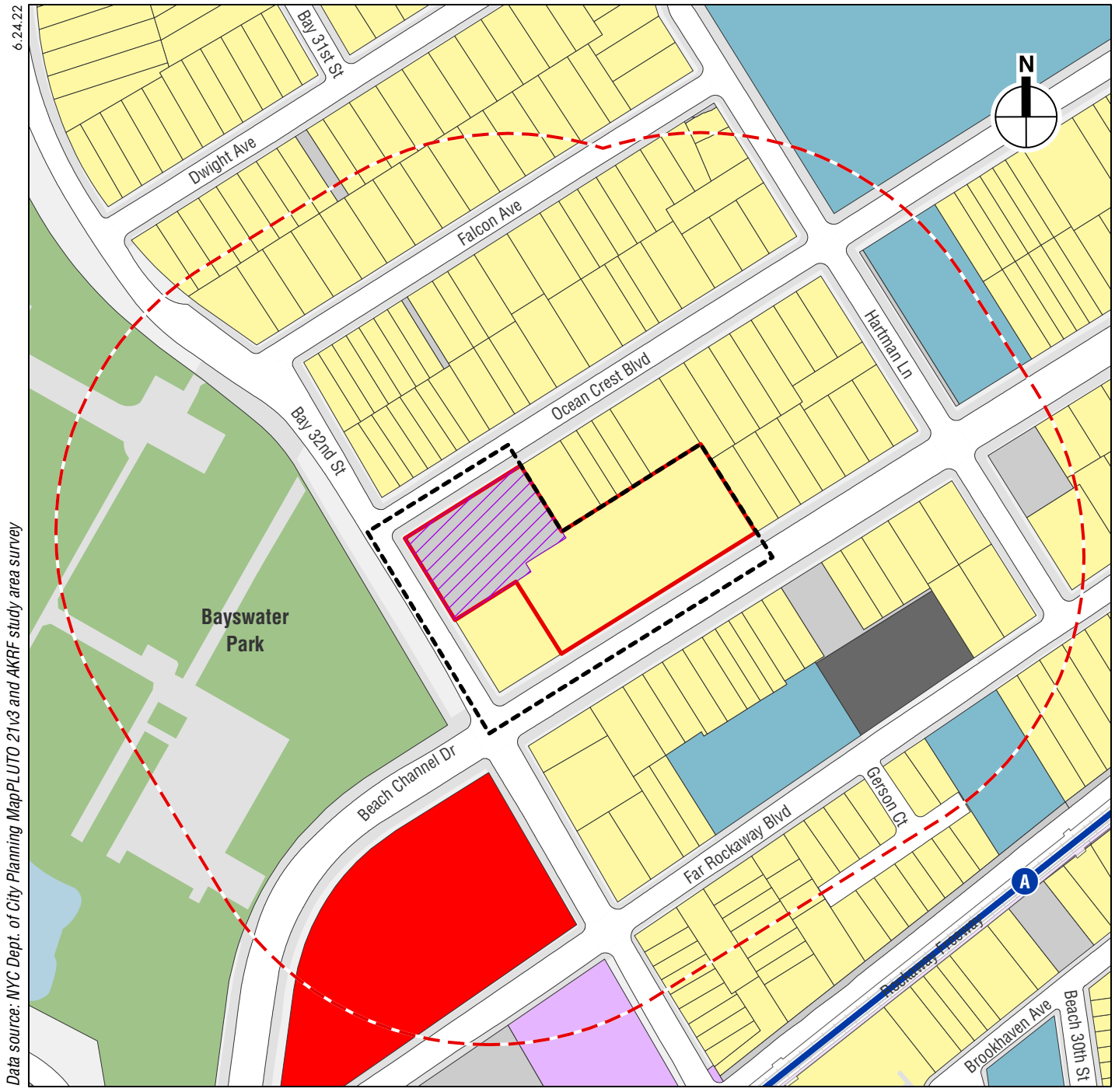
As described in Attachment A, "Project Description and Screening Analyses," the Proposed Actions involve zoning map and text amendments subject to City Planning Commission (CPC) approval to facilitate the development of an eight-story, approximately 91,841-gross-square-foot (gsf) residential building with 106 dwelling units (DUs) of 100 percent affordable housing and approximately 1,991 gsf of ground floor community facility space (the "Proposed Development") on a portion of Block 15744, Lot 7 (the "Development Site") at corner of Ocean Crest Boulevard and Bay 32nd Street in the Wavecrest neighborhood of Queens, Community District 14. The Proposed Actions would rezone the Development Site and two adjacent properties (the "Non-Applicant Owned Sites" – Block 15744, Lot 1, and a small portion of Lot 18) from R4-1 to R6A. The Development Site and the Non-Applicant Owned Sites are collectively referred to as the "Project Area" or "Rezoning Area."

As described below, the assessment concludes that the Proposed Actions would be compatible with existing land uses in the surrounding area and would not result in any significant adverse impacts to land use, zoning, or public policy.

B. METHODOLOGY

The Project Area is located in the Wavecrest neighborhood of the Rockaways, Queens Community District 14. This analysis of land use, zoning, and public policy assesses the area within 400 feet of the Project Area, which is where the Proposed Development could reasonably be expected to cause potential effects, according to the 2021 *City Environmental Quality Review (CEQR) Technical Manual*. The land use study area is generally bounded by Falcon Avenue to the north, Hartman Lane to the east, Far Rockaway Boulevard to the south, and Bayswater Park to the west (see **Figure B-1**).

The analysis begins by considering existing conditions in the study area in terms of land use, zoning, and public policy. The analysis then considers land use, zoning, and public policy in the No Action condition in the 2025 analysis year by identifying developments and potential policy changes expected to occur within that timeframe. Probable impacts of the Proposed Development are then identified by comparing conditions expected in the future with the Proposed Actions (the "With Action" condition) to those in the No Action condition.



Existing Land Use

OCEAN CREST REZONING

Figure B-1

C. EXISTING CONDITIONS

LAND USE

PROJECT AREA

The Project Area includes the Development Site as well as Block 15744, Lot 1 and a portion of Lot 18. Lot 1 is a 10,000-sf corner lot that fronts on Beach Channel Drive and Bay 32nd Street, directly south of the Development Site. Lot 18 is a 6,000-sf lot located directly east of the Development Site on Ocean Crest Boulevard. A one-foot-wide, approximately 100-sf sliver of the western portion of Lot 18 falls within the Project Area and would be rezoned in the future with the Proposed Actions.

Development Site

The Development Site (Block 15744, Lot 7) is approximately 58,991 sf in area and located on the western portion of Block 15744 bounded by Ocean Crest Boulevard to the north, Hartman Lane to the east, Beach Channel Drive to the south, and Bay 32nd Street to the west (see **Figure B-1**). The Development Site contains a six story (59-foot-tall), 107-unit apartment building on the portion of the lot fronting Beach Channel Drive (the "Existing Building"). The Existing Building on the Development Site is 100 percent residential and has a general lot coverage of approximately 30 percent, and a Floor Area Ratio (FAR) of 1.95 (overbuilt under the existing R4-1 zoning regulations; 0.75 FAR).

The area of the Development Site on which the Proposed Development would be constructed is paved and currently utilized as a parking lot accessory to the Existing Building. A curb cut is located on Ocean Crest Boulevard. This portion of the Development Site is enclosed by a tall chain-link fence and a metal swinging gate at the entrance from Ocean Crest Boulevard. The area around the site perimeter fence contains some mature trees and is overgrown with tall grass and shrubs that overhang onto the sidewalk. This portion of the Development Site formerly contained a swimming pool, which was filled and paved over 20 years ago to create the current parking lot. As of 2021, the parking lot contains approximately 27 spaces. Of this total, approximately 9 spaces are currently being utilized (one by an outside tenant, four by tenants of the Existing Building, and four by a landscaping company). The landscaping company's utilization of four spaces in the lot is subject to a month-to-month lease with the Development Site's current owner. There is no landscaping business operating out of the Development Site currently.

Remainder of the Project Area

Lot 1 is an approximately 10,000-sf lot fronting Beach Channel Drive and Bay 32nd Street that is currently developed with a five-story Use Group 3 community facility building (non-profit institution with sleeping accommodations) and outdoor parking. The approximately 58-foot-tall building includes 44 sleeping rooms and contains approximately 25,355 zsf at an FAR of 2.5 (overbuilt under the existing R4-1 zoning regulations). The Project Area contains an approximately one-foot-wide portion of Lot 18 along its western boundary. The approximately 6,000-sf Lot 18 is currently developed with a two-story (plus attic), approximately 2,319 zsf residential building with three DUs.

STUDY AREA

The 400-foot study area is largely composed of rows of two-story homes, several larger buildings, and parkland. It contains residential, commercial, community facility, transportation and utility, parking, parkland, and vacant land uses.

The remainder of the Project Area block is composed largely of detached two-story homes with garages. It also includes one three-story home and two semi-detached two-story homes with garages The blocks to the north of the Project Area are similarly composed, including semi-detached and detached two-story family homes, many with garages. To the northeast of the Project Area is the Knowledge and Power Preparatory Academy campus, which includes athletic fields and school grounds in addition to the large school building. Across the street to the south, east of the Project Area, is the Challenge Preparatory Charter School located in a two-story building.

The block to the south of the Project Area features several detached three-story homes, semi-detached two-story homes, semi-detached one-story homes, a vacant lot, parking area, and the four-story Bezalel Rehabilitation and Nursing Center. A small expansion to this facility is currently under construction. The next block to the south, between Far Rockaway Boulevard and Rockaway Freeway, includes several semi-detached two- and three-story homes, detached two-story homes, a single detached three-story home, and a one-story medical office.

Southwest of the Project Area, to the south of Far Rockaway Boulevard, is a grass lot with utility access and a vacant lot. Directly to the southwest of Project Area is a small one-story shopping center (the Beach Channel Shopping Center) featuring neighborhood retail uses (a grocery store, pizza restaurant, and Western Union). The 40-acre Bayswater Park, which includes playground equipment, basketball courts, handball courts, tennis courts, baseball diamonds, a skate park, and grassy fields is located directly to the west and northwest of the Project Area.

ZONING

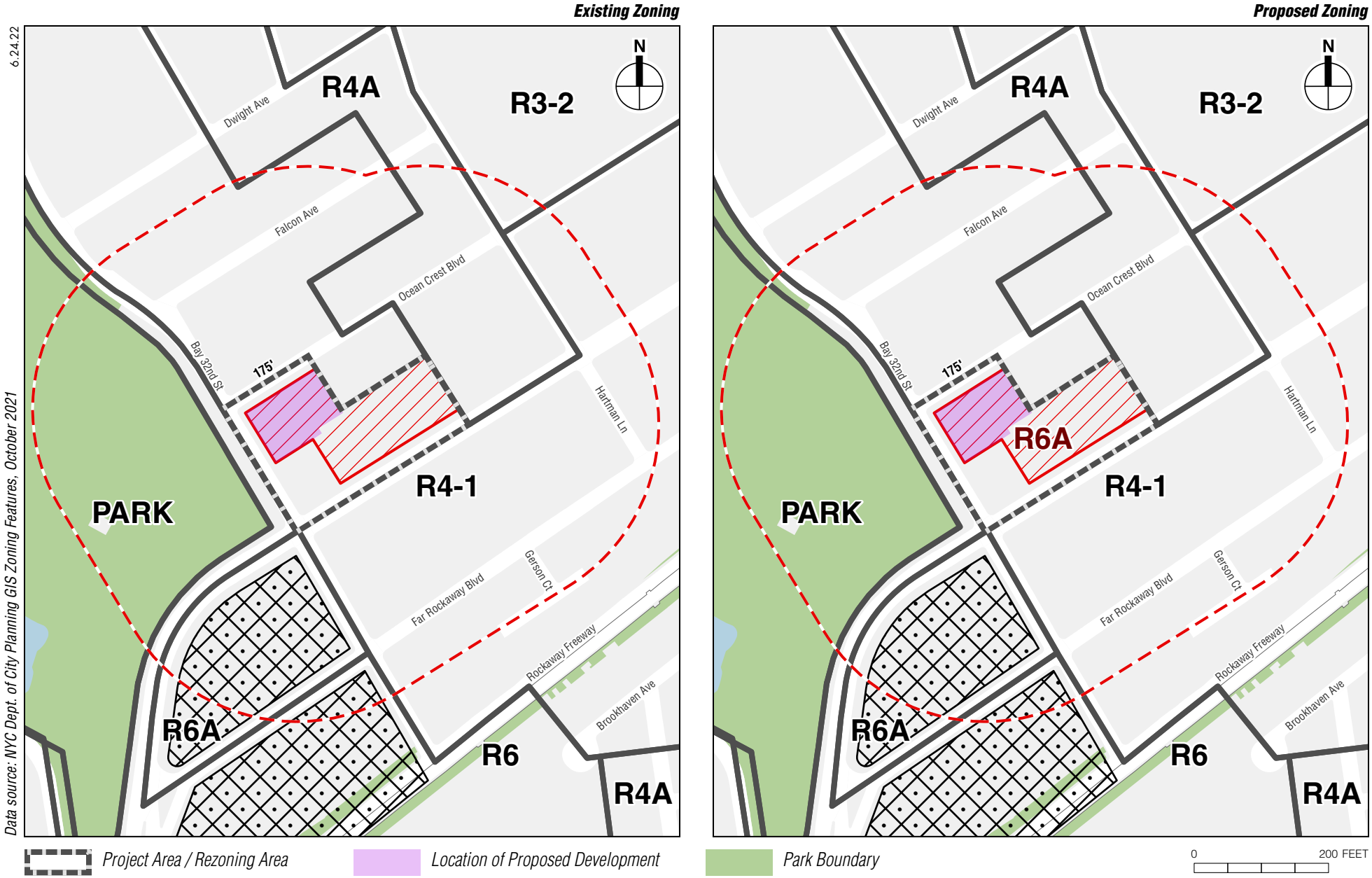
PROJECT AREA

Development Site

The Development Site is located in a R4-1 residential district (see **Figure B-2**). R4-1 districts are contextual low-density districts primarily mapped in outlying parts of Queens and Staten Island. These districts permit construction of single-family detached residences, two-family detached residents, and semi-detached residents, typically two- to three-stories in height. The maximum permitted FAR is 0.75 for residential uses (0.9 with an attic allowance) and 2.0 for community facility uses, with heights limited to 35 feet. The required residential parking ratio is 100 percent [one space per DU, or 50 percent for Income Restricted Housing Units (IRHUs)]. The R4-1 district, including the Development Site, extends north to Healy Avenue, east to the center of Downtown Far Rockaway, south to approximately Brookhaven Avenue, and west to Bay 32nd Street.

Remainder of the Project Area

The remainder of the Project Area is located within the same R4-1 residential district as the Development Site.



6.24.22

Data source: NYC Dept. of City Planning GIS Zoning Features, October 2021

OCEAN CREST REZONING

Existing and Proposed Zoning

Figure B-2

STUDY AREA

In addition to the Project Area's R4-1 residential district described above, the 400-foot study area contains R3-2, R4A, R6, and R6A residential districts, as well as a C2-2 commercial overlay. The R4-1 district described above covers the majority of the study area to the north and south of the Project Area.

A small portion of the study area's northeastern extent is located within an R3-2 residential district. R3-2 districts are mapped throughout the outer boroughs and permit any type of residences, with a residential FAR of 0.5 (0.6 with an attic allowance) and 1.0 for community facility uses. Building heights are limited to 35 feet and the required residential parking ratio is 100 percent (one space per DU, or 50 percent for IRHUs).

The eastern halves of the Project Area block and the block to the north are located within an R4A contextual residential district. R4A districts are similar to the R4-1 district described above, but do not permit the construction of semi-detached residences. The permitted residential FAR remains 0.75 (0.9 with an attic allowance) and 2.0 for community facility uses, with a height limit of 35 feet. The required residential parking ratio is 100 percent (one space per DU, or 50 percent for IRHUs).

R6 and R6A residential districts are located to the southwest of the Project Area. R6 districts are medium-density residential districts widely mapped in built-up parts of the City. Buildings can be constructed under either Height Factor or Quality Housing regulations. Under Height Factor regulations the permitted residential FAR ranges from 0.78 to 2.43 depending on the amount of open space on a lot, with a community facility FAR of 4.8. Height Factor regulations generally result in buildings set back from the street line. Heights are governed by a sky exposure plane, which buildings may not penetrate. This plane begins at a height of 60 feet above the street line before sloping inwards over the lot. The required residential parking ratio is 70 percent or 50 percent for IRHUs (reduced to 50 percent or 25 percent, respectively, for Quality Housing developments). In an R6 district under Quality Housing regulations, the permitted residential FAR is 3.0 on a wide street or 2.2 on a narrow street. The permitted community facility FAR remains the same at 4.8. Quality Housing regulations generally produce buildings built to the lot line. Heights are limited to 70 feet on a wide street or 55 feet on a narrow street.

R6A districts are contextual districts similar to R6 districts developed under Quality Housing regulations, but with residential and community facility FARs of 3.0 (3.6 with MIH) and a height limit of 70 feet on any street. The required residential parking ratio is 50 percent (or 25 percent for IRHUs).

A C2-2 commercial overlay is located in the southwestern portion of the study area covering the R6A district and a portion of the R6 district (the Beach Channel Shopping Center). Commercial overlays are mapped in residential districts to serve local commercial needs with typical uses including local retail and restaurants. Commercial uses must be located below the residential uses. In R6 and R6A districts the maximum commercial FAR is 2.0 with bulk rules governed by the residential district regulations.

Table B-1
Zoning Districts in the 400-foot Land Use Study Area

Zoning District	Maximum FAR[1]	Uses/Zone Type
Residential Districts		
R3-2	Residential: 0.5 (0.6 w/attic allowance) Community Facility: 1.0	Low-density residential district frequently mapped in outer boroughs. Building Types: Low-rise attached houses, small multifamily apartment houses, and detached and semi-detached one- and two-family residences.
R4-1	Residential: 0.75 (0.9 w/attic allowance) Community Facility: 2.0	Low/medium-density residential district frequently mapped in outer boroughs. Building Types: One- and two-family detached and semi-detached houses.
R4A	Residential: 0.75 (0.9 w/attic allowance) Community Facility: 2.0	Contextual, low/medium-density residential district frequently mapped in outer boroughs. Building Types: One- and two-family detached residences.
R6	Residential (height factor): 0.78 to 2.43 Residential (Quality Housing): 2.2 to 3.0 (3.6 w/MIH) Community Facility: 4.8	Medium-density residential district frequently mapped in built-up areas of Brooklyn, Queens, and the Bronx. Building Types: Standard height factor regulations produce small multi-family buildings on small zoning lots and, on larger lots, tall buildings that are set back from the street. Optional Quality Housing regulations produce high lot coverage buildings with heigh limits reflecting scale of older, pre-1961 apartment buildings.
R6A	Residential and CF: 3.0 (3.6 w/MIH)	Contextual, medium-density residential district frequently mapped in older neighborhoods. Building Types: High lot coverage, six- to eight-story apartment buildings set at or near the street line.
Commercial Overlays		
C2-2	Commercial: 2.0	Commercial overlay mapped in residential districts. Typical uses: Neighborhood grocery stores, restaurants, and beauty parlors. In mixed buildings, commercial uses are limited to one or two floors and must be located below the residential use.

Note:
[1] Floor area ratio (FAR) is a measure of density establishing the amount of development allowed in proportion to the lot area. For example, a lot of 10,000 square feet with a FAR of 1 has an allowable building area of 10,000 square feet. The same lot with an FAR of 10 has an allowable building area of 100,000 square feet.
Source: *New York City Zoning Resolution.*

PUBLIC POLICY

PLANYC/ONENYC

In April 2007, the Mayor's Office of Long-Term Planning and Sustainability released PlaNYC: A Greener, Greater New York (PlaNYC). Since that time, updates to PlaNYC have been issued that build upon the goals set forth in 2007 and provide new objectives and strategies. In 2015, One New York: The Plan for a Strong and Just City (OneNYC) was released by the Mayor's Office of Long-Term Planning and Sustainability and the Mayor's Office of Recovery and Resiliency. OneNYC builds upon the sustainability goals established by PlaNYC and focuses on growth, equity, sustainability, and resiliency. Goals outlined in the report include those related to housing (ensuring access to affordable, high-quality housing) and thriving neighborhoods (ensuring that neighborhoods will be well-served).

HOUSING OUR NEIGHBORS: A BLUEPRINT FOR HOUSING AND HOMELESSNESS

On June 14, 2022, the Adams Administration released Housing Our Neighbors: A Blueprint for Housing and Homelessness, a plan that will continue to invest in the new construction and preservation efforts to provide access to affordable, high-quality housing for all New Yorkers, including households experiencing homelessness, New York City Housing Authority (NYCHA) residents, families, single New Yorkers, renters, and homeowners.

The Blueprint is the result of an extensive stakeholder, industry, and community engagement process, which included direct engagement with New Yorkers who are experiencing or having experienced homelessness, and outlines major steps the Adams administration will take to:

- Significantly expand affordable homeownership opportunities and help communities build and maintain wealth;
- Accelerate the creation of supportive housing by completing the 15,000 supportive homes promised by 2030 two years ahead of schedule;
- Transform NYCHA by both delivering much-needed resources for repairs and improving and streamlining the services NYCHA provides residents and the processes by which they do so;
- Break down government siloes to bolster transparency and address the full scope of the homelessness crisis, adding to the city's homeless count while creating a more even playing field to give more New Yorkers in all the city's shelter systems access to critical services and resources; and
- Get New Yorkers into safe, high-quality, affordable homes faster and without forcing them to relive past trauma by eliminating unnecessary paperwork and obstacles to obtaining housing.

WATERFRONT REVITALIZATION PROGRAM

The Waterfront Revitalization Program (WRP) is the City's principal coastal zone management tool. Originally adopted in 1982 and revised in 2016, it establishes the City's policies for development and use of the waterfront. Revisions to the WRP were adopted by the City Council in 2013, and were then approved by the New York State Secretary of State in February 2016. All Proposed Actions subject to CEQR, the Uniform Land Use Review Procedure (ULURP), or other local, state, or federal agency discretionary actions that are situated within New York City's designated Coastal Zone Boundary must be reviewed and assessed for their consistency with the WRP. The Project Area and corresponding study area is within the coastal zone. The WRP

contains 10 major policies, each with several objectives focused on the following: improving public access to the waterfront; reducing damage from flooding and other water-related disasters; protecting water quality, sensitive habitats (such as wetlands), and the aquatic ecosystem; reusing abandoned waterfront structures; and promoting development with appropriate land uses.

D. THE FUTURE WITHOUT THE PROPOSED ACTIONS

LAND USE

PROJECT AREA

Development Site

Absent the Proposed Actions, it is anticipated that the existing condition of the Development Site, which includes the Existing Building and an underutilized parking lot, would continue. The corner of Bay 32nd Street and Ocean Crest Boulevard would not be activated.

Remainder of the Project Area

No changes are anticipated in the remainder of the Project Area absent the Proposed Actions.

STUDY AREA

Within the 400-foot study area, general conditions would be expected to remain the same as under existing conditions. There are two known development projects that are currently anticipated to be completed by 2025. The approximately 1,975-gsf expansion to the Bezalel Rehabilitation and Nursing Center (29-38 Far Rockaway Boulevard) that is currently underway would be completed. Permits have also been filed for a new building on the vacant lot at 3229 Far Rockaway Boulevard, located to the southwest of the Project Area, which, if completed, would result in a new, approximately 6,925-gsf church building (see **Table B-2**).

It should be noted that as part of Attachment C, "Open Space," CEQR requires the identification of known residential development projects expected to occur in the No Action condition for a ½-mile census-tract-based residential study area. **Table B-2** also includes those 10 additional residential developments assumed to be completed by 2025.

ZONING

PROJECT AREA

No changes to zoning are anticipated on the Development Site or in the remainder of the Project Area in the No Action condition and no development would be facilitated.

STUDY AREA

Similar to the Project Area, no changes to zoning are anticipated within the surrounding study area in the No Action condition.

PUBLIC POLICY

Public policies that affect the Project Area and study area in the existing condition would remain unchanged through 2025. There are no anticipated changes to public policies affecting either study area. Refer to Section C, "Existing Conditions," for all relevant public policies.

Table B-2
No Action Projects (within 400 ft. and ½-mile)

Map ID	Name/Address	Description
Land Use Study Area (400-ft)		
1	29-38 Far Rockaway Boulevard	1,975 gsf of community facility space (nursing facility expansion)
2	3229 Far Rockaway Boulevard	6,925 gsf of community facility space (church)
Totals		***8,900 gsf of community facility space***
Open Space Study Area (½-mile census-tract-based)		
3	11-30, 11-32, and 11-34 Mcbride Street	9 DUs
4	1047 Beach 21st Street	224 DU, 25,076 gsf of retail space, 8,332 gsf of community facility space, 96 parking spaces
5	331 Beach 35th Street/35-01 Beach Channel Drive	138 DU (28 affordable for seniors), 5,949 gsf of retail space, 15 parking spaces
6	414 Beach 45th Street	2 DUs, 1 parking space
7	27-27 through 24-37 Beach Channel Drive	12 DUs, 6 parking spaces
8	29-22 and 29-24 Brookhaven Avenue	4 DUs
9	418 Beach 44th Street	2 DUs
10	467 Beach 43rd Street	2 DUs, 2 parking spaces
11	19-09 Plainview Avenue	38,170 of community facility space (hospital expansion)
12	510 Beach 20th Street	27,198 gsf of community facility space
Totals		***393 DU (28 affordable for seniors), 31,025 gsf of retail space, 82,599 gsf of community facility space, 119 parking spaces***

Notes:
[1] All projects are assumed to be completed by the 2025 analysis year.
[2] Refer to Attachment C, "Open Space," for future population projections for the open space study area and quantitative analysis of open space adequacy.
Sources: New York City Department of Buildings, YIMBY, Field Work November 2021.

E. THE FUTURE WITH THE PROPOSED ACTIONS

LAND USE

PROJECT AREA

Development Site

In the With Action condition, the portion of the Development Site currently containing an underutilized parking lot would be redeveloped with the Proposed Development, an L-shaped, eight-story mixed-use building with frontage along Bay 32nd Street and Ocean Crest Boulevard, facing Bayswater Park. The Proposed Development would be approximately 91,841 gsf in area (90,985 zsf or 1.54 FAR) and would contain 106 affordable DUs and approximately 1,991 gsf of ground floor community facility spaces current assumed as a daycare. At-grade parking for 35 vehicles would be provided underneath and in the rear of the new building. The residential

entrance would be located at the corner of Ocean Crest Boulevard and Bay 32nd Street. The entrance for the community facility space would be located along Bay 32nd Street. The parking entrance would be provided by a covered entrance ramp accessible via a 22-foot-wide curb cut along Ocean Crest Boulevard. In addition to the 106 DUs and ground floor community facility space, the building's floor area would include the main entrance lobby, accessory uses for tenants (exercise room, community room, laundry room, and office), protected bike storage, and mechanical spaces.

The proposed R6A district permits a maximum base height of 65 feet and a maximum building height of 85 feet under Mandatory Inclusionary Housing (MIH). Nevertheless, the Proposed Development will not take advantage of the extra height from a Qualifying Ground Floor and will have a maximum base height of only 60 feet and a maximum building height of 80 feet (approximately 88 feet including rooftop mechanical bulkhead). An inner courtyard is also proposed, which would provide at-grade parking (35 spaces) for the Proposed Development, an access drive aisle originating from a 22-foot-wide curb cut along Ocean Crest Boulevard into the cellar level parking of the Existing Building, and light and air for courtyard-facing apartments in the Proposed Development as well as the Existing Building. In compliance with the Enterprise Green Communities Program, many sustainable features will be included in the Proposed Development. These include, but are not limited to, rooftop solar panels and high-efficiency wall and window systems.

To facilitate the Proposed Development, the Development Site will be subdivided into two separate tax lots, one for the area of the Proposed Development and another for the owner-retained portion of Lot 7 which contains the Existing Building to remain. The Development Site will continue to be a single zoning lot through a zoning lot development agreement (ZLDA).

It is assumed that the Existing Building to remain on the single zoning lot would not be demolished and replaced with a new development by the 2025 build year. The Proposed Development needs the full FAR available in the proposed R6A district to overcome the Existing Building's overbuild and accommodate the programmatic need for an additional 106 affordable dwelling units and the proposed community facility space.

Remainder of the Project Area

In the With Action condition, the remainder of the Project Area would remain the same as under existing conditions. Lot 1 consists of a supportive housing building (Use Group 3 community facility space) subject to a Regulatory Agreement between the owner and HPD. It is therefore not considered a soft site for environmental review purposes. Furthermore, the R6A district boundary proposed through the zoning map amendment would only extend for less than 2 feet past the western boundary of Lot 18, which would not induce new development.

STUDY AREA

The Proposed Actions would not result in any land use changes within the study area. The study area would continue to have a mix of residential, commercial, community facility, transportation and utility, parking, parkland, and vacant land uses. The Proposed Development's residential and community facility uses would be consistent with existing uses in the study area. Replacing the underutilized parking lot currently located on the Development Site would also activate the currently overgrown street corner at the intersection of Ocean Crest Boulevard and Bay 32nd Street.

The Project Area is close to mass transit and is directly northeast (across Bay 32nd Street) from the 40-acre Bayswater Park. Several schools and ground floor local retail uses (grocery stores, hair salons, etc.) are located in the surrounding neighborhood, and these uses can support the additional density the Proposed Development would introduce.

Overall, the Proposed Development would be compatible with and supportive of land uses in the surrounding area and would not result in significant adverse land use impacts.

ZONING

PROJECT AREA

Under the Proposed Actions which include a zoning map amendment, the Project Area would be rezoned from the existing R4-1 district to a R6A district, see **Figure B-2**. The Proposed Actions also include a zoning text amendment to Appendix F of the Zoning Resolution (ZR) to designate the Project Area as a Mandatory Inclusionary Housing Area (MIHA) (see **Figure B-3**).

The proposed R6A district and designation as an MIHA would permit higher-density residential and community facility uses compared to the existing zoning. Under the proposed zoning, the maximum residential FAR would be 3.0 compared to the currently allowed 0.75, and the maximum community facility FAR would be 3.0 compared to the currently allowed 2.0. The Proposed Development maximizes FAR, maximum base/building heights, and provides accessory parking required under the R6A zoning sought through the Proposed Actions.

In addition, the MIH mapping will be one of the first MIHAs in this portion of the Rockaways, which would provide a level of affordability in perpetuity mandated by the Zoning Resolution that does not currently exist in this neighborhood. Within the proposed MIHA, all new developments, enlargements, and conversions that provide residential floor area will have to comply with the MIH program requirements of either Option 1 or 2. It should be noted that the Applicant is a single-purpose entity created exclusively to facilitate the ownership and construction of the Proposed Development by the 501(c)(3) non-profit sponsor, The Community Builders, Inc. (TCB). TCB is an established developer of affordable housing and will serve as the developer, property manager, and asset manager for the Proposed Development. TCB intends for all 106 DUs in the Proposed Development to be 100 percent affordable.

STUDY AREA

The proposed rezoning from R4-1 to R6A and resulting increase in permissible density would be appropriate and consistent with several other zoning districts located near the Project Area. The increase in bulk requested would be consistent with the R6A/C2-2 and R6/C2-2 districts south and southeast of the Development Site. Thus, the proposed R6A district is a natural extension of the existing medium-density districts in these areas. The Proposed Development would be similar to other residential buildings in the study area such as the existing building on the zoning lot. Therefore, the Proposed Actions would be consistent with existing zoning in the study area and would not result in any significant adverse zoning impacts.

PUBLIC POLICY

The Proposed Actions would be compatible and consistent with public policies that currently apply to the Project Area and surrounding study area. In particular, the Proposed Actions would contribute to the goals of Housing Our Neighbors and OneNYC's Housing and Thriving



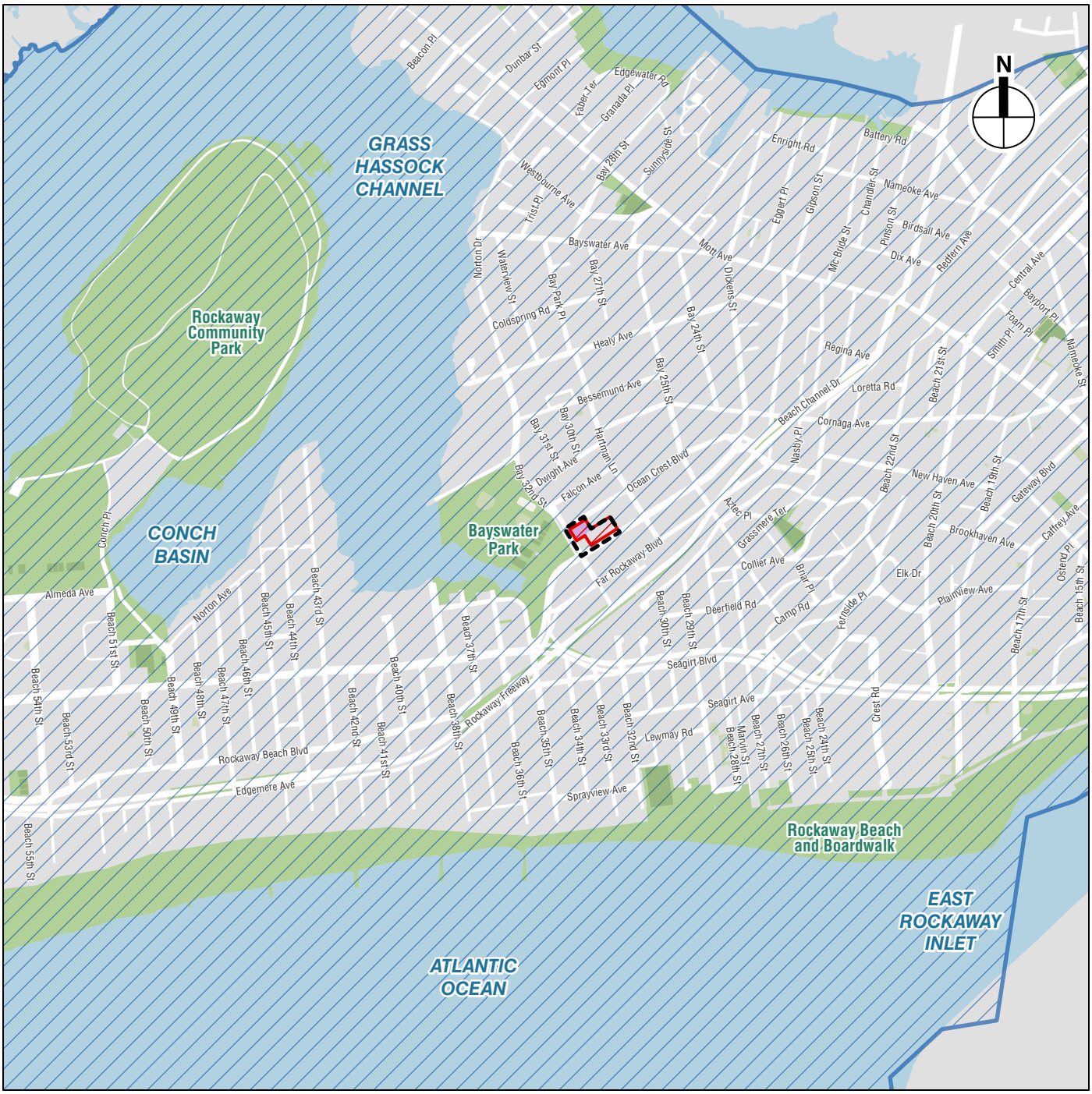
Mandatory Inclusionary Housing Area *see Section 23-154(d)(3)*

Area # — [date of adoption] — MIH Program Option 1 and Option 2

Portion of Community District 14, Queens

Proposed Mandatory Inclusionary Housing Area

Neighborhoods goal by providing approximately 106 affordable DUs (an increment of 106 DUs compared to the No Action condition). The Proposed Actions would also contribute to OneNYC's Efficient Mobility goal by facilitating new development in a transit-rich area, which would promote the use of more sustainable forms of mobility, such as public transit, walking, or cycling. The Development Site is located within the Coastal Zone and portions of the 100-year and 500-year floodplains (see **Figures B-4 and B-5**) and the Proposed Actions would also be consistent with the WRP, as discussed in **Appendix B**. Overall, the Proposed Actions would not result in any significant adverse impacts to public policy. ✷



NYC Coastal Zone Boundary

OCEAN CREST REZONING

Figure B-4



FEMA Preliminary FIRM 2015

OCEAN CREST REZONING

Figure B-5

A. INTRODUCTION

This attachment assesses the potential impacts of the Proposed Actions on open space resources. Open space is defined in the 2021 *City Environmental Quality Review (CEQR) Technical Manual* as publicly accessible, publicly or privately owned land that is available for leisure, play, or sport, or serves to protect and enhance the natural environment. An open space assessment may be necessary if a project would have a direct effect, such as eliminating or altering a publicly accessible open space, or an indirect effect, such as when an increase in population could overtax the capacity of an area's open spaces. Direct effects could also include a proposed action's effects on open spaces due to increased noise, air pollutant emissions, odor, or shadows.

As described in Attachment A, "Project Description and Screening Analyses," the Proposed Actions involve zoning map and text amendments subject to City Planning Commission (CPC) approval to facilitate the development of an eight-story, approximately 91,841-gross-square-foot (gsf) mixed-use building with 106 dwelling units (DUs) of 100 percent affordable housing and approximately 1,991 gsf of ground floor community facility space (the "Proposed Development") on a portion of Block 15744, Lot 7 (the "Development Site") at corner of Ocean Crest Boulevard and Bay 32nd Street in the Wavecrest neighborhood of Queens, Community District 14.

As discussed in more detail below, the Proposed Development would result in the introduction of residential uses that would increase the residential and worker population on the Development Site. Therefore, in accordance with *CEQR Technical Manual* guidelines, an open space assessment was conducted to determine whether the Proposed Development would result in significant adverse open space impacts. This assessment finds that the Proposed Development would not result in significant adverse open space impacts.

B. METHODOLOGY

As defined by the *CEQR Technical Manual*, open space is accessible to the public on a constant and regular basis, including for designated daily periods. Public open space may be under government or private jurisdiction and typically includes City, state, and federal parkland, esplanades, and plazas designated through regulatory approvals such as zoning. Private open space is not publicly accessible or is available only to limited users. It is not available to the public on a regular or constant basis. Examples of private open space are natural areas with no public access, front and rear yards, rooftop recreational facilities, and stoops or landscaped grounds used by community facilities, such as public and private educational institutions, where the open space is accessible only to the institution-related population.

Open spaces can be characterized as either active or passive depending on the activities the space allows. In many cases, open space may be used for both active and passive recreation. Open space that is used for sports, exercise, or active play is classified as "active open space," and consists

primarily of recreational facilities. Passive open spaces are used for relaxation, such as sitting or strolling.

DIRECT EFFECTS

According to the *CEQR Technical Manual*, a proposed action would directly affect open space conditions if any of the following occurs: it causes the loss of public open space; it changes the use of an open space so that it no longer serves the same user population; it limits public access to an open space; or it results in increased noise or air pollutant emissions, odor, or shadows that would temporarily or permanently affect the usefulness of a public open space. As discussed elsewhere in the EAS, the Proposed Actions would not displace any open space, cause a change in open space use, nor would it result in substantial new shadows or increased noise or air emissions on an open space. As a result, a direct effects analysis is not warranted and is not discussed further.

INDIRECT EFFECTS

As described in the *CEQR Technical Manual*, open space can be indirectly affected by a proposed action if a project would add enough population, either residential or non-residential, to noticeably diminish the capacity of open space in the area to serve the future population. Typically, an assessment of indirect effects is conducted when a project would introduce more than 200 residents or 500 workers to an area; however, the thresholds for assessment are different for areas of the City that have been identified as either underserved or well-served by open space. The Project Area is located within an area that has been identified as neither underserved nor well-served, and therefore an assessment of indirect is effects is conducted when a project would introduce more than 200 residents or 500 workers to an area.

In accordance with *CEQR Technical Manual* guidelines, the open space analysis and impact assessment is based on the anticipated new construction of affordable housing on the Development Site. As discussed in Attachment A, "Project Description and Screening Analyses," the Proposed Actions would introduce 106 incremental DUs, which would introduce an estimated 300 residents to the Project Area as compared with the future without the Proposed Actions (the "No Action" condition). However, the Proposed Development would only introduce approximately six new workers to the Project Area as compared to the No Action condition. Therefore, only an open space assessment for the residential population generated by the Proposed Development is warranted.

