Seagirt Boulevard Rezonings-
Beach 13th Street Site &
Fernside Place Site

Environmental Assessment Statement

CEQR # 16DCP133Q

Lead Agency:
New York City Department of City Planning (DCP)

Prepared for:
Gleitman Realty Associates

Prepared by:
Philip Habib & Associates

May 20, 2016

Seagirt Boulevard Rezonings – Beach 13th Street Site & Fernside Place Site

Environmental Assessment Statement

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ENVIRONMENTAL ASSESSMENT STATEMENT
FORM

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* Seagirt Boulevard Rezonings - Beach 13th Street Site & Fernside Place Site

3. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
16DCP133Q	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
160033ZMQ, 160351ZMQ	

4a. *Lead Agency Information*			**4b. *Applicant Information***		
NAME OF LEAD AGENCY			NAME OF APPLICANT		
New York City Department of City Planning (DCP)			Gleitman Realty Associates		
NAME OF LEAD AGENCY CONTACT PERSON			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON		
Robert Dobruskin, AICP , Director, EARD			Francis Gleitman and Barbara Samuels		
ADDRESS 120 Broadway			ADDRESS 124 Cerdarhurst Avenue		
CITY New York	STATE NY	ZIP 10271	CITY Cedarhust	STATE NY	ZIP 11516
TELEPHONE 212-720-3420	EMAIL rdobrus@planning.nyc.gov		TELEPHONE 516-569-1888	EMAIL sandbarons@aol.com	

5. *Project Description*

The applicant, Gleitman Realty Associates, is seeking two related zoning map amendments (the "proposed actions") to facilitate the development of two sites located on Seagirt Boulevard in the Far Rockaways neighborhood of Queens Community District (CD) 14. The first rezoning action (ULURP No. 16033ZMQ) would map a C1-3 commercial overlay over an existing R5 district on Queens Block 15620, Lots 1 and 11 (the "Beach 13th Street Site"). This action would facilitate a proposal by the applicant to develop the Beach 13th Street Site with a 6,394-gsf single-story retail building and a surface parking lot comprised of 16 accessory parking spaces. The second rezoning action (ULURP No. 160351ZMQ) would rezone Queens Block 15784, Lot 1 (the "Fernside Place Site") from R4-1 to R5 and would facilitate a proposal by the applicant to develop this site with two freestanding buildings: a 5,629-gsf single-story retail building fronting on Seagirt Boulevard and a five-story 31,850-gsf multi-family residential building with 27 dwelling units fronting on Watjean Court. The proposed retail building would have 14 at-grade accessory parking spaces, and the proposed residential building would have a 29-space accessory parking lot accessed on Watjean Court.

The analysis year is 2018. Absent the two proposed rezoning actions, it is assumed that the Beach 13th Street Site and the Fernside Place Site would continue to be vacant, as under existing conditions.

Project Location

BOROUGH Queens	COMMUNITY DISTRICT(S) 14	STREET ADDRESS Fernside Place Site: 24-00 Seagirt Boulevard; Beach 13th Street Site: Seagirt Boulevard
TAX BLOCK(S) AND LOT(S) Block 15620, Lots 1 & 11; Block 15784 Lot 1		ZIP CODE 11691
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS Fernside Place Site: bounded by Seagirt Boulevard to the south, Fernside Place to the east, and Watjean Court to the north; Beach 13th Street Site: bounded by Seagirt Boulevard to the south, Beach 12th Street to the east, Heyson Road to the north, and Beach 13th Street to the west		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY Fernside Place Site: R4-1; Beach 13th Street Site: R5		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 CERTIFICATION ☐ CONCESSION
☒ ZONING MAP AMENDMENT ☐ ZONING AUTHORIZATION ☐ UDAAP
☐ ZONING TEXT AMENDMENT ☐ ACQUISITION—REAL PROPERTY ☐ REVOCABLE CONSENT
☐ SITE SELECTION—PUBLIC FACILITY ☐ DISPOSITION—REAL PROPERTY ☐ FRANCHISE
☐ HOUSING PLAN & PROJECT ☐ OTHER, explain:
☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:
SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

***Board of Standards and Appeals*:** ☐ YES ☒ NO
☐ VARIANCE (use)
☐ VARIANCE (bulk)
☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:
SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

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

Other City Approvals Subject to CEQR (check all that apply)
☐ LEGISLATION ☐ FUNDING OF CONSTRUCTION, specify:
☐ RULEMAKING ☐ POLICY OR PLAN, specify:
☐ CONSTRUCTION OF PUBLIC FACILITIES ☐ FUNDING OF PROGRAMS, specify:
☐ 384(b)(4) APPROVAL ☐ PERMITS, specify:
☐ OTHER, explain:

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.*

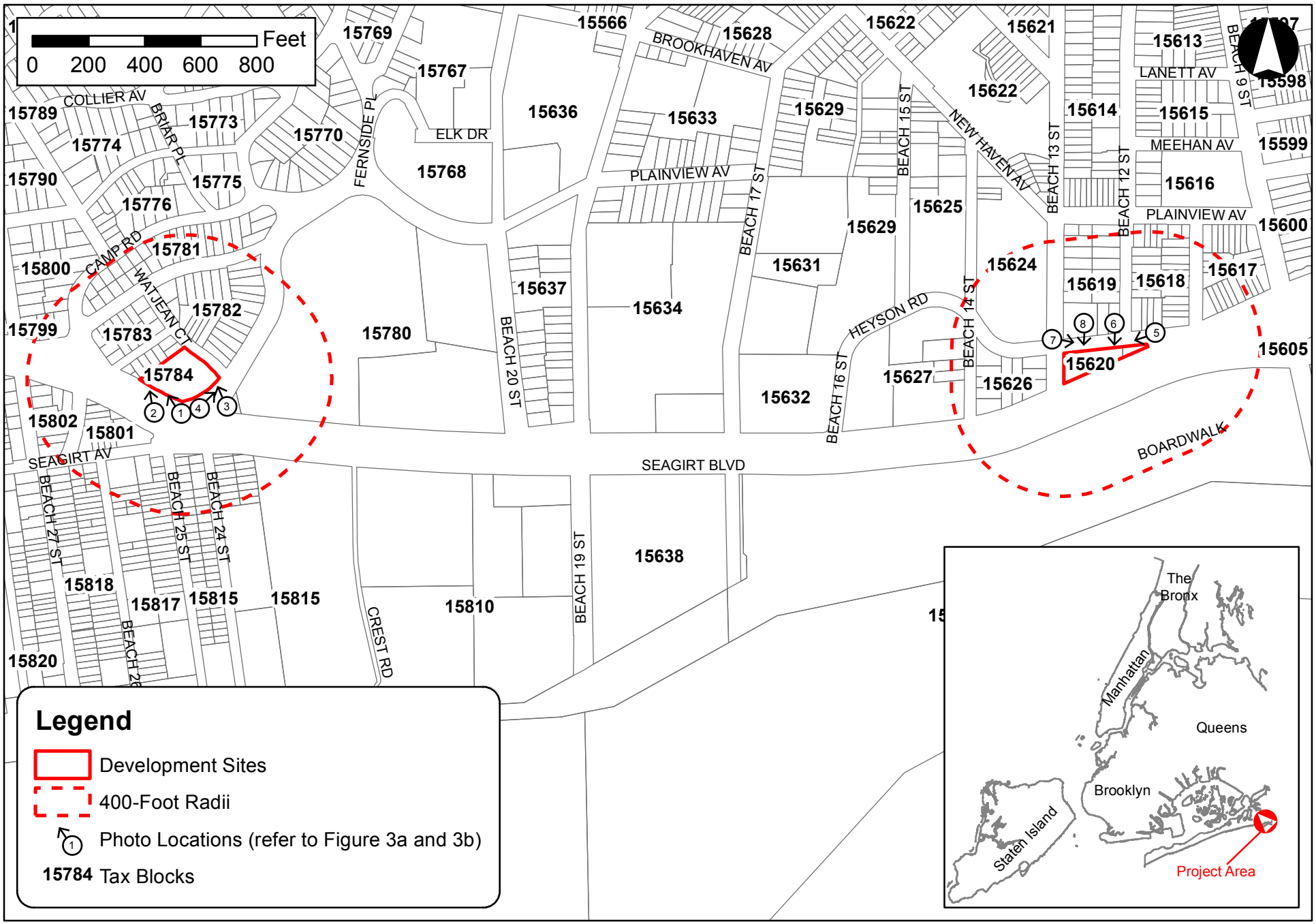
☒ SITE LOCATION MAP ☒ ZONING MAP ☒ SANBORN OR OTHER LAND USE MAP
☒ TAX MAP ☐ FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)
☒ PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP

Physical Setting (both developed and undeveloped areas)
Total directly affected area (sq. ft.): 47,589
Waterbody area (sq. ft) and type: 0
Roads, buildings, and other paved surfaces (sq. ft.): 0
Other, describe (sq. ft.): 47,589 (vacant softscape)

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): Approx. 43,873 (Beach 13th Street Site and Fernside Place Site, combined)
NUMBER OF BUILDINGS: 3
GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): Fernside Place Site Residential Building: 31,850 gsf; Fernside Place Site Retail Building: 5,629 gsf; Beach 13th Street Site Retail Building: 6,394 gsf
HEIGHT OF EACH BUILDING (ft.): Fernside Place Site Residenital Building: 40'; Fernside Place Site Retail Building: 15'; Beach 13th Street Site Retail Building: 15'
NUMBER OF STORIES OF EACH BUILDING: Fernside Place Site Residenital Building: 5 stories; Fernside Place Site Retail Building: 1 story; Beach 13th Street Site Retail Building: 1 story