NYC PARKS WALK TO A PARK INITIATIVE

New York City, as part of the *OneNYC 2050 – Building a Strong and Fair City*, has put forth a goal that calls for 85 percent of New York City residents living within a walking distance of a park by 2030. To help the City reach this goal, NYC Parks has a Walk to a Park initiative that focuses on increasing access to parks and open space in areas of the City where residents live further than a walk to a park. The Walk to a Park Service Area, or areas of the city that are within a walking distance of a park are shown on map made available online by the City.[1] Areas of the

[1] https://data.cityofnewyork.us/dataset/Walk-to-a-Park-Service-Area-for-CEQR-Open-Space-As/jfsk-arcd

Walk to a Park Service Area map that are not covered by a Walk to a Park Service Area are considered "walk gaps" – i.e., areas of the City that are not within a walking distance to a park.

According to the 2021 *CEQR Technical Manual*, as part of the preliminary assessment for open space, a project should be reviewed to determine if it is located in an area of the City within a Walk to a Park Service Area. Project sites that are located outside of a Walk to a Park Service Area (i.e., located in a known walk gap areas) suggests there is a need for a detailed analysis to be performed to determine if the project may further exacerbate a condition of residents living in areas of the city with inadequate park access, potentially leading to a significant impact. Since the Project Area is located directly across from Bayswater Park and not within a walk gap area, no further assessment related to Walk to Park Service Areas is warranted (see **Figure C-1**).

STUDY AREA

The *CEQR Technical Manual* recommends establishing a study area as the first step in an open space assessment. The study area is based on the distance that the respective users—workers and residents—are likely to walk to an open space. According to the *CEQR Technical Manual*, workers are assumed to walk approximately 10 minutes, or ¼-mile, from their place of work to an open space, while residents are assumed to walk approximately 20 minutes, or ½-mile, to an open space.

Because the Proposed Actions would only introduce a new residential population above the 200-resident population threshold and not a substantial enough population to exceed the 500-worker threshold, the adequacy of open space resources was assessed for the ½-mile (residential) study area. This study area was adjusted to include all census tracts with at least 50 percent of their area within the ½-mile boundary.[2] In this way, the study area allows for analysis of both the open spaces in the area as well as population data. As shown on **Figure C-2**, the ½-mile residential study area includes the area within Census Tracts 972.06, 992, 998.01, 1008.03, and 1008.04. The residential study area is generally bounded by Bayswater Avenue/Mott Avenue to the north; Beach 19th and Beach 20th Streets to the east; Seagirt Avenue and the Atlantic Ocean to the south; and Beach 38th Street, Beach 51st Street, Conch Basin, and Norton Avenue to the west.

ANALYSIS FRAMEWORK

Publicly accessible open spaces and recreational facilities were inventoried to determine their size, character, utilization, amenities, and condition. Open spaces that are not accessible to the general public or that do not offer usable recreational areas, such as spaces where seating is unavailable, were generally excluded from the survey. In accordance with the *CEQR Technical Manual*, publicly accessible open space is defined as facilities open to the public at designated hours on a regular basis and is assessed for impacts using both a quantitative and qualitative analysis, whereas private open space is not accessible to the general public on a regular basis and is considered qualitatively. Field surveys conducted in November 2021 and secondary sources, such as the New York City Department of Parks and Recreation (NYC Parks) and New York City Department of Informational Technology and Telecommunications (DoITT) Geographic information system

[2] 49.4 percent of Census Tract 972.06 is located within the study area and has therefore been included to provide for a rational study area and conservative analysis consistent with the guidance of the *CEQR Technical Manual* Section 320.



Walk to a Park Service Area

OCEAN CREST REZONING

Figure C-1

9.7.22



Open Space Study Area and Resources

OCEAN CREST REZONING

Figure C-2

(GIS) data, were used to determine the number, size, availability, and condition of publicly accessible open space resources in the residential study area.

Each open space was determined to be active or passive by the uses that the design of the space allows. Active open space is part of a facility used for active play such as sports or exercise and may include playground equipment, playing fields and courts, swimming pools, skating rinks, golf courses, lawns, and paved areas for active recreation. Passive open space is used for sitting, strolling, and relaxation, and typically contains benches, walkways, and picnicking areas. However, some passive spaces can be used for both passive and active recreation; a green lawn or a riverfront walkway, for example, can also be used for ball playing, jogging, or rollerblading.

With an inventory of available open space resources and potential users, the adequacy of open space in the study area can be assessed both quantitatively and qualitatively. The quantitative approach calculates the ratio of open space acreage to the population in the study area (i.e., acres of open space per 1,000 residents) and compares this ratio with certain guidelines. The qualitative assessment examines other factors that may affect conclusions about adequacy, including proximity to additional resources beyond the study area, the availability of private recreational facilities, and the demographic characteristics of the area's population. Specifically, the analysis in this attachment includes the following:

- Open space study area population and characteristics of the residents likely to utilize study area open spaces. The population of the open space study area was compiled from American Community Survey (ACS) data.
- An inventory of all publicly accessible passive and active recreational facilities in the residential open space study area.
- An assessment of the quantitative ratio of open space in the study area is calculated by computing the ratio of open space acreage to the residential population in the study area and comparing this open space ratio with certain guidelines. In New York City, local open space ratios vary widely, and the median ratio at the citywide Community District level is 1.5 acres of open space per 1,000 residents. Typically, for the assessment of both direct and indirect effects, citywide local norms have been calculated for comparison and analysis. As a planning goal, a ratio of 2.5 acres per 1,000 residents represents an area well-served by open spaces, and is consequently used as an optimal benchmark for residential populations in large-scale proposals. Ideally, this would comprise 2.0 acres of active open space and 0.5 acres of passive open space per 1,000 residents. For large-scale projects (and for planning purposes), the City also seeks to attain its planning goal of a balance of 80 percent active open space and 20 percent passive open space. These goals are often not feasible for many areas of the City and they do not constitute an impact threshold. Rather, it is a benchmark that represents how well an area is served by its open space.
- An evaluation of qualitative factors affecting open space use.
- A determination of the adequacy of open space in the residential open space study area in existing conditions, the No Action condition, and the With Action condition.
- An assessment of expected changes in future levels of open space supply and demand in the 2025 analysis year, based on other planned development projects within the open space study area. To estimate the population expected in the study area in the No Action condition, an

average household size of 2.70[3] persons is applied to the number of new DUs expected in the study area. Any new open space or recreational facilities that are anticipated to be operational by the analysis year are also accounted for. Open space ratios are calculated for No Action and With Action conditions and compared to determine changes in future levels of adequacy.

DETAILED IMPACT ASSESSMENT

Impacts are based in part on how a project would change the open space ratios in the study area as well as other qualitative considerations. According to the *CEQR Technical Manual*, a decrease in an open space ratio of 5 percent or more compared to the No Action condition is generally considered to be a significant adverse impact. If a study area exhibits a low open space ratio, indicating a shortfall of open space, smaller decreases in that ratio as a result of the action may constitute significant adverse impacts. In addition to the quantitative factors cited above, the *CEQR Technical Manual* also recommends consideration of qualitative factors in assessing the potential for open space impacts. These include the availability of nearby destination resources, the beneficial effects of new open space resources provided by a project, and the comparison of projected open space ratios with established City guidelines. As noted above, it is recognized that the open space ratios of the City guidelines are not feasible for many areas of the City, and they are not considered impact thresholds on their own. Rather, these are benchmarks that indicate how well an area is served by open space.

When assessing the effects of a change in the open space ratio, the assessment should consider the balance of passive and active open space resources appropriate to support the affected population and the condition of existing open spaces within the study area. Determinations as to what constitutes a significant adverse open space impact are not based solely on the results of the quantitative assessment. Qualitative considerations, such as the distribution of open space, whether an area is considered "well-served" or "underserved" by open space, the distance to regional parks, the connectivity of open space, and any additional open space provided by the proposed project, should be considered in a determination of significance.

C. OPEN SPACE ASSESSMENT

An assessment of open space consists of calculating total population, tallying the open space acreage within the area, and comparing the open space ratios for the No Action and With Action scenarios.

EXISTING CONDITIONS

STUDY AREA POPULATION

As shown on **Figure C-2** and summarized in **Table C-1**, the study area for the Proposed Actions include five census tracts with a total population of 24,243 residents.

[3] An average household size of 2.70 persons per household for Queens Community District 14 was applied to the analyzed number of units for the Proposed Development as well as the number of new DUs expected in the study area absent the Proposed Actions. Source: DCP Community District Tabulation Area data for Queens Community District 4, based on 2020 U.S. Census data.

Table C-1
Study Area Residential Population

Census Tract	Residential Population
972.06	2,910
992	4,348
998.01	7,853
1008.03	4,817
1008.04	4,315
Residential Study Area Total	24,243

Note: [1] See **Figure C-2** for a map of census tracks included in the study area.
Source: U.S. Census Bureau, 2020 Census

STUDY AREA OPEN SPACE RESOURCES – RESIDENTIAL (1/2-MILE) STUDY AREA

Within the residential ½-mile study area, there are five publicly accessible open space resources, as shown on **Figure C-2** and summarized in **Table C-2**. These resources contain approximately 50.1 acres of open space. Of this total, approximately 35.9 acres (72 percent) are active open space and 14.2 acres (28 percent) are passive open space. Most resources are operated by NYC Parks. The two playgrounds in the study area are operated by NYC Parks and the Department of Education (DOE) through the Schoolyards to Playgrounds program. There is also one public plaza within the study area operated by the New York City Department of Transportation (DOT).

In addition to the resources included in the quantitative assessment, and consistent with *CEQR Technical Manual* guidance, there are several open space resources that have not been included. These resources, discussed further below, are expected to provide additional open space amenities to study area residents.

Table C-2
Existing Publicly Accessible Open Space Inventory

Map ID	Name/Location	Owner or Agency	Features	Total Acres of Open Space	Acres of Active Open Space	Acres of Passive Open Space	Condition/ Utilization
1	Grassmere Playground	NYC Parks/DOE	Playground equipment, handball court, basketball court, fitness equipment, running track/asphalt play area, spray showers, benches, water fountains, landscaping	1.24	1.12	0.12	Excellent/Moderate
2	Conch Playground	NYC Parks/DOE	Playground equipment, baseball diamond, basketball courts, handball courts, running track/asphalt play area, benches, picnic tables, water fountains, landscaping	1.89	1.42	0.47	Excellent/Low
3	Bayswater Park	NYC Parks	Playground equipment, basketball courts, handball courts, tennis courts, baseball diamonds, skate park, grassy fields, spray showers, bathrooms, benches, water fountains	40.07	30.05	10.02	Adequate/Low
4	Rockaway Beach and Boardwalk	NYC Parks	Boardwalk, beach, benches, comfort stations	6.52[2]	3.26	3.26	Excellent/Low
5	Beach 20th Street Plaza	DOT	Benches, landscaping	0.34	0	0.34	Adequate/Moderate
			Totals	**50.06**	**35.85**	**14.22**	

Notes:
[1] See **Figure C-2** for location of open spaces in study area.
[2] Acres located within study area; total park area is 170 acres.
Sources: NYC Parks open space data base; AKRF, Inc. field survey, November 2021

ADEQUACY OF OPEN SPACES

Quantitative Assessment

The study area has an overall open space ratio of 2.065 acres per 1,000 residents (see **Table C-3**). This is lower than the City's planning guideline of 2.5 acres per 1,000 residents. Approximately 72 percent of the open space in the study area is dedicated to active recreation and approximately 28 percent is dedicated to passive recreation. Overall, the study area's active and passive open space ratios are 1.479 and 0.587 acres per 1,000 residents, respectively, which is below the *CEQR Technical Manual* guideline of 2.0 acres of active open space and above the guideline of 0.5 acres of passive open space per 1,000 residents.

Table C-3
Adequacy of Study Area Open Space Resources: Existing Conditions

Existing Residential Population	Open Space Acreage			Open Space Ratios Acres per 1,000 Persons			City Open Space Guidelines		
	Total	Active	Passive	Total	Active	Passive	Total	Active	Passive
24,243	50.06	35.85	14.22	2.065	1.479	0.587	2.5	2.0	0.5

Qualitative Considerations

As shown in **Table C-2**, the study area open spaces include a wide variety of actively programmed spaces appropriate for all age groups, including children, teenagers, adults, and seniors. As indicated in the *CEQR Technical Manual*, adults tend to utilize active recreational amenities (such as handball and basketball courts) as well as open lawns and other passive recreational amenities, and open spaces within the study area include such facilities (see **Table C-2**). Of the five open space resources in the study area, three are in excellent condition and two are in adequate condition. Three of the resources were noted as experiencing low utilization and two experience moderate utilization.

In addition to the open space resources listed above, the study area contains open space resources that have not been included in the quantitative assessment. This includes several community gardens located in the study area, listed in **Table C-4**, totaling 0.461 acres. New York City Housing Authority (NYCHA)-controlled open space resources including open space and playground areas at the Beach 41st Street Houses serve residents of that development. While these resources serve some of the residents within the study area, they are not included in the quantitative assessment.

Table C-4
Community Gardens in the Study Area

Map ID	Name	Acres
A	Edgemere Coalition Community Garden	0.174
B	Culinary Kids Garden / Community Serenity Garden	0.138
C	Seagrit Boulevard Community Garden	0.149
	Total	**0.461**

Note: [1] See **Figure C-1** for location of open spaces in study area.
Sources: NYC Parks open space data base; AKRF, Inc. field survey, November 2021

There are also several additional open space resources immediately outside the study area that would be readily accessible by residents of the study area. These open spaces include the

remainder of the Rockaway Beach and Boardwalk, Beach 30th Street Playground, and Rockaway Community Park.

Rockaway Beach and Boardwalk extends east from the study area to Beach 9th Street and west to Beach 126th Street including miles of beaches and boardwalk serving the local needs for the southern portion of the study area as well as serving as a regional destination park. Beach 30th Street Playground is a 7.12-acre park located 0.5 miles to the south of the Project Area, an approximately 15-minute walk. It serves the southern portion of the study area and features climbing areas, fitness equipment, a soccer field, a track, spray showers, playground equipment, bathrooms, benches, and picnic tables. Rockaway Community Park is a 255.4-acre park located just over 0.5 miles to the west of the Project Area, an approximately 20-minute walk. It serves the western portion of the study area and features basketball courts, cricket fields, dog-friendly areas, handball courts, tennis courts, playground equipment, bathrooms, and wooded areas.

THE FUTURE WITHOUT THE PROPOSED ACTIONS

In the No Action condition, the Development Site and Project Area are expected to remain the same as in existing conditions, and no new development would occur.

STUDY AREA POPULATION

In the No Action condition, the study area will continue to experience residential development. As described in Attachment B, "Land Use, Zoning, and Public Policy," there are 393 DUs expected to be constructed within the study area by 2025. These DUs are estimated to introduce a new population of 1,061 new residents. This new development would raise the total population of the study area to 25,304 by 2025 absent the Proposed Actions.

STUDY AREA OPEN SPACE RESOURCES

In the No Action condition, it is expected that each of the study area's existing open space resources would continue to be open for public use. No changes to all but one existing public open spaces are expected to occur nor are any new public open space anticipated to open within the study area. A NYC Parks Capital Project is underway that proposes to reconstruct Bayswater Park. The project is currently in the design stage, and the completion date is currently unknown, but it is anticipated that any reconstruction would be completed by the 2025 analysis year based on estimated timelines.[4]

ADEQUACY OF OPEN SPACES

Quantitative Assessment

As shown in **Table C-5**, in the No Action condition, the total open space ratio is projected to decrease from 2.065 acres per 1,000 residents to 1.979 acres per 1,000 residents. The active open space ratio would fall from 1.479 to 1.417 acres per 1,000 residents, and the passive open space ratio would fall from 0.587 to 0.562 acres per 1,000 residents. Similar to existing conditions, the total and active open space ratios would be below City guidelines and the passive open space ratio would be above the guideline.

[4] https://www.nycgovparks.org/planning-and-building/capital-project-tracker/project/9637

Table C-5
Adequacy of Study Area Open Space Resources: No Action Condition

No Action Residential Population	Open Space Acreage			Open Space Ratios Acres per 1,000 Persons			City Open Space Guidelines		
	Total	Active	Passive	Total	Active	Passive	Total	Active	Passive
25,304	50.06	35.85	14.22	1.979	1.417	0.562	2.5	2.0	0.5

Qualitative Considerations

Although the study area contains a mix of recreational facilities, as stated above, the quantitative total and active open space ratios would continue to be below the guideline goal of 2.5 total acres per 1,000 residents and 2.0 active acres per 1,000 residents. The passive open space ratio would however continue to be above the guideline 0.5 passive acres per 1,000 residents. Similar to the existing condition, study area open spaces include a wide variety of actively programmed spaces appropriate for all age groups within the study area, including children, teenagers, adults, and seniors.

FUTURE WITH THE PROPOSED ACTIONS

STUDY AREA POPULATION

With the Proposed Actions, the Proposed Development would result in an incremental increase of 106 DUs compared to the No Action condition, and would introduce an additional estimated 286 residents to the study area, bringing the total population to 25,590 with the Proposed Actions.

STUDY AREA OPEN SPACE RESOURCES

Study area open space resources are expected to remain the same as in existing conditions and the No Action condition.

ADEQUACY OF OPEN SPACES

Quantitative Assessment

As shown in **Table C-6**, the total open space ratio is projected to fall from 1.979 acres per 1,000 residents in the No Action condition to 1.956 acres per 1,000 residents in the With Action condition. The active open space ratio would decrease from 1.417 to 1.401 acres per 1,000 residents, and the passive open space ratio would decrease from 0.562 to 0.556 acres per 1,000 residents. As in the No Action condition, the total and active open space ratios would be below the City guidelines of 2.5 acres of total open space per 1,000 residents, and 2.0 acres of active open space per 1,000 residents while the passive open space ratio would be above the City guideline of 0.5 acres of passive open space per 1,000 residents. Compared to the No Action condition, the total, active, and passive open space ratio would all decrease by 1.12 percent (see **Table C-7**).

Table C-6
Adequacy of Study Area Open Space Resources: With Action Condition

With Action Residential Population	Open Space Acreage			Open Space Ratios Acres per 1,000 Persons			City Open Space Guidelines		
	Total	Active	Passive	Total	Active	Passive	Total	Active	Passive
25,590	50.06	35.85	14.22	1.956	1.401	0.556	2.5	2.0	0.5

Table C-7
Study Area Open Space Ratio Summary

Ratio	City Open Space Guideline	Open Space Ratios Acres per 1,000 Residents		Percent Change (Future No Action to Future With Action)
		No Action	With Action	
Total—Residential	2.5	1.979	1.956	-1.12%
Active—Residential	2.0	1.417	1.401	-1.12%
Passive—Residential	0.5	0.562	0.556	-1.12%

Table 7-5 of the *CEQR Technical Manual* provides percentage change guidance to determine a possible open space impact.

In the With Action condition, the total open space ratio in the study area was calculated to be 1.956 acres per 1,000 residents. In accordance with the guidance from Table 7-5 of the *CEQR Technical Manual*, for a project in a study area where the With Action total open space ratio is 1.51 to 2.00 acres per 1,000 residents, then a decrease in total open space ratio of four percent or more compared to the No Action condition is generally considered to be a significant adverse impact. Since the percent change in total open space ratio between the No Action and With Action conditions would be a decrease of 1.12 percent, no significant adverse impacts related to total open space ratios would result from the Proposed Actions.

In the With Action condition, the active open space ratio in the study area was calculated to be 1.401 acres per 1,000 residents. In accordance with the guidance from Table 7-5 of the *CEQR Technical Manual*, for a project in a study area where the With Action active open space ratio is 1.21 to 1.60 acres per 1,000 residents, then a decrease in total open space ratio of four percent or more compared to the No Action condition is generally considered to be a significant adverse impact. Since the percent change in active open space ratio between the No Action and With Action conditions would be a decrease of 1.12 percent, no significant adverse impacts related to active open space ratios would result from the Proposed Actions.

In the With Action condition, the passive open space ratio in the study area was calculated to be 0.556 acres per 1,000 residents. In accordance with the guidance from Table 7-5 of the *CEQR Technical Manual*, for a project in a study area where the With Action passive open space ratio is 0.50 or greater per 1,000 residents, then a decrease in total open space ratio of five percent or more compared to the No Action condition is generally considered to be a significant adverse impact. Since the percent change in passive open space ratio between the No Action and With Action conditions would be a decrease of 1.12 percent, no significant adverse impacts related to passive open space ratios would result from the Proposed Actions.

Further qualitative considerations are discussed below.

Qualitative Considerations

The profile of the population under the Proposed Actions is expected to be similar to the existing population and is not expected to have any special or unique characteristics that would place added demands on open spaces that cater to a specific user group. Similar to the existing and No Action conditions, under the With Action condition study area open spaces would include a wide variety of open space amenities appropriate for all ages. All of the open space resources in the study area are in excellent to adequate condition and experience only low to moderate utilization, allowing them to further absorb projected population increases.

As noted above, several additional open space resources, in Beach 30th Street Playground, the remainder of Rockaway Beach and Boardwalk, and Rockaway Community Park, were not analyzed in the quantitative assessment as they are located adjacent to, but not within, the study area boundaries. These parks are utilized by the study area's residents and provide extensive active and passive recreational amenities to support the area's needs. Open space areas at NYCHA's Beach 41st Street Houses also serve that user population.

Furthermore, as detailed in **Table C-4**, several community gardens are also located in the study area which would provide additional open space to support the needs of area residents. The Proposed Development would also include a community room and recreational terrace that could provide building residents with private recreational areas, further ameliorating the effects of the new residential population.

CONCLUSIONS

Overall, the study area is above the median ratio at the Citywide Community District level of 1.5 acres per 1,000 residents and new residents from the Proposed Development would have access to several additional open space resources, just beyond the study area boundaries. These include Beach 30th Street Playground, the remaining area of Rockaway Beach and Boardwalk, Rockaway Community Park, and community gardens near the study area that have not been included in the quantitative assessment but would be available for use. The Project Area is not located within a "walk gap" area i.e., those areas of the City that are not within a walking distance to a park As described above, when compared to the guidance contained in Table 7-5 of the *CEQR Technical Manual*, the projected reduction of total, active, and passive open space ratios by more than one percent in this study area would not be considered a significant adverse impact. Therefore, the Proposed Actions would not result in significant adverse impacts on open space resources. ✷

Attachment D: Shadows

A. INTRODUCTION

This attachment examines the potential for the Proposed Development to cast new shadows that would adversely impact sunlight-sensitive resources. Following the guidelines of the 2021 *City Environmental Quality Review (CEQR) Technical Manual*, sunlight-sensitive resources include publicly accessible parks and open space, features of historic resources whose significance relies on or is enhanced by sunlight, and natural resources that depend on sunlight. Per CEQR guidelines, an assessment of shadows is required if a proposed project would result in new structures 50 feet or more in height, or new structures of any height if the project site is located adjacent to, or across the street from, a sunlight-sensitive resource. As discussed in Attachment A, "Project Description and Screening Analyses," the Proposed Development would be approximately 88 feet in height, including rooftop bulkheads. Furthermore, the project site is located across the street from Bayswater Park, a sunlight-sensitive resource. Therefore, a shadows assessment is warranted.

The analysis concluded that the Proposed Development would cast new shadow on a portion of Bayswater Park, which is located west of the Development Site, in the mornings in the spring, summer, and fall seasons, but as described in detail below the new shadow would be limited in size and duration and would not cause significant adverse impacts to the recreational use of the park, or its trees and other vegetation.

B. DEFINITIONS AND METHODOLOGY

This analysis has been prepared in accordance with New York City CEQR procedures and follows the guidelines of the *CEQR Technical Manual*.

DEFINITIONS

Incremental shadow is the additional, or new, shadow that a structure resulting from a proposed project would cast on a sunlight-sensitive resource.

Sunlight-sensitive resources are those that depend on sunlight or for which direct sunlight is necessary to maintain the resource's usability or architectural integrity. Such resources generally include the following:

- *Public open space* such as parks, beaches, playgrounds, plazas, schoolyards (if open to the public during non-school hours), greenways, and landscaped medians with seating. Planted areas within unused portions of roadbeds that are part of the Greenstreets program are also considered sunlight-sensitive resources.
- *Features of architectural resources that depend on sunlight for their enjoyment by the public.* Only the sunlight-sensitive features need be considered, as opposed to the entire resource. Such sunlight-sensitive features might include the following: design elements that depend on the contrast between light and dark (e.g., recessed balconies, arcades, deep window reveals);

elaborate, highly carved ornamentation; stained glass windows; historic landscapes and scenic landmarks; and features for which the effect of direct sunlight is described as playing a significant role in the structure's importance as a historic landmark.

- *Natural resources* where the introduction of shadows could alter the resource's condition or microclimate. Such resources could include surface water bodies, wetlands, or designated resources such as coastal fish and wildlife habitats.

Non-sunlight-sensitive resources include the following, for the purposes of CEQR:

- *City streets and sidewalks* (except Greenstreets);
- *Private open space* (e.g., front and back yards, stoops, vacant lots, and any private, non-publicly accessible open space); and
- *Project-generated open space* cannot experience a significant adverse shadow impact from the project, according to CEQR, because without the project the open space would not exist. However, a discussion of how shadows would affect the new space may be warranted.

A significant adverse shadow impact occurs when the incremental shadow added by a proposed project falls on a sunlight-sensitive resource and substantially reduces or completely eliminates direct sunlight, thereby significantly altering the public's use of the resource or threatening the viability of vegetation or other resources. Each case must be considered on its own merits based on the extent and duration of new shadow and an analysis of the resource's sensitivity to reduced sunlight, and seasonal conditions.

METHODOLOGY

Following the guidelines of the *CEQR Technical Manual*, a preliminary screening assessment must first be conducted to ascertain whether a project's shadow could reach any sunlight-sensitive resources at any time of year. The preliminary screening assessment consists of three tiers of analysis. The first tier determines a simple radius around the proposed building representing the longest shadow that could be cast. If there are sunlight-sensitive resources within this radius, the analysis proceeds to the second tier, which reduces the area that could be affected by project shadow by accounting for the fact that shadows can never be cast between a certain range of angles south of the project site due to the path of the sun through the sky at the latitude of New York City.

If the second tier of analysis does not eliminate the possibility of new shadows on sunlight-sensitive resources, a third tier of screening analysis further refines the area that could be reached by project shadow by looking at specific representative days in each season and determining the maximum extent of shadow over the course of each representative day.

If the third tier of analysis does not eliminate the possibility of new shadows on sunlight-sensitive resources, a detailed shadow analysis is required to determine the extent and duration of the incremental shadow resulting from the project. Incremental shadows are determined by establishing a baseline condition in the future *without* the Proposed Actions (the No Action condition) and comparing it to the future condition *with* the Proposed Actions (the With Action condition), thus illustrating the baseline shadows cast by existing (or future No Action) buildings and distinguishing the additional (incremental) shadows cast by a proposed project. The detailed analysis provides the data needed to assess the shadow impacts. The effects of the new shadows on the sunlight-sensitive resources are described, and their degree of significance is considered.

The results of the analysis and assessment are documented with graphics, a table of incremental shadow durations, and narrative text.

C. PRELIMINARY SCREENING ASSESSMENT

A base map was developed using Geographic Information Systems (GIS)[1] showing the location of the Development Site and the surrounding street layout and topography (see **Figure D-1**). Mapped databases of parks and other public open spaces, City, state, and national historic resources, and natural resources were added to the map.[2] In coordination with the land use, open space, and historic and cultural resources assessments presented in other attachments of this EAS, potential sunlight-sensitive resources were identified.

TIER 1 SCREENING ASSESSMENT

For the Tier 1 assessment, the longest shadow that the Proposed Development could cast is calculated, and, using this length as the radius, a perimeter is drawn around the Development Site. Anything outside this perimeter representing the longest possible shadow could never be affected by project generated shadow, while anything inside the perimeter needs additional assessment.

According to the *CEQR Technical Manual*, the longest shadow that a structure can cast at the latitude of New York City occurs on December 21, the winter solstice, at the start of the analysis day (90 minutes after sunrise[3]) and is equal to 4.3 times the height of the structure. Therefore, at a maximum height of approximately 88 feet, including rooftop bulkheads, the Proposed Development could cast a shadow up to approximately 379 feet in length (88 x 4.3).

However, this calculation assumes that the Proposed Development is situated on a flat plane that extends throughout the study area, whereas in reality there is topographic variation, particularly to the west where the land slopes generally down toward the waterfront. Shadows cast from a location at a higher elevation toward a location at a lower elevation (i.e., "downhill") are longer in horizontal distance, and vice versa. Therefore, to ensure the most conservative assessment on a two-dimensional map, an expanded Tier 1 longest shadow study area was calculated based on the Proposed Development's maximum elevation (relative to 0' NAVD88,[4] which is approximately sea level, and roughly the average tidal elevation of Jamaica Bay to the west). The elevation of the ground floor of the proposed building would be 12.33' NAVD, which means that the highest bulkhead elevation would be 100.33' NAVD (88 + 12.33). Therefore, the Proposed Development could cast a shadow up to 432 feet in length (100.33 x 4.3) onto a surrounding surface at elevation 0' NAVD. Using 432 feet as the radius, a perimeter was generated around the Development Site,

[1] Software: Esri ArcGIS Pro 2.8

[2] Data: City, State, and Federal agencies including New York City Parks Department; New York City Department of Information Technology and Telecommunications (DoITT), New York City Department of City Planning, New York City Landmarks Preservation Commission, New York City Department of Transportation, New York State Office of Parks, Recreation, and Historic Preservation, New York State Dept. of Environmental Conservation (NYSDEC), U.S. Fish and Wildlife Service, and others; supplemented by Nearmap hi-resolution imagery, and AKRF site visits.

[3] As explained in more detail below in the "Tier 3 Screening Assessment" section, shadows occurring within 90 minutes of sunrise or sunset are not considered significant under CEQR.

[4] North American Vertical Datum of 1988

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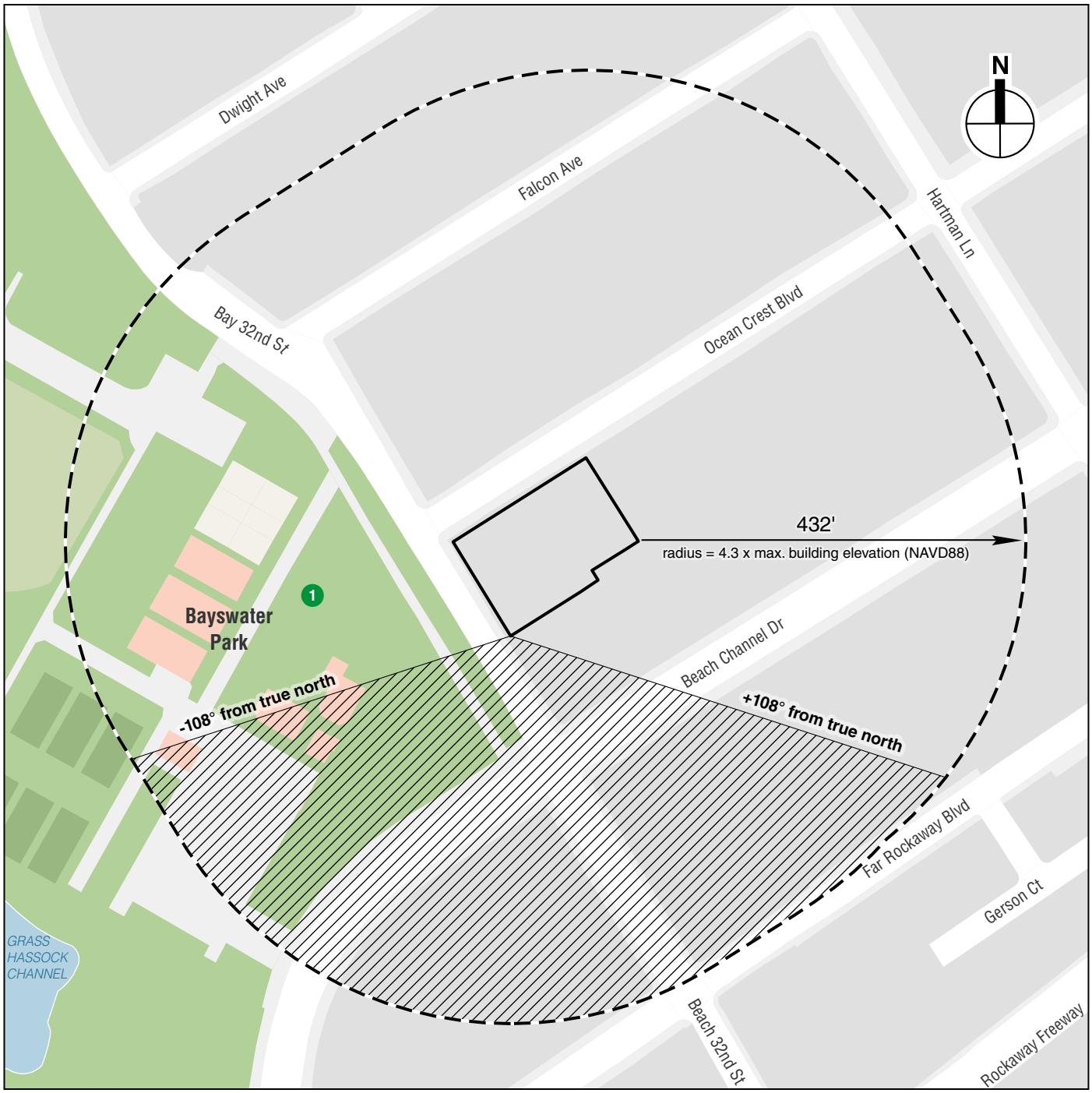

Location of Proposed Development

Tier 1: Longest Shadow Study Area Perimeter

Tier 2: Area South of Site That Could Never Be Shaded by Proposed Building

Publicly Accessible Open Space (see Table D-1)

0 400 FEET

Notes:
NAVD88 = North American Vertical Datum of 1988. 0' NAVD88 = approximately sea level.
The Tier 1 longest shadow study area represents a highly conservative study area because it assumes the maximum elevation of the Proposed Development casting its longest shadow (occurring on December 21) onto a surrounding flat surface at 0' NAVD88. See Attachment D, "Shadows," Section C "Tier 1 Screening Assessment" for details.

Tier 1 and Tier 2 Assessments

OCEAN CREST REZONING

Figure D-1

as shown in **Figure D-1**. This expanded Tier 1 study area ensures a highly conservative study area for the preliminary assessment, beyond which no shadows could reach irrespective of topography.

The Tier 1 assessment showed that a portion of one publicly accessible open space (Bayswater Park) is located in the longest shadow study area. Therefore, the next tier of assessment was required for this resource.

TIER 2 SCREENING ASSESSMENT

Because of the path that the sun travels across the sky in the northern hemisphere, no shadow can be cast in a triangular area south of any given project site. In New York City this area lies between -108 and +108 degrees from true north. **Figure D-1** illustrates this triangular area south of the Development Site. The complementary area to the north within the longest shadow study area represents the remaining area that could potentially experience new project generated shadow.

A portion of Bayswater Park is located in the remaining study area, and therefore the next tier of assessment was required for this resource.

TIER 3 SCREENING ASSESSMENT

The direction and length of shadows vary throughout the course of the day and also differ depending on the season. In order to determine whether project-generated shadow could fall on a sunlight-sensitive resource, three-dimensional computer modeling software[5] is used in the Tier 3 assessment to calculate and display the Proposed Development's shadows on individual representative days of the year. A computer model was developed containing three-dimensional representations of the elements in the base map used in the preceding assessments, the topographic information of the study area, and a reasonable worst-case three-dimensional representation of the Proposed Development.

REPRESENTATIVE DAYS FOR ANALYSIS

Following the guidance of the *CEQR Technical Manual*, shadows on the summer solstice (June 21), winter solstice (December 21) and spring and fall equinoxes (March 21 and September 21, which are approximately the same in terms of shadow patterns) are modeled, to represent the range of shadows over the course of the year. An additional representative day during the growing season is also modeled, generally the day halfway between the summer solstice and the equinoxes, i.e., May 6 or August 6, which have approximately the same shadow patterns.

TIMEFRAME WINDOW OF ANALYSIS

The shadow assessment considers shadows occurring between 90 minutes after sunrise and 90 minutes before sunset. At times earlier or later than this timeframe window of analysis, the sun is down near the horizon and the sun's rays reach the Earth at very tangential angles, diminishing the amount of solar energy and producing shadows that are very long, move fast, and generally blend with shadows from existing structures. Consequently, shadows occurring outside the timeframe window of analysis are not considered significant under CEQR, and their assessment is not required.

[5] Bentley MicroStation

TIER 3 SCREENING ASSESSMENT RESULTS

Figure D-2 illustrates the range of shadows that would occur, in the absence of intervening buildings, from the Proposed Development on the four representative days for analysis. As they move east and clockwise over the landscape, the shadows are shown occurring approximately every 60 minutes from the start of the analysis day (90 minutes after sunrise) to the end of the analysis day (90 minutes before sunset).

The Tier 3 screening assessment concluded that project-generated shadow could potentially reach portions of Bayswater Park, west of the Development Site, in the mornings of the spring, summer, and fall analysis dates, but would not reach the park on the winter analysis date, when shadows fall in a more limited arc from northwest to northeast. Consequently, further analysis was required for the spring, summer, and fall representative dates.

D. DETAILED SHADOW ANALYSIS

A detailed analysis is warranted when the preliminary screening assessment does not rule out the possibility that project-generated shadows would reach sunlight-sensitive resources. The detailed analysis establishes a baseline condition, the future without the Proposed Actions (the "No Action" condition), to illustrate the shadows cast by existing (and future "No Action") buildings. This baseline is then compared to the future condition with the Proposed Actions (the "With Action" condition) to distinguish the additional (incremental) shadow cast by the Proposed Development. The purpose of the detailed analysis is to determine the extent and duration of new incremental shadow that would be cast on a sunlight-sensitive resource as a result of the Proposed Development. Because existing (or future No Action) buildings may already cast shadows on a sunlight-sensitive resource, the Proposed Development may not result in additional, or incremental, shadows on that resource.

Following the analysis framework described in Attachment A, "Project Description and Screening Analyses," the shadows assessment was performed for the analysis year of 2025, comparing the Proposed Development to the future No Action condition, in which the Development Site would remain vacant. Three-dimensional representations of existing buildings and future planned developments in the study area were added to the baseline 3D model used in the Tier 3 assessment using best-available spatial data from the City and other sources.

Shadows are in constant movement. The computer simulation software produces an animation showing the movement of shadows over the course of each analysis period. The analysis determines the time when incremental shadow would enter each resource, and the time it would exit. Shadow analyses were performed for the spring, summer, and fall representative days and analysis periods as indicated in the Tier 3 assessment.

DETERMINATION OF IMPACT SIGNIFICANCE

The determination of significance of shadow impacts on a sunlight-sensitive resource is based on (1) the information resulting from the detailed shadow analysis describing the extent and duration of incremental shadows; and (2) an analysis of the resource's sensitivity to reduced sunlight. The goal of the assessment is to determine whether the effects of incremental shadows on a sunlight-sensitive resource are significant under CEQR.

A shadow impact occurs when the incremental shadow from a proposed project falls on a sunlight-sensitive resource or feature and reduces its direct sunlight exposure. Determining whether this

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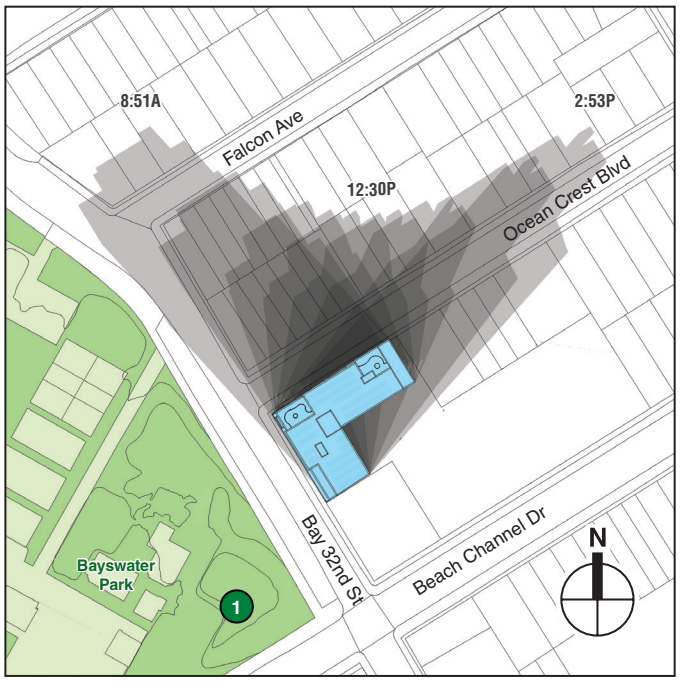
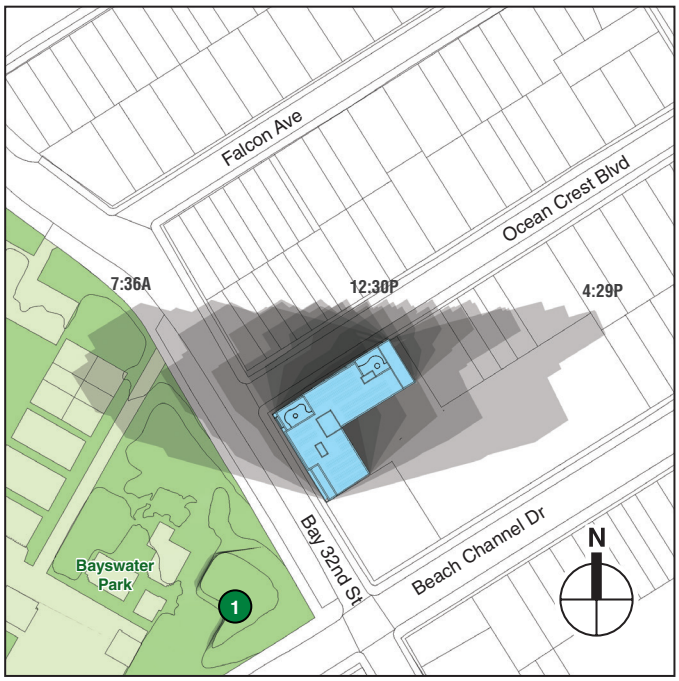
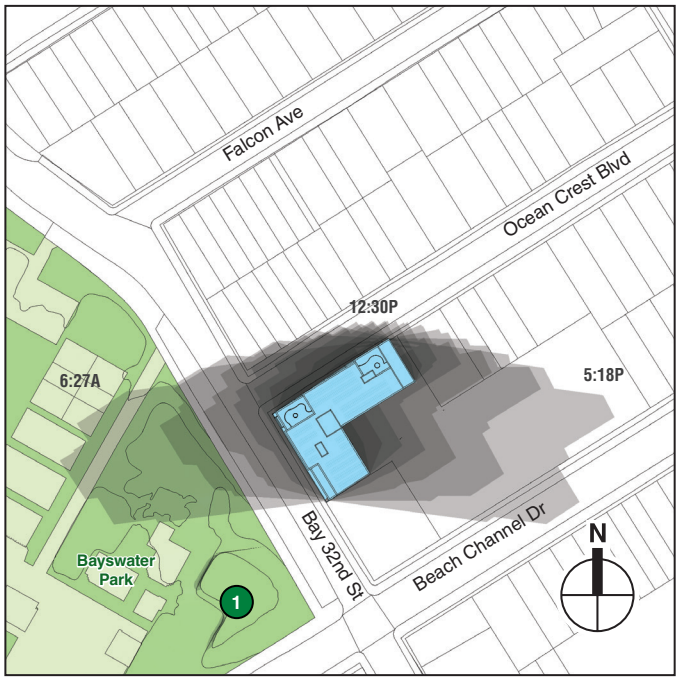


December 21



March 21 / September 21



May 6 / August 6



June 21

Proposed Development

Publicly Accessible Open Space (see Table D-1)

This figure illustrates the range of shadows that would occur from the proposed building on each of the four representative analysis days. The shadows are shown occurring approximately every 60 minutes from the start of the analysis day (90 minutes after sunrise) to the end of the analysis day (90 minutes before sunset). The Tier 3 assessment does not account for future No Action shadows, and the shadows shown in this figure do not represent incremental shadows. The Tier 3 assessment serves to illustrate the daily path or "sweep" of the proposed building's shadows across the landscape, indicating which resources could potentially be affected on that analysis day, absent intervening or surrounding buildings, by project-generated shadow. Daylight Saving Time was not used, per *CEQR Technical Manual* guidelines.

Tier 3 Assessment

impact is significant or not depends on the extent and duration of the incremental shadow and the specific context in which the impact occurs.

Per CEQR, a significant shadow impact generally occurs when an incremental shadow of 10 minutes or longer falls on a sunlight-sensitive resource and results in one of the following:

- **Vegetation:**
  - A substantial reduction in sunlight available to a sunlight-sensitive feature of the resource to less than the minimum time necessary for its survival (when there was sufficient sunlight in the No Action condition). In the growing season, six to eight hours of direct sunlight is typically a minimum requirement for vegetation. Four to six hours a day of sunlight is a minimum requirement for vegetation that can tolerate partial sun, such as established tree canopies, shrubs, or perennials.
  - A reduction in direct sunlight exposure where the sensitive feature of the resource is already subject to substandard sunlight (i.e., less than the minimum time necessary for its survival).
- **Historic and Cultural Resources:**
  - A substantial reduction in sunlight available for the enjoyment or appreciation of the sunlight-sensitive features of a historic or cultural resource.
- **Open Space Utilization:**
  - A substantial reduction in the usability of open space as a result of increased shadows, accounting for anticipated new users and the open space's utilization rates throughout the affected time periods.
- **For Any Sunlight-Sensitive Feature of a Resource:**
  - Complete elimination of all direct sunlight on the sunlight-sensitive feature of the resource, when the complete elimination results in substantial effects on the survival, enjoyment, or, in the case of open space or natural resources, the use of the resource.

SUMMARY OF ANALYSIS RESULTS

Incremental shadow would fall on a limited portion of Bayswater Park in the morning in the spring, summer, and fall, with durations ranging from about an hour in the fall and early spring up to two hours 13 minutes in midsummer. **Table D-1** summarizes the entry and exit times and total duration of incremental shadows on the park. **Figures D-3 to D-5** document the results of the analysis by providing graphic representations from the computer animation of times when incremental shadow would fall on the park. The figures illustrate the extent of additional incremental shadow at that moment in time, highlighted in red, and also show existing shadow and remaining areas of sunlight. **Figure D-6** shows an aerial photo of the park for reference.

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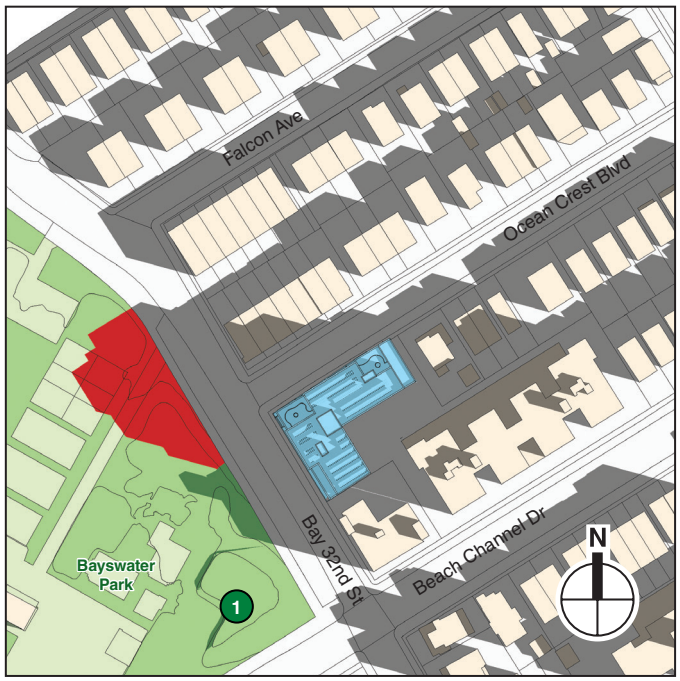

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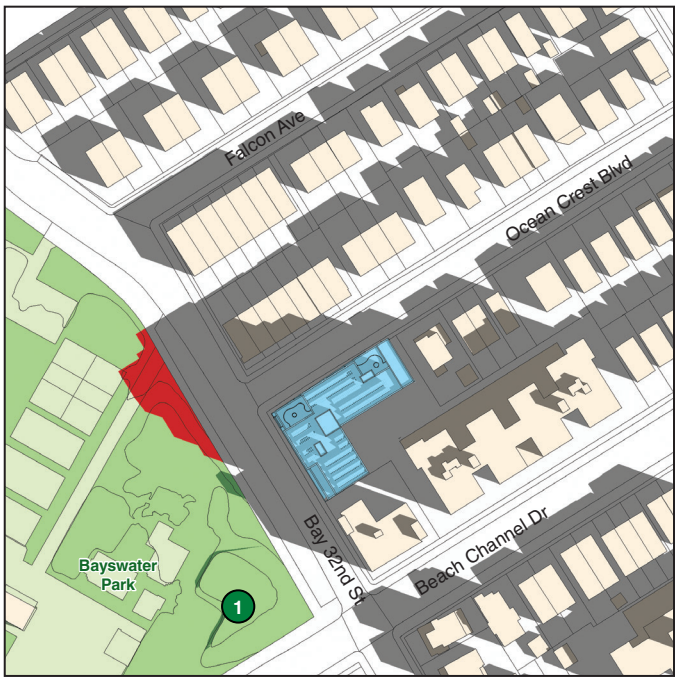

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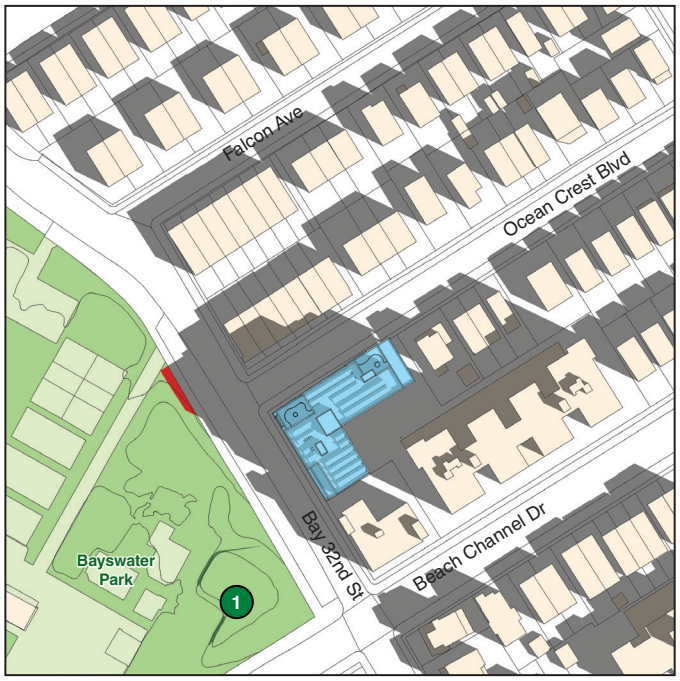

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Proposed Development

Publicly Accessible Open Space (see Table D-1) Incremental

Shadow on Sunlight-Sensitive Resource

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the proposed project. All other shadow is future No Action shadow, i.e. baseline shadow from existing buildings and the future No Action building. Daylight Saving Time was not used, per *CEQR Technical Manual* guidelines.

March 21 / September 21
Detailed Analysis

OCEAN CREST REZONING

Figure D-3

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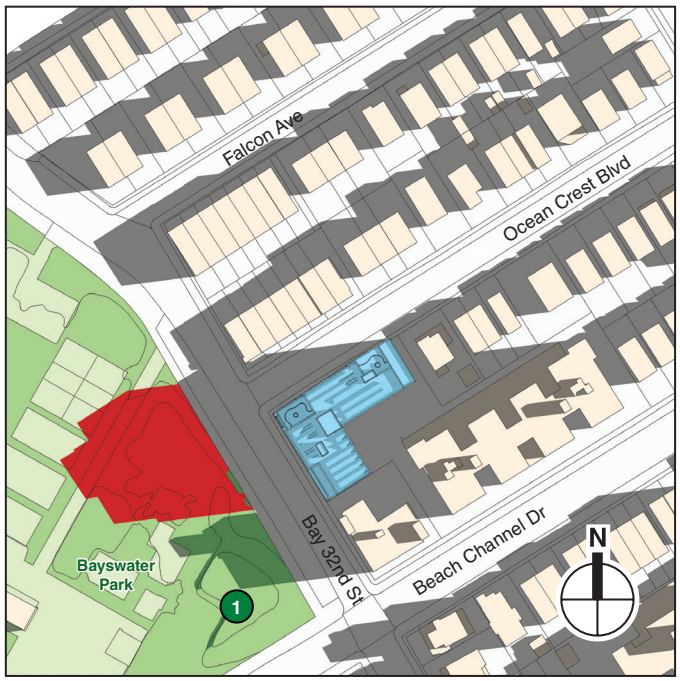

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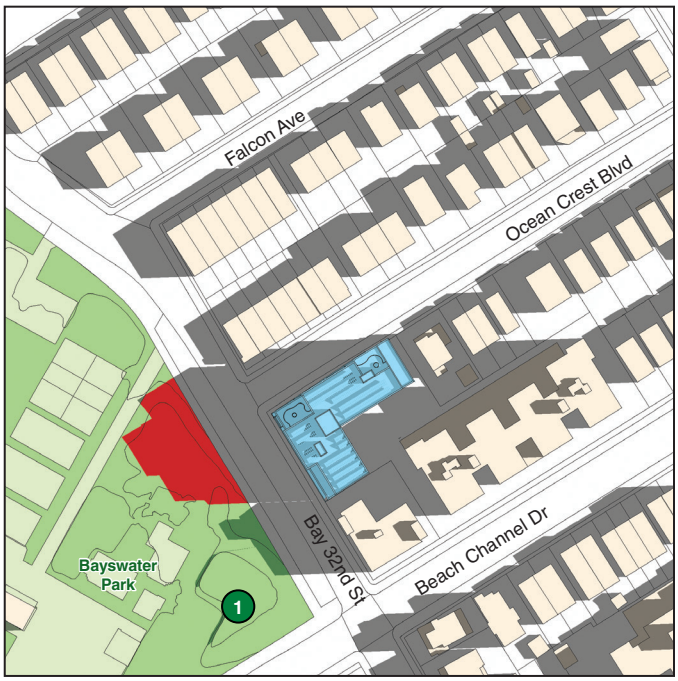

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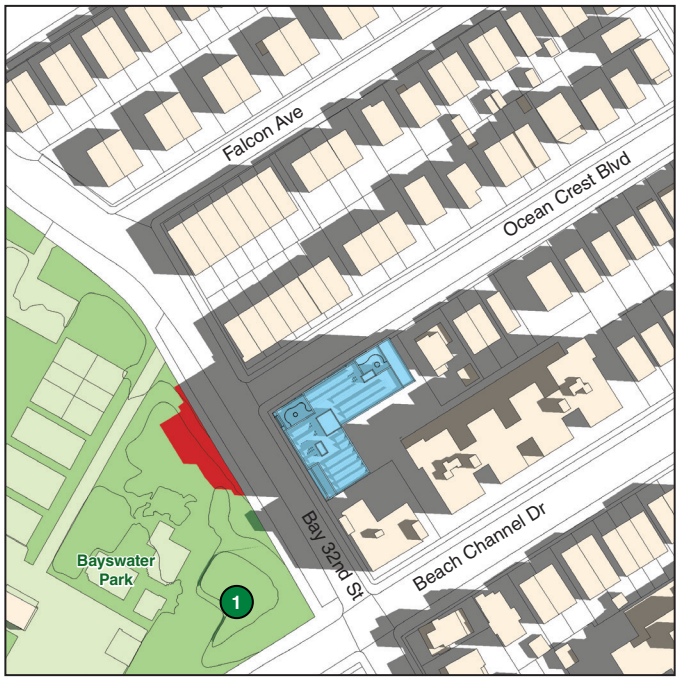

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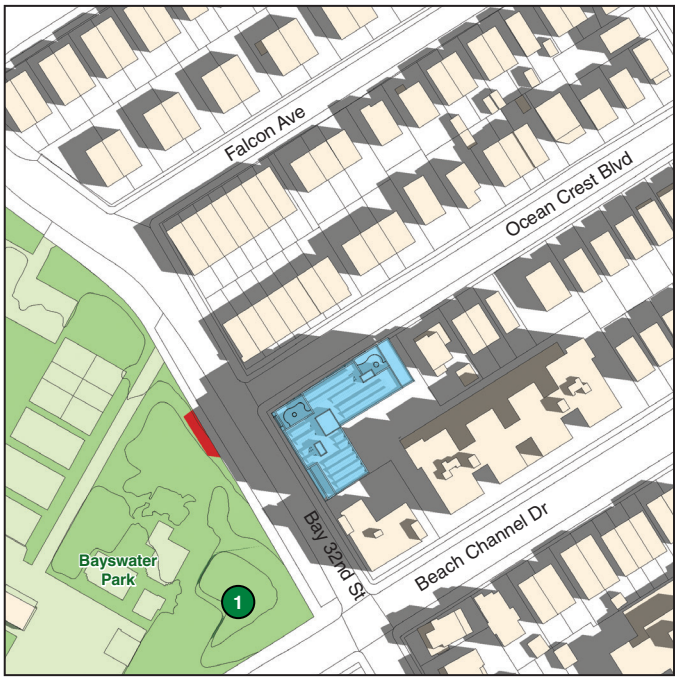

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Proposed Development

Publicly Accessible Open Space (see Table D-1) Incremental

Shadow on Sunlight-Sensitive Resource

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the proposed project. All other shadow is future No Action shadow, i.e. baseline shadow from existing buildings and the future No Action building. Daylight Saving Time was not used, per *CEQR Technical Manual* guidelines.

May 6 / August 6
Detailed Analysis

OCEAN CREST REZONING

Figure D-4

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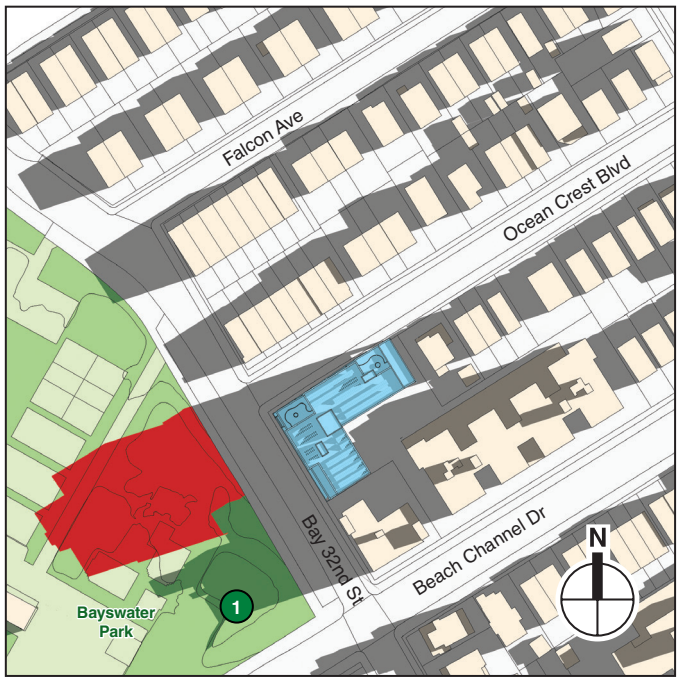

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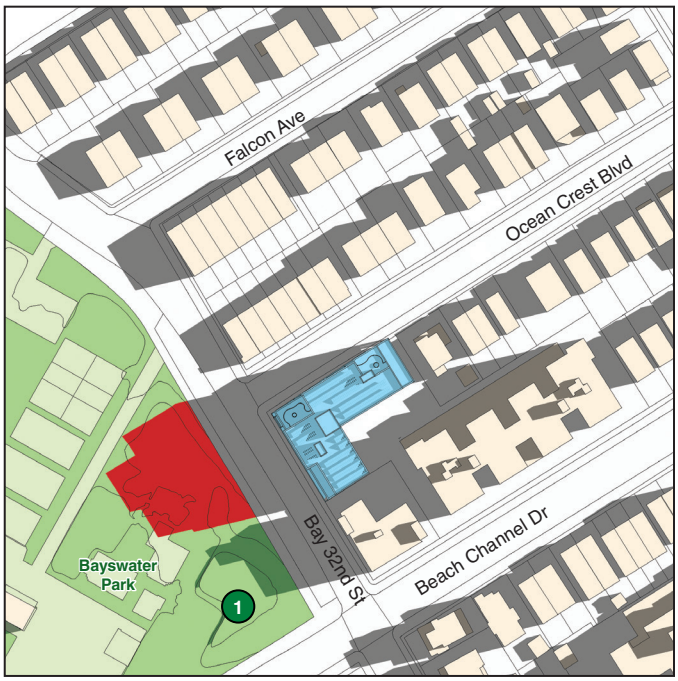

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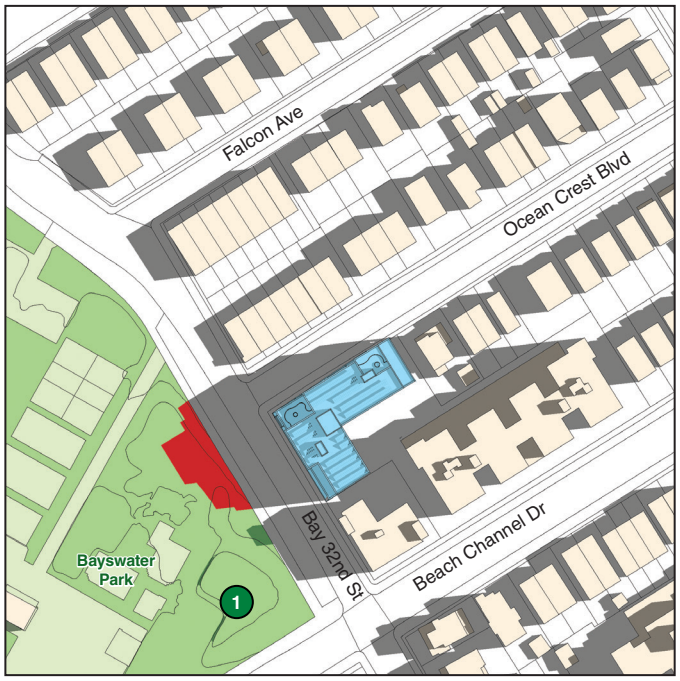

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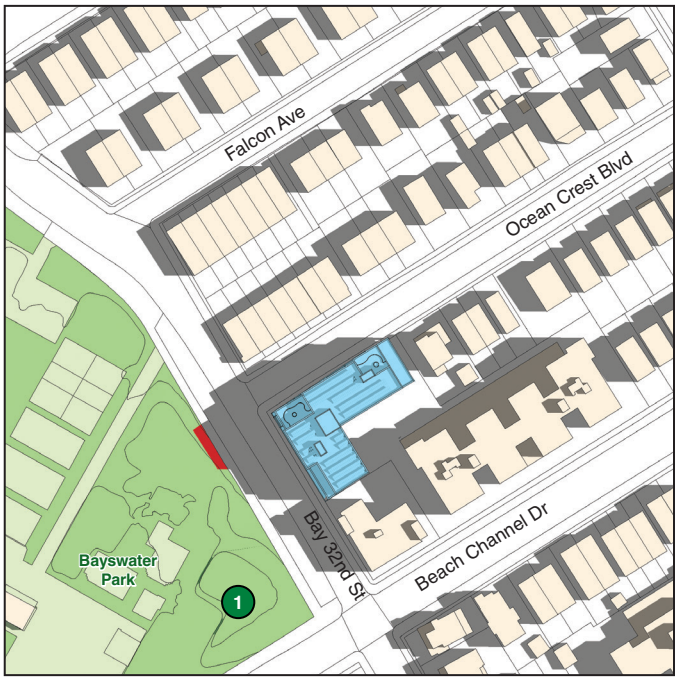

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Proposed Development

Publicly Accessible Open Space (see Table D-1) Incremental

Shadow on Sunlight-Sensitive Resource

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the proposed project. All other shadow is future No Action shadow, i.e. baseline shadow from existing buildings and the future No Action building. Daylight Saving Time was not used, per *CEQR Technical Manual* guidelines.

June 21
Detailed Analysis

OCEAN CREST REZONING

Figure D-5

6.24.22



Location of Proposed Development

1. Handball Court
2. Basketball Court
3. Tennis
4. Playground and Seating
5. Seating and Trees
6. Lawn and Trees

Bayswater Park Site Plan

OCEAN CREST REZONING

Figure D-6

Table D-1
Incremental Shadow Durations

Map Reference	Name	Dec. 21	Mar. 21 / Sept. 21	May 6 / Aug. 6	Jun. 21
Publicly Accessible Open Spaces					
1	Bayswater Park	—	7:36am to 8:35am Total 59 min	6:27am to 8:10am Total 1 hr 43 min	5:57am to 8:10am Total 2 hr 13 min

Notes: Table indicates entry and exit times and total duration of incremental shadow for each sunlight-sensitive resource. Daylight saving time is not used—times are Eastern Standard Time, per *CEQR Technical Manual* guidelines. However, as Eastern Daylight Time is in effect for the March/September, May/August, and June analysis periods, add one hour to the given times to determine actual clock time.

ASSESSMENT OF SHADOW IMPACTS ON BAYSWATER PARK

The following section briefly describes Bayswater Park, its sunlight sensitivity, and the extent, duration, and potential effects of incremental shadow. Descriptions of resource amenities, condition, and utilization rates were taken from Attachment C, "Open Space." The map reference number is included with the name, for convenience.

Times are given in Eastern Standard Time (EST) in all seasons, as mandated by the *CEQR Technical Manual*, but Eastern Daylight Time (EDT) is in effect for all spring, summer, and fall representative analysis days, and times are also provided parenthetically in EDT when relevant, for informational purposes.

BAYSWATER PARK (MAP REFERENCE #1)

Bayswater Park, bounded by Beach Channel Drive, Bay 32nd Street, Dwight Avenue, and Norton Avenue, contains a playground with climbing equipment, safety surfacing, and spray showers. Athletic facilities include handball courts, three basketball courts, six tennis courts, and a large baseball field located near the water. There is a sitting area, an area with terraced steps, and a comfort station. A November 2021 site visit found the park to be in generally adequate condition with low utilization.

In the spring, summer, and fall, as depicted in **Figures D-3 to D-5**, the proposed building's shadow would fall to the west at the start of each analysis day, onto a portion of the park, and would move eastward/clockwise, covering less and less of the park until it would exit, between approximately 8:10 AM and 8:35 AM (9:10 AM and 9:35 AM EDT). At its greatest extent, 90 minutes after sunrise on each of the analysis dates, the incremental shadow would fall on (from west to east) small portions of the handball and/or basketball courts (depending on which date); a portion of the large playground area with seating located between the ball courts and Bay 32nd Street; and an area of rolling lawn and mature trees between the playground area and Bay 32nd Street. Refer to **Figure D-6**, showing an aerial site plan of this part of the park, in conjunction with the shadow diagrams on **Figures D-3 to D-5**, for a graphic depiction of the moving shadow and the areas and amenities affected during this period.

The incremental shadow would not cause a significant adverse impact to either recreational use or the health of the park's vegetation, for the following reasons:

- Throughout the affected period (up to two hours in duration, varying by date), when incremental shadow would fall on portions of certain areas/amenities (the playground area with seating, the ball courts, the lawn), other portions of those amenities would remain in sun

for users seeking sunlight. Other areas of the park further west, north, and south of the affected area would also be in sun.

- The incremental shadow would be largest early in the morning, when use is typically lighter than later in the morning and the afternoon, and would continually move eastward and decrease in size, and then exit the easternmost part of the park (the lawn area with trees near Bay 32nd Street) at or before 8:35 AM (9:35 AM EDT). The incremental shadow would exit the playground areas and ball courts even earlier, as it moved. After 8:35 AM, all these areas of the park would be in sun for the rest of the day.
- With regard to the trees and other vegetation in the affected area, these plants would receive direct sunlight for virtually the entire remainder of the day throughout the growing season months (due to the lack of nearby tall structures to the west, south, and east), an ample amount of sun for any species.[6]

E. CONCLUSION

The Proposed Development would cast incremental shadow on a portion of Bayswater Park in the morning in the spring, summer, and fall seasons. However, as described in detail above, the size and duration of the project-generated incremental shadow would be limited and there would continue to be sunlit areas in the playground, ball courts, and other affected areas at all times. The incremental shadow would exit completely by 8:35 AM or earlier (varying by season) and the affected areas of the park would be in sun for the rest of the day. Therefore, the project-generated shadows would not result in significant adverse shadow impacts to either the recreational use or the vegetation in the park. No other sunlight-sensitive resources would receive any project-generated shadow. ✷

[6] As noted above, the 2021 *CEQR Technical Manual* states that six to eight hours of direct sunlight is typically a minimum requirement for vegetation. Four to six hours a day of sunlight is a minimum requirement for vegetation that can tolerate partial sun, such as established tree canopies, shrubs, or perennials.

A. INTRODUCTION

This attachment assesses the potential for the Proposed Actions to affect historic and cultural resources, as compared with the future without the Proposed Actions (the "No Action" condition).

As described in Attachment A, "Project Description and Screening Analyses," the Proposed Actions involve zoning map and text amendments subject to City Planning Commission (CPC) approval to facilitate the development of an eight-story, approximately 91,841-gross-square-foot (gsf) mixed-use building with 106 dwelling units (DUs) of 100 percent affordable housing and approximately 1,991 gsf of ground floor community facility space (the "Proposed Development") on a portion of Block 15744, Lot 7 (the "Development Site") at corner of Ocean Crest Boulevard and Bay 32nd Street in the Wavecrest neighborhood of Queens, Community District 14.The Proposed Actions would rezone the Development Site and two adjacent properties (Block 15744, Lot 1 and a small portion of Lot 18, the "Project Area") from R4-1 to R6A.

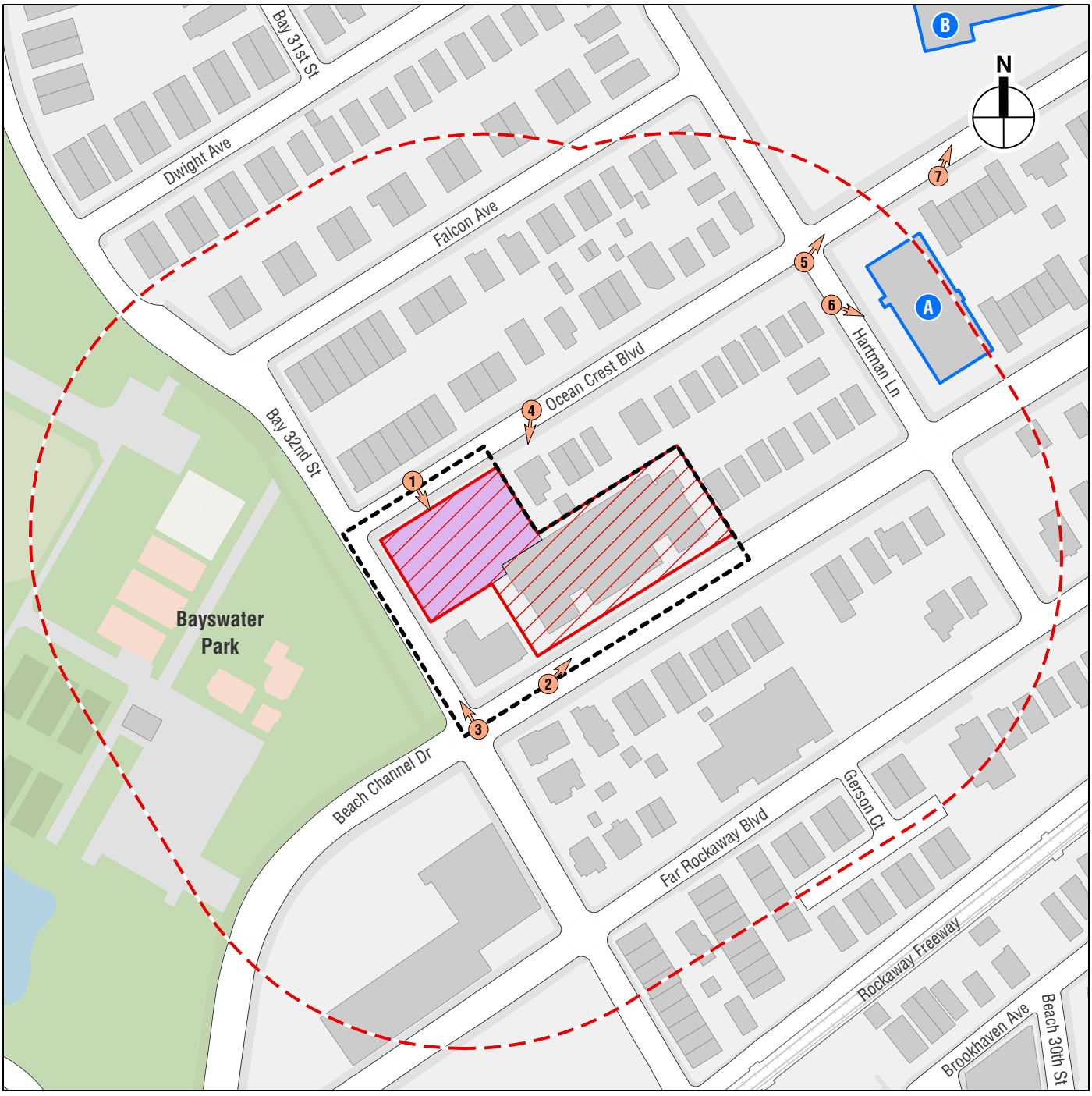
This assessment concludes that Proposed Actions would not result in any significant adverse impacts to historic and cultural resources.

B. METHODOLOGY

Historic and cultural resources include both archaeological and architectural resources. The study area for archeological resources is the Development Site itself, where disturbance from excavation and construction can be anticipated. In comments dated December 8, 2021, the New York City Landmarks Preservation Commission (LPC) determined that the Development Site has no archaeological significance (see **Appendix A**). Therefore, this analysis focuses on standing structures only.

Study areas for architectural resources are determined based on the area of potential effect for construction period impacts, as well as the larger area in which there may be visual or contextual impacts. Under the guidelines of the 2021 *City Environmental Quality Review (CEQR) Technical Manual* a study area within an approximately 400-foot radius of a project site is generally appropriate (see **Figure E-1**). Architectural resources to be considered in the analysis include the following: National Historic Landmarks (NHLs); State and National Register (S/NR)-listed or S/NR-eligible properties, or properties contained within a S/NR-listed or S/NR-eligible historic district, and properties recommended by the New York State Board for listing on the S/NR; and New York City Landmarks (NYCLs), Interior Landmarks, Scenic Landmarks, and New York City Historic Districts (NYCHDs) and properties pending such designation. In addition, a survey of the study area was conducted to identify any previously undesignated properties that appear to meet S/NR or NYCL eligibility criteria ("potential architectural resources").

Impacts on architectural resources can include both direct, physical impacts and indirect impacts. Direct impacts include damage from vibration (i.e., from construction blasting or pile driving) and additional damage from adjacent construction that could occur from falling objects, subsidence, collapse, or damage from construction machinery. Adjacent construction is any construction



Historic and Cultural Resources
Project Location

OCEAN CREST REZONING

Figure E-1

activity that would occur within 90 feet of an architectural resource, as defined in the New York City Department of Buildings (DOB)'s *Technical Policy and Procedure Notice (TPPN) #10/88.*[1]

Indirect impacts on architectural resources are contextual or visual impacts that could result from project construction or operation. As described in the *CEQR Technical Manual*, indirect impacts could result from blocking significant public views of a resource; isolating a resource from its setting or relationship to the streetscape; altering the setting of a resource; introducing incompatible visual, audible, or atmospheric elements to a resource's setting; or introducing shadows over a historic landscape or an architectural resource with sun-sensitive features that contribute to that resource's significance (e.g., a house of worship with stained-glass windows).

C. EXISTING CONDITIONS

ARCHITECTURAL RESOURCES

PROJECT AREA

The Project Area includes Block 15744, Lots 1, 7, and a portion of Lot 18.

Development Site

The Development Site, on which the Proposed Development would be located, consists of Block 15744, Lot 7, with frontage on Beach Channel Drive, Bay 32nd Street and Ocean Crest Boulevard. The Development Site is currently developed with a six-story, approximately 59-foot-tall apartment building fronting Beach Channel Drive (the "Existing Building") (see view 2 on **Figure E-2a**). The Existing Building was constructed in 1958. The brick building has an approximately 300-foot-long frontage on Beach Channel Drive, set back from the sidewalk behind a grass yard and low metal fence. The primary south façade is subdivided into four sections, each four bays wide and connected by recessed entry courts. The center court has a single-story entrance bay clad in a black concrete or stone finish, with a paired metal door and two large windows. The brick façade is unadorned, aside from the simple brickwork stringcourses that ornament each corner. The unadorned cornice has been altered and repaired. The Existing Building is not a notable representation of an architectural style, nor is it a unique design for a mid-twentieth century apartment building or a representative example of a movement or historical event. Therefore, the Existing Building does not appear to meet criteria for S/NR listing or NYCL designation and has not been identified as a potential architectural resource.

Remainder of the Project Area

The remainder of the Project Area consists of Block 15744, Lot 1, and a one-foot-wide, approximately 100-sf sliver of the western portion of Lot 18. As detailed below, there are no known or potential architectural resources within the remainder of the Project Area.

The approximately 10,000-sf Lot 1 is a corner lot that fronts on Beach Channel Drive and Bay 32nd Street. It is currently occupied by a five-story, 58-foot-tall community facility building with sleeping accommodations (see view 3 on **Figure E-2b**). The building was recently constructed (in 2007) and therefore does not meet age criteria for S/NR listing or NYCL designation.

[1] *TPPN #10/88* was issued by DOB on June 6, 1988, to supplement Building Code regulations with regard to historic structures. *TPPN #10/88* outlines procedures for the avoidance of damage to historic structures that are listed on the NR or NYCLs resulting from adjacent construction, defined as construction within a lateral distance of 90 feet from the historic resource.



Development Site's existing parking lot (Location of Proposed Development) **1**



Development Site's Existing Building **2**

Photographs
Project Area

Figure E-2a



Supportive housing building on adjacent Lot 1 **3**



House on adjacent Lot 18 **4**

Source: CycloMedia

Photographs
Project Area
Figure E-2b

The Project Area contains an approximately one-foot-wide portion of Lot 18 along its western boundary (see view 4 on **Figure E-2b**). This portion of Lot 18 does not contain any buildings. The remainder of Lot 18, which is approximately 6,000 sf in total, is currently developed with a two and a half-story house that has been subdivided into three dwelling units. The house was built in 1910 and its separate two-car garage at the rear of the property was constructed in 1947. The house has a square plan with a full-width front porch. The primary north façade has a projecting western bay with a front gable roof. The porch has a hipped roof and distinctive square posts. The building has been substantially altered with replacement windows and doors and vinyl cladding, and a replaced railing on the porch. The garage is not visible from the street. The house on Lot 18 does not appear to be architecturally significant and does not appear to retain sufficient integrity to meet criteria for S/NR listing or NYCL designation. Therefore, it has not been identified as a potential architectural resource.

STUDY AREA

Known Architectural Resources

There are two known architectural resources in the study area. These resources are described below and mapped on **Figure E-1**.

The **Challenge Preparatory Charter School** (S/NR-eligible) is located at the eastern edge of the study area at 25-40 Beach Channel Drive (7-10 Hartman Avenue), approximately 350 feet from the Project Area (see view 5 on **Figure E-2c**). The two-story brick school building has frontages on Ocean Crest Boulevard, Hartman Lane and Beach Channel Drive, and is set back from Hartman Lane by a grassy lawn and shrub plantings. Designed by Kiesler-Bartos Architects and built in 1962, the modern style brick and limestone building is on a raised basement, with stairs that ascend from the sideway to the primary entrance on the first floor. The building was originally constructed as the Gustave Hartman Young Men-Young Women's Hebrew Association (the "Gustave Hartman Y") and served as a Jewish Community Center. It is significant for its associations with the history of American Jewish philanthropy and community building in Far Rockaway, having been constructed by the Federation of the Jewish Philanthropists of New York to increase the number of buildings in their federation. It is also significant as an example of Modern architecture with its simple elevations, flat lines, and brick cladding. Architect Frederick Kiesler was born in Romania and immigrated to New York in 1927. Influenced by fellow de Stijl artists and his own theories of "Correalism," Kiesler gained recognition for his avant-garde-inspired modern architecture. The building became the Challenge Preparatory Charter School in 2010.

The **Far Rockaway Educational Campus** (S/NR-eligible) is located on a superblock northeast of the study area, bounded by Ocean Crest Boulevard to the south, Hartman Lane to the west, Bay 25th Street to the east, and Cornaga Avenue to the north (see views 6 and 7 on **Figure E-2d**). The school building houses four schools, and is located outside the study area, although a portion of the property, including paved recreation courts, is within the northeast corner of the study area and approximately 400 feet from the Project Area. The school complex is significant as an intact and representative example of 1920s school design in New York City. It is also significant as representative of the City's response to a burgeoning school-age population in Queens during the early twentieth century. The building was constructed in 1927 after designs by William H. Gompert, Architect for the Board of Education. Upon its completion the building was one of the largest in the nation, with capacity for 2,500 students. A three-story wing was built in 1957, designed by architect Louis E. Jallade. The original building is an E-shaped building, with steel frame walls clad in brick. The primary east façade is symmetrical, with Classical details of the Georgian Revival style. The main entrance is surrounded by a three-story limestone arch in a



The Challenge Preparatory Charter School (S/NR-eligible); View of the primary façade on Hartman Lane **5**

Photographs
Known Architectural Resources



Far Rockaway Educational Campus (S/NR-eligible); View of the south façade on Ocean Crest Boulevard **6**



Far Rockaway Educational Campus (S/NR-eligible); View from the study area toward the known architectural resource **7**

Photographs
Known Architectural Resources

projecting center pavilion, beneath a triangular pediment at the roofline. The bays are marked by monumental two-story-tall fluted pilasters topped by urn sculptures on pedestals. The mid-twentieth century addition is at the southwest rear.

Potential Architectural Resources

A survey of the study area was conducted to identify any previously undesignated properties that appear to meet S/NR or NYCL eligibility criteria ("potential architectural resources"). No potential architectural resources were identified in the study area. The neighborhood is characterized by mid- to late-20th century houses. The early 20th century houses in the southern portion of the study area have been substantially altered, with enclosed porches and new additions. The buildings are also stripped of ornament, with replaced porch supports and railings, and vinyl cladding on the exterior.

D. THE FUTURE WITHOUT THE PROPOSED ACTIONS

PROJECT AREA

Absent the Proposed Actions, it is assumed that the existing conditions and uses on the Development Site and the remainder of the Project Area would remain.

STUDY AREA

As described in Attachment B, "Land Use, Zoning, and Public Policy," there are two No Build developments within the 400-foot study area planned for completion by the Proposed Development's build year of 2025. An expansion to an existing rehabilitation and nursing center will be developed at 29-38 Far Rockaway Boulevard to the south of the Development Site. A vacant lot at 32-29 Far Rockaway Boulevard will be developed with a new church building. These No Build projects are located more than 90 feet from architectural resources in the study area. The projects would not notably change the context of the historic resources in the study area.

In the No Action condition, the status of architectural resources could change. S/NR-eligible properties could be listed on the Registers and potential architectural resources could be determined S/NR-eligible or considered for NYCL designation.

Privately owned properties that are designated NYCLs, are located in NYCHDs, or pending designation as Landmarks are protected under the New York City Landmarks Law, which requires LPC review and approval before any alteration or demolition can occur, regardless of whether the project is publicly or privately funded. Publicly owned resources are also subject to review by LPC before the start of a project. Resources that are only eligible for Landmark designation, however, are not protected under the Landmarks Law.

Architectural resources that are listed on the S/NRs or that have been found eligible for listing are given a measure of protection under Section 106 of the National Historic Preservation Act from the effects of projects sponsored, assisted, or approved by federal agencies. Although preservation is not mandated, federal agencies must attempt to avoid adverse effects on such resources through a notice, review, and consultation process. Properties listed on the Registers are similarly protected against effects resulting from projects sponsored, assisted, or approved by State agencies under the State Historic Preservation Act. However, private owners of properties eligible for, or even listed on, the Registers using private funds can alter or demolish their properties without such a review process.

The New York City Building Code, in Section BC 3309: Protection of Adjoining Property, provides some measures of protection for all properties against accidental damage from adjacent construction by requiring that all buildings, lots, and service facilities adjacent to foundation and earthwork areas be protected and supported. While these regulations serve to protect all structures adjacent to construction areas, they do not afford special consideration for historic structures.[2]

E. THE FUTURE WITH THE PROPOSED ACTIONS

PROJECT AREA

DEVELOPMENT SITE

As described in Attachment A, "Project Description and Screening Analyses," in the future with the Proposed Actions, a portion of the Development Site would be redeveloped with the Proposed Development a L-shaped, eight-story mixed-use building with at-grade parking underneath and in the rear of the new building. The Proposed Development would rise to a maximum roof height of approximately 80 feet (88 feet including rooftop mechanical bulkhead) along Bay 32nd Street and Ocean Crest Boulevard. As there are no known or potential architectural resources on the Development Site, the Proposed Actions would not result in any adverse impacts to architectural resources on the Development Site.

REMAINDER OF PROJECT AREA

As described in Attachment A, "Project Description and Screening Analyses," no changes are anticipated within the remainder of the Project Area under the Proposed Actions. As there are no known or potential architectural resources in the remainder of the Project Area, the Proposed Action would not result in any adverse impacts to architectural resources in the remainder of the Project Area.

STUDY AREA

DIRECT IMPACTS

There are no architectural resources in the study area that would be demolished or altered in the future with the Proposed Actions. The two known architectural resources in the study area are located more than 90 feet from the Development Site, and thus construction of the Proposed Development would not be expected to result in inadvertent direct impacts to these resources.

INDIRECT IMPACTS

The potential for the Proposed Actions to result in indirect, or contextual, impacts was also evaluated. The Proposed Actions would not result in any adverse visual or contextual impacts on Challenge Preparatory Charter School and Far Rockaway Educational Campus (see **Figure E-1**). While the Proposed Actions would result in the redevelopment of the Development Site with an eight-story mixed-use building, the proposed structure would be similar in height to the residential and commercial buildings that characterize the existing setting, including the 59-foot-tall Existing Building on the remainder of the zoning lot (Lot 7). The architectural resources in the study area are within a residential neighborhood context, characteristic of the residential use that would result from the Proposed Development. As discussed in Attachment D, "Shadows," the Proposed

[2] See footnote 1, on page E-2.

Development would not cast incremental shadow on the Challenge Preparatory Charter School and Knowledge or the Far Rockaway Educational Campus.

The Proposed Development also would not obstruct public views of any architectural resources identified in the study area, as those resources are separated from the Project Area by intervening streets and buildings. Direct views of Challenge Preparatory Charter School would remain available east from Hartman Lane, south from Ocean Crest Boulevard and north from Beach Channel Drive, away from the Project Area.

The school building on the Far Rockaway Educational Campus site is located more than 400 feet from the Project Area, outside the study area; only a paved portion of the resource site is within the study area. Direct views of Far Rockaway Educational Campus are available along Ocean Crest Boulevard, Hartman Lane, Bay 25th Street, and Cornaga Avenue. Views west along Ocean Crest Boulevard from the architectural resource may include distant views of the upper stories of the Proposed Development. However, these views would be largely obstructed by street trees and intervening buildings. Existing views east from the architectural resource include residential towers located east of the study area.

In summary, the Proposed Actions would not introduce incompatible visual, audible, or atmospheric elements to a historic resource's setting and, therefore, the Proposed Actions would not result in any significant adverse impacts on historic and cultural resources. ✶

A. INTRODUCTION

This attachment assesses the potential for the Proposed Actions to affect urban design and visual resources, as compared with the future without the Proposed Actions (the "No Action" condition).

As described in Attachment A, "Project Description and Screening Analyses," the Proposed Actions involve zoning map and text amendments subject to City Planning Commission (CPC) approval to facilitate the development of an eight-story, approximately 91,841-gross-square-foot (gsf) mixed-use building with 106 dwelling units (DUs) of 100 percent affordable housing and approximately 1,991 gsf of ground floor community facility space (the "Proposed Development") on a portion of Block 15744, Lot 7 (the "Development Site") at corner of Ocean Crest Boulevard and Bay 32nd Street in the Wavecrest neighborhood of Queens, Community District 14. The Proposed Actions would rezone the Development Site and two adjacent properties (Block 15744, Lot 1, and a small portion of Lot 18 – the "Non-Applicant Owned Sites") from R4-1 to R6A. The Development Site and the Non-Applicant Owned Sites together constitute the "Project Area."

As defined in the 2021 *City Environmental Quality Review (CEQR) Technical Manual*, urban design is the totality of components that may affect a pedestrian's experience of public space. These components include streets, buildings, visual resources, open spaces, natural resources, and wind. A visual resource can include views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings, and natural resources. An urban design assessment under CEQR must consider whether and how a project may change the experience of a pedestrian in a project area.

As described below, this preliminary assessment concludes that the Proposed Actions would not result in any significant adverse impacts to urban design and visual resources and no further analysis is warranted.

B. METHODOLOGY

Based on the *CEQR Technical Manual*, a preliminary assessment of urban design and visual resources 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. Examples include projects that permit the modification of yard, height, and setback requirements, and 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 action.

The Proposed Actions involve a zoning map and text amendment to allow for construction of the Proposed Development. Therefore, the Proposed Actions meet the threshold for a preliminary assessment of potential impacts to urban design and visual resources. The *CEQR Technical Manual* guidelines recommend the preparation of a preliminary assessment of urban design and visual resources, followed by a detailed analysis, if warranted based on the conclusions of the preliminary assessment.

According to the *CEQR Technical Manual*, the study area for urban design is the area where a proposed development may influence land use patterns and the built environment. For visual resources, the view corridors within the study area from which such resources are publicly viewable should be identified. In accordance with *CEQR Technical Manual* methodologies, the study area for the urban design and visual resources analysis has been defined as a 400-foot radius around the Project Area, consistent with the study area utilized for the analysis of land use, zoning, and public policy. The urban design and visual resources study area is roughly bounded by Falcon Avenue to the north, Hartman Lane to the east, Far Rockaway Boulevard to the South, and Bayswater Park; the midblock of Beach Channel Drive adjacent to Bayswater Park; and Far Rockaway Boulevard (west of Bay 32nd Street) to the west (see **Figure F-1**).

The *CEQR Technical Manual* recommends an analysis of pedestrian wind conditions for projects that result in the construction of large buildings at locations that experience high wind conditions (such as along the waterfront, or other location where winds from the waterfront are not attenuated by buildings or natural features), which may result in an exacerbation of wind conditions due to "channelization" or "downwash" effects that may affect pedestrian safety. The Proposed Actions would result in the construction of a new eight-story building on the Development Site which is set back from the Mott Basin beyond Bayswater Park. Therefore, it is not expected that the Proposed Actions would warrant a pedestrian wind analysis.

C. EXISTING CONDITIONS

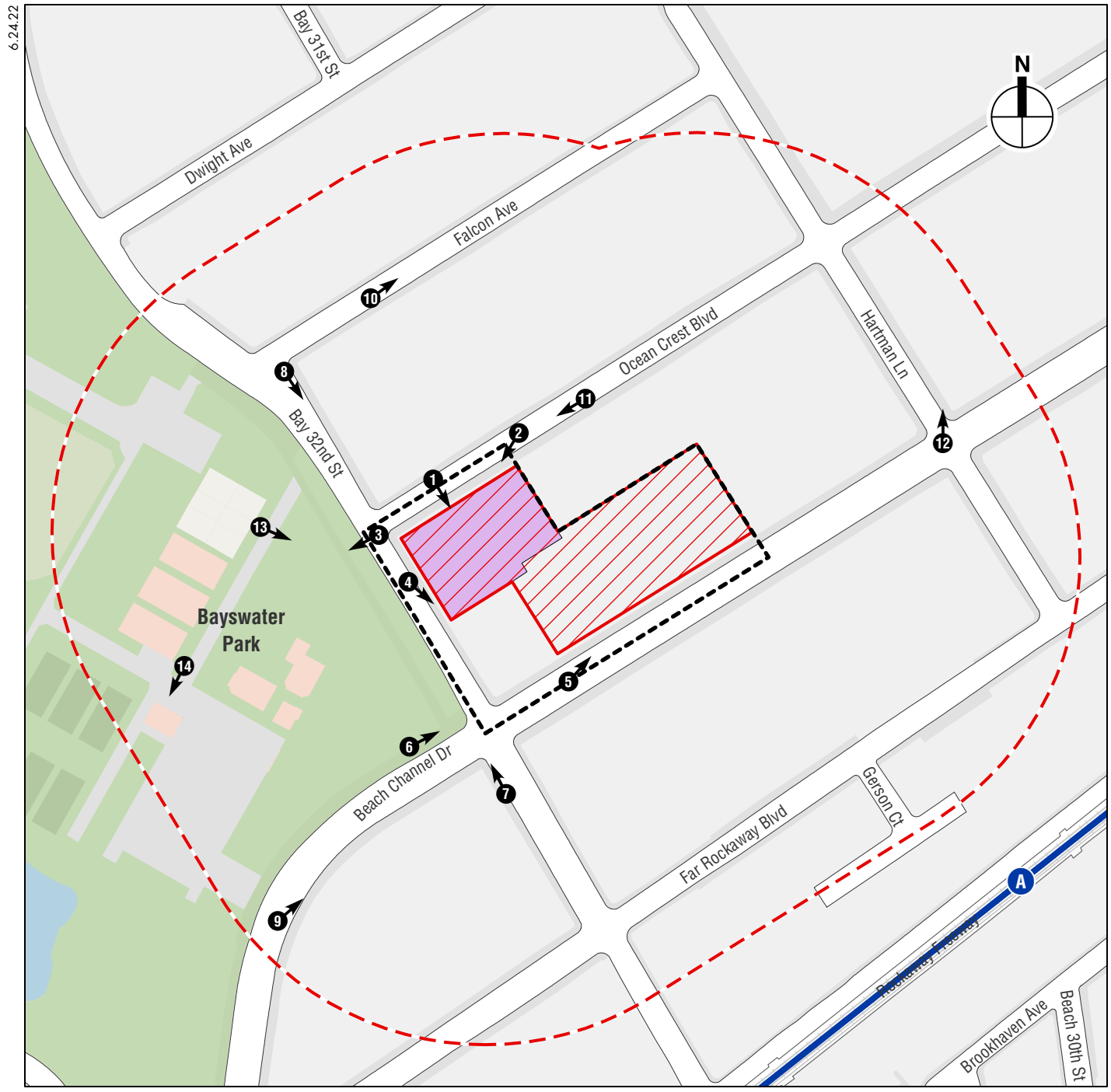
URBAN DESIGN

PROJECT AREA

The Project Area includes the Development Site as well as Block 15744, Lot 1, and a portion of Lot 18. Lot 1 is a 10,000-sf corner lot that fronts on Beach Channel Drive and Bay 32nd Street, directly south of the Development Site. Lot 18 is a 6,000-sf lot located directly east of the Development Site on Ocean Crest Boulevard. A one-foot-wide, approximately 100-sf sliver of the western portion of Lot 18 falls within the Project Area and would be rezoned in the future with the Proposed Actions.

Development Site

The Development Site (Block 15744, Lot 7) is located on the portion of Block 15744 bounded by Ocean Crest Boulevard to the north, Hartman Lane to the east, Beach Channel Drive to the south, and Bay 32nd Street to the west (see **Figure F-1**, and views 1 to 4 of **Figures F-2 and F-3**). The Development Site contains a 59-foot-tall, six-story apartment building on the portion of the lot fronting Beach Channel Drive (the "Existing Building"). The Existing Building is set back from the street behind a grassy area enclosed by a low metal fence (see **Figure F-1**, and views 5 and 6 of **Figure F-4**). The Existing Building on the Development Site has a general lot coverage of approximately 30 percent, and a Floor Area Ratio (FAR) of 1.95 (overbuilt under the existing R4-1 zoning regulations; 0.75 FAR). The building's primary street façade along Beach Channel Drive is clad in red brick and has no setbacks. The facade is divided into four sections, each four bays wide and six stories tall, and connected by recessed entrance courts. The center entrance court is infilled with a one-story entrance bay, painted black and with a storefront window and a solid metal door.



Urban Design and Visual Resources
Project Location and Key to Photographs

OCEAN CREST REZONING

Figure F-1



View of Development Site's existing parking lot (Location of Proposed Development) **1**



View of Development Site's existing parking lot (Location of Proposed Development) from Ocean Crest Boulevard **2**

Project Area—Photographs

Figure F-2



3 View of the Development Site at the southwest corner of Ocean Crest Boulevard and Bay 32nd Street; a chain-link fence surrounds the parking lot (Location of Proposed Development)



4 View of the Development Site at the east side of Bay 32nd Street; taller buildings and the elevated rail located outside the study area are visible to the south

Project Area—Photographs
Figure F-3



View of the Development Site's Existing Building on the north side of Beach Channel Drive **5**



View of the community facility building at Lot 1, at the corner of Beach Channel Drive and Bay 32nd Street; Bayswater Park is visible, to the west of the Project Area. Residential buildings are located on the south side of Beach Channel Drive **6**

Project Area—Photographs

Figure F-4

The area of the Development Site on which the Proposed Development would be constructed is paved and currently utilized as a parking lot accessory to the Existing Building. A curb cut is located on Ocean Crest Boulevard. This portion of the Development Site is enclosed by a tall chain-link fence and a metal swinging gate at the entrance from Ocean Crest Boulevard. The area around the site perimeter fence contains some mature trees and is overgrown with tall grass and shrubs that overhang onto the sidewalk. This portion of the Development Site formerly contained a swimming pool, which was filled and paved over approximately 20+ years ago to create the current parking lot. As of 2022, the parking lot contains approximately 27 spaces. Of this total, approximately 9 spaces are currently being utilized (one by an outside tenant, four by tenants of the Existing Building, and four by a landscaping company).

Remainder of the Project Area

Lot 1, which comprises the southwest corner of the Project Area, is developed with a 58-foot-tall, five-story red brick building that contains a non-profit institution with sleeping accommodations. The building on Lot 1 has a lot coverage of approximately 50 percent and a FAR of 2.5 (overbuilt under the existing R4-1 zoning regulations). The brick building is set back from the sidewalk behind a metal fence and a landscaped area with shrubs, grass, and trees. Two entrances to the building are located on Beach Channel Drive: the primary entrance with a double door, and a service entrance with a single door. Secondary entrances are located on Bay 32nd Street, behind metal gates that extend along Bay 32nd Street. A curb cut and a gated entrance on Bay 32nd Street leads to a paved parking area to the rear of the building. The building has a varied roofline, with a railing and projecting bays. The facade of the building has bands of decorative brickwork on the lower two stories, and limestone accents over the primary entrance bays and on the windows. The street façade along Bay 32nd Street is less varied and unornamented aside from banded brickwork on the first floor and a band of limestone above the first floor.

The Project Area also contains an approximately 1-foot wide, 100 sf portion of Lot 18's western boundary. The portion of Lot 18 within the Project Area is vacant and covered in grass. The approximately 6,000 sf Lot 18, which as noted above is located directly east of the Development Site with frontage on Ocean Crest Boulevard, is currently developed with a two-story house. The vinyl-clad house has a wide front porch covered in a hip roof. The building is set back from the street behind a lawn and a stepped paved walkway. The property, which includes a garage and house, has a lot coverage of approximately 25 percent and a FAR of 0.4.

STUDY AREA

Streets

East of Bay 32nd Street, the study area streets form a regular grid pattern oriented at an angle to the waterfront, which is located outside the study area to the west. West of Bay 32nd Street the street grid is irregular, as Bayswater Park forms a superblock in the northwestern portion of the study area and Beach Channel Drive curves southwest. The blocks in the study area are formed by the rectilinear street grid and are generally rectangular in shape, except where affected by the curve of Beach Channel Drive.

The study area streets are 60 to 80 feet wide with two lanes flanked by curbside parking and sidewalks (see **Figure F-1**, and views 7 and 8 of **Figure F-5**). All study area streets except Far Rockaway Boulevard carry two-way traffic; Far Rockaway Boulevard carries one-way traffic. There are no bus routes in the study area. West of Bay 32nd Street, Beach Channel Drive has dedicated bicycle lanes painted in green on the pavement. East of Bay 32nd Street, Beach Channel



View north on Bay 32nd Street, showing the Project Area to the right (east) and Bayswater Park to the left (west) **7**



View south on Bay 32nd Street, showing the Project Area to the left (east) and Bayswater Park to the right (west) **8**

Study Area—Photographs

Figure F-5

Drive has shared bike lane markers on the pavement. North of Beach Channel Drive and bordering Bayswater Park, Bay 32nd Street has perpendicular parking on the west side of the street; the parking space surface is a mix of gravel and sand. Sidewalks are located throughout the study area. Study area sidewalks are in good condition.

Utility poles are located along the streets throughout the study area, supporting telephone wires and modern streetlamps. Street furniture includes fire hydrants, street signs, and sidewalk fences.

Buildings

The built environment is characterized by two-story houses, two- and four-story institutional buildings, and a one-story shopping center (the Beach Channel Shopping Center) behind a surface parking lot (see views 9 to 11 of **Figures F-6 and F-7**). The northern portion of the study area is characterized by two-family houses set back from the sidewalk behind small grass yards and brick or chain-link fences. The properties have driveways in front of the buildings and along the side yards. The late-20th century houses are clad in vinyl and brick and feature shallow hip roofs and raised entrance porches. These houses on narrow lots generally have a FAR of 0.4 to 0.8 and a lot coverage of approximately 20 to 45 percent. Houses on Ocean Crest Boulevard are raised above ground level, many with garages on the ground floor.

The southern portion of the study area is also residential in character, although the buildings and lots in this area are less uniform in size and shape than the blocks to the north. South of Beach Channel Drive, large three-story houses occupy the ends of the blocks. Constructed in the early 20th century and converted to two-family residences, the buildings have large square plans, multiple roof lines, and porches (some enclosed). The houses are set back from the street behind grass yards and brick and iron fences. The houses have a typical lot coverage of approximately 16 percent, and FAR of 0.5. Directly south of the Project Area, the midblock of Beach Channel Drive is developed with groups of two and three-story attached town houses with a lot coverage of 30 to 50 percent and FAR of 0.75 to 1. Set back from the sidewalk behind grass yards and asphalt driveways, the buildings have a variety of cladding materials, including stucco, brick, and vinyl siding. Houses on Far Rockaway Boulevard include a complex of three-story buildings that are oriented away from the street toward interior parking lots. The complex is densely developed, with a FAR of 1.5 to 2 and lot coverage of approximately 60 to 75 percent.

Institutional buildings in the study area include the Challenge Preparatory Charter School at the eastern edge of the study area. The two-story, approximately 31-foot-tall brick building at 25-40 Beach Channel Drive occupies the end block on Beach Channel Drive, Hartman Lane, and Ocean Crest Boulevard (see view 12 of **Figure F-7**). The brick and concrete modern style building was constructed in 1964. Playing fields for the Far Rockaway Educational Campus are in the northeast corner of the study area at the northeast corner of Hartman Lane and Ocean Crest Boulevard. The paved courts are enclosed by a tall chain-link fence.

In the southern portion of the study area, the Bezalel Rehabilitation and Nursing Center at 29-38 Far Rockaway Boulevard occupies the north side of the street at the midblock between Bay 32nd Street and Hartman Lane. The approximately 60-foot-tall four-story modern style institutional building was constructed in 1975. The building is faced in brick on the ground floor and stucco on the upper stories. On Far Rockaway Boulevard, the building has a 169-foot-long streetwall that rises 60 feet tall with no setbacks. The building is set back slightly from the sidewalk behind shrubs and paving, and the streetwall is divided into sections with some areas more recessed than others. The building has a FAR of 2.25 and a lot coverage of approximately 60 percent. A one-



View on Beach Channel Drive, showing bike lanes in two directions; the street runs adjacent to commercial properties and Bayswater Park **9**



View east on Falcon Avenue, a residential street in the study area; the street is lined with two-and three-story residences **10**



View west on Ocean Crest Avenue to Bayswater Park **11**



The Challenge Preparatory Charter School, view from Hartman Lane **12**

Study Area—Photographs

story brick health clinic is across the street. The building is set back from the street behind a metal fence, and it is oriented away from the street toward a surface parking lot.

The southwestern portion of the study area is developed with a one-story shopping plaza (the Beach Channel Shopping Center) and surface parking at 32-11 Beach Channel Drive. The approximately 17-foot-tall commercial development has a windowless streetwall along Bay 32nd Street and Far Rockaway Boulevard. Behind the commercial development, at the southwestern edge of the study area, is an undeveloped block with a fenced-in area occupied by ConEd.

Natural Features and Open Space

The topography of the study area is flat. Bayswater Park is located within the western portion of the study area and is the only open space in the study area (see views 13 and 14 in **Figure F-8**). Within the study area, the park includes a playground, bench seating, ball fields, grassy areas, and mature trees. A concrete wall near the park's southern perimeter on Beach Channel Drive is painted with a polychromatic abstract mural. The eastern perimeter of the park is enclosed with a guard rail.

Street trees are limited in the southern portion of the study area, with smaller trees spaced further apart on Far Rockaway Boulevard and the western end of Beach Channel Drive. Hartman Lane, Falcon Avenue and Ocean Crest Boulevard in the northern portion of the study area have more street trees.

VISUAL RESOURCES AND VIEW CORRIDORS

PROJECT AREA

The Development Site does not contain any visual resources.

From the sidewalks adjacent to the Development Site, long views are available south on the Bay 32nd Street corridor that include the elevated subway infrastructure along the Rockaway Freeway and the 20-story residential Seaview Towers complex south of the study area. Views toward Bayswater Park include the 13-story Beach 41st Street/Beach Channel Drive New York City Housing Authority (NYCHA) towers to the west at 438 Beach Channel Drive.

STUDY AREA

There are no visual resources in the study area. The tall Seaview Towers, Beach 41st Street/Beach Channel Drive NYCHA developments, and the elevated subway infrastructure that are located outside the study area and visible in the distance are not visual resources.

View corridors in the study area are limited by the low-scale nature of buildings throughout the study area, the waterfront vegetation to the west and the curving Beach Channel Drive that disrupts long view corridors. As in the Project Area, long views south along Bay 32nd Street include the elevated subway infrastructure along the Rockaway Freeway and the Seaview Towers complex immediately south of the study area. Views west along Beach Channel Drive and from Bayswater Park include the Beach 41st Street/Beach Channel Drive NYCHA towers, also located outside the study area. Views to the northeast include the large Far Rockaway Educational Campus building, which occupies a superblock at 8-21 Bay 25th Street, east of the study aera. The approximately 74-foot-tall four-story stone and brick school building is on a slope slightly elevated above the adjoining playing fields. Distant views of the school building's brick and stone walls are available from Ocean Crest Boulevard and Hartman Lane, although this rear view of the building does not



View east from Bayswater Park to the Project Area **13**



View west from Bayswater Park to the waterfront **14**

Study Area—Photographs

Figure F-8

constitute a visual resource. Within the study area, long views of Bayswater Park are available from the east on Ocean Crest Boulevard and from the north and south on Bay 32nd Street. Ocean Crest Boulevard terminates at Bayswater Park, providing direct westerly views of the park. These views include trees and vegetation.

The waterfront is not visible from Bayswater Park within the study area (see view 14 of **Figure F-8**). Views toward the waterfront from Beach Channel Drive are also obstructed by vegetation.

D. FUTURE WITHOUT THE PROPOSED ACTIONS

PROJECT AREA

DEVELOPMENT SITE

In the future without the Proposed Actions, it is assumed that the Development Site would remain in its existing condition, which includes the Existing Building and the underutilized parking lot.

REMAINDER OF THE PROJECT AREA

No changes are anticipated in the remainder of the Project Area absent the Proposed Actions.

STUDY AREA

As described in Attachment B, "Land Use, Zoning, and Public Policy," an expansion to the Bezalel Rehabilitation and Nursing Center at 29-38 Far Rockaway Boulevard is currently underway, to be completed by the 2025 build year. In addition, the vacant lot at 32-29 Far Rockaway Boulevard will be developed with a new approximately 7,000-gsf church building by the 2025 build year. The planned developments will have community facility and institutional uses, consistent with the existing conditions in the study area. The buildings will not obscure views or introduce an urban design that is incompatible with the existing built environment.

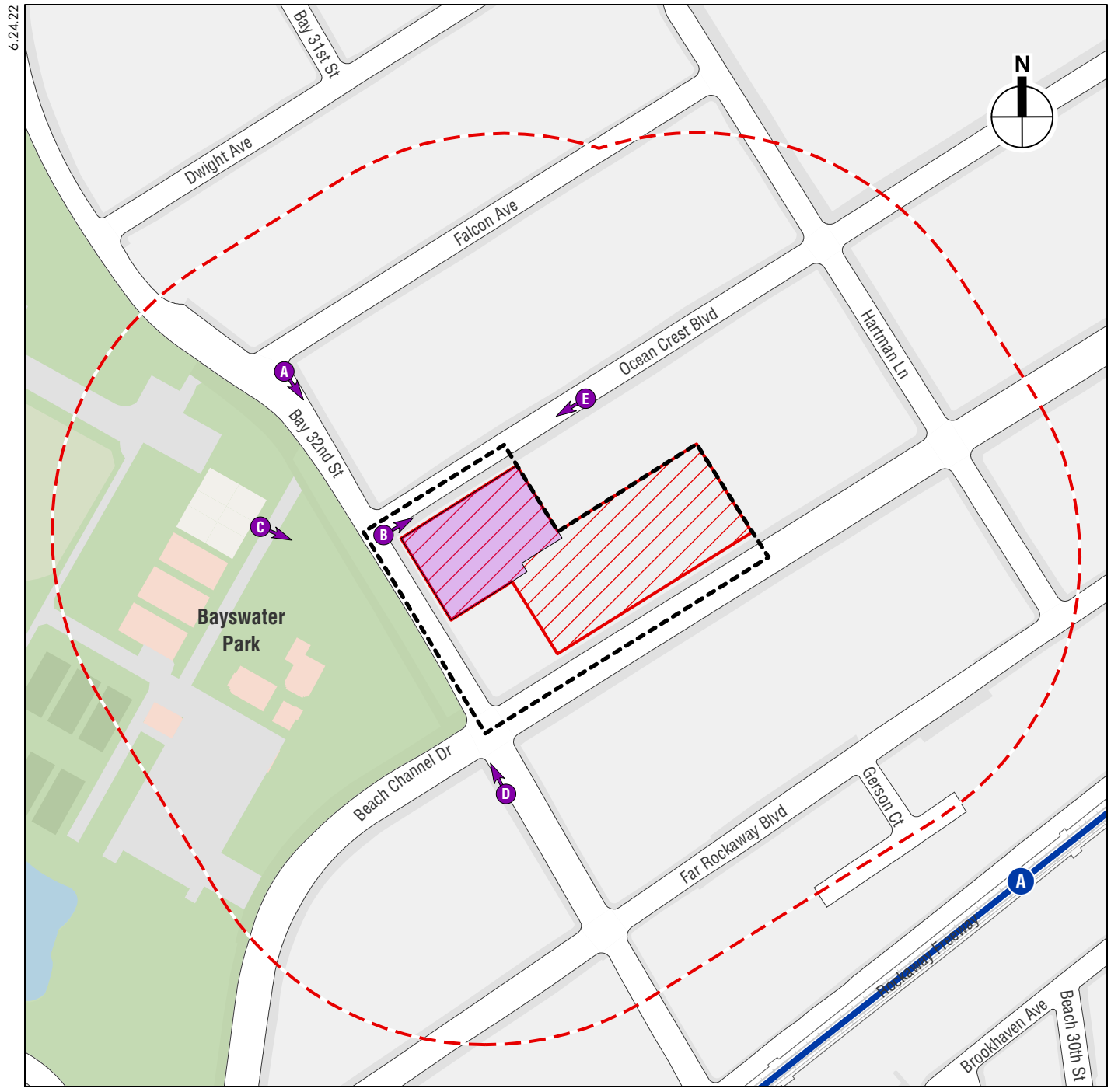
E. FUTURE WITH THE PROPOSED ACTIONS

URBAN DESIGN

PROJECT AREA

Development Site

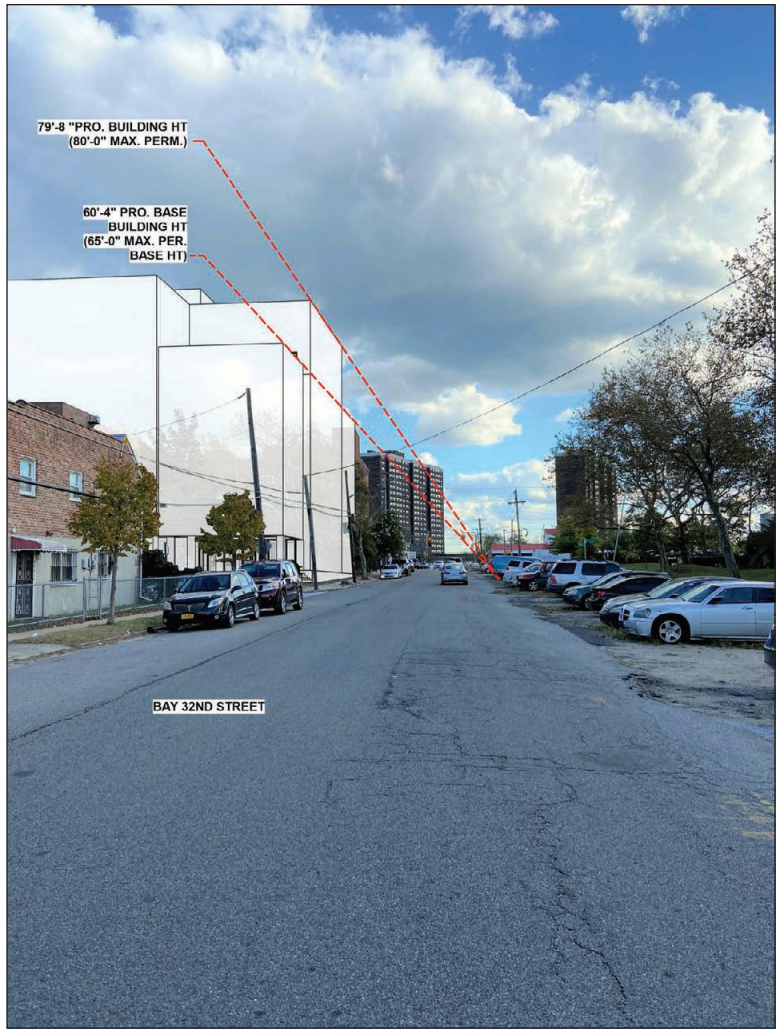
As described in Attachment A, "Project Description and Screening Analyses," the Proposed Actions involve a zoning map amendment to rezone the Project Area from the existing R4-1 zoning district to an R6A zoning district, and a zoning text Amendment to ZR Appendix F to designate the Project Area as a Mandatory Inclusionary Housing Area. In the With Action condition, the Proposed Development would occupy the portion of the Development Site currently containing a parking lot and would have frontages on Ocean Crest Boulevard and Bay 32nd Street (see **Figures F-9 through F-11**). In comparison to the future without the Proposed Actions, the Proposed Development would replace a vacant condition with an L-shaped residential building at a maximum height of approximately 80 feet to the roof (approximately 88 feet including rooftop mechanical bulkhead). The Proposed Development would also include accessory parking spaces



Urban Design and Visual Resources
Key to Illustrative Renderings



No Action



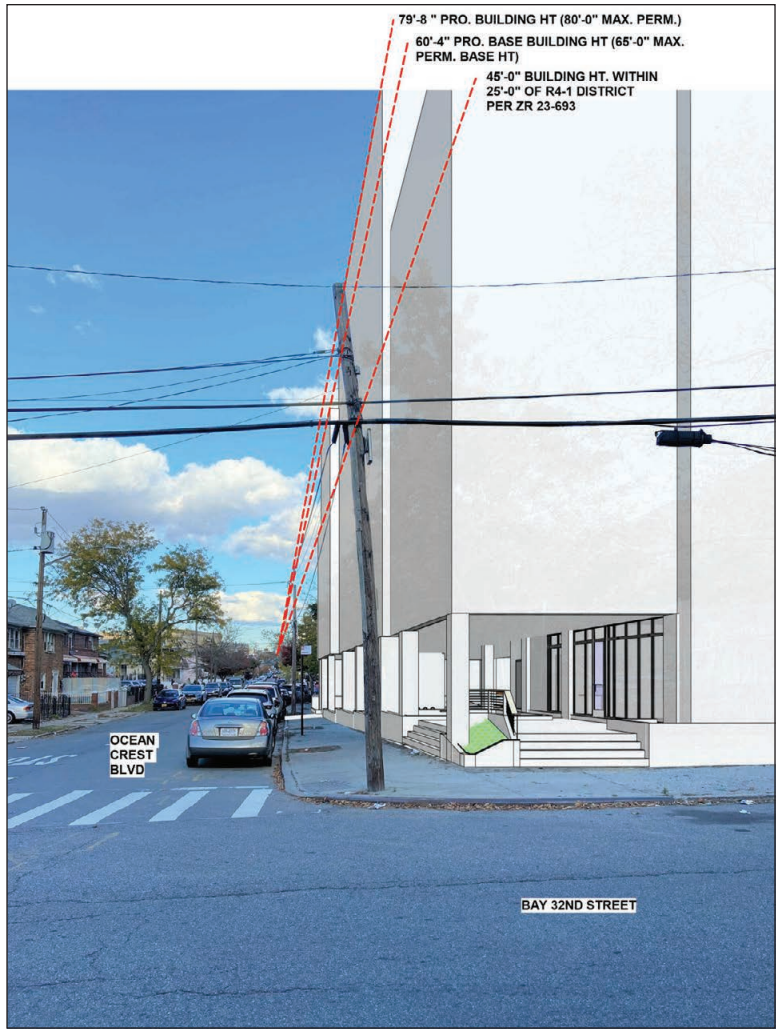
Source: URBAN ARCHITECTURAL INITIATIVES

Future with the Proposed Actions

A. View south on Bay 32nd Street showing the Project Area to the left and Bayswater Park to the right



No Action



Source: URBAN ARCHITECTURAL INITIATIVES

Future with the Proposed Actions

B. View east on Ocean Crest Boulevard from Bay 32nd Street

Figure F-11

at grade, along Ocean Crest Boulevard and behind the building, with a curb cut provided on Ocean Crest Boulevard.

The Proposed Development would include additional street trees on the adjacent sidewalks. Ivy-covered fencing is proposed on a portion of the Ocean Crest Boulevard streetwall, to block pedestrian views of the parking area. The Proposed Development would have beneficial effects on the pedestrian experience by replacing the underutilized parking lot with a new mixed-use building with a ground floor built to the lot lines (see **Figure F-12**). The Bay 32nd Street streetwall would be set back one to five feet behind a base that meets the sidewalk. The Bay 32nd Street streetwall would be divided into three bays of varying heights; the central section would rise the full eight stories and two bays would have setbacks above bases that rise six stories (approximately 60 feet). The streetwall on Ocean Crest Boulevard proposes ivy fencing on the ground floor enclosing the parking lot, and five to seven stories above. The building's residential entry would be at the northeast corner of Bay 32nd Street and Ocean Crest Boulevard. The entrance for the ground floor community facility space would be located along Bay 32nd Street. A parking entry and curb cut would be located on Ocean Crest Boulevard.

Remainder of the Project Area

As described in Attachment A, no changes are anticipated within the remainder of the Project Area under the Proposed Actions.

STUDY AREA

The Proposed Development would be located on an existing block and therefore would not alter street orientation, street patterns, block shapes, or natural resources in the study area.

The new building would contain residential and community facility uses that would be compatible with the primarily residential character of the study area. As described above, the northwest and northeast corners of the building, closest to the residential streets, would be a base height of 60 feet; this base height taller than the nearby two-story residences, although it is similar to other buildings on the block, including the 59-foot-tall community facility building immediately south of the Development Site on Lot 1 and the 58-foot-tall Existing Building that fronts Beach Channel Drive (see **Figure F-13**). In addition, the Proposed Development's design is volunteering an additional setback at its most northeastern corner to be more sensitive to the existing mid-block context of Ocean Crest Boulevard.

The Proposed Development would activate the streetscape and would enhance the pedestrian experience of the study area by replacing an underutilized parking area enclosed by a fence and overgrown vegetation, with a building that is more compatible with the urban design of the area. The 60-foot-tall base of the proposed eight-story building would be compatible in terms of scale, height, and bulk with the urban design of the study area, which includes the approximately 58 and 59-foot-tall existing buildings in the Project Area, a free-standing six-story apartment building, a 60-foot-tall rehabilitation and nursing center and a 30-foot-tall school. Further, as noted above, a church at 32-29 Far Rockaway Boulevard and an addition to the Bezalel Rehabilitation and Nursing Center at 29-38 Far Rockaway Boulevard will have been constructed in the southern portion of the study area in the No Action Condition.

The Proposed Development's massing, with setbacks of various heights, would be similar to the urban design of the study area, which includes the varied streetwalls of the rehabilitation and nursing center and the Existing Building on the remainder of the Development Site.



No Action



Future with the Proposed Actions

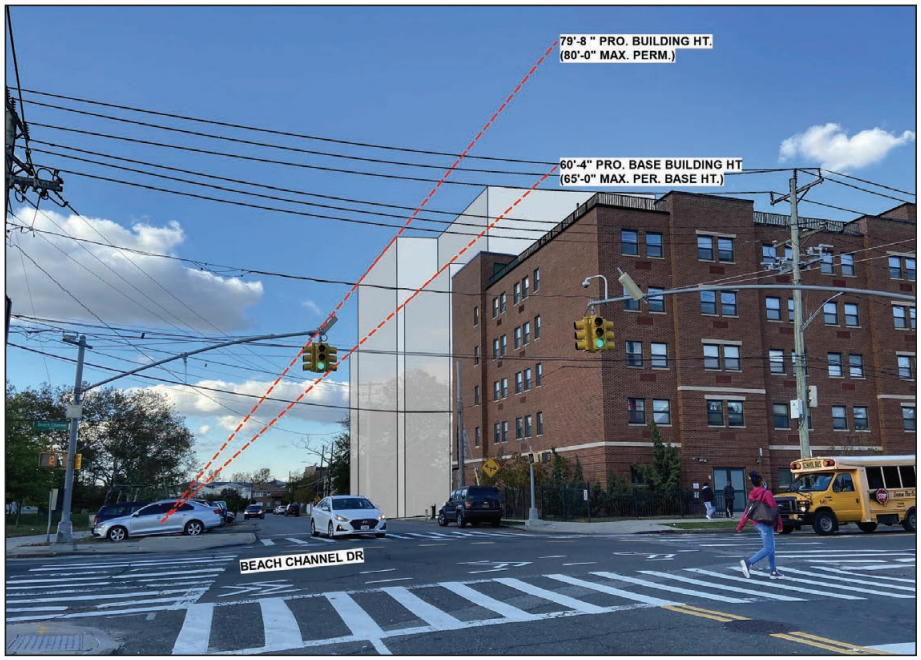
Source: URBAN ARCHITECTURAL INITIATIVES

C. View east from Bayswater Park to the Development Site

Figure F-12



No Action



Source: URBAN ARCHITECTURAL INITIATIVES

Future with the Proposed Actions

D. View north from Bay 32nd Street and Beach Channel Drive to the Project Area

VISUAL RESOURCES

PROJECT AREA

Development Site

As described above, there are no visual resources on the Development Site and no important view corridors or views to visual resources from the sidewalks adjacent to the Development Site that could be affected by the Proposed Development. Existing views on the streets surrounding the Development Site would remain available. Therefore, the Proposed Actions would not adversely affect any visual resources or view corridors on the Development Site.

Remainder of the Project Area

The Proposed Actions would not affect visual resources within the remainder of the Project Area, as the buildings within the remainder of the Project Area are not visual resources. The Proposed Development would not alter the existing streets and would not obstruct views from the sidewalks adjacent to the Project Area, including views to the elevated rail and tall buildings to the south, and Bayswater Park to the west.

STUDY AREA

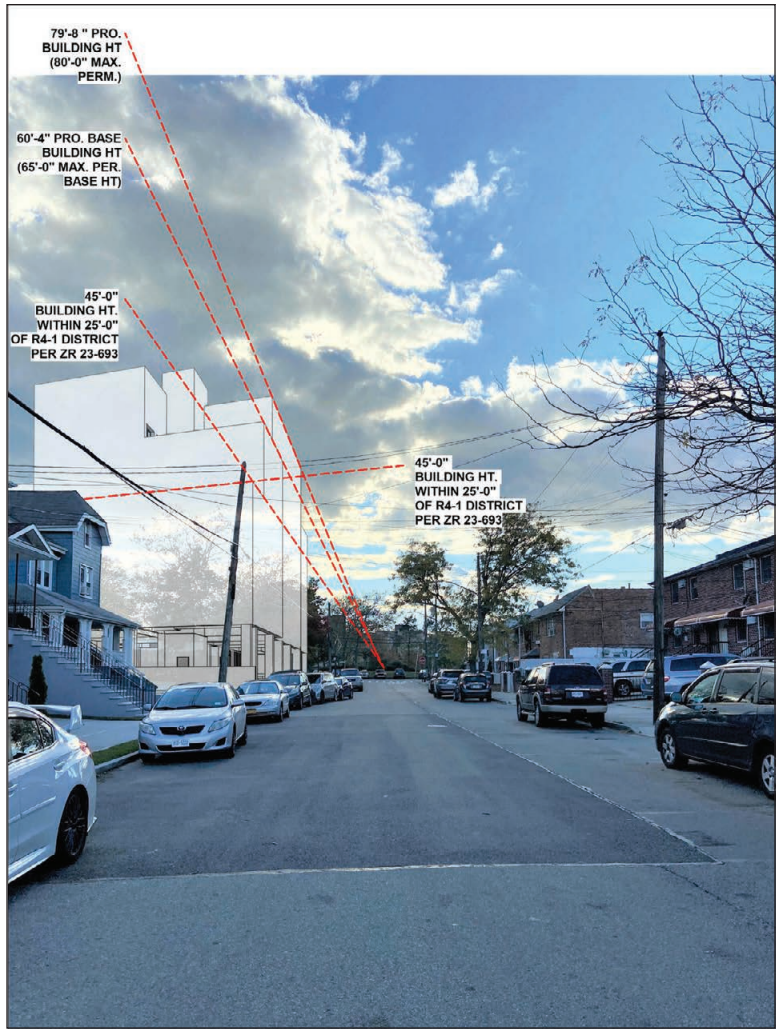
As there are no visual resources in the study area, there would be no changes to visual resources with the Proposed Development.

The view corridors along the study area streets would not be obstructed or obscured by the Proposed Development. The views from Bayswater Park would remain similar to those in the No Action Condition. Compared with the No Action Condition, westerly views from Ocean Crest Boulevard to the upper portion of the trees in the park would be partially blocked. However, views to the park would remain available further west along Ocean Crest Boulevard, and unobstructed views from other streets in the study area would remain unchanged (see **Figure F-14**).

Overall, although the Proposed Actions would result in a physical alteration on the Development Site beyond that allowed by existing zoning, the Proposed Development would not result in any significant adverse impacts to urban design and visual resources, or the pedestrian's experience of the urban design character of the area. Therefore, it is not expected that the Proposed Actions would result in adverse impacts on the urban design or visual resources, and no further analysis is warranted (see **Figure F-15**). ✷



No Action



Source: URBAN ARCHITECTURAL INITIATIVES

Future with the Proposed Actions

E. View west on Ocean Crest Boulevard to Bayswater Park

Figure F-14

12.22.21



Source: URBAN ARCHITECTURAL INITIATIVES

Illustrative Rendering from the west

Figure F-15

A. INTRODUCTION

This attachment presents the findings of the hazardous materials assessment and assesses potential areas of concern that could pose a hazard to workers, the community, and/or the environment as a result of the Proposed Actions.

As described in Attachment A, "Project Description and Screening Analyses," the Proposed Actions involve zoning map and text amendments subject to City Planning Commission (CPC) approval to facilitate the development of an eight-story, approximately 91,841-gross-square-foot (gsf) mixed-use building with 106 dwelling units (DUs) of 100 percent affordable housing and approximately 1,991 gsf of ground floor community facility space (the "Proposed Development") on a portion of Block 15744, Lot 7 (the "Development Site") at corner of Ocean Crest Boulevard and Bay 32nd Street in the Wavecrest neighborhood of Queens, Community District 14.

PRINCIPAL CONCLUSIONS

The Proposed Actions would not result in significant adverse impacts related to hazardous materials. Based on the assessment (outlined below), the potential for significant adverse impacts related to hazardous materials resulting from the Proposed Actions would be precluded through compliance with existing regulatory requirements and the Department of Environmental Protection (DEP)–approved Remedial Action Plan (RAP) and Construction Health and Safety Plan (CHASP), approved on February 16, 2022.

METHODOLOGY

As described in Chapter 12, "Hazardous Materials," of the 2021 *City Environmental Quality Review (CEQR) Technical Manual*, the purpose of a hazardous materials assessment is to determine whether a proposed action could lead to potential increased human exposure to hazardous materials and whether the increased exposure could lead to significant public health or environmental impacts. The potential for hazardous material conditions was evaluated based on a May 2020 Phase I Environmental Site Assessment (ESA) report for the entirety of the Development Site and a January 2021 Phase II Subsurface Investigation for the area of the Development Site where the Proposed Development would be located, both prepared by AKRF, Inc. (AKRF).

B. EXISTING CONDITIONS

TOPOGRAPHY AND SUBSURFACE CONDITIONS

Regional topography slopes down to the west and southwest. Based on the U.S. Geological Survey, Far Rockaway, New York 2013 Quadrangle map, the Development Site is approximately nine feet above the North American Vertical Datum (NAVD) of 1988 (an approximation of mean sea level). AKRF completed a Phase II Subsurface Investigation (aka Phase II Investigation) at

the Development Site in December 2020 and during the Phase II Investigation, the depth to water was measured between 8 and 10 feet below grade at the three temporary groundwater monitoring well locations. Based on USGS mapping, groundwater most likely flows in a southwesterly direction toward the Norton Basin, located approximately 800 feet southwest of the Site. However, actual groundwater depth and flow direction in Queens is difficult to ascertain without measurement in on-site wells and can be affected by many factors, including subsurface openings or obstructions and other factors beyond the scope of this assessment. Groundwater in Queens is not generally used as a source of potable water, and in the rare instances that it is permitted, pre-treatment is required.

PHASE I ENVIRONMENTAL SITE ASSESSMENT

The Phase I ESA was conducted in May 2020 in accordance with the American Society of Testing Materials (ASTM) *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* (E1527-13) for the Development Site. The Phase I ESA included a review of available records; interviews with a site representative (Mr. Wilfredo Ruiz – superintendent for the existing 6-story building on the Development Site); a review of historical fire insurance maps; and an evaluation of regulatory database listings for the Development Site and neighboring properties. Access was limited to exterior portions of the Development Site, due to the COVID-19 Pandemic. Neighboring properties were also viewed, but only from public rights-of-way. The Phase I ESA identified the following Recognized Environmental Conditions (RECs), i.e., "*the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property,*" related to the Development Site only:

- A former in-ground pool, that was reportedly backfilled with recycled concrete aggregate (RCA), was located centrally in the parking lot on the northwestern portion of the Property. Mr. Ruiz did not know when the former pool was closed and backfilled. The material used to fill in the pool and/or other potential historic fill associated with former on-site structures may have affected the Property's subsurface.
- Regulatory records identified a nursing home located approximately 250 feet south of the Development Site with a fuel oil underground storage tank (UST) and associated closed-status Spill listing due to a tank test failure, and a Brownfield Cleanup Program (BCP) site located approximately 360 feet southwest of the Development Site with documented petroleum and solvent contamination that is also listed as a hazardous waste generator.

The Phase I ESA identified a potential for subsurface vapors, and thus a potential for vapor migration into existing and future buildings at the Site, based on the RECs noted above.

The Phase I ESA also identified additional non-REC environmental concerns, including the presence of landscaping equipment, debris, and used containers (less than 5-gallons) of motor oil on the northwestern portion of the Property, in the asphalt-paved parking lot. Some minor petroleum-like staining and cracking were noted on the asphalt pavement in these areas. A small shed, box truck, and storage container also located in the southwestern portion of the parking lot reportedly belonged to the landscaper that owned the equipment and were not accessible for inspection. Additional petroleum products and/or landscaping chemicals could be stored in the shed and storage container. Based on the age of the existing building on the Property, asbestos-containing materials (ACM), lead-based paint (LBP), and/or polychlorinated biphenyls (PCBs) may be present in building components. There may also be the potential presence of historical fill, buried demolition debris, and unknown buried tanks, and potential unknown contamination from adjoining properties.

SUBSURFACE (PHASE II) INVESTIGATION

A Phase II Subsurface Investigation (aka Phase II Investigation) was completed in December 2020 by AKRF at the area of the Development Site where the Proposed Development would be constructed. The Phase II Investigation included a geophysical survey, the advancement of five soil borings with the collection and laboratory analysis of ten soil samples; the installation of three temporary groundwater monitoring wells within three of the soil borings with the collection and analysis of three groundwater samples; and the installation of probes for the collection and laboratory analysis of three subsurface soil vapor samples. Results of the investigation are summarized as follows:

- Borings encountered historic fill (sand with varying amounts of silt, gravel, concrete, glass, plastic, asphalt, wood, and brick) to depths ranging between 3 inches and 4 feet below ground surface (bgs) across the Site. Apparent native sand, with varying amounts of silt and gravel, were identified underlying the fill layer extending to approximately 15 feet bgs (the maximum boring depth). Subsurface materials in the area of the former in-ground swimming pool (located in the southern portion of the parking lot) consisted of shallow RCA that was underlain by fill material with varying amounts of sand, gravel, brick, glass, and silt to approximately 4 feet bgs, followed by the concrete bottom of the pool to approximately 5 feet bgs, and underlain by apparent native sand with varying amounts of gravel and silt.
- The depth to water was measured between 8 and 10 feet bgs at the three temporary groundwater monitoring well locations. No free phase product or petroleum-like odors or staining were noted during sampling.

The soil analytical results are summarized as follows:

- Analytical results for the soil samples identified two metals (arsenic and hexavalent chromium) and total polychlorinated biphenyls (PCBs) at concentrations above 6 NYCRR Part 375 Unrestricted Use Soil Cleanup Objectives (UUSCOs) and/or Restricted Residential Soil Cleanup Objectives (RRSCOs). No volatile organic compounds (VOCs), semivolatile organic compounds (SVOCs), or pesticides were detected above UUSCOs and/or RRSCOs. Metals and PCB exceedances are most likely attributable to historic fill material observed in the subsurface at the Site.

The groundwater analytical results are summarized as follows:

- Analytical results for the groundwater samples identified three metals (iron, manganese, and sodium) in the total (unfiltered) and dissolved (filtered) analyses above NYSDEC Class GA Ambient Water Quality Standards and Guidance Values (AWQSGVs). No VOCs, SVOCs, PCBs, or pesticides were detected above AWQSGVs in any of the groundwater samples analyzed. Metal exceedances are likely indicative of natural groundwater conditions as opposed to a spill or release.

The soil vapor analytical results are summarized as follows:

- Analytical results for the soil vapor samples identified 27 of the 71 VOCs analyzed for in at least one of the soil vapor samples. Petroleum-related compounds [including benzene, toluene, ethylbenzene, and xylene (collectively referred to as BTEX), 1,2,4-trimethylbenzene, 1,3,5-trimethylbenzene, 1,3-butadiene, 1,3-dichlorobenzene, 2,2,4-trimethylpentane, 4-ethyltoluene, butane, cymene, isopropanol, naphthalene, n-heptane, n-hexane, and n-propylbenzene] were detected in the soil vapor samples at concentrations up to 4,000 micrograms per cubic meter ($\mu g/m^3$) from a diluted analysis (n-hexane in soil vapor sample SV-01), and solvent-related

compounds [including acetone, carbon disulfide, cyclohexane, dichlorodifluoromethane, methyl ethyl ketone (MEK), tert-butyl alcohol, trichlorofluoromethane, tetrachloroethylene (PCE), and trichloroethylene (TCE)] were detected at concentrations up to 220 µg/m^3 from a diluted analysis (acetone in SV-01). The soil vapor results detected two of the eight chlorinated volatile organic compounds (CVOCs) (PCE and TCE) listed the New York State Department of Health (NYSDOH) October 2006 Guidance for Evaluating Soil Vapor Intrusion Soil Vapor/Indoor Air Decision Matrices. According to the NYSDOH matrices, PCE and TCE were detected at concentrations that warrant "no further action."

The concentrations of compounds detected by this investigation are typical of commercial/industrial areas in New York City and given that the same compounds were not detected at appreciable levels in the Site soil, they do not appear to indicate an on-site release.

C. THE FUTURE WITHOUT THE PROPOSED ACTIONS

Absent the Proposed Actions, it is assumed the existing conditions of the Development Site and Rezoning Area would remain.

D. THE FUTURE WITH THE PROPOSED ACTIONS

In the future with the Proposed Actions, the Development Site would be redeveloped with a new approximately 91,841 gsf building containing residential and community facility uses, along with surface parking for approximately 35 vehicles. The Proposed Development would entail excavation for the construction of the new building foundations, utility connections, grading, etc. Excavation could disturb any such hazardous materials and increase pathways for human or environmental exposure. To avoid the potential for significant adverse impacts, the following would be incorporated into the Proposed Development:

Based on the results of the Phase II Investigation, a Remedial Action Plan (RAP) and Construction Health and Safety Plan (CHASP) have been prepared for the Development Site that would be implemented during the subsurface disturbance associated with the Proposed Development. The Phase II Investigation, RAP, and CHASP were submitted to NYCDEP for review and approval in December 2021. In a letter dated February 16, 2022, NYCDEP approved the RAP and CHASP for the Proposed Development (see **Appendix A**).

The RAP and CHASP address requirements for items such as soil stockpiling, soil disposal and transportation; dust control; community air monitoring; and contingency measures if additional petroleum storage tanks or other contamination should be unexpectedly encountered during construction. The RAP also includes measures required to be incorporated into the new construction, including a vapor barrier beneath the footprint of the Proposed Development to address potential soil vapor conditions and a two-foot clean soil cap in any unpaved/landscaped areas (as specified in the RAP) subject to DEP approval prior to placement at the Site. Upon completion of all NYCDEP-approved remedial requirements, as outlined in the RAP, a P.E.-certified Remedial Closure Report will be submitted to NYCDEP. This report will demonstrate that all remedial activities have been properly implemented.

E. CONCLUSIONS

With the measures outlined above included as part of the Proposed Actions, no significant adverse impacts related to hazardous materials would be anticipated to occur. ✷

A. INTRODUCTION

This chapter assesses the potential for the Proposed Actions to result in significant adverse impacts on the City's water supply and wastewater and stormwater conveyance and treatment infrastructure. According to the 2021 *City Environmental Quality Review (CEQR) Technical Manual*, projects that increase density or change drainage conditions on a large site require a water and sewer infrastructure analysis.

As described in Attachment A, "Project Description and Screening Analyses," the Proposed Actions involve zoning map and text amendments subject to City Planning Commission (CPC) approval to facilitate the development of an eight-story, approximately 91,841-gross-square-foot (gsf) mixed-use building with 106 dwelling units (DUs) of 100 percent affordable housing and approximately 1,991 gsf of ground floor community facility space (the "Proposed Development") on a portion of Block 15744, Lot 7 (the "Development Site") at corner of Ocean Crest Boulevard and Bay 32nd Street in the Wavecrest neighborhood of Queens, Community District 14.

As outlined below, the analysis finds that the Proposed Development would not result in any significant adverse impacts on the City's water supply or wastewater and stormwater conveyance and treatment infrastructure.

B. METHODOLOGY

This analysis follows the *CEQR Technical Manual* guidelines that recommend a preliminary water analysis if a project would result in an exceptionally large demand of water (over 1 million gallons per day [gpd]), or if it is located in an area that experiences low water pressure (e.g., an area at the end of the water supply distribution system, such as the Rockaway Peninsula or Coney Island). The Proposed Development would not generate an incremental water demand of 1 million gpd[1] and is not located in an area that experiences low water pressure; therefore, an analysis of water supply is not warranted since it is expected that there would be adequate water service to meet the incremental water demand and that there would be no significant adverse impacts on the City's water supply.

The *CEQR Technical Manual* indicates that a sewer analysis is warranted if a project site is located in a separately sewered area and would exceed incremental development thresholds determined by the site's zoning. The Development Site is located in a part of the City that is served by a separated sewer system, and the current applicable zoning district is R4-1. In R4-1 districts, the development thresholds are generally 50 residential units or 100,000 square feet (sf) of non-residential uses. The Proposed Development (with 106 affordable DUs) would exceed the residential development threshold in the *CEQR Technical Manual* for new development in a

[1] As shown in **Table H-2**, below, as compared to the No Action scenario, the incremental water demand with the Proposed Development is approximately 44,691 gpd.

separated sewer area; therefore, analysis of the Proposed Development's effects on wastewater and stormwater infrastructure is warranted.

Existing and future water demand and sanitary sewage generation are calculated based on use rates set by the *CEQR Technical Manual*.[2] The New York City Department of Environmental Protection (DEP) Flow Volume Calculation Matrix is then used to calculate the sanitary sewage and stormwater runoff volume discharged to the sewer system for four rainfall volume scenarios with varying durations. The ability of the City's sewer infrastructure to handle the anticipated demand from the Proposed Development is assessed by estimating existing sewage generation rates, and then comparing these existing rates with the future without the Proposed Actions (the No Action condition) and the future with the Proposed Actions (the With Action condition), per *CEQR Technical Manual* methodology.

C. EXISTING CONDITIONS

CONVEYANCE SYSTEM

The Development Site is located in a part of New York City generally served by a separated sewer system: sanitary sewage flows to a wastewater resource recovery facility (WRRF) and stormwater flows untreated through outfalls into nearby waterways. A review of available DEP sewer system mapping determined that the separated sewer system in the area of the Development Site is incomplete. There are large (33-inch) sewers on Ocean Crest Boulevard and Bay 32nd Street dating from the 1930s and 1940s, which are available to receive sanitary sewage. These sewers generally run south, connecting to larger sewers which convey flow to the Rockaway WRRF. Further investigation is required to confirm whether the existing sewers on Ocean Crest Boulevard and Bay 32nd Street function as sanitary or combined sewers. According to DEP mapping, there are no storm sewers on the streets fronting the Development Site; the nearest available storm sewers are located along Hartman Lane (at the eastern end of the block) and Ocean Falcon Boulevard (one block to the north of the Development Site). These storm sewers convey flow to the west, connecting to an outfall (ROC-670) located in Bayswater Park. As there are currently no buildings on the Development Site, is it likely that stormwater drains via overland flow to the catch basins in the adjacent streets, which may be connected to the existing sanitary or combined sewers.[3]

As noted above, the Development Site is in the service area of the Rockaway WRRF, which is located on the Rockaway Peninsula, approximately 3.5 miles west of the Development Site. At the Rockaway WRRF, wastewater is fully treated by physical and biological processes before it is discharged as effluent into Jamaica Bay. The quality of the effluent is regulated by a State Pollutant Discharge Elimination System (SPDES) permit issued by the New York State Department of Environmental Conservation (NYSDEC), which establishes limits for effluent parameters (i.e., suspended solids, fecal coliform bacteria, and other pollutants). Since the volume of flow to a WRRF affects the level of treatment a plant can provide, the SPDES permit also establishes a maximum permitted capacity: for the Rockaway WRRF, the maximum permitted capacity is 45 million gallons per day (mgd). The average monthly flow to the Rockaway WRRF over the last

[2] *CEQR Technical Manual*, 2021, Table 13-2.

[3] Although there is no DEP storm sewer on Beach Channel Drive, mapping indicates that there is a private stormwater drain serving the apartment building on remaining portion of the Development Site (the "Existing Building"), connecting to the storm sewer on Hartman Lane.

12-month period for which data is available is 16 mgd,[4] which is approximately 36 percent of the permitted capacity.

SANITARY FLOWS

The area of the Development Site on which the Proposed Development would be constructed is approximately 20,798 square feet (sf) in size. It consists of the northwestern portion of Lot 7 and is currently occupied by an underutilized at-grade parking area that was formerly a swimming pool area. This portion of the Development Site does not contain any buildings or active uses, there is currently no sanitary sewage generation.

STORMWATER FLOWS

The area of the Development Site on which the Proposed Development would be constructed is currently a predominantly paved parking area; however, this area also contains planted medians and other landscaped areas. **Table H-1** summarizes the existing surfaces and surface areas on this portion of the Development Site, as well as the weighted runoff coefficient (the fraction of precipitation that becomes surface runoff for each surface type).

Table H-1
Existing Surface Coverage

Affected CSO Outfall	Surface Type	Roof	Pavement and Walkways	Other	Grass and Soft Scape	Total
N/A[1]	Area (percent)	0%	79%	0%	21%	**100%**
	Surface Area (sf)	0	16,440	0	4,358	**20,798**
	Runoff Coefficient[2]	1.00	0.85	0.85	0.20	**0.71**

Notes:
[1] The Development Site is located in a separated sewer area; stormwater is directly discharged to nearby waterbodies and does not flow through a Combined Sewer Overflow (CSO) outfall. As discussed above, the Development Site is not currently served by storm sewers, and it is likely that stormwater drains via overland flow to the catch basins in the adjacent streets.
[2] Weighted Runoff Coefficient calculations based on the DEP Flow Volume Calculation Matrix provided in the *CEQR Technical Manual*, retrieved November 2021.
Totals may not sum due to rounding.

UNIFIED STORMWATER RULE

DEP recently enacted amended on-site stormwater management requirements for new and redevelopment projects, updating the previous regulations (2012 Stormwater Rule), which reduce peak discharges to the City's sewer system during rain events by requiring greater on-site storage of stormwater runoff and slower release to the sewer system. Specifically, DEP adopted amendments to Chapters 31 and 19.1 of Title 15 of the Rules of the City of New York (RCNY) as part of a Unified Stormwater Rule. Development of the amended stormwater management regulations began in August 2020, when the New York City Council passed Intro No. 1851, enabling DEP to move forward with the Chapter 19.1 amendments necessary to package the Unified Stormwater Rule amendments. Draft rules were published in Spring 2021; DEP adopted the Unified Stormwater Rule in February 2022.

[4] Twelve-month period through March 2017.

Under the Chapter 31 amendments, the Unified Stormwater Rule increases the amount of stormwater required to be managed on-site and further restricts the release rates for all new and redevelopment projects that require a DEP House or Site Connection Proposal. Additionally, under the Chapter 19.1 amendments, sites that disturb 20,000 square feet or more of soil or increase impervious surfaces by 5,000 square feet or more will also be required to manage the Water Quality Volume (WQv), currently defined as 1.5" over the lot area, using stormwater management practices (SMPs) dictated by DEP SMP hierarchies. DEP has developed hierarchies for both combined and separate sewer areas. The SMP hierarchies prioritize vegetated retention SMPs for both drainage areas with stormwater volume control and stormwater treatment communicated as the underlying goals for combined and separate sewer areas, respectively. For sites that trigger the Chapter 19.1 component of the Unified Stormwater Rule, the hierarchy is mandatory, meaning that developers must start with the most preferred SMP and provide documentation of site constraints that prevent implementation in order to move to the next SMP.

For projects that are located in a separated sewer area or are otherwise expected to utilize a separated system to directly discharge stormwater to a waterbody, the Unified Stormwater Rule requires that, if the project will result in greater than 20,000 square feet of earth disturbance, it is covered under the DEP Stormwater Permitting Program. This includes preparation of a Stormwater Pollution Prevention Plan (SWPPP) in accordance with the permit requirements and the New York City Stormwater Manual.

The Unified Stormwater Rule is expected to result in substantial improvements to the way that individual new and redeveloped properties manage stormwater compared to the 2012 Stormwater Rule it replaced. In some cases, stormwater will be entirely prevented from entering the sewer system through retention and, in most cases, stormwater that does enter the system will be reduced and/or treated and released at a much lower rate, allowing the system to operate more efficiently during peak wet weather events. The analyses of stormwater flows presented in this chapter conservatively do not account for the recommendations of the Unified Stormwater Rule, and design guidance included within.

D. NO ACTION CONDITION

In the future without the Proposed Actions (the "No Action" condition), the portion of the Development Site on which the Proposed Development would be constructed is assumed to remain in its existing condition as an underutilized parking area. Therefore, there will continue to be no sewage generation from this area, as discussed under "Existing Conditions." There will also be no changes to surface coverage, and the stormwater runoff coefficients will remain at the levels discussed above.

In the No Action condition, no changes to the wastewater conveyance system serving the Development Site are expected. Stormwater on the Development Site would continue to drain via overland flow to the catch basins in the adjacent streets, which may be connected to the existing sanitary or combined sewers.

E. WITH ACTION CONDITION

As described above, the Proposed Actions would result in the development of a new, approximately 91,841-gsf mixed-use building on the portion of the Development Site currently used for parking, containing up to 106 affordable DUs and approximately 1,991 gsf of ground floor community facility space. The building would be L-shaped, fronting the adjacent Ocean

Crest Boulevard and Bay 32nd Street with parking in the rear and underneath the building for 35 vehicles. It would be approximately 80 feet tall to the roof (approximately 88 feet including rooftop mechanical bulkhead). The residential entrance would be located at the corner of Ocean Crest Boulevard and Bay 32nd Street. The entrance for the ground floor community facility space would be located along Bay 32nd Street. The parking entrance would remain in the same position as with the current parking lot and curb cut on Ocean Crest Boulevard. No changes are anticipated within the remainder of the Development Site or Project Area under the Proposed Actions.

SANITARY FLOWS

As shown in **Table H-2**, the Proposed Development is expected to generate 29,078 gpd of daily sanitary sewage (with a total water demand of 44,691 gpd[5]). For purposes of analysis, the amount of sanitary sewage is estimated as all water demand generated by the Proposed Development except water used by air conditioning, which is typically not discharged to the sewer system.

As there is currently no sanitary sewage generation from the portion of the Development Site on which the Proposed Development would be constructed, the incremental sanitary sewage generated by the Proposed Development would be 29,078 gpd. The incremental increase in sewage generation is approximately 0.2 percent of the average daily flow at the Rockaway WRRF and would not result in an exceedance of the WRRF's permitted capacity of 45 mgd. In addition, in accordance with the New York City Plumbing Code (Local Law 33 of 2007), the Proposed Development would be required to utilize low-flow plumbing fixtures, which would reduce sanitary flows to the plant. Therefore, the Proposed Development would not result in a significant adverse impact to the City's sanitary sewage conveyance and treatment system.

Table H-2
With Action Water Consumption and Sewage Generation

Use	Size/Population	Rate[1]	Consumption (gpd)
Residential-Domestic	286 Residents[2]	100 gpd/person	28,600
Residential-Air Conditioning	89,850 gsf	0.17 gpd/sf	15,275
Community Facility (Daycare) – Domestic[3]	1,991 gsf	0.24 gpd/sf	478
Community Facility (Daycare) – Air Conditioning[3]	1,991 gsf	0.17 gpd/sf	338
Total Water Supply Demand			**44,691**
Total Sewage Generation			**29,078**

Notes:
[1] Rates are from the *CEQR Technical Manual* Table 13-2.
[2] Estimate based on applying the 2020 Census average household size for Queens Community District 14 (2.7), accessed from DCP's Community District Tabulation Area data, to 111 residential units
[3] Estimates for daycare facility space utilize retail rates for calculation.

STORMWATER FLOWS

In the With Action condition, the Proposed Development would result in changes to surface coverage on the area of the Development Site where it is proposed: in particular, as this area of

[5] As there is currently no water demand on the portion of the Development Site on which the Proposed Development would be constructed, the incremental water demand with the Proposed Development is approximately 44,691 gpd, which is below the *CEQR Technical Manual* threshold of 1 million gpd which warrants a detailed water supply analysis.

Development Site is predominantly paved space and planted areas in existing conditions, the Proposed Actions would result in an increase in fully impervious rooftop space. In addition to the new building, the Proposed Development would include a paved parking area and landscaped areas which would result in semi-impervious and impervious surface coverage. As shown in **Table H-3**, in the With Action condition, the weighted runoff coefficient would increase to 0.92 (compared to 0.71 in existing conditions), largely due to the increase in rooftop space.

Table H-3
With Action Surface Coverage

Affected CSO Outfall	Surface Type	Roof	Pavement and Walkways	Other	Grass and Soft Scape	Total
N/A[1]	Area (percent)	64%	32%	0%	4%	**100%**
	Surface Area (sf)	13,248	6,665	0	885	**20,798**
	Runoff Coefficient[2]	1.00	0.85	0.85	0.20	**0.92**

Notes:
[1] The Development Site is located in a separated sewer area; stormwater is directly discharged to nearby waterbodies and does not flow through a Combined Sewer Overflow (CSO) outfall.
[2] Weighted Runoff Coefficient calculations based on the DEP Flow Volume Calculation Matrix provided in the *CEQR Technical Manual*, retrieved November 2021.
Totals may not sum due to rounding.

Using these sanitary and stormwater flow calculations, the DEP Flow Volume Calculation Matrix was completed for the existing conditions and the With Action condition. The calculations from the Flow Volume Calculation Matrix help to determine the change in wastewater flow volumes to the sewer system from existing condition to With Action condition, and include four rainfall volume scenarios with varying durations. As discussed above, according to DEP mapping, the Proposed Development would be built in an area served by separated sewers; however, the separated sewer system in the area of the Proposed Development is incomplete (specifically, there are no storm sewers on the streets fronting the Proposed Development). In existing conditions, it is likely that stormwater from the parking lot drains via overland flow to the catch basins in the adjacent streets, which may be connected to the existing sanitary or combined sewers. Therefore, for the purposes of analysis, the Flow Volume Calculation Matrix assumes that that stormwater in the existing condition is discharged to the combined sewer.

As discussed further below, any new development on the Development Site may be required to build a private sewer or drain conforming to the City's approved drainage plan, located within the right-of-way and connecting to an existing City storm sewer. Therefore, for the purposes of analysis the Flow Volume Calculation Matrix assumes that stormwater generated by the Proposed Development in the With Action condition would be discharged as direct runoff, connecting to the storm sewers in the nearby streets that convey flow to outfall ROC-670.

The summary tables of the Flow Volume Calculation Matrix are included in **Table H-4**.

Table H-4
DEP Flow Volume Matrix: Existing and Build Volume Comparison

Rainfall Volume (in)	Rainfall Duration (hr)	Runoff Volume to SS (MG)	Runoff Volume to CSS (MG)*	Sanitary Volume to CSS (MG)	Runoff Volume to SS (MG)	Runoff Volume to CSS (MG)*	Sanitary Volume to CSS (MG)	Increased Volume to SS (MG)	Increased Volume to CSS (MG)
		Existing			With Action				
		20,798 SF (0.48 acres)			20,798 SF (0.48 acres)				
0.00	3.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.40	3.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1.20	11.30	0.00	0.01	0.00	0.01	0.00	0.01	0.01	0.00
2.50	19.50	0.00	0.02	0.00	0.03	0.00	0.02	0.03	0.00

Notes:
*Assumes no on-site detention or Best Management Practices (BMPs) for purposes of calculations
SS = Storm Sewer; CSS = Combined Sewer; MG = Million Gallons

As shown in **Table H-4**, with the Proposed Development, sanitary flows to the combined sewer system would increase in all rainfall scenarios shown in the Flow Volume Matrix. However, as it is assumed that stormwater from the parking lot is discharged to the combined sewer in the existing condition, while in the With Action condition it would discharge as direct runoff to the storm sewer system, there would be a reduction in stormwater flows to the combined sewer system. In total, the flows to the combined sewer in the With Action condition would be roughly equivalent to existing conditions (less than a 0.01 MG difference), and there would be a marginal increase in flows to the storm sewer system in the area near the Development Site.

The Flow Volume Matrix calculations do not reflect the use of any sanitary and stormwater source control Best Management Practices (BMPs) to reduce sanitary flow and stormwater runoff volumes to the sewer system in accordance with DEP regulations, in particular the stormwater control rules found in Chapter 31 of Title 15 of RCNY. The Proposed Development would be required to incorporate BMPs to limit stormwater from the Development Site to the sewer system. In particular, stormwater detention would be required as part of the DEP Site Connection Proposal (SCP) application process for new buildings connecting to the City's sewer system. As part of the SCP permit approval processes, developments must be in compliance with the required on-site stormwater volume requirements and stormwater release rate as detailed in the Unified Stormwater Rule. The performance standard is intended to reduce peak discharges to the City's sewer system during rain events by requiring greater onsite storage of stormwater runoff and slower release to the sewer system. The implementation of DEP's stormwater performance standard over time is expected to provide additional capacity to the existing sewer system, thereby improving its performance. The performance standard is a key element of the New York City Green Infrastructure Plan to promote green infrastructure and improve water quality in the City's surrounding waterbodies.

To achieve the current and future required release rate, stormwater could be managed by utilizing one or a combination of detention or infiltration techniques identified in the NYC Green Infrastructure Plan. Specific BMP measures for the Proposed Development to retain or release stormwater with slowed discharge rates to control peak runoff rates would be determined in the future in consultation with DEP when specific designs are advanced, and may include stormwater detention tanks, and rainwater reclamation systems. In addition, as noted above, the Proposed Development would incorporate low-flow plumbing fixtures to reduce sanitary flow in accordance with the New York City Plumbing Code.

Because the City's sewers are sized and designed based on the designated zoning of an area, and related population density and surface coverage characteristics, the proposed rezoning may result

in development that is inconsistent with the design of the existing built sewer system. Subject to additional consultation with DEP, an Amended Drainage Plan (ADP) may be required for the Rezoning Area. In addition, a hydraulic analysis of the existing sewer system may be required as part of the SCP permit approval process, due to the projected increase in sanitary flow from the Proposed Development. The hydraulic analysis calculations would inform the ADP process as necessary. Sewer improvements and/or incorporation of BMPs may also be required of the applicant at the time of the site connection proposal.

CONCLUSION

In order to provide sewer infrastructure to support the Proposed Development, additional investigations of the existing sewers in the area of the Development Site are required, subject to additional consultation with DEP. Specifically, these investigations would determine if the existing sewers in Ocean Crest Boulevard and Bay 32nd Street function as sanitary sewers (in which case development on the Development Site would not be allowed to discharge stormwater to these sewers per DEP rules and regulations) and if there are no other storm sewers.[6] If the investigations determine that there is no existing connection for stormwater, on-site stormwater retention may be necessary (e.g., through the use of drywells). The potential for on-site infiltration would be investigated with additional consideration of the groundwater and soil conditions on the Development Site.

If on-site stormwater retention is determined to be unfeasible, the Applicant may be required to build a private sewer or drain conforming to the City's approved drainage plan, located within the right-of-way and connecting to an existing City storm sewer. In particular, a new storm sewer may need to be constructed along Bay 32nd Street from Ocean Crest Boulevard, connecting to the existing storm sewer north of the Development Site on Falcon Avenue. The Proposed Development would also be required to provide stormwater detention facilities and BMPs as a part of the DEP site connection approval process, which would allow the development to discharge at a rate that would not exacerbate the surcharged condition of the downstream storm sewers, in accordance with DEP regulations. With further consultation with DEP, it will be determined if the Proposed Development requires coverage under the DEP Stormwater Permitting Program. If needed, a Stormwater Pollution Prevention Plan (SWPPP) would be prepared in accordance with the permit requirements and the New York City Stormwater Manual. The SWPPP would include stormwater management practices (SMPs) to demonstrate compliance with the permitting requirements and design manual. The SWPPP will also document Erosion and Sediment Controls (ESC) in compliance with the associated City and State manuals.

A hydraulic analysis of the existing sewer system may be required to determine whether the existing sewer system is capable of supporting higher density development and the related increase in wastewater flow.

With the completion of all infrastructure improvements identified by DEP and the incorporation of the appropriate improvements to handle sanitary flow and stormwater BMPs as part of the site connection process, the water supply and sewer system in the Project Area would be sufficient to handle the increased water demand and wastewater flow resulting from the Proposed

[6] As noted above, under "Existing Conditions," mapping indicates that there is a private stormwater drain on Beach Channel Drive which serves the Existing Building on the Development Site. The additional investigations would include a determination of whether this private stormwater drain is available to connect the Proposed Development to the City storm sewer system.

Development. In particular, with the incorporation of the appropriate BMPs, overall volumes of water demand, sanitary sewer discharge, and stormwater runoff, as well as the peak stormwater runoff rate, would be reduced from the estimates presented above. Treatment capacity at the Rockaway WRRF is sufficient to handle wastewater flow resulting from the Proposed Development. Therefore, with the completion of the required infrastructure improvements, it is concluded there would be no significant adverse impacts on wastewater treatment or stormwater conveyance infrastructure. ✷

A. INTRODUCTION

As described in Attachment A, "Project Description and Screening Analyses," the Proposed Actions involve zoning map and text amendments subject to City Planning Commission (CPC) approval to facilitate the development of an eight-story, approximately 91,841-gross-square-foot (gsf) mixed-use building with 106 dwelling units (DUs) of 100 percent affordable housing and approximately 1,991 gsf of ground floor community facility space (the "Proposed Development") on a portion of Block 15744, Lot 7 (the "Development Site") at corner of Ocean Crest Boulevard and Bay 32nd Street in the Wavecrest neighborhood of Queens, Community District 14.

This attachment examines the potential effects of the Proposed Actions on transportation systems. The travel demand projections and screening assessments in this chapter have been conducted pursuant to the methodologies outlined in the 2021 *City Environmental Quality Review (CEQR) Technical Manual*.

B. TRANSPORTATION SCREENING ASSESSMENTS

The *CEQR Technical Manual* identifies procedures for evaluating a project's potential impacts on traffic, transit, ferry, pedestrian, and parking conditions. This methodology begins with the preparation of a trip generation analysis to determine the volume of person and vehicle trips associated with the Proposed Development. The results are then compared with the *CEQR Technical Manual*-specified thresholds (Level 1 screening analysis) to determine whether a Level 2 screening analysis is warranted. If the Proposed Development would result in 50 or more peak hour vehicle trips, 200 or more peak hour transit trips (subway/rail or bus riders), 50 or more peak hour Citywide Ferry Service (CWFS) ferry trips, and/or 200 or more peak hour pedestrian trips, a Level 2 screening analysis is undertaken.

For the Level 2 screening analysis, project generated trips would be assigned to specific intersections, transit routes, ferry routes, and pedestrian elements. If the results of this analysis show that the project would generate 50 or more peak hour vehicle trips through an intersection, 50 or more peak hour bus riders on a bus route in a single direction, 200 or more peak hour subway passengers at any given station or on a subway line, 25 or more passenger ferry trips in a single direction on a single route, 50 or more passengers at a ferry landing, or 200 or more peak hour pedestrian trips per pedestrian element, further quantified analyses may be warranted to evaluate the potential for significant adverse traffic, transit, and pedestrian impacts and parking shortfalls.

LEVEL 1 SCREENING ASSESSMENT

Trip generation factors for the Proposed Development are based on information from the *CEQR Technical Manual*, U.S. Census Data, travel demand surveys conducted by the New York City Department of Transportation (DOT), and the previously approved 2017 *Downtown Far Rockaway Redevelopment Project FEIS*, as summarized in **Table I-1**.

RESIDENTIAL

The daily person trip rate and temporal and directional distributions are from the *CEQR Technical Manual*. The modal splits and auto vehicle occupancy are from the U.S. Census American Community Survey (ACS) 2015-2019 Journey-to-Work (JTW) estimates for Queens census tracts 972.02, 972.03, 972.04, 992, 998.01, 998.02, and 1008.02. The taxi vehicle occupancy is from the 2017 *Downtown Far Rockaway Redevelopment Project FEIS*. The daily delivery trip rate and temporal and directional distributions are from the *CEQR Technical Manual*.

DAYCARE

Staff

The daily person trip generation rate and temporal and directional distributions are from the *CEQR Technical Manual*. The modal splits and auto vehicle occupancy are from the U.S. Census ACS 2012-2016 Reverse Journey-to-Work (RJTW) estimates for Queens census tracts 972.02, 972.03, 972.04, 992, 998.01, 998.02, and 1008.02. The taxi vehicle occupancy is based on information provided by DOT. The daily delivery trip rate and temporal and directional distributions are from the 2017 *Downtown Far Rockaway Redevelopment Project FEIS*.

Children

The daily person trip generation rate and temporal and directional distributions are from the *CEQR Technical Manual*. The vehicle occupancies are based on information provided by DOT. The modal splits are from the 2017 *Downtown Far Rockaway Redevelopment Project FEIS*.

Parents

The daily person trip generation rate and temporal and directional distributions are from the *CEQR Technical Manual*. The modal splits are from the 2017 *Downtown Far Rockaway Redevelopment Project FEIS*.

Table I-1
Travel Demand Assumptions

Use	Residential				Daycare											
					Staff				Children				Parents			
Total Daily Person Trip	(1) Weekday 8.18 Trips / DU			Saturday 9.08	(1) Weekday 6.00 Trips / KSF			Saturday 0.00	(1) Weekday 22.00 Trips / KSF			Saturday 0.00	(1) Weekday 44.00 Trips / KSF			Saturday 0.00
Trip Linkage	0%			0%	0%			0%	0%			0%	0%			0%
Net Daily Person trip	Weekday 8.18 Trips / DU			Saturday 9.08	Weekday 6.00 Trips / KSF			Saturday 0.00	Weekday 22.00 Trips / KSF			Saturday 0.00	Weekday 44.00 Trips / KSF			Saturday 0.00
	AM	**MD**	**PM**	**Saturday**	**AM**	**MD**	**PM**	**Saturday**	**AM**	**MD**	**PM**	**Saturday**	**AM**	**MD**	**PM**	**Saturday**
Temporal	(1)				(1)				(1)				(1)			
	9.3%	5.6%	8.5%	8.4%	25.0%	2.5%	25.0%	0.0%	25.0%	0.0%	25.0%	0.0%	25.0%	0.0%	25.0%	0.0%
Direction	(1)				(1)				(1)				(1)			
In	22%	50%	62%	55%	100%	50%	0%	50%	100%	50%	0%	50%	50%	50%	50%	50%
Out	78%	50%	38%	45%	0%	50%	100%	50%	0%	50%	100%	50%	50%	50%	50%	50%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Modal Split	(2)				(4)				(3)				(3)			
	AM	**MD**	**PM**	**Saturday**	**AM**	**MD**	**PM**	**Saturday**	**AM**	**MD**	**PM**	**Saturday**	**AM**	**MD**	**PM**	**Saturday**
Auto	50.0%	50.0%	50.0%	50.0%	67.0%	67.0%	67.0%	67.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%	16.0%
Taxi	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Subway	27.0%	27.0%	27.0%	27.0%	9.0%	9.0%	9.0%	9.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%	23.0%
Railroad	1.0%	1.0%	1.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bus	15.0%	15.0%	15.0%	15.0%	9.0%	9.0%	9.0%	9.0%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%	4.5%
Walk	5.0%	5.0%	5.0%	5.0%	13.0%	13.0%	13.0%	13.0%	56.0%	56.0%	56.0%	56.0%	56.0%	56.0%	56.0%	56.0%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Vehicle Occupancy	(2)(3)				(4)(5)				(5)							
	AM	MD	PM	Saturday	Weekday			Saturday	Weekday			Saturday				
Auto	1.09	1.09	1.09	1.09	1.09			1.09	1.00			1.00				
Taxi	1.40	1.30	1.40	1.30	1.00			1.00	1.00			1.00				
Daily Delivery Trip Generation Rate	(1) Weekday 0.06 Delivery Trips / DU			Saturday 0.02	(3) Weekday 0.38 Delivery Trips / KSF			Saturday 0.00								
	AM	**MD**	**PM**	**Saturday**	**AM**	**MD**	**PM**	**Saturday**								
Delivery Temporal	(1)				(3)											
	12.0%	9.0%	2.0%	9.0%	9.6%	11.0%	1.0%	0.0%								
Delivery Direction	(1)				(3)											
In	50%	50%	50%	50%	50%	50%	50%	50%								
Out	50%	50%	50%	50%	50%	50%	50%	50%								
Total	100%	100%	100%	100%	100%	100%	100%	100%								

Sources:
(1) 2021 *CEQR Technical Manual*
(2) U.S. Census American Community Survey (ACS) 2015-2019 Journey-to-Work (JTW) Data for Queens County Census tracts 972.02, 972.03, 972.04, 992, 998.01, 998.02, and 1008.02
(3) *Downtown Far Rockaway Redevelopment Project FEIS* (2017)
(4) U.S. Census American Community Survey (ACS) 2012-2016 Reverse Journey-to-Work (RJTW) Data for Queens County Census tracts 972.02, 972.03, 972.04, 992, 998.01, 998.02, and 1008.02
(5) Information provided by DOT

TRAVEL DEMAND PROJECTION SUMMARY

As summarized in **Table I-2**, the Proposed Development would generate 115, 48, 108, and 80 person trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. Approximately 44, 22, 44, and 41 vehicle trips would be generated during the same respective peak hours.

Table I-2
Trip Generation Summary: Proposed Development

Program	Peak Hour	In/Out	Person Trip							Vehicle Trip			
			Auto	Taxi	Subway	Railroad	Bus	Walk	Total	Auto	Taxi	Delivery	Total
Residential **106 DU**	AM	In	9	0	5	0	3	1	18	8	1	0	9
		Out	31	1	17	1	9	3	62	28	1	0	29
		Total	40	1	22	1	12	4	80	36	2	0	38
	Midday	In	12	0	7	0	4	1	24	11	0	0	11
		Out	12	0	7	0	4	1	24	11	0	0	11
		Total	24	0	14	0	8	2	48	22	0	0	22
	PM	In	23	1	12	0	7	2	45	21	2	0	23
		Out	14	1	8	0	4	1	28	13	2	0	15
		Total	37	2	20	0	11	3	73	34	4	0	38
	Saturday	In	22	1	12	0	7	2	44	20	2	0	22
		Out	18	1	10	0	5	2	36	17	2	0	19
		Total	40	2	22	0	12	4	80	37	4	0	41
Daycare - Staff **1,991 GSF**	AM	In	2	0	0	0	0	0	2	2	0	0	2
		Out	0	0	0	0	0	0	0	0	0	0	0
		Total	2	0	0	0	0	0	2	2	0	0	2
	Midday	In	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0
	PM	In	0	0	0	0	0	0	0	0	0	0	0
		Out	2	0	0	0	0	0	2	2	0	0	2
		Total	2	0	0	0	0	0	2	2	0	0	2
	Saturday	In	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0
Daycare - Children **1,991 GSF**	AM	In	2	0	3	0	0	6	11	2	0	0	2
		Out	0	0	0	0	0	0	0	2	0	0	2
		Total	2	0	3	0	0	6	11	4	0	0	4
	Midday	In	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0
	PM	In	0	0	0	0	0	0	0	2	0	0	2
		Out	2	0	3	0	0	6	11	2	0	0	2
		Total	2	0	3	0	0	6	11	4	0	0	4
	Saturday	In	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0
Daycare - Parents **1,991 GSF**	AM	In	2	0	3	0	0	6	11	0	0	0	0
		Out	2	0	3	0	0	6	11	0	0	0	0
		Total	4	0	6	0	0	12	22	0	0	0	0
	Midday	In	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0
	PM	In	2	0	3	0	0	6	11	0	0	0	0
		Out	2	0	3	0	0	6	11	0	0	0	0
		Total	4	0	6	0	0	12	22	0	0	0	0
	Saturday	In	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0
Total	AM	In	15	0	11	0	3	13	42	12	1	0	13
		Out	33	1	20	1	9	9	73	30	1	0	31
		Total	48	1	31	1	12	22	115	42	2	0	44
	Midday	In	12	0	7	0	4	1	24	11	0	0	11
		Out	12	0	7	0	4	1	24	11	0	0	11
		Total	24	0	14	0	8	2	48	22	0	0	22
	PM	In	25	1	15	0	7	8	56	23	2	0	25
		Out	20	1	14	0	4	13	52	17	2	0	19
		Total	45	2	29	0	11	21	108	40	4	0	44
	Saturday	In	22	1	12	0	7	2	44	20	2	0	22
		Out	18	1	10	0	5	2	36	17	2	0	19
		Total	40	2	22	0	12	4	80	37	4	0	41

TRAFFIC

As shown in **Table I-2**, the Proposed Development would generate 44, 22, 44, and 41 vehicle trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. Since the incremental vehicle trips would not exceed the *CEQR Technical Manual* analysis threshold of 50 peak hour vehicle trips, a detailed traffic analysis is not warranted, and the Proposed Development would not result in any significant adverse traffic impacts.

PARKING

For parking, because a detailed traffic analysis has been determined to be unwarranted, an assessment of the Proposed Development's demand on the area's parking resources is also unwarranted. Furthermore, as described above, the Proposed Development would provide 35 on-site accessory parking spaces to accommodate the parking demand generated by the proposed uses. Therefore, as a result of the conclusions described above for traffic, a detailed parking analysis is not warranted, and the Proposed Development would not result in any significant parking shortfalls.

TRANSIT

As detailed in **Table I-2**, the Proposed Development would generate 31, 14, 29, and 22 person trips by subway; 12, 8, 11, and 12 person trips by bus; and 1, 0, 0, and 0 person trips by rail during the weekday AM, midday, PM, and Saturday peak hours, respectively. The incremental subway trips are below the *CEQR Technical Manual* analysis threshold of 200 peak hour subway trips. Therefore, a detailed analysis of subway facilities is not warranted, and the Proposed Development would result in any significant adverse subway impacts. The incremental bus trips are also below the *CEQR Technical Manual* analysis threshold of 50 or more peak hour bus riders in a single direction such that a detailed bus analysis is not warranted, and the Proposed Development would not result in any significant adverse bus impacts. Similarly, the incremental railroad trips are also below the *CEQR Technical Manual* analysis threshold of 200 peak hour rail trips such that a detailed rail analysis is not warranted, and the Proposed Development would not result in any significant adverse rail impacts. The Proposed Development would also not generate any incremental ferry trips. Therefore, a detailed ferry analysis is not warranted, and the Proposed Development would not result in any significant adverse ferry impacts.

PEDESTRIANS

As shown in **Table I-2**, the Proposed Development would generate 115, 48, 108, and 80 person trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. Since the incremental person trips are below the *CEQR Technical Manual* analysis threshold of 200 person trips, a detailed pedestrian analysis is not warranted, and the Proposed Development would not result in any significant adverse pedestrian impacts.

C. CONCLUSION

There would be no potential for traffic, transit, or pedestrian impacts or significant parking shortfalls as a result of the Proposed Development. Therefore, the Proposed Development would not have any significant adverse impacts on transportation. ✷

A. INTRODUCTION

The potential for air quality impacts associated with the Proposed Actions is assessed in this attachment.

As described in Attachment A, "Project Description and Screening Analyses," the Proposed Actions involve zoning map and text amendments subject to City Planning Commission (CPC) approval to facilitate the development of an eight-story, approximately 91,841-gross-square-foot (gsf) mixed-use building with 106 dwelling units (DUs) of 100 percent affordable housing and approximately 1,991 gsf of ground floor community facility space (the "Proposed Development") on a portion of Block 15744, Lot 7 (the "Development Site") at corner of Ocean Crest Boulevard and Bay 32nd Street in the Wavecrest neighborhood of Queens, Community District 14

Based on the projected traffic volumes (see TDF Memo and Attachment I, "Transportation"), the maximum projected hourly incremental traffic volumes generated by the Proposed Development would be 44, 22, 44, and 41 vehicle trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. Therefore, the projected traffic volumes would not exceed the carbon monoxide (CO) screening threshold defined in the 2021 *City Environmental Quality Review (CEQR) Technical Manual* (170 peak hour vehicle trips at an intersection in the study area). The incremental traffic volumes would be further dispersed to the surrounding area based on the anticipated travel patterns around the Development Site such that the incremental traffic volumes at any intersection would be even lower. Considering the low levels of project-generated traffic, emissions of particulate matter (PM) would not exceed the *de minimis* thresholds referenced in the *CEQR Technical Manual*. Therefore, no mobile source analysis was required.

Since the Proposed Development would include fossil fuel-fired heating and water systems, a stationary source analysis was conducted to evaluate the potential impact from these sources on air quality. As discussed in detail below, the Proposed Development would not result in any significant adverse impacts on air quality.

In addition to emissions from the Proposed Development's stationary sources, the potential for emissions from existing large or major sources to impact air quality at the Proposed Development was assessed, as well as from existing nearby industrial facilities.

B. METHODOLOGY FOR PREDICTING POLLUTANT CONCENTRATIONS

Stationary source analyses were conducted using the methodology described in the *CEQR Technical Manual* to assess air quality impacts associated with emissions from the Proposed Development's heating and hot water systems. Based on design information provided, the Proposed Development would utilize natural gas for the heating and water systems. The primary pollutants of concern when burning natural gas are nitrogen dioxide (NO_2) and particulate matter

less than 2.5 micrometers in diameter ($PM_{2.5}$). An initial screening was prepared using basic project information and applying thresholds defined in the *CEQR Technical Manual*, and further screening was prepared using the U.S. Environmental Protection Agency's (EPA) AERSCREEN model to evaluate potential 1-hour average NO_2 and 24-hour and annual average concentrations of $PM_{2.5}$, which are not assessed in the initial screening procedure.

Potential 1-hour average NO_2 concentrations were added to representative background concentrations in the area and compared with the National Ambient Air Quality Standards (NAAQS). Potential 24-hour and annual average incremental concentrations of $PM_{2.5}$ were compared with the $PM_{2.5}$ *de minimis* criteria defined in the *CEQR Technical Manual* which are defined as follows*:*

- Predicted increase of more than half the difference between the background concentration and the 24-hour standard;
- Annual average $PM_{2.5}$ concentration increments which are predicted to be greater than 0.1 $\mu g/m^3$ at ground level on a neighborhood scale (i.e., the annual increase in concentration representing the average over an area of approximately 1 square kilometer, centered on the location where the maximum ground-level impact is predicted for stationary sources); or
- Annual average $PM_{2.5}$ concentration increments which are predicted to be greater than 0.3 $\mu g/m^3$ at a discrete location (elevated or ground level).

HEATING AND HOT WATER SYSTEMS

INITIAL SCREENING ANALYSIS

An initial screening was performed using the methodology described in Chapter 17, Section 322.1, of the *CEQR Technical Manual*. This analysis determines the threshold of development size below which the action would not have a significant adverse impact relative to annual average NO_2 for developments using natural gas for heating and hot water systems. The screening is based on the distance from the development to the nearest building of similar or greater height. The screening procedure uses information regarding the type of fuel to be burned, the development type and maximum size, and the exhaust stack height to evaluate whether or not a significant impact is possible.

The initial screening was based on a 91,841-gross-square-foot (gsf) building, with the nearest receptor of similar or greater height at a distance of greater than 400 feet.

AERSCREEN ANALYSIS

Potential 1-hour average NO_2 and 24-hour and annual average $PM_{2.5}$ impacts from the Proposed Development's heating and hot water system emissions were evaluated using the latest version of EPA's AERSCREEN model (Version 21112). The AERSCREEN model projects worst-case 1-hour average concentrations downwind from a point, area, or volume source; longer-period averages are estimated by multiplying the 1-hour results by persistence factors established by EPA or provided in the *CEQR Technical Manual*.

AERSCREEN generates application-specific worst-case meteorology using representative minimum and maximum ambient air temperatures, and site-specific surface characteristics such

as albedo, Bowen ratio, and surface roughness length.[1] The AERSCREEN model was used to calculate worst-case ambient concentrations of NO_2 and $PM_{2.5}$ from the Proposed Development downwind of the stack. The model incorporates the Plume Rise Model Enhancements (PRIME) downwash algorithm, which is designed to predict concentrations in the "cavity region" (i.e., the area around a structure which under certain conditions may affect an exhaust plume, causing a portion of the plume to become entrained in a recirculation region). AERSCREEN uses the Building Profile Input Program for PRIME (BPIPPRM) to provide a detailed analysis of downwash influences on a direction-specific basis. AERSCREEN also incorporates AERMOD's complex terrain algorithms and utilizes the AERMAP terrain processor to account for the actual terrain in the vicinity of the source on a direction-specific basis.

The AERSCREEN model was run both with and without the influence of building downwash, using urban diffusion coefficients that were based on a review of land-use maps of the area. Other model options were selected based on EPA guidance.

Maximum 1-hour average NO_2 concentrations were estimated using an NO_2 to NO_x ratio of 0.8—the recommended default ambient ratio per EPA guidance.[2]

Emission Rates and Stack Parameters

The Proposed Development would utilize natural gas-fired heating and hot water systems. Annual emission rates for heating and hot water systems were calculated based on fuel consumption estimates, using energy intensity estimates based on type of development and size of the building (91,841 gsf) as recommended in the *CEQR Technical Manual*, and applying emission factors for natural gas-fired boilers.[3] The short-term emission rates (24-hour and shorter) were calculated by scaling the annual emissions to account for a 100-day heating season. The exhaust from the heating and hot water systems was assumed to be vented through a single stack located three feet above the bulkhead roof of the building at a height of approximately 80 feet above grade.

To calculate exhaust velocity, the fuel consumption of the Proposed Development was multiplied by EPA's fuel factor for natural gas,[4] providing the exhaust flow rate at standard temperature; the flow rate was then corrected for the exhaust temperature, and exhaust velocity was calculated based on the stack diameter. Assumptions for stack diameter and exhaust temperature for the proposed systems were obtained from a survey of boiler exhaust data provided by New York City Department of Environmental Protection (DEP),[5] and were used to calculate the exhaust velocity.

The emission rates and exhaust stack parameters used in the modeling analyses are presented in **Table J-1**.

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[1] Albedo is the fraction of the total incident solar radiation reflected by the ground surface. The Bowen ratio is the ratio of the sensible heat flux to the latent (evaporative) heat flux. The surface roughness length is related to the height of obstacles to the wind flow and represents the height at which the mean horizontal wind speed is zero based on a logarithmic profile.

[2] EPA. *Memorandum: Clarification on the use of AERMOD Dispersion Modeling for Demonstrating Compliance with the NO_2 National Ambient Air Quality Standard*. September 30, 2014.

[3] EPA. *Compilation of Air Pollutant Emission Factors AP-42*. 5th Ed., V. I, Ch. 1.4. September 1998.

[4] EPA. *Standards of Performance for New Stationary Sources.* 40 CFR Chapter I Subchapter C Part 60. Appendix A-7, Table 19-2. 2013.

[5] DEP. *Boiler Database*. August 11, 2017.

Table J-1
Exhaust Stack Parameters and Emission Rates

Stack Parameter	Value
Stack Height (feet)	80.3
Stack Diameter (feet)	3.2[(1)]
Exhaust Velocity (feet/second)	1.3 [(1)]
Exhaust Temperature (degrees Fahrenheit)	307.8 [(1)]
Emission Rate (grams/second)	
NO_2 (1-hour average)	0.029
$PM_{2.5}$ (24-hour average)	0.002
$PM_{2.5}$ (Annual average)	0.0006

Note:
[(1)] Stack parameter assumptions were obtained from a survey of boiler exhaust data provided by DEP.

Background Concentrations

To estimate the maximum expected pollutant concentration at a given location (receptor), the predicted impacts must be added to a background value that accounts for existing pollutant concentrations from other sources that are not directly accounted for in the model (see **Table J-2**). For the 1-hour average NO_2 concentration at a given receptor, the modeled concentration from the source was added to corresponding background concentration of 100 µg/m^3. This background level represents the three-year average (2017–2019) of the annual 98th percentile (NO_2) of the daily-highest one-hour average NO_2 concentrations (this is the statistical form of the standard) monitored at the nearest New York State Department of Environmental Conservation (NYSDEC) background monitoring station—Queens College 2, Queens. Note that the maximum modeled concentration would not necessarily coincide with the maximum background concentrations, and, therefore, this approach results in a conservatively high estimate.

$PM_{2.5}$ impacts are assessed on an incremental basis and compared with the $PM_{2.5}$ *de minimis* criteria. The $PM_{2.5}$ 24-hour average background concentration based on the 98th percentile concentration, averaged over the years 2017–2019 was used to establish the *de minimis* value of 8.7 ug/m^3. $PM_{2.5}$ annual average impacts are assessed on an incremental basis and compared to the $PM_{2.5}$ *de minimis* criteria, without considering the annual background. Therefore, the annual $PM_{2.5}$ background is not presented in the table.

Table J-2
Maximum Background Pollutant Concentrations

Pollutant	Average Period	Location	Concentration (µg/m^3)	NAAQS (µg/m^3)
NO_2	1-hour	Queens College 2, Queens	103.8	188
$PM_{2.5}$	24-hour	Queens College 2, Queens	18.1	35

Source: New York State Air Quality Report Ambient Air Monitoring System, NYSDEC, 2017–2019.

Receptor Placement

Receptors (locations at which concentrations are projected) generally include operable windows in residential or other buildings, air intakes, and publicly accessible open space locations, as applicable. The nearest building of similar or greater height is located at a distance of 833 feet from the Proposed Development. Lower receptors were also modeled at those same distances, and the worst-case ground level concentration was also evaluated.

INDUSTRIAL SOURCES

Nearby industrial facilities were examined to identify any potential for adverse impacts on future residents of the Proposed Development from air toxics. All industrial and manufacturing uses within 400 feet of the Project Site were considered for inclusion in the air quality impact analyses.

A search of federal- and state-permitted facilities in the study area was conducted using EPA's Envirofacts database.[6] DEP's online permit database was also searched to identify any permitted industrial uses at commercial properties within the study area.[7]

No current permitted activities were identified within the study area. Therefore, no potential for significant impacts on the Proposed Development are anticipated from industrial source emissions.

ADDITIONAL SOURCES

The *CEQR Technical Manual* requires an analysis of projects that may result in a significant adverse impact due to certain types of new uses located near a "large" or "major" emissions source. Major sources are defined as those located at facilities that have a Title V or Prevention of Significant Deterioration air permit, while large sources are defined as those located at facilities that require a State Facility Permit. To assess the potential effects of these existing sources on the projected and potential development sites, a review of existing permitted facilities was conducted. Sources of information reviewed included the NYSDEC Title V and State Facility Permit websites**.** The review of major- and large-sources permits[8] found no such facilities within 1,000 feet of the Project Site. Therefore, no analysis is required, and no significant adverse impacts would occur on the Proposed Development from major or large stationary sources of emissions.

C. PROBABLE IMPACTS OF THE PROPOSED PROJECT

HEATING AND HOT WATER SYSTEMS

INITIAL SCREENING ANALYSIS

The results of the initial screening analysis are presented in **Figure J-1.** The distance to the nearest building of a similar or greater height would be 833 feet. Therefore, a distance of 400 feet was assumed, as per *CEQR Technical Manual* guidance. As indicated by the analysis, potential impacts would not occur at distances greater than 76 feet. Therefore, no significant impact is projected. Since annual average NO_2 is the critical pollutant in this analysis, impacts would also not be expected for emissions of non-critical pollutants, including PM_{10} and CO.

AERSCREEN ANALYSIS

The results of the AERSCREEN analysis for 1-hour average NO_2 and $PM_{2.5}$ are presented in **Table J-3**. As shown in the table, there are no exceedances of the NO_2 1-hour NAAQS. In addition, the maximum predicted incremental concentrations of $PM_{2.5}$ are not predicted to exceed the CEQR *de*

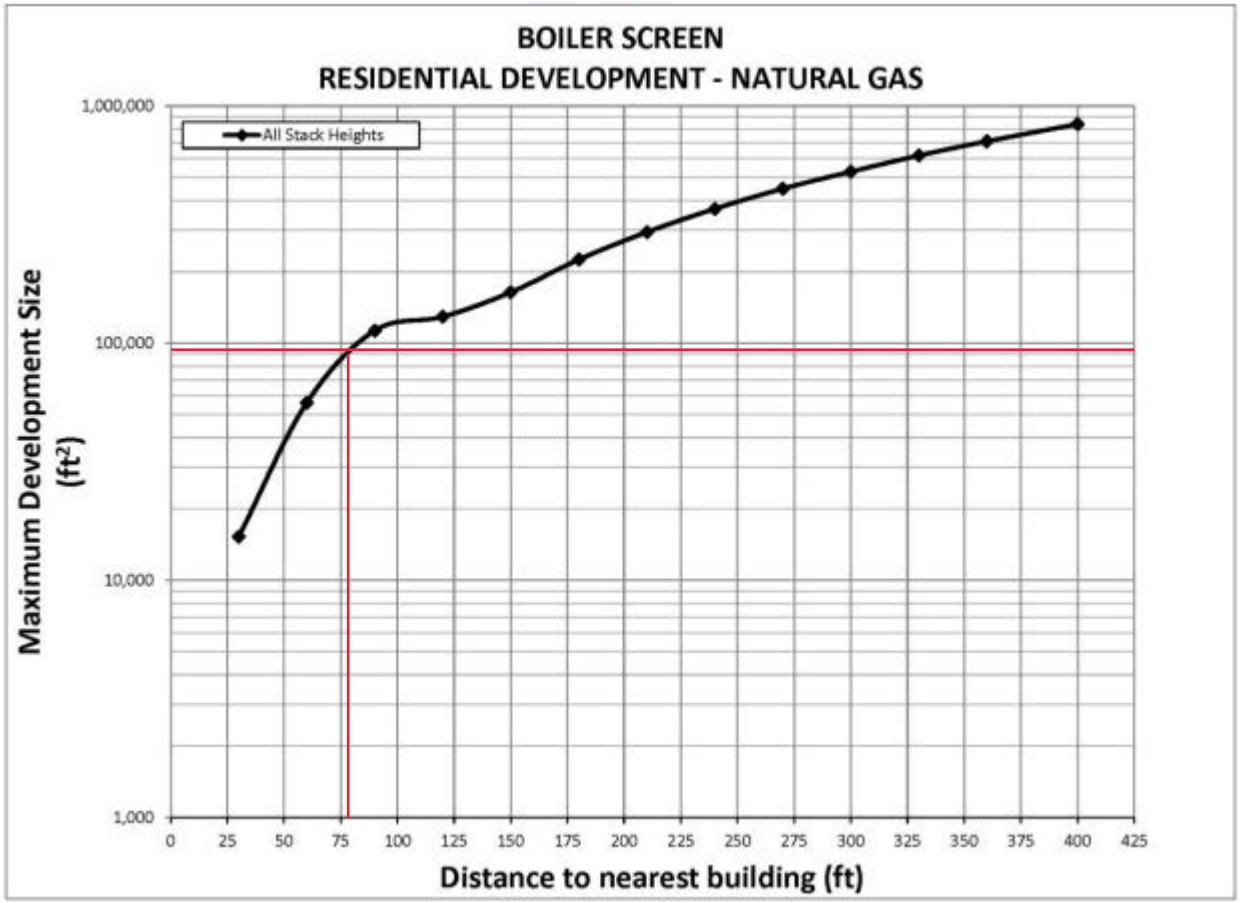
[6] EPA. Envirofacts. https://www3.epa.gov/enviro/.

[7] DEP. *NYC DEP CATS Information.* https://a826-web01.nyc.gov/dep.boilerinformationext. New York City Open Data https://data.cityofnewyork.us/Environment/CATS-Permits/f4rp-2kvy.

[8] NYSDEC. *Access to DEC Air Permits*. https://www.dec.ny.gov/chemical/8569.html. Accessed November 17, 2021.

HVAC Screening Analysis
Site: 29-32 Beach Channel Dr
Date: 9/12/22

Figure App 17-3



Stack Height: 80 ft

Pass

Distance to Nearest Building of Similar or Greater Height: 833 ft
Maximum SQFA: 91,841 sq. ft
Minimum Allowable Distance to Nearest Building: 76 ft

minimis criteria. Note that since the local (discrete receptor) $PM_{2.5}$ concentration increment, 0.04 µg/m^3, is lower than the neighborhood-scale *de minimis* level of 0.1 µg/m^3, no analysis of the area-wide average concentration increment is necessary.

To ensure that there are no potential significant adverse air quality impacts from heating and hot water systems, a restriction would be required as part of the Proposed Actions through an Air Quality (E) Designation (E-702) that would be placed on the Development Site. The restriction is outlined below.

Block 15744, Lot 7

Any new residential and/or commercial development on the above-referenced property must exclusively use natural gas for any fossil fuel-fired heating, ventilating, and air conditioning (HVAC) system and hot water equipment, and ensure the HVAC system and hot water equipment stack(s) is located at least 80 feet above grade to avoid any potential significant adverse air quality impacts.

Overall, based on the two analyses presented, the Proposed Development's heating and hot water system would not result in any significant adverse air quality impacts.

Table J-3
Maximum Modeled Pollutant Concentrations (µg/m^3)

Pollutant	Averaging Period	Maximum Modeled Impact	Background	Total Concentration	Criterion
NO_2	1-hour	16.27 (1)	103.8	120.1	188 (2)
$PM_{2.5}$	24-hour	0.9	N/A	N/A	8.5 (4)
	Annual	0.04	N/A	N/A	0.3 (5)

Notes:
N/A – Not Applicable
(1) The 1-hour average NO_2 concentration is estimated using NO_2 to NO_x ratio of 0.8 as per EPA guidance
(2) NAAQS
(3) $PM_{2.5}$ *de minimis* criteria—24-hour average, not to exceed more than half the difference between the background concentration and the 24-hour standard of 35 µg/m^3
(4) $PM_{2.5}$ *de minimis* criteria—annual (discrete receptor)

✷

A. INTRODUCTION

As described in Attachment A, "Project Description and Screening Analyses," the Proposed Actions involve zoning map and text amendments subject to City Planning Commission (CPC) approval to facilitate the development of an eight-story, approximately 91,841-gross-square-foot (gsf) mixed-use building with 106 dwelling units (DUs) of 100 percent affordable housing and approximately 1,991 gsf of ground floor community facility space (the "Proposed Development") on a portion of Block 15744, Lot 7 (the "Development Site") at corner of Ocean Crest Boulevard and Bay 32nd Street in the Wavecrest neighborhood of Queens, Community District 14.

This attachment assesses the potential for the Proposed Actions to result in significant adverse noise impacts. The analysis determines whether the Proposed Actions would result in increases in noise levels that could have a significant adverse impact on nearby sensitive receptors and also considers the effect of existing noise levels on the Proposed Development that could result from the Proposed Actions.

The Proposed Development would not generate or divert sufficient traffic or have the potential to cause a significant noise impact (i.e., it would not result in a doubling of noise passenger car equivalents [Noise PCEs] which would be necessary to cause a 3 dBA increase in noise levels). However, ambient noise levels adjacent to the Development Site (including noise from vehicular traffic) are addressed in this attachment and an analysis is presented that determines the level of building attenuation necessary to ensure that the Proposed Development's interior noise levels satisfy applicable City Environmental Quality Review (CEQR) interior noise criteria.

B. ACOUSTICS FUNDAMENTALS

Sound is a fluctuation in air pressure. Sound pressure levels are measured in units called decibels (dB). The particular character of the sound that we hear is determined by the speed, or frequency, at which the air pressure fluctuates, or oscillates. Frequency defines the oscillation of sound pressure in terms of cycles per second. One cycle per second is known as 1 Hertz (Hz). People can hear over a relatively limited range of sound frequencies, generally between 20 Hz and 20,000 Hz, and the human ear does not perceive all frequencies equally well. High frequencies (e.g., a whistle) are more easily discernable and therefore more intrusive than many low frequencies (e.g., a diesel truck engine).

A-WEIGHTED SOUND LEVEL (DBA)

In order to establish a uniform noise measurement that simulates people's perception of loudness and annoyance, the decibel measurement is weighted to account for those frequencies most audible to the human ear. This is known as the A-weighted sound level, or dBA, and it is the descriptor of noise levels most often used for community noise. As shown in **Table K-1**, the threshold of human hearing is defined as 0 dBA; quiet conditions (e.g., a library) are approximately 40 dBA; normal

daily activity conditions are between 50 dBA and 70 dBA; noisy conditions are above 70 dBA; and loud, intrusive, and deafening conditions approach 120 dBA.

Table K-1
Noise Levels of Common Sources

Sound Source	SPL (dBA)
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
Source: 2021 *CEQR Technical Manual*	

In considering these values, it is important to note that the dBA scale is logarithmic, meaning that each increase of 10 dBA describes a doubling of perceived loudness. Thus, the background noise in an office, at 50 dBA, is perceived as twice as loud as a library at 40 dBA. For most people to perceive an increase in noise, it must be at least 3 dBA. At 5 dBA, the change will be readily noticeable.

SOUND LEVEL DESCRIPTORS

Because dBA describes a noise level at just one moment and few noises are constant, other ways of describing noise that fluctuates over extended periods have been developed. One way is to describe the fluctuating sound heard over a specific time period as if it had been a steady, unchanging sound. For this condition, a descriptor called the equivalent sound level (L_{eq}) can be computed. L_{eq} is the constant sound level that, in a given situation and time period (e.g., 1 hour, denoted by $L_{eq(1)}$, or 24 hours, denoted by $L_{eq(24)}$), conveys the same sound energy as the actual time-varying sound. Statistical sound level descriptors such as L_1, L_{10}, L_{50}, L_{90}, and L_x, are used to indicate noise levels that are exceeded 1, 10, 50, 90, and x percent of the time, respectively.

The relationship between L_{eq} and levels of exceedance is worth noting. Because L_{eq} is defined in energy rather than straight numerical terms, it is not simply related to the levels of exceedance. If the noise fluctuates little, L_{eq} will be approximately equal to the L_{50} or the median value. If the noise fluctuates broadly, the L_{eq} will be approximately equal to the L_{10} value. If extreme fluctuations are present, the L_{eq} will exceed L_{90} or the background level by 10 or more decibels. Thus, the relationship between L_{eq} and the levels of exceedance will depend on the character of the noise. In community noise measurements, it has been observed that the L_{eq} is generally between L_{10} and L_{50}.

For purposes of the Proposed Development, the L_{10} descriptor has been selected as the noise descriptor to be used to evaluate interior noise exposure. The 1-hour L_{10} is the noise descriptor used in the 2021 *CEQR Technical Manual* noise exposure guidelines for City environmental impact review classification.

C. NOISE STANDARDS AND CRITERIA

NEW YORK CEQR NOISE CRITERIA

The *CEQR Technical Manual* sets external noise exposure standards; these standards are shown in **Table K-2**. Noise exposure is classified into four categories: acceptable, marginally acceptable, marginally unacceptable, and clearly unacceptable.

Table K-2
Noise Exposure Guidelines for Use in City Environmental Impact Review

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
Outdoor area requiring serenity and quiet[2]		$L_{10} \leq 55$ dBA	---------- DNL ≤ 60 dBA ----------	**NA**	---------- 60 < DNL ≤ 65 dBA ----------	**NA**	(i) 65 < DNL ≤ 75 dBA	**NA**	---------- 75 dBA < DNL ----------
Hospital, nursing home		$L_{10} \leq 55$ dBA		55 < $L_{10} \leq$ 65 dBA		65 < $L_{10} \leq$ 80 dBA		$L_{10} > 80$ dBA	
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	
School, museum, library, court, house of worship, transient hotel or motel, public meeting room, auditorium, outpatient 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)	
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–10PM)	
Industrial, public areas only[4]	Note 4	Note 4		Note 4		Note 4		Note 4	

Notes:
(i) In addition, any new activity shall not increase the ambient noise level by 3 dBA or more.
(ii) *CEQR Technical Manual* noise criteria for train noise are similar to the above aircraft noise standards; the noise category for train noise is found by taking the L_{dn} value for such train noise to be an L_{dn} (L_{dn} contour) value.
[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.
[3] One may use Federal Aviation Administration (FAA)-approved L_{dn} contours supplied by the Port Authority of New York and New Jersey, or the noise contours may be computed from the federally approved Integrated Noise Model (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 (DEP) (adopted policy 1983).

The *CEQR Technical Manual* also defines attenuation requirements for buildings based on exterior noise level (see **Table K-3**). Recommended noise attenuation values for buildings are designed to maintain interior noise levels of 45 dBA or lower for residential and community facility uses and 50 dBA or lower for administrative/office uses and are determined based on exterior $L_{10(1)}$ noise levels.

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

	Marginally Unacceptable				Clearly Unacceptable
Vehicular Traffic	$70 < L_{10} \leq 73$	$73 < L_{10} \leq 76$	$76 < L_{10} \leq 78$	$78 < L_{10} \leq 80$	$80 < L_{10}$
Aircraft[A]	$65 < DNL \leq 68$	$68 < DNL \leq 71$	$71 < DNL \leq 73$	$73 < DNL \leq 75$	$75 < DNL$
Train	$65 < L_{dn} \leq 68$	$68 < L_{dn} \leq 71$	$71 < L_{dn} \leq 73$	$73 < L_{dn} \leq 75$	$75 < L_{dn}$
Attenuation[B]	(I) 28 dBA	(II) 31 dBA	(III) 33 dBA	(IV) 35 dBA	See note [C]

Notes:
[A] DNL descriptor based on average values of L_{dn} over a year period.
[B] 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 an alternate means of ventilation.
[C] The required attenuation value is the difference between L_{build} and $L_{interior}$, using the appropriate noise descriptor
Where:
L_{build} is the projected noise level under the build condition rounded up to the whole number
$L_{interior}$ is the designed interior noise level (45 dBA for vehicular noise, 40 dBA for aircraft and train noise)
Source: New York City Department of Environmental Protection.

D. NOISE PREDICTION METHODOLOGY

PLAYGROUND NOISE

The Development Site is located adjacent to the Bayswater Park playground. While playground noise contributed to the measured existing noise levels, calculated playground noise levels from the existing playground have been added to the noise exposure at the Proposed Development to provide a conservative assessment of potential noise exposure.

Table K-4 shows maximum hourly playground boundary noise levels based upon measurements made at a series of New York City school playgrounds for the New York City School Construction Authority (SCA).[1]

Table K-4
Reference Playground Boundary Noise $L_{eq(1)}$ Noise Levels (dBA)

Early Childhood	Elementary Schools	Intermediate Schools	High Schools
71.5	71.4	71.0	68.2
Source: SCA Playground Noise Study, AKRF, Inc., October 23, 1992.			

Geometric spreading and the consequent dissipation of sound energy with increasing distance from the playground decreases noise levels at varying distances from the playground boundary. Based upon measurements and acoustical principles, hourly noise levels were assumed to decrease by the following values at the specified distances from the playground boundary: 4.8 dBA at 20 feet, 6.8 dBA at 30 feet, and 9.1 dBA at 40 feet. For all distances between 40 and 300 feet, a 4.5-dBA drop-off per doubling of distances from the playground boundary was assumed.

[1] SCA Playground Noise Study, AKRF, Inc., October 23, 1992.

To provide a conservative analysis of playground noise, the playground was conservatively assumed to have early childhood school use. Consequently, the maximum playground boundary noise emission level of 71.5 dBA was used to represent this playground.

E. EXISTING NOISE LEVELS

Existing noise levels at the Development Site were measured at two locations. The noise receptor sites are shown in **Figure K-1** and described below in **Table K-5**.

Table K-5
Noise Measurement Locations

Site	Location
1	Ocean Crest Boulevard, adjacent to Development Site
2	Bay 32nd Street, adjacent to Development Site

At the receptor sites, existing noise levels were measured for 20 minutes during each of the weekday peak periods—AM (7:15 AM to 9:15 AM), midday (12:00 PM to 2:00 PM), and PM (4:00 PM to 6:00 PM). Measurements were taken on October 28, 2021.

EQUIPMENT USED DURING NOISE MONITORING

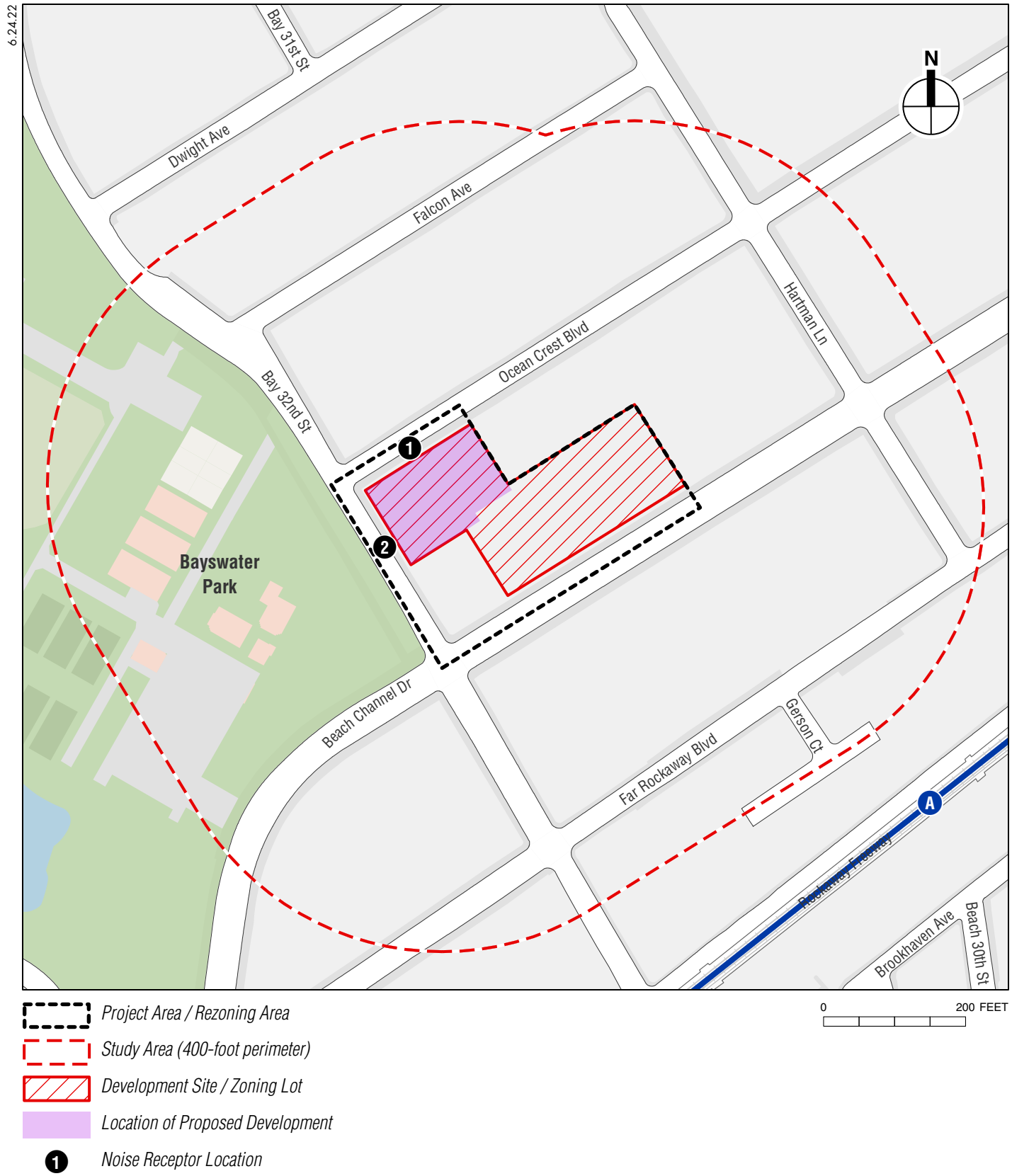
Measurements were performed using a Brüel & Kjær Sound Level Meter (SLM) Type 2250, Brüel & Kjær ½-inch microphone Type 4189, and a Brüel & Kjær Sound Level Calibrator Type 4231. The Brüel & Kjær SLM is a Class 1 instrument according to ANSI Standard S1.4-1983 (R2006). The SLM has a laboratory calibration date within 1 year of the date of the measurement, as is standard practice. The microphone was mounted at a height of approximately 5 feet above the ground surface on a tripod and at least approximately 5 feet away from any large reflecting surfaces. The SLM was calibrated before and after readings with a Brüel & Kjær Type 4231 Sound Level Calibrator using the appropriate adaptor. Measurements were made on the A-scale (dBA). The data were digitally recorded by the sound level meter and displayed at the end of the measurement period in units of dBA. Measured quantities included L_{eq}, L_1, L_{10}, L_{50}, L_{90}, and ⅓-octave band levels. A windscreen was used during all sound measurements except for calibration. All measurement procedures were based on the guidelines outlined in ANSI Standard S1.13-2005.

NOISE MEASUREMENT RESULTS

The results of the existing noise level measurements are summarized in **Table K-6.**

Table K-6
Existing Noise Levels in dBA

Site	Location	Time Period	L_{eq}	L_1	L_{10}	L_{50}	L_{90}
1	Ocean Crest Boulevard, adjacent to Development Site	AM	59.7	68.2	60.6	54.3	50.4
		MD	52.2	63.2	54.5	48.2	44.4
		PM	56.9	64.7	57.1	49.6	45.4
2	Bay 32nd Street, adjacent to Development Site	AM	64.0	74.0	67.6	58.4	51.3
		MD	63.4	76.3	65.8	55.6	48.1
		PM	64.5	73.5	66.1	57.2	51.7
Note: Noise measurements were performed on October 28, 2021.							



Noise Receptor Locations

OCEAN CREST REZONING

Figure K-1

Vehicular traffic was the dominant noise source at both sites. In terms of *CEQR Technical Manual* criteria, existing noise levels at Site 1 are in the "acceptable" category, and noise levels measured at Site 2 are in the "marginally acceptable" category.

F. FUTURE WITH THE PROPOSED ACTIONS

PLAYGROUND NOISE

The north and west façades of the Proposed Development, represented by Sites 1 and 2, would have a line of sight to the Bayswater Park playground. While the existing playground noise contributed to measured existing noise levels, maximum projected playground noise levels were added to the total predicted noise level at the Development Site to represent a worst-case condition of noise exposure according to the methodology described above. The total noise levels with maximum playground noise contribution are shown in **Table K-7**.

Table K-7
Noise Levels due to the Playground (in dBA)

Façade	Associated Receptor Site	Time Period	Existing L_{eq}	Public Playground L_{eq}	Total L_{eq}	Total L_{10}
North	1	AM	59.7	54.4	60.8	62.8
		PM	56.9	54.4	58.8	60.8
West	2	AM	64.0	58.4	65.0	67.6
		PM	64.5	58.4	65.4	67.4

NOISE ATTENUATION MEASURES

As shown in **Table K-3**, the *CEQR Technical Manual* has set noise attenuation quantities for buildings based on exterior $L_{10(1)}$ noise levels in order to maintain interior noise levels of 45 dBA for residential and community facility uses and 50 dBA or lower for administrative/office uses.

The Proposed Development would be constructed using standard multifamily residential construction methods, including insulated glass windows and an alternate means of ventilation. The building façade, including these elements, would be expected to provide sufficient window/wall attenuation such that interior noise levels would be 45 dBA or lower for residential uses. Furthermore, because the exterior L_{10} noise levels at the Development Site would be less than 70 dBA, the *CEQR Technical Manual* does not provide a specific requirement for the level of window/wall attenuation.

Based upon the L_{10} values measured near the Development Site, the Proposed Development would be expected to provide sufficient attenuation to achieve CEQR interior noise level requirements. Therefore, no significant adverse impacts related to noise are anticipated.

G. MECHANICAL SYSTEMS

The building mechanical systems (i.e., heating, ventilation, and air conditioning systems) would be designed to meet all applicable noise regulations (i.e., Subchapter 5, §24-227 of the New York City Noise Control Code and the New York City Department of Buildings Code) and to avoid producing levels that would result in any significant increase in ambient noise levels. ✷

Appendix A
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: LA-CEQR-Q (DEPARTMENT OF CITY PLANNING)
Project:
Address: 29-32 BEACH CHANNEL DRIVE BBL: 4157440007
Date Received: 12/1/2021

[X**] No archaeological significance**

Gina Santucci 12/8/2021

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 36006_FSO_DNP_12082021.docx

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: 23DCP042Q (DEPARTMENT OF CITY PLANNING)
Project: OCEAN CREST REZONING
Address: 29-32 BEACH CHANNEL DRIVE BBL: 4157440007
Date Received: 10/13/2022

[X**] No architectural significance**

[X**] No archaeological significance**

[ ] Designated New York City Landmark or Within Designated Historic District

[ ] Listed on National Register of Historic Places

[ ] Appears to be eligible for National Register Listing and/or New York City Landmark Designation

[ ] May be archaeologically significant; requesting additional materials

Comments:

S/NR ELIGIBLE CHALLENGE PREPARATORY CHARTER SCHOOL, 710 HARTMAN LANE WITHIN RADIUS.

Gina Santucci 10/13/2022

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 36006_FSO_GS_10132022.docx

Environmental Protection

Rohit T. Aggarwala
Commissioner

Angela Licata
Deputy Commissioner
Sustainability

59-17 Junction Blvd.
Flushing, NY 11373

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

February 16, 2022

Annabelle Meunier
Team Leader
Environmental Assessment and Review Division
New York City Department of City Planning
120 Broadway, 31st Floor
New York, New York 10271

Re: Ocean Crest Rezoning
Block 15744, Lots 1, 7, and p/o Lot 18
CEQR # 77DCP882Q

Dear Ms. Meunier:

The New York City Department of Environmental Protection, Bureau of Sustainability (DEP) has reviewed the December 2021 Environmental Assessment Statement, the May 2020 Phase I Environmental Site Assessment (Phase I), the January 2021 Phase II Environmental Site Assessment (Phase II), the January 2022 Remedial Action Plan (RAP) and the January 2022 Construction Health and Safety Plan (CHASP), prepared by AKRF, Inc., on behalf of TCB Beach Channel Drive Limited Partnership, (applicant), for the above referenced project located between Bay 32nd Street and Hartman Lane in the Far Rockaway neighborhood of Queens Community District 14. It is our understanding that the applicant is seeking:

1. A zoning map amendment from the New York City Department of City Planning (DCP) to rezone the project area from a R4-A zoning district to a R6A zoning district.
2. A zoning text amendment to Appendix F of the New York City Zoning Resolution to designate the project area as a Mandatory Inclusionary Housing Area.

The applicant controls the approximately 20,798 square foot (sf) northwestern portion of the approximately 58,991 sf tax lot (Block 15744, Lot 7—the Property). The portion of the Property under control of the applicant is referred to as the Development Site. The Proposed Actions would facilitate the development of a new 8-story, affordable housing building containing 111 residential units on the Development Site (Proposed Development). The Proposed Actions include a zoning map amendment that would rezone the Property (including the Development Site) and two adjacent properties (Block 15744, Lot 1 and a small portion of Lot 18) from the existing R4-1 zoning district to an R6A district. The lots to be rezoned collectively constitute the Project Area. Block 15744, Lot 7 is currently developed with a six-story residential building on its southern portion and a paved parking area on its northwestern portion. Lot 7 will be subdivided into the Development Site and the owner-retained portion of Lot 7, which includes the existing building. Lot 1 consists of supportive housing subject to a Regulatory Agreement between the owner and the New York City Department of Housing Preservation and Development. No changes are assumed by the 2025 analysis year for the existing residential uses within the Project Area located on adjacent Lots 1 and 18.

The May 2020 Phase I report revealed that historical on-site and surrounding area land uses consists of residential, commercial and institutional uses including Oceancrest Apartments, Bayswater Park, Food Universe Marketplace, a nail salon, a beaty supply store, a pharmacy, a laundromat, Challenge Preparatory Charter School, The Ashton Hotel, The Israel Orphan Asylum, a nursing home, a Y.M & Y.W.H.A, Far Rockaway High School, as well as several residential buildings. Regulatory databases such as the New York State Department of Environmental Conservation (NYSDEC) SPILLS, Leaking Underground Storage Tank, Leaking Storage Tanks (LTANKS), Resource Conservation and Recovery Act Generators, and Petroleum Bulk Storage (PBS) Underground Storage Tanks (USTs) and PBS Aboveground Storage Tanks (ASTs) identified several sites in close proximity to the project site. The SPILLS database reported three SPILLS within a 1/8-mile radius of the project site and the LTANKS database reported six LTANKS within a 1/2-mile radius of the project site. The PBS USTs and the PBS ASTs databases reported four USTs and five ASTs within a 1/4-mile radius of the project site. Based on the age of the building that currently occupies the project site, asbestos containing materials (ACM), lead based paint (LBP) and polychlorinated biphenyls (PCBs) could be present in the structure.

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

During the December 2020 fieldwork, Coastal Environmental Solutions, Inc., of Bohemia New York, installed five soil borings (SB-01 through SB-05) to a depth of 15 feet below grade surface (bgs), three temporary groundwater monitoring wells (TW-01, TW-02 and TW-03) and three soil vapor probes (SV-01, SV-02 and SV-03) at the project site. Two soil samples were taken from each boring; one surface sample taken from 0 - 2 feet bgs and the second sample taken from the two-foot interval directly above the observed groundwater interface. Ten soil samples and three groundwater samples were collected and analyzed for volatile organic compounds (VOCs) via United States Environmental Protection Agency (EPA) Method 8260, semi-volatile organic compounds (SVOCs) via EPA Method 8270, pesticides via EPA Method 8081, PCBs via EPA Method 8082 and Target Analyte List metals via EPA Method 6000/7000 series (filtered and unfiltered for groundwater samples). Three soil vapor samples were also collected and analyzed for VOCs via EPA Method TO-15.

The soil analytical results revealed VOCs, SVOCs and pesticides were either non-detect (ND) or below New York State Department of Environmental Conservation (NYSDEC) 6 NYCRR Part 375 Unrestricted Use Soil Cleanup Objectives (SCOs). Total PCBs and two metals (arsenic and hexavalent chromium) were detected above NYSDEC Unrestricted Use and/or Restricted Residential Use SCOs. The groundwater analytical results revealed VOCs, SVOCs, PCBs and pesticides were either ND or below NYSDEC Division of Water Technical Operational Guidance Series 1.1.1 Ambient Water Quality Standards and Guidance Values and Groundwater Effluent Limitations for Class GA standards (Water Quality Guidance Values). Three metals (iron, manganese and sodium) were detected above NYSDEC Water Quality Guidance Values. The soil vapor analytical results revealed several VOCs including 1,2,4-trimethylbenzene, 1,3-butadiene, 1,3-dichlorobenzene, 2,2,4-trimethylpentane, 2-butanone, acetone, benzene, butane, carbon disulfide, cyclohexane, cymene, ethylbenzene, isopropanol, n-heptane, n-hexane, m/p-xylene, o-xylene, trichloroethylene, toluene, and trichlorofluoromethane were detected.

The January 2022 RAP proposes proper handling, transportation and disposal of excavated materials from the site in accordance with applicable laws and regulations; dust suppression procedures; air monitoring procedures; stockpiling of excavated soils on polyethylene sheeting and covered with appropriately anchored polyethylene sheeting; stormwater pollution prevention measures; all found underground storage tanks will be properly removed and closed in accordance with applicable federal, state and local regulations; dewatering, if necessary, conducted in accordance with a New York City Department of Environmental Protection Sewer Discharge Permit; the installation of a cover system consisting of concrete building slab for the new building, paved walkways and asphalt parking areas;

the installation of a 20-mil Stego Wrap vapor barrier, or equivalent, beneath the foundation slab and the outside of sub-grade walls; the installation of a demarcation barrier, such as orange snow fence, underneath the two-foot clean fill layer; as well as the installation of two feet of DEP approved clean soil in any landscaped/grass covered areas of the site not capped with concrete/asphalt. The January 2022 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 instruct the applicant that the proposed vapor barrier/waterproofing system should be used unless an amendment is approved by DEP.

- DCP should instruct the applicant that due to the presence of heavy metals identified, it is recommended that the proposed air monitoring should include implementing a Community Air Monitoring Program (CAMP), consistent with the New York State Department of Health Generic Community Air Monitoring Plan. In addition, all CAMP readings must be recorded and be available for review.

DEP finds the January 2022 RAP and CHASP, which addresses worker and community health and safety during construction acceptable, as long as the aforementioned information is incorporated into the RAP. DCP should instruct the applicant that at the completion of the project, a Professional Engineer (P.E.) certified Remedial Closure Report should be submitted for DEP 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., proper transportation/disposal manifests and certificates from impacted soils removed and properly disposed of in accordance with applicable federal, state and local laws and regulations; proof of installation of engineering control system; and two 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 # **77DCP882Q.** If you have any questions, you may contact Ms. Cassandra Scantlebury at (718) 595-6756.

Sincerely,

Wei Yu
Deputy Director, Hazardous Materials

cc: R. Weissbard
T. Estesen
C. Scantlebury
M. Wimbish
S. Shellooe – DCP

Environmental Protection

Rohit T. Aggarwala
Commissioner

Angela Licata
Deputy Commissioner
Sustainability

59-17 Junction Blvd.
Flushing, NY 11373

T. (718) 595-4398

alicata@dep.nyc.gov

MEMORANDUM

To: Louise Cafiero
Project Manager
DCP EARD

From: Mitchell Wimbish MW
Project Manager
DEP BEPA

Subject: CEQR # 23DCP042Q
Ocean Crest Rezoning

Date: October 28, 2022

The New York City Department of Environmental Protection (DEP) has reviewed the *Water and Sewer Infrastructure* section of the Draft Environmental Assessment Statement (EAS) for the above referenced project and has the following comments:

Sewer System

Sanitary Sewer

The proposed actions would likely result in an increase of sanitary flow to the adjacent sewers. A hydraulic analysis of the existing sewer system will likely be required prior to the submittal of the Site Connection Proposal Application (SCP) to determine whether the existing sewer system is capable of supporting higher density development and related increase in wastewater flow, or whether there will be a need to upgrade the existing sewer system. In addition, there might be a need to amend the existing drainage plan based on the hydraulic analysis calculations.

Storm Sewer

As indicated in the *Water and Sewer Infrastructure* section of the EAS, a private sewer or drain will likely need to be constructed to service the new development. The design and construction of this sewer or drain will need to be coordinated with DEP. Additionally, as part of the DEP site connection approval process, the development must be in compliance with the required stormwater release rate.

Water System

Existing infrastructure should be capable to handle the estimated increase in water demand.

C: Steve Carrea, BWSO
Lillian Cheng, BWSO
Andy Lu, BWSO
Philip Simmons, BEPA
Terrell Estesen, BEPA

Appendix B
Waterfront Revitalization Program

FOR INTERNAL USE ONLY	WRP No. _____
Date Received: _____	DOS No. _____

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM
Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's Coastal Zone, must be reviewed and assessed for their consistency with the *New York City Waterfront Revitalization Program (WRP)* which has been approved as part of the State's Coastal Management Program.

This form is intended to assist an applicant in certifying that the proposed activity is consistent with the WRP. It should be completed when the local, state, or federal application is prepared. The completed form and accompanying information will be used by the New York State Department of State, the New York City Department of City Planning, or other city or state agencies in their review of the applicant's certification of consistency.

A. APPLICANT INFORMATION

Name of Applicant: AKRF, Inc. on behalf of TCB Beach Channel Drive Limited Partnership

Name of Applicant Representative: Aaron Werner, AICP - Technical Director, AKRF, Inc.

Address: 440 Park Avenue South, 7th Floor, New York, NY 10016

Telephone: 914-922-2393 Email: awerner@akrf.com

Project site owner (if different than above): TCB Beach Channel Drive Limited Partnership

B. PROPOSED ACTIVITY

If more space is needed, include as an attachment.

1. Brief description of activity

TCB Beach Channel Drive Limited Partnership (the "Applicant") is seeking a zoning map amendment and a zoning text amendment (the "Proposed Actions") subject to City Planning Commission (CPC) approval to facilitate the development of a new mixed-use building containing 100 percent affordable housing and ground floor community facility space at the corner of Ocean Crest Boulevard and Bay 32nd Street in the Wavecrest neighborhood of the Rockaways, Queens, Community District 14.

The Applicant controls the approximately 20,798-square-foot (sf) northwestern portion of the approximately 58,991-sf tax lot with the address of 29-32 Beach Channel Drive (Block 15744, Lot 7—the "Development Site"). The Proposed Actions include a zoning map amendment that would rezone the Development Site and two adjacent properties (the "Non-Applicant Owned Sites" - Block 15744, Lot 1 and a small portion of Lot 18) from the existing R4-1 zoning district to an R6A district. The Development Site and Non-Applicant Owned Sites collectively constitute the "Project Area" or "Rezoning Area." The Proposed Actions also include a zoning text amendment to Appendix F of the New York City Zoning Resolution (ZR) to designate the Project Area as a Mandatory Inclusionary Housing Area. The Proposed Actions would permit the Applicant to develop an eight-story (approximately 80-foot-tall), approximately 91,841-gross-square-foot (gsf) mixed-use building on a portion of the Development Site currently used for parking, proposed to contain 106 affordable dwelling units (DUs) and approximately 1,991 gsf of ground floor community facility space currently assumed to be a daycare use (the Proposed Development"). At-grade parking for 35 vehicles would be provided underneath and in the rear of the new building.

2. Purpose of activity

Approval of the Proposed Actions would allow the Applicant to construct the Proposed Development as described above, which would include approximately 106 units of affordable housing, approximately 1,991 gsf of community facility space, and 35 accessory parking spaces. The Proposed Development would redevelop a currently underutilized site within close proximity to public transportation with a mix of uses consistent with those found on neighboring blocks.

The Proposed Development will be 100 percent affordable. The inclusion of affordable housing is in keeping with the Housing Our Neighbors: A Blueprint for Housing and Homelessness initiative introduced by the Adams Administration, a plan that will continue to invest in the new construction and preservation efforts to provide access to affordable, high-quality housing for all New Yorkers. In sum, the Applicant believes that the Proposed Actions would benefit the neighborhood greatly and achieve important public policy objectives.

C. PROJECT LOCATION

Borough: Queens Tax Block/Lot(s): Block 15744; Lots 1, 7 and a portion of Lot 18

Street Address: 29-32 Beach Channel Drive

Name of water body (if located on the waterfront): _____

D. REQUIRED ACTIONS OR APPROVALS

Check all that apply.

City Actions/Approvals/Funding

City Planning Commission ☑ Yes ☐ No

☐ City Map Amendment	☐ Zoning Certification	☐ Concession
☑ Zoning Map Amendment	☐ Zoning Authorizations	☐ 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: _____

Board of Standards and Appeals ☐ Yes ☑ No

☐ Variance (use)
☐ Variance (bulk)
☐ Special Permit

(if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____

Other City Approvals

☐ Legislation	☑ Funding for Construction, specify: HPD and HDC
☐ Rulemaking	☐ Policy or Plan, specify: _____
☐ Construction of Public Facilities	☐ Funding of Program, specify: _____
☐ 384 (b) (4) Approval	☐ Permits, specify: _____
☐ Other, explain: _____	

State Actions/Approvals/Funding

☐ State permit or license, specify Agency: _____ Permit type and number: _____
☐ Funding for Construction, specify: _____
☐ Funding of a Program, specify: _____
☐ Other, explain: _____

Federal Actions/Approvals/Funding

☐ Federal permit or license, specify Agency: _____ Permit type and number: _____
☐ Funding for Construction, specify: _____
☐ Funding of a Program, specify: _____
☐ Other, explain: _____

Is this being reviewed in conjunction with a Joint Application for Permits? ☐ Yes ☑ No

E. LOCATION QUESTIONS

1. Does the project require a waterfront site? ☐ Yes ☑ No
2. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land under water or coastal waters? ☐ Yes ☑ No
3. Is the project located on publicly owned land or receiving public assistance? ☑ Yes ☐ No
4. Is the project located within a FEMA 1% annual chance floodplain? *(6.2)* ☑ Yes ☐ No
5. Is the project located within a FEMA 0.2% annual chance floodplain? *(6.2)* ☑ Yes ☐ No
6. Is the project located adjacent to or within a special area designation? *See Maps – Part III of the NYC WRP. If so, check appropriate boxes below and evaluate policies noted in parentheses as part of WRP Policy Assessment (Section F).* ☑ Yes ☐ No

   ☐ Significant Maritime and Industrial Area (SMIA) (*2.1*)

   ☑ Special Natural Waterfront Area (SNWA) (*4.1*)

   ☐ Priority Maritime Activity Zone (PMAZ) (*3.5*)

   ☐ Recognized Ecological Complex (REC) (*4.4*)

   ☐ West Shore Ecologically Sensitive Maritime and Industrial Area (ESMIA) (*2.2, 4.2*)

F. WRP POLICY ASSESSMENT

Review the project or action for consistency with the WRP policies. For each policy, check Promote, Hinder *or* Not Applicable (N/A). *For more information about consistency review process and determination, see* ***Part I*** *of the NYC Waterfront Revitalization Program. When assessing each policy, review the full policy language, including all sub-policies, contained within* ***Part II*** *of the WRP. The relevance of each applicable policy may vary depending upon the project type and where it is located (i.e. if it is located within one of the special area designations).*

For those policies checked Promote *or* Hinder, *provide a written statement on a separate page that assesses the effects of the proposed activity on the relevant policies or standards. If the project or action promotes a policy, explain how the action would be consistent with the goals of the policy. If it hinders a policy, consideration should be given toward any practical means of altering or modifying the project to eliminate the hindrance. Policies that would be advanced by the project should be balanced against those that would be hindered by the project. If reasonable modifications to eliminate the hindrance are not possible, consideration should be given as to whether the hindrance is of such a degree as to be substantial, and if so, those adverse effects should be mitigated to the extent practicable.*

		Promote	Hinder	N/A
1	**Support and facilitate commercial and residential redevelopment in areas well-suited to such development.**	☑	☐	☐
1.1	Encourage commercial and residential redevelopment in appropriate Coastal Zone areas.	☑	☐	☐
1.2	Encourage non-industrial development with uses and design features that enliven the waterfront and attract the public.	☐	☐	☑
1.3	Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.	☑	☐	☐
1.4	In areas adjacent to SMIAs, ensure new residential development maximizes compatibility with existing adjacent maritime and industrial uses.	☐	☐	☑
1.5	Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.	☑	☐	☐

		Promote	Hinder	N/A
2	**Support water-dependent and industrial uses in New York City coastal areas that are well-suited to their continued operation.**	☐	☐	☑
2.1	Promote water-dependent and industrial uses in Significant Maritime and Industrial Areas.	☐	☐	☑
2.2	Encourage a compatible relationship between working waterfront uses, upland development and natural resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☑
2.3	Encourage working waterfront uses at appropriate sites outside the Significant Maritime and Industrial Areas or Ecologically Sensitive Maritime Industrial Area.	☐	☐	☑
2.4	Provide infrastructure improvements necessary to support working waterfront uses.	☐	☐	☑
2.5	Incorporate consideration of climate change and sea level rise into the planning and design of waterfront industrial development and infrastructure, pursuant to WRP Policy 6.2.	☐	☐	☑
3	**Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation.**	☐	☐	☑
3.1.	Support and encourage in-water recreational activities in suitable locations.	☐	☐	☑
3.2	Support and encourage recreational, educational and commercial boating in New York City's maritime centers.	☐	☐	☑
3.3	Minimize conflicts between recreational boating and commercial ship operations.	☐	☐	☑
3.4	Minimize impact of commercial and recreational boating activities on the aquatic environment and surrounding land and water uses.	☐	☐	☑
3.5	In Priority Marine Activity Zones, support the ongoing maintenance of maritime infrastructure for water-dependent uses.	☐	☐	☑
4	**Protect and restore the quality and function of ecological systems within the New York City coastal area.**	☑	☐	☐
4.1	Protect and restore the ecological quality and component habitats and resources within the Special Natural Waterfront Areas.	☑	☐	☐
4.2	Protect and restore the ecological quality and component habitats and resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☑
4.3	Protect designated Significant Coastal Fish and Wildlife Habitats.	☐	☐	☑
4.4	Identify, remediate and restore ecological functions within Recognized Ecological Complexes.	☐	☐	☑
4.5	Protect and restore tidal and freshwater wetlands.	☐	☐	☑
4.6	In addition to wetlands, seek opportunities to create a mosaic of habitats with high ecological value and function that provide environmental and societal benefits. Restoration should strive to incorporate multiple habitat characteristics to achieve the greatest ecological benefit at a single location.	☐	☐	☑
4.7	Protect vulnerable plant, fish and wildlife species, and rare ecological communities. Design and develop land and water uses to maximize their integration or compatibility with the identified ecological community.	☐	☐	☑
4.8	Maintain and protect living aquatic resources.	☐	☐	☑

		Promote	Hinder	N/A
5	**Protect and improve water quality in the New York City coastal area.**	☐	☐	☑
5.1	Manage direct or indirect discharges to waterbodies.	☐	☐	☑
5.2	Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution.	☐	☐	☑
5.3	Protect water quality when excavating or placing fill in navigable waters and in or near marshes, estuaries, tidal marshes, and wetlands.	☐	☐	☑
5.4	Protect the quality and quantity of groundwater, streams, and the sources of water for wetlands.	☐	☐	☑
5.5	Protect and improve water quality through cost-effective grey-infrastructure and in-water ecological strategies.	☐	☐	☑
6	**Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.**	☑	☐	☐
6.1	Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area.	☑	☐	☐
6.2	Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in *New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms*) into the planning and design of projects in the city's Coastal Zone.	☑	☐	☐
6.3	Direct public funding for flood prevention or erosion control measures to those locations where the investment will yield significant public benefit.	☐	☐	☑
6.4	Protect and preserve non-renewable sources of sand for beach nourishment.	☐	☐	☑
7	**Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.**	☑	☐	☐
7.1	Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.	☑	☐	☐
7.2	Prevent and remediate discharge of petroleum products.	☑	☐	☐
7.3	Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.	☑	☐	☐
8	**Provide public access to, from, and along New York City's coastal waters.**	☐	☐	☑
8.1	Preserve, protect, maintain, and enhance physical, visual and recreational access to the waterfront.	☐	☐	☑
8.2	Incorporate public access into new public and private development where compatible with proposed land use and coastal location.	☐	☐	☑
8.3	Provide visual access to the waterfront where physically practical.	☐	☐	☑
8.4	Preserve and develop waterfront open space and recreation on publicly owned land at suitable locations.	☐	☐	☑

		Promote	Hinder	N/A
8.5	Preserve the public interest in and use of lands and waters held in public trust by the State and City.	☐	☐	☑
8.6	Design waterfront public spaces to encourage the waterfront's identity and encourage stewardship.	☐	☐	☑
9	**Protect scenic resources that contribute to the visual quality of the New York City coastal area.**	☑	☐	☐
9.1	Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.	☑	☐	☐
9.2	Protect and enhance scenic values associated with natural resources.	☑	☐	☐
10	**Protect, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City coastal area.**	☑	☐	☐
10.1	Retain and preserve historic resources, and enhance resources significant to the coastal culture of New York City.	☑	☐	☐
10.2	Protect and preserve archaeological resources and artifacts.	☑	☐	☐

G. CERTIFICATION

The applicant or agent must certify that the proposed activity is consistent with New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If this certification can be made, complete this Section.

"The proposed activity complies with New York State's approved Coastal Management Program as expressed in New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program, and will be conducted in a manner consistent with such program."

Applicant/Agent's Name: Aaron Werner, AICP - Technical Director, AKRF, Inc.

Address: 440 Park Avenue South, 7th Floor, New York, NY 10016

Telephone: 914-922-2393 Email: awerner@akrf.com

Applicant/Agent's Signature: 

Date: 12/15/22

Submission Requirements

For all actions requiring City Planning Commission approval, materials should be submitted to the Department of City Planning.

For local actions not requiring City Planning Commission review, the applicant or agent shall submit materials to the Lead Agency responsible for environmental review. A copy should also be sent to the Department of City Planning.

For State actions or funding, the Lead Agency responsible for environmental review should transmit its WRP consistency assessment to the Department of City Planning.

For Federal direct actions, funding, or permits applications, including Joint Applicants for Permits, the applicant or agent shall also submit a copy of this completed form along with his/her application to the NYS Department of State Office of Planning and Development and other relevant state and federal agencies. A copy of the application should be provided to the NYC Department of City Planning.

The Department of City Planning is also available for consultation and advisement regarding WRP consistency procedural matters.

New York City Department of City Planning
Waterfront and Open Space Division
120 Broadway, 31st Floor
New York, New York 10271
212-720-3696
wrp@planning.nyc.gov
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New York State Department of State
Office of Planning and Development
Suite 1010
One Commerce Place, 99 Washington Avenue
Albany, New York 12231-0001
518-474-6000
www.dos.ny.gov/opd/programs/consistency

Applicant Checklist

- ☑ Copy of original signed NYC Consistency Assessment Form
- ☑ Attachment with consistency assessment statements for all relevant policies
- ☐ For Joint Applications for Permits, one (1) copy of the complete application package
- ☑ Environmental Review documents
- ☐ Drawings (plans, sections, elevations), surveys, photographs, maps, or other information or materials which would support the certification of consistency and are not included in other documents submitted. All drawings should be clearly labeled and at a scale that is legible.
- ☑ Policy 6.2 Flood Elevation worksheet, if applicable. For guidance on applicability, refer to the WRP Policy 6.2 Guidance document available at www.nyc.gov/wrp

Appendix B NYC Waterfront Revitalization Program

A. INTRODUCTION

TCB Beach Channel Drive Limited Partnership (the "Applicant") is seeking a zoning map amendment and a zoning text amendment (the "Proposed Actions") subject to City Planning Commission (CPC) approval to facilitate the development of a new mixed-use building containing 100 percent affordable housing and ground floor community facility space at the corner of Ocean Crest Boulevard and Bay 32nd Street in the Wavecrest neighborhood of the Rockaways, Queens, Community District 14.

The Applicant controls the approximately 20,798-square-foot (sf) northwestern portion of the approximately 58,991-sf tax lot with the address of 29-32 Beach Channel Drive (Block 15744, Lot 7—the "Development Site"). The Proposed Actions include a zoning map amendment that would rezone the Development Site and two adjacent properties (the "Non-Applicant Owned Sites" -Block 15744, Lot 1 and a small portion of Lot 18) from the existing R4-1 zoning district to an R6A district. The Development Site and Non-Applicant Owned Sites collectively constitute the "Project Area" or "Rezoning Area." The Proposed Actions also include a zoning text amendment to Appendix F of the New York City Zoning Resolution (ZR) to designate the Project Area as a Mandatory Inclusionary Housing Area. The Proposed Actions would permit the Applicant to develop an eight-story (approximately 80-foot-tall), approximately 91,841-gross-square-foot (gsf), mixed-use building on the Development Site, proposed to contain 106 dwelling units (all affordable) and approximately 1,991 gsf of ground floor community facility space currently assumed to be a daycare use (the "Proposed Development"). To facilitate the Proposed Development, the Development Site (Block 15744/Lot 7) will be subdivided into two separate tax lots, one for the area of the Proposed Development and another for the owner-retained portion of Lot 7 which contains an existing six-story apartment building to remain (the "Existing Building"). The Development Site will continue to be a single zoning lot through a zoning lot development agreement (ZLDA).

New York City's Waterfront Revitalization Program (WRP) includes 10 principal policies designed to maximize the benefits derived from economic development, environmental preservation, and public use of the waterfront, while minimizing conflicts among these objectives. The Project Site is located within the City's Coastal Zone (see Figure B-5 of EAS Attachment B, "Land Use, Zoning, and Public Policy) and therefore, is subject to review for consistency with the policies of the WRP.

B. WRP POLICY DISCUSSIONS

Assessments of the Proposed Development's conformity with the City's WRP policies are provided below for all policy questions answered "Promote" or "Hinder" on the revised 2016 Coastal Assessment Form.

Policy 1: Support and facilitate commercial and residential redevelopment in areas well-suited to such development.

Policy 1.1: Encourage commercial and residential redevelopment in appropriate Coastal Zone areas.

The Project Area collectively includes the Development Site (Block 15744, Lot 7) and the Non-Applicant Owned Sites (Block 15744, Lot 1 and p/o Lot 18). The Proposed Development would be located on a 20,798-sf currently vacant portion of the Development Site, at the northwest corner of the block fronting Bay 32nd Street and Ocean Crest Boulevard. The Development Site formerly contained a swimming pool, which has since been paved over and has most recently been used for parking by the Development Site's Existing Building.

The Existing Building on the Development Site was constructed in 1958 and is approximately 59 feet tall with 107 dwelling units (DUs), as well as parking in the cellar.

The Development Site is located in a R4-1 residential district, which are low-density districts primarily mapped in outlying parts of Queens and Staten Island. These districts permit construction of single-family detached residences, two-family detached residents, and semi-detached residents, typically two- to three-stories in height.

As described above, the Proposed Actions would result in the new construction of an approximately 91,841 gsf mixed-use building containing affordable housing, community facility space, parking, an exercise room, a community room, a laundry room, a common terrace, an office, protected bike storage, and mechanical space.

Although the Development Site is located within the Coastal Zone, it is not located on the waterfront, and the redevelopment of the Development Site would not displace any waterfront use or affect public access to the waterfront. The Proposed Development would be consistent with surrounding land uses and is in an area suitable for continued residential development. By providing affordable housing, the Proposed Actions would be supportive of the City's Housing Plan. Therefore, the Proposed Development would promote Policy 1.1.

Policy 1.3: Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.

The Development Site is in an already established neighborhood with adequate existing public facilities and infrastructure, including water and sewer, community facility, and transportation services. The Proposed Actions would facilitate redevelopment consistent with existing development in the surrounding neighborhood, and at an appropriate density. Therefore, the Proposed Development would promote Policy 1.3.

Policy 1.5: Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.

As described further below under Policy 6.2, the Proposed Development would incorporate measures to provide resiliency from climate change and sea level rise. Therefore, the Proposed Development would promote Policy 1.5.

Policy 4: Protect and restore the quality and function of ecological systems within the New York City coastal area.

Policy 4.1: Protect and restore the ecological quality and component habitats and resources within the Special Natural Waterfront Areas.

The Project Area is adjacent to the Jamaica Bay Special Natural Waterfront Area. The Proposed Development would not result in permanent adverse changes to ecological systems or their natural processes or result in fragmentation of natural ecological communities. The Development Site would result an increase in impervious rooftop space. According to DEP mapping, the area of the Development Site on which the Proposed Development would be constructed is in an area served by separated sewers; however, the separated sewer system in the Development Site is incomplete (specifically, there are no storm sewers on Bay 32nd Street or Ocean Crest Boulevard). In existing conditions, it is likely that stormwater on the parking lot portion of the Development Site drains via overland flow to the catch basins in the adjacent streets, which may be connected to the existing sanitary or combined sewers. For the purposes of analyzing sanitary and stormwater flows for the Development Site in EAS Attachment H, "Water and Sewer Infrastructure," it was assumed that stormwater in the existing condition is discharged to the combined sewer.

While the specific a stormwater management approach would be developed in future consultation with DEP, the Proposed Development would be required to incorporate best management practices (BMPs) to limit discharge of stormwater from the Development Site to the sewer system. Stormwater detention would be required as part of the DEP Site Connection Proposal (SCP) application process for new buildings connecting to the City's sewer system. In addition, the Proposed Development would incorporate low-flow plumbing fixtures to reduce sanitary flow in accordance with the New York City Plumbing Code. Therefore, the Proposed Development would promote this policy.

Policy 6: Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.

Policy 6.1: Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area.

Under Policy 6, the primary goal for projects in coastal areas is to reduce risks posed by current and future coastal hazards, particularly major storms that are likely to increase in magnitude and frequency due to climate change and sea level rise. As shown in Figure B-5 of EAS Attachment B, "Land Use, Zoning, and Public Policy," a small portion of the Development Site along Ocean Crest Boulevard (where the new building is proposed) is located within the 1-percent annual chance floodplain (Zone AE) based on the 2015 Preliminary Flood Insurance Rate Map (FIRM), with a base flood elevation (BFE) of +9 feet North American Vertical Datum of 1988 (NAVD88). The remaining portion of the Development Site where the new building is proposed is located in the 0.2-percent annual chance (500-year) floodplain.

The Proposed Development would be constructed in accordance with the Flood Resistant Construction requirements of Appendix G of the NYC Building Code, and could incorporate additional measures to minimize losses due to flooding in the future with sea level rise, as discussed in detail under Policy 6.2 below. Therefore, the Proposed Development would promote this policy.

Policy 6.2: Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms) into the planning and design of projects in the city's Coastal Zone.

Guidance provided by the Department of City Planning (DCP[1]) recommends a detailed methodology to determine a project's consistency with Policy 6.2. A summary of this process is provided below.

> *1. Identify vulnerabilities and consequences: assess the project's vulnerabilities to future coastal hazards and identify what the potential consequences may be.*
>
> *1(a). Complete the Flood Elevation Worksheet.*

The information in the following subsections is based on the results of the completed worksheet, which is attached.

> *1(b). Identify any project features that may be located below the elevation of the 1% floodplain over the lifespan of the project under any sea level rise scenario.*

The lifespan of buildings is generally at least 80 years, and the lifespan of critical equipment, such as mechanical and electrical equipment, is 50 years. The Proposed Development involves the construction of an approximately 91,841 gsf mixed-use building. The Development Site is currently partly within the 1-percent annual chance flood zone (Zone AE), based on the 2015 Preliminary FIRM, with a BFE of +9 feet NAVD88.[2]

Based on the NPCC projections, the 1-percent annual chance flood elevation under the Mid-High Scenario of sea level rise for the Development Site could increase to +10.75 feet by the 2050s, +12.25 feet by the 2080s, and up to +13.17 feet by 2100. Under the High Scenario of sea level rise, the 1-percent annual chance flood elevation could increase up to +11.50 feet by the 2050s, up to +13.83 feet by the 2080s, and up to +15.25 feet by 2100. The Proposed Development has a lifespan of at least 80 years and is evaluated through 2100. The Proposed Development's mechanical equipment has a lifespan of 50 years and is evaluated through the 2080s.

The Proposed Development's ground floor would be constructed at a design flood elevation (DFE) of +12.33 feet NAVD88 in accordance with the NYC Climate Resiliency Design Guidelines to adjust for sea level rise, which is +3.33 feet above the BFE. Mechanical equipment located on the ground floor would be placed an additional foot above the DFE. Non-mechanical uses on the ground floor would be elevated above the 1-percent annual chance floodplain through the 2080s and within the 1-percent annual chance floodplain by the 2100s under the NPCC Mid-High Scenario projections, but would be within the 1-percent annual chance floodplain by the 2080s under the High Scenario projections. The mechanical equipment on the ground floor would be elevated an additional 1 foot above the DFE of +12.33 and would remain above the 1-percent annual chance floodplain by the 2080s under the Mid-High Scenario of sea level rise projections. Mechanical equipment would be within the 1-percent annual chance floodplain by the 2080s only under the High Scenario of sea level rise projections. Residential units would begin on the second floor at an elevation of +23 feet NAVD88 and would remain above the 1-percent annual chance floodplain throughout the lifespan of the project.

[1] NYC Planning. The New York City Waterfront Revitalization Program: Climate Change Adaptation Guidance. March 2017.

[2] All elevations provided are in NAVD88.

1(c). Identify any vulnerable, critical, or potentially hazardous features that may be located below the elevation of Mean Higher High Water (MHHW) over the lifespan of the project under any sea level rise scenario.

Based on the range of sea level rise predictions described above, MHHW at the NOAA Station nearest to the Development Site (currently +2.43 feet at NOAA Station #8517137 at Beach Channel) could range up to +7.26 feet by the 2080s and 8.68 feet by 2100. All building uses would remain above MHHW throughout their lifespans.

1(d). Describe how any additional coastal hazards are likely to affect the project, both currently and in the future, such as waves, high winds, or debris.

Wave action hazards (i.e., Zone VE or Coastal A Zone) have not been designated for the Development Site. Therefore, storm impacts due to waves, high winds, or debris would not be expected to affect the Proposed Development.

2. Identify adaptive strategies: assess how the vulnerabilities and consequences identified in Step 1 are addressed through the project's design and planning.

2(a). For any features identified in Step 1(b), describe how any flood damage reduction elements incorporated into the project, or any natural elevation on the site, provide any additional protection. Describe how would any planned adaptive measures protect the feature in the future from flooding?

The non-mechanical uses on the ground floor of the Proposed Development would be within the 1-percent annual chance floodplain by the 2100s under the Mid-High Scenario of sea level rise projections. As a proactive flood protection measure, the building would be constructed at a DFE of +12.33 feet, which is +3.33 feet above the BFE. Additionally, ground floor mechanical equipment would be elevated an additional 1 foot more to an elevation of +13.33 feet[3]. The ground floor would also be wet floodproofed with measures such as polished and stained concrete flooring. The Proposed Development would be constructed in accordance with the Flood Resistant Construction requirements of Appendix G of the NYC Building Code. Should the increase in flood elevation exceed the DFE within the project's lifespan, the building would be able to incorporate floodproofing measures, such as installing deployable flood gates at the community facility frontage, installing flood vents located at exterior and interior walls, and replacing all windows, door, and finishes with flood damage-resistant materials.

2(b). For any features identified in Step 1(c), describe how any flood damage reduction elements incorporated into the project, or any natural elevation on the site, provide any additional protection. Describe how would any planned adaptive measures protect the feature in the future from flooding?

The Proposed Development would remain above MHHW throughout the building's lifespan.

2(c). Describe any additional measures being taken to protect the project from additional coastal hazards such as waves, high winds, or debris.

[3] According to the Applicant's architect of record, water pump service would be located on the ground floor, at +13.33 feet. Electrical service equipment is proposed on the second floor at +23.00 feet. There is also equipment proposed within the rooftop mechanical bulkhead which would be at +90.66 feet.

As noted in 1(d), the Development Site is not within a wave impact zone in the City's designated flood hazard area. Therefore, no specific measures are required.

2(d). Describe how the project would affect the flood protection of adjacent sites, if relevant.

Because the floodplain within New York City is controlled by astronomic tide and meteorological forces (e.g., nor'easters and hurricanes) and not by fluvial flooding, the Proposed Development would not have the potential to adversely affect the floodplain or result in increased coastal flooding at adjacent sites or within the study area. The Proposed Development would not significantly alter the existing site elevation, and would not encroach into adjacent areas. During and following construction, activities at the Development Site would be in accordance with applicable stormwater regulations.

3. Assess policy consistency: conclude whether the project is consistent with Policy 6.2 of the Waterfront Revitalization Program.

The Development Site is located within the current 1-percent annual chance floodplain and the Proposed Development would be constructed to conform with all requirements of Appendix G of the NYC Building Code. The ground floor of the building would be constructed at a DFE of +12.33 feet, 3.33 feet above the current BFE of +9 feet, as indicated by the 2015 Preliminary FIRM. The non-mechanical uses on the ground floor of the Proposed Development would remain above MHHW but would be within the 1-percent annual chance floodplain by the 2100s under the Mid-High Scenario sea level rise projections. The mechanical equipment on the ground floor would be elevated an additional 1 foot above the DFE of +12.33 and would remain above the 1-percent annual chance floodplain by the 2080s under the Mid-High Scenario of sea level rise projections, which is within the lifespan of the building. Residential units would remain above the 1-percent annual chance floodplain and MHHW elevation throughout the life of the project. The ground floor would also be wet floodproofed with measures such as polished and stained concrete flooring. Should the increase in flood elevation exceed the DFE within the project's lifespan, the building would be able to incorporate floodproofing measures, such as installing deployable flood gates at the community facility frontage, installing flood vents located at exterior and interior walls, and replacing all windows, door, and finishes with flood damage-resistant materials. Therefore, the Proposed Development would promote Policy 6.2.

Policy 7: Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.

Policy 7.1: Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.

The Proposed Development would result in excavation for the construction of the new building foundations, utility connections, grading, etc. Based on the findings of a Phase I ESA that was conducted in May 2020 in accordance with the American Society of Testing Materials (ASTM) *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* (E1527-13) for a larger area that included the Development Site, the following Recognized Environmental Conditions (RECs) were identified:

- A former in-ground pool, that was reportedly backfilled with recycled concrete aggregate (RCA), was located centrally in the parking lot on the northwestern portion of the Property. Mr. Ruiz (property manager) did not know when the former pool was closed and backfilled. The material used to fill in the pool and/or other potential historic fill associated with former on-site structures may have affected the Property's subsurface.
- Regulatory records identified a nursing home located approximately 250 feet south of the Development Site with a fuel oil underground storage tank (UST) and associated closed-status Spill listing due to a tank test failure, and a Brownfield Cleanup Program (BCP) site located approximately 360 feet southwest of the Development Site with documented petroleum and solvent contamination that is also listed as a hazardous waste generator.

The Phase I ESA identified a potential for subsurface vapors, and thus a potential for vapor migration into existing and future buildings at the Site, based on the RECs noted above. The Phase I ESA also identified additional non-REC environmental concerns, including the presence of landscaping equipment, debris, and used containers (less than 5-gallons) of motor oil on the northwestern portion of the Property, in the asphalt-paved parking lot. Some minor petroleum-like staining and cracking were noted on the asphalt pavement in these areas. A small shed, box truck, and storage container also located in the southwestern portion of the parking lot reportedly belonged to the landscaper that owned the equipment and were not accessible for inspection. Additional petroleum products and/or landscaping chemicals could be stored in the shed and storage container. Based on the age of the existing building on the Property, asbestos-containing materials (ACM), lead-based paint (LBP), and/or polychlorinated biphenyls (PCBs) may be present in building components. There may also be the potential presence of historical fill, buried demolition debris, and unknown buried tanks, and potential unknown contamination from adjoining properties.

Phase II Subsurface Investigation (aka Phase II Investigation) was completed at the Development Site by AKRF in December 2020 that included a geophysical survey, the advancement of five soil borings with the collection and laboratory analysis of ten soil samples; the installation of three temporary groundwater monitoring wells within three of the soil borings with the collection and analysis of three groundwater samples; and the installation of probes for the collection and laboratory analysis of three subsurface soil vapor samples. Results of the investigation are summarized as follows:

- Borings encountered historic fill (sand with varying amounts of silt, gravel, concrete, glass, plastic, asphalt, wood, and brick) to depths ranging between 3 inches and 4 feet below ground surface (bgs) across the Site. Apparent native sand, with varying amounts of silt and gravel, were identified underlying the fill layer extending to approximately 15 feet bgs (the maximum boring depth). Subsurface materials in the area of the former in-ground swimming pool (located in the southern portion of the parking lot) consisted of shallow RCA that was underlain by fill material with varying amounts of sand, gravel, brick, glass, and silt to approximately 4 feet bgs, followed by the concrete bottom of the pool to approximately 5 feet bgs, and underlain by apparent native sand with varying amounts of gravel and silt.
- The depth to water was measured between 8 and 10 feet bgs at the three temporary groundwater monitoring well locations. No free phase product or petroleum-like odors or staining were noted during sampling.

The soil analytical results are summarized as follows:

- Analytical results for the soil samples identified two metals (arsenic and hexavalent chromium) and total polychlorinated biphenyls (PCBs) at concentrations above 6 NYCRR Part 375 Unrestricted Use Soil Cleanup Objectives (UUSCOs) and/or Restricted Residential Soil Cleanup Objectives (RRSCOs). No volatile organic compounds (VOCs), semivolatile organic compounds (SVOCs), or pesticides were detected above UUSCOs and/or RRSCOs. Metals and PCB exceedances are most likely attributable to historic fill material observed in the subsurface at the Site.

The groundwater analytical results are summarized as follows:

- Analytical results for the groundwater samples identified three metals (iron, manganese, and sodium) in the total (unfiltered) and dissolved (filtered) analyses above NYSDEC Class GA Ambient Water Quality Standards and Guidance Values (AWQSGVs). No VOCs, SVOCs, PCBs, or pesticides were detected above AWQSGVs in any of the groundwater samples analyzed. Metal exceedances are likely indicative of natural groundwater conditions as opposed to a spill or release.

The soil vapor analytical results are summarized as follows:

- Analytical results for the soil vapor samples identified 27 of the 71 VOCs analyzed for in at least one of the soil vapor samples. Petroleum-related compounds [including benzene, toluene, ethylbenzene, and xylene (collectively referred to as BTEX), 1,2,4-trimethylbenzene, 1,3,5-trimethylbenzene, 1,3-butadiene, 1,3-dichlorobenzene, 2,2,4-trimethylpentane, 4-ethyltoluene, butane, cymene, isopropanol, naphthalene, n-heptane, n-hexane, and n-propylbenzene] were detected in the soil vapor samples at concentrations up to 4,000 micrograms per cubic meter ($\mu g/m^3$) from a diluted analysis (n-hexane in soil vapor sample SV-01), and solvent-related compounds [including acetone, carbon disulfide, cyclohexane, dichlorodifluoromethane, methyl ethyl ketone (MEK), tert-butyl alcohol, trichlorofluoromethane, tetrachloroethylene (PCE), and trichloroethylene (TCE)] were detected at concentrations up to 220 $\mu g/m^3$ from a diluted analysis (acetone in SV-01). The soil vapor results detected two of the eight chlorinated volatile organic compounds (CVOCs) (PCE and TCE) listed the New York State Department of Health (NYSDOH) October 2006 Guidance for Evaluating Soil Vapor Intrusion Soil Vapor/Indoor Air Decision Matrices. According to the NYSDOH matrices, PCE and TCE were detected at concentrations that warrant "no further action."

The concentrations of compounds detected by this investigation are typical of commercial/industrial areas in New York City and given that the same compounds were not detected at appreciable levels in the Site soil, they do not appear to indicate an on-site release.

Based on the results of the Phase II Investigation, a Remedial Action Plan (RAP) and Construction Health and Safety Plan (CHASP) have been prepared for the Development Site that would be implemented during the subsurface disturbance associated with the Proposed Development. The Phase II Investigation, RAP, and CHASP were submitted to NYCDEP for review and approval in December 2021. In a letter dated February 16, 2022, NYCDEP approved the RAP and CHASP for the Proposed Development (see **Appendix A** to the EAS).

The RAP and CHASP address requirements for items such as soil stockpiling, soil disposal and transportation; dust control; community air monitoring; and contingency measures if additional petroleum storage tanks or other contamination should be unexpectedly encountered during construction. The RAP also includes measures required to be incorporated into the new construction, including a vapor barrier beneath the footprint of the Proposed Development to

address potential soil vapor conditions and a two-foot clean soil cap in any unpaved/landscaped areas (as specified in the RAP) subject to DEP approval prior to placement at the Site. Upon completion of all NYCDEP-approved remedial requirements, as outlined in the RAP, a P.E.-certified Remedial Closure Report will be submitted to NYCDEP. This report will demonstrate that all remedial activities have been properly implemented. With the implementation of the measures described above, the Proposed Development would promote this policy.

Policy 7.2: Prevent and remediate discharge of petroleum products.

As described above, petroleum-related compounds were detected in the soil vapor samples; however, the concentrations of compounds detected by the Phase II Investigation are typical of commercial/industrial areas in New York City and given that the same compounds were not detected at appreciable levels in the Site soil, they do not appear to indicate an on-site release Therefore, the Proposed Development would promote this policy.

Policy 7.3: Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.

As described above in Policy 7.1, the RAP and CHASP, which was approved by NYCDEP on February 16, 2022 address requirements for items such as soil disposal and transportation. Therefore, the Proposed Development would promote this policy.

Policy 9: Protect scenic resources that contribute to the visual quality of the New York City coastal area.

Policy 9.1: Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.

As discussed in EAS Attachment F, "Urban Design and Visual Resources," there are no visual resources on the Development Site. There are no important view corridors from the Development Site that could be affected by the Proposed Development as existing views on the surrounding streets would remain available. The Proposed Development would also not obstruct views from the sidewalks adjacent to the Project Area, including views to the elevated rail to the south and Bayswater Park to the west. Therefore, the Proposed Development promotes this policy.

Policy 9.2: Protect and enhance scenic values associated with natural resources.

As discussed in EAS Attachment F, "Urban Design and Visual Resources," the Proposed Development would not obstruct views from the sidewalks adjacent to Bayswater Park or any other natural resources. Therefore, the Proposed Development would promote this policy.

Policy 10: Protect, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City coastal area.

Policy 10.1: Retain and preserve historic resources, and enhance resources significant to the coastal culture of New York City.

As discussed in EAS Attachment E, "Historic and Cultural Resources," in a letter dated December 8, 2021, the New York City Landmarks Preservation Commission (LPC) determined that the Development Site has no architectural significance. Therefore, there are no known or potential architectural resources located on the Project Site.

There are no known or potential architectural resources on the Development Site. There are two known architectural resources in the 400-foot study area surrounding the Project Area. The first is the Challenge Preparatory Charter School (S/NR-eligible), which is located at the eastern edge of

the study area at 25-40 Beach Channel Drive (7-10 Hartman Avenue), approximately 350 feet from the Project Area. The second is the Far Rockaway Educational Campus (S/NR-eligible), which is located on a superblock northeast of the study area, bounded by Ocean Crest Boulevard to the south, Hartman Lane to the west, Bay 25th Street to the east, and Cornaga Avenue to the north. The school building houses four schools, and is located outside the study area, although a portion of the property, including paved recreation courts, is within the northeast corner of the study area and approximately 400 feet from the Project Area. The two known architectural resources in the study area are located more than 90 feet from the Development Site, and thus construction of the Proposed Development would not be expected to result in inadvertent direct impacts to these resources. For these reasons, the Proposed Development would promote this policy.

Policy 10.2: Protect and preserve archaeological resources and artifacts.

As discussed in EAS Attachment E, "Historic and Cultural Resources," in comments dated December 8, 2021, the NYC LPC determined that the Project Site has no archaeological significance. Excavation activities associated with construction of the Proposed Development are unlikely to encounter archeological resources and artifacts. Therefore, the Proposed Development would promote this policy. ✷

NYC Waterfront Revitalization Program - Policy 6.2 Flood Elevation Workhsheet

COMPLETE INSTRUCTIONS ON HOW TO USE THIS WORKSHEET ARE PROVIDED IN THE "CLIMATE CHANGE ADAPTATION GUIDANCE" DOCUMENT AVAILABLE AT www.nyc.gov/wrp

Enter information about the project and site in highlighted cells in Tabs 1-3. Tab 4, "Summary Charts" contains primary results. Tab 5, "0.2%+SLR" produces charts to be used for critical infrastructure or facilities. Tab 6, "Calculations" contains background computations. Appendix A contains tide elevations for station across the city to be used for the elevation of MHHW if a site survey is not available. Non-highlighted cells have been locked.

Background Information	
Project Name	TCB 29-32 Beach Channel Drive
Location	29-32 Beach Channel Drive, Far Rockaway, Queens New York
Type(s)	☑ Residential, Commercial, Community Facility; ☐ Parkland, Open Space, and Natural Areas; ☐ Tidal Wetland Restoration; ☐ Critical Infrastructure or Facility; ☐ Industrial Uses ☐ Over-water Structures; ☐ Shoreline Structures; ☐ Transportation; ☐ Wastewater Treatment/Drainage; ☐ Coastal Protection
Description	A new L-shaped, 8-story affordable housing residential building (the "Proposed Development") that would be a maximum 77 feet 4 inches (88 feet including rooftop mechanical bulkhead) tall. It would include approximately 91,928 gsf of floor area and would contain 111 affordable dwelling units. At-grade parking for 35 vehicles would be provided underneath and in the rear of the new building. The building's floor area would include the main entrance lobby, accessory uses for tenants (exercise room, community room, laundry room, and office), protected bike storage, and mechanical space.
Planned Completion Date	2025
Expected Project Lifespan	2080

The New York City Waterfront Revitalization Program Climate Change Adaptation Guidance document was developed by the NYC Department of City Planning. It is a guidance document only and is not intended to serve as a substitute for actual regulations. The City disclaims any liability for errors that may be contained herein and shall not be responsible for any damages, consequential or actual, arising out of or in connection with the use of this information. The City reserves the right to update or correct information in this guidance document at any time and without notice.

For technical assistance on using this worksheet, email wrp@planning.nyc.gov, using the message subject "Policy 6.2 Worksheet."

Last update: Sept. 7, 2018

Establish current tidal and flood heights.

	FT (NAVD88)	Feet	Datum	Source
MHHW	2.43	**2.43**	**NAVD88**	*Appendix A - Beach Channel*
1% flood height	9.00	**9.00**	**NAVD88**	
Design flood elevation	12.33	**12.33**	**NAVD88**	
As relevant:				
0.2% flood height	-->			

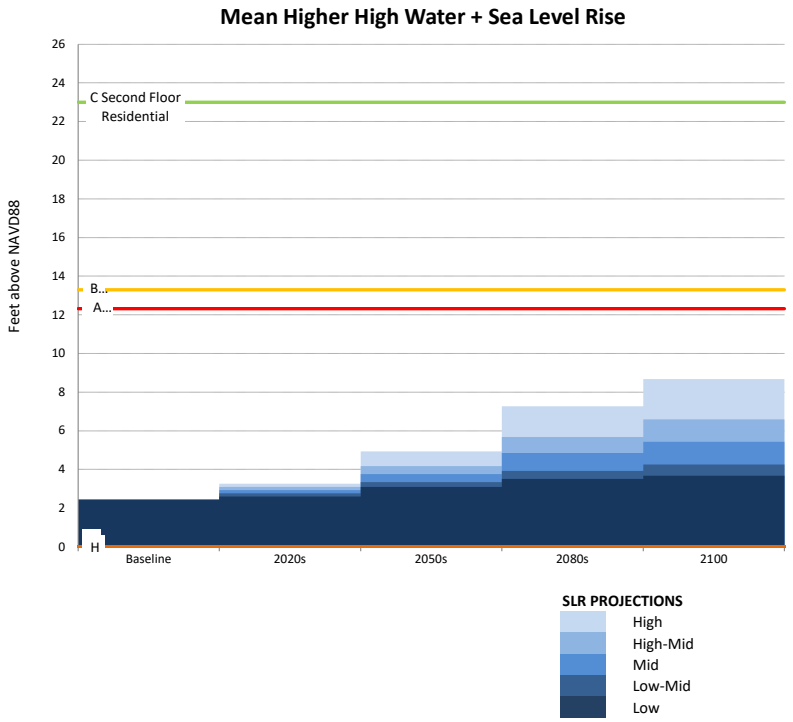
Data will be converted based on the following datums:

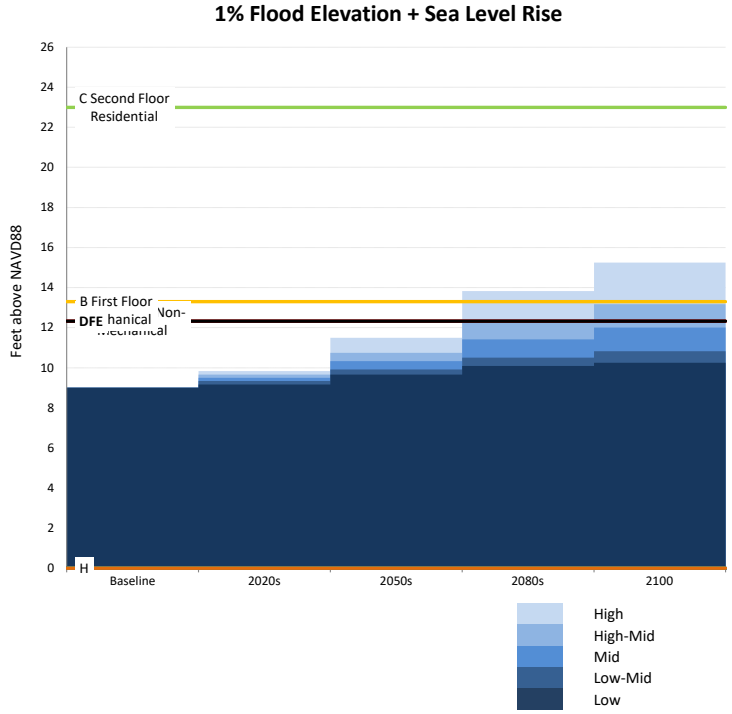
Datum	FT (NAVD88)
NAVD88	*0.00*
NGVD29	*-1.10*
Manhattan Datum	*1.65*
Bronx Datum	*1.51*
Brooklyn Datum (Sewer)	*0.61*
Brooklyn Datum (Highway)	*1.45*
Queens Datum	*1.63*
Richmond Datum	*2.09*

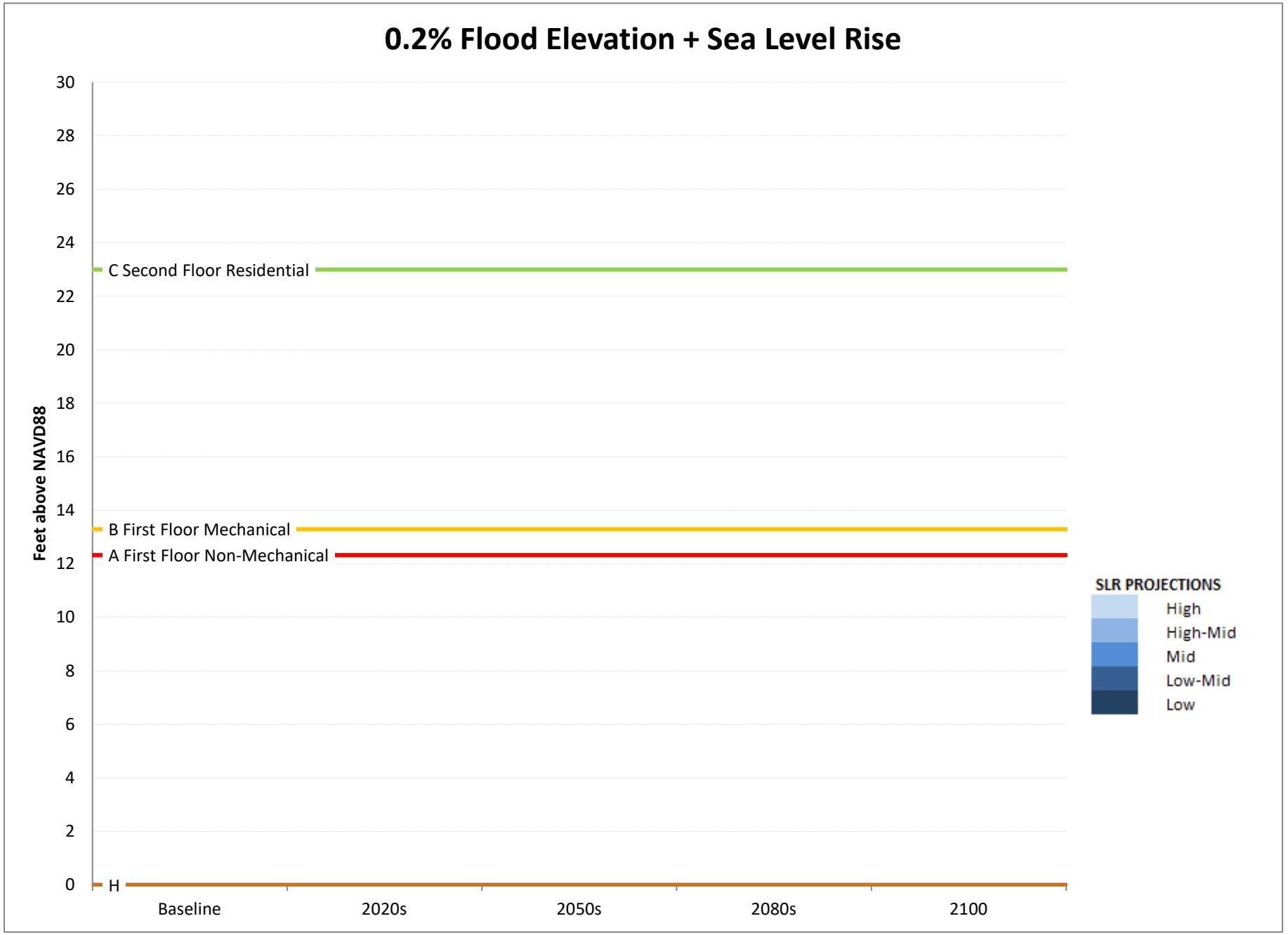
Describe key physical features of the project.

Feature *(enter name)*	Feature Category	Lifespan	Elevation	Units	Datum	Ft	Ft Above NAVD88	Ft Above MHHW	Ft Above 0.2% flood height
A First Floor Non-Mechanical	☑ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other	80	12.3	Feet	NAVD88	*12.3*	*12.3*	*9.9*	*#VALUE!*
First floor non-mechanical would contain a lobby area, one 2-bedroom residential unit, office, exercise room, bike storage, and parking.									
B First Floor Mechanical	☐ Vulnerable ☑ Critical ☐ Potentially Hazardous ☐ Other	50	13.3	Feet	NAVD88	*13.3*	*13.3*	*10.9*	*#VALUE!*
First floor mechanical equipment would include an electric room, water pump room, and data room, elevated 1 foot above DFE.									
C Second Floor Residential	☐ Vulnerable ☑ Critical ☐ Potentially Hazardous ☑ Other	80	23.0	Feet	NAVD88	*23.0*	*23.0*	*20.6*	*#VALUE!*
Residential units begin									
D	☐ Vulnerable ☐ Critical ☑ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
E	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
F	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
G	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
H	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									

Assess project vulnerability over a range of sea level rise projections.






0.2% Flood Elevation + Sea Level Rise
Feet above NAVD88
30
28
26
24
22
20
18
16
14
12
10
8
6
4
2
0
C Second Floor Residential
B First Floor Mechanical
A First Floor Non-Mechanical
H
Baseline
2020s
2050s
2080s
2100
SLR PROJECTIONS
High
High-Mid
Mid
Low-Mid
Low

	SLR (ft)				
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
Baseline	0.00	0.00	0.00	0.00	0.00
2020s	0.17	0.33	0.50	0.67	0.83
2050s	0.67	0.92	1.33	1.75	2.50
2080s	1.08	1.50	2.42	3.25	4.83
2100	1.25	1.83	3.00	4.17	6.25

	SLR (in)				
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
2014	0	0	0	0	0
2020s	2	4	6	8	10
2050s	8	11	16	21	30
2080s	13	18	29	39	58
2100	15	22	36	50	75

	MHHW+SLR (ft above NAVD88)				
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
Baseline	2.43	2.43	2.43	2.43	2.43
2020s	2.60	2.76	2.93	3.10	3.26
2050s	3.10	3.35	3.76	4.18	4.93
2080s	3.51	3.93	4.85	5.68	7.26
2100	3.68	4.26	5.43	6.60	8.68

	1%+SLR (ft above NAVD88)				
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
Baseline	9.00	9.00	9.00	9.00	9.00
2020s	9.17	9.33	9.50	9.67	9.83
2050s	9.67	9.92	10.33	10.75	11.50
2080s	10.08	10.50	11.42	12.25	13.83
2100	10.25	10.83	12.00	13.17	15.25

	0.2%+SLR (ft above NAVD88)				
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
Baseline	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
2020s	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
2050s	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
2080s	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
2100	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!

	0	1
A First Floor Non-Mechanical	12	12.33
B First Floor Mechanical	13	13.3
C Second Floor Residential	23	23
D	0	0
E	0	0
F	0	0
G	0	0
H	0	0
DFE	12.33	12.33

NOAA Tide Station Data

(to be used only when a site survey is unavailable)

Station ID	*Station Name*	*Source MHHW (Feet, NAVD88)**	*Adjusted MHHW (Feet, NAVD88)**	*Source*
8518687	Queensboro Bridge	2.27	2.60	NOAA Tides and Currents
8530095	Alpine	2.11	2.44	NOAA Tides and Currents
8516614	Glen Cove	3.72	4.05	NOAA Tides and Currents
8516990	Willets Point	3.72	4.05	NOAA Tides and Currents
8518639	Port Morris	3.33	3.66	NOAA Tides and Currents
8518699	Williamsburg Bridge	2.14	2.47	NOAA Tides and Currents
8518750	The Battery	2.28	2.61	NOAA Tides and Currents
8531680	Sandy Hook	2.41	2.74	NOAA Tides and Currents
8518490	New Rochelle	3.71	4.04	NOAA Tides and Currents
8531545	Keyport	2.66	2.99	NOAA Tides and Currents
8516891	Norton Point	2.08	2.41	NOAA VDATUM
8517201	North Channel	2.72	3.05	NOAA Tides and Currents
8517137	Beach Channel	2.10	2.43	NOAA VDATUM
8517756	Kingsborough	2.13	2.46	NOAA VDATUM
8519436	Great Kills	2.22	2.55	NOAA VDATUM
8531142	Port Reading	2.82	3.15	NOAA VDATUM
8519483	Bergen Point	2.56	2.89	NOAA VDATUM
8519050	USCG	2.28	2.61	NOAA Tides and Currents
8518902	Dyckman St	2.01	2.34	NOAA Tides and Currents
8517251	Worlds Fair Marina	3.59	3.92	NOAA VDATUM
8518668	Horns Hook	2.54	2.87	NOAA VDATUM
8518643	Randalls Island	2.60	2.93	NOAA VDATUM
8518526	Throggs Neck	3.68	4.01	NOAA Tides and Currents

* MHHW values include an addition 0.33 feet to account for changes in sea level since the 1983-2001 tidal epoch.


Alpine
8530095
New
Rochelle
8518490
Dyckman St
8518902
Glen Cove
8516614
Randalls
Island
8518643
Port
Morris
8518639
Throggs
Neck
8518526
Willets
Point
8516990
Worlds Fair
Marina
8517251
Queensboro
Bridge
8518687
Horns Hook
8518668
Williamsburg
Bridge
8518699
The Battery
8518750
North
Channel
8507201
Norton
Point
8516891
Bergen
Point
8519483
USCG
8519050
Beach
Channel
8517137
Kingsborough
8517756
Port
Reading
8531142
Great
Kills
8519436
Sandy Hook
8531680
Keyport
8531545

Appendix C
Jamaica Bay Watershed Protection Plan 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: 23DCP042Q 1a. Modification ☐
2. Project Name: Ocean Crest Rezoning
3. Project Description:

The Applicant is seeking a zoning map amendment and a zoning text amendment to facilitate the development of an affordable housing building on the Development Site at the corner of Ocean Crest Boulevard and Bay 32nd Street in the Wavecrest neighborhood of the Rockaways, Queens.

4. Project Sponsor: TCB Beach Channel Drive Limited Partnership
5. Required approvals: CPC Zoning map/text amendments
6. Project schedule (build year and construction schedule): 2025 Build Year,<24 months construction

B. PROJECT LOCATION:

1. Street address: 29-32 Beach Channel Drive
2. Tax block(s): 15744 Tax Lot(s): Portion of Lot 7
3. Identify existing land use and zoning on the project site: Parking; R4-1
4. Identify proposed land use and zoning on the project site: Affordable Housing Building; R6A
5. Identify land use of adjacent sites (include any open space): Bayswater Park, Res, Commercial, CF
6. Describe existing density on the project site and the proposed density:

Existing Condition	Proposed Condition
Dev Site: Underutilized Parking	Dev Site: 8-story residential building w/ 106 units, 35 parking spaces, 1,991 gsf daycare

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): ~20,798 sf
2. Will soil be removed (if so, what is the volume in cubic yards)? ~166,384 cubic ft (depth of 8 ft)
3. Subsurface soil classification:
   (per the New York City Soil and Water Conservation Board): Urban land/urban fill
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: Less than 10,000 gpd Rates: TBD
7. Describe site elevation above seasonal high groundwater:

   Groundwater was encountered at depths of 8-10 feet on the Development Site.

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?

   New exterior lighting would downward facing and wouldn't project beyond adjacent sidewalks.

E. SURFACE COVERAGE AND CHARACTERISTICS

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

	Existing Condition	Proposed Condition
1. ***Surface area:***		
Roof:	None (no building on site)	~13,248 sf
Pavement/walkway:	16,440 sf (parking area)	~6,665 sf (parking and courtyard)
Grass/softscape:	4,358 sf (landscaping)	~885 sf (landscaping)
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?

Stormwater currently flows untreated through outfalls into nearby waterways.

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

Any new construction on the Development Site would likely be required to build a private sewer or drain conforming to the City's approved drainage plan. The proposed development would also be required to stormwater detention facilities and BMPs.

ATTACHMENT FOR QUESTION D-1

Native and non-native vegetation along the perimeter of the Development Site would be removed. Trees to be removed include Norway maple (*Acer platanoides*), pin oak (*Quercus palustris*), white mulberry (*Morus alba*), London planetree (*Platanus acerifolia*), black cherry (*Prunus serotina*), and tree of heaven (*Ailanthus altissima*). Approximately 30 trees would be removed. Herbaceous plants and woody vines that would be removed from the perimeter of the Development Site include common plantain (*Plantago major*), English plantain (*Plantago lanceolata*), crabgrass (*Digitaria sanguinalis*), Kentucky bluegrass (*Poa pratensis*), white clover (*Trifolium repens*), poison ivy (*Toxicodendron radicans*), and Asiatic bittersweet (*Celastrus orbiculatus*).

The preliminary landscaping plan associated with the Proposed Development proposes planting six street trees, as well as native shrubs and grasses. In addition, a portion of the roof is proposed to be planted as a green roof with *Sedum* species. A specific planting palette has not yet been selected for the Proposed Development.