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: 47,589
The total square feet not owned or controlled by the applicant: 0

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):



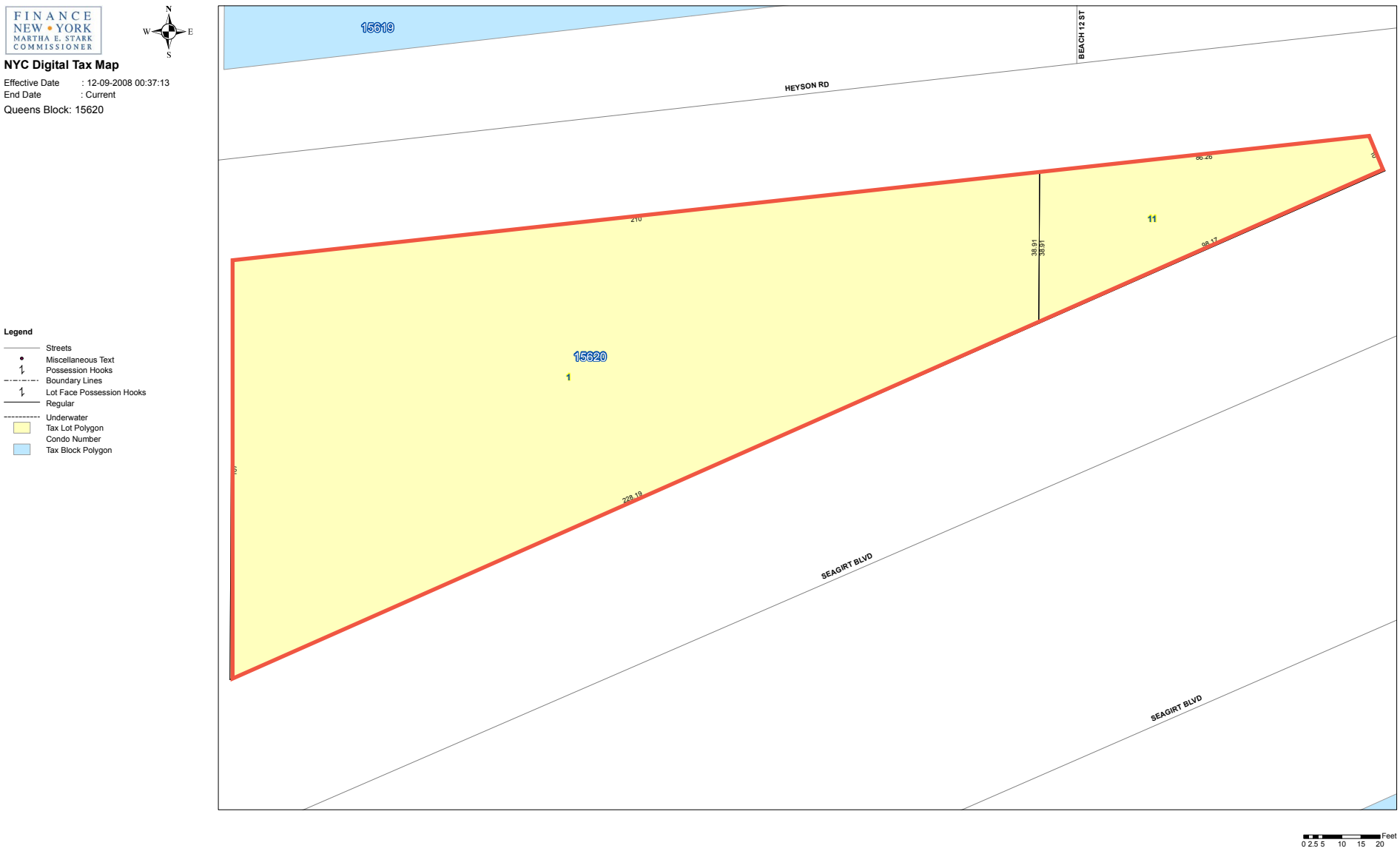
Seagirt Boulevard Rezonings EAS

Figure 1
Site Location Map



Seagirt Boulevard Rezonings EAS **Figue 2a**

Fernside Place Site - Block 15784 (Lot 1)



Seagirt Boulevard Rezonings EAS

Figure 2b

Beach 13th Street Site- Block 15620

Fernside Place Site - Site Photos



1. View northwest along Seagird Boulevard through Fernside Pl. site. Residences along Highland Court visible in background.



2. View northwest through Fernside Pl. site from Seagird Boulevard.



3. View north through Fernside Pl. site from Fernside Place. Residences along Watjean Court visible in background.



4. View northeast along Fernside Court. Fernside Pl. site onleft. Residences along Fernside Place visible in background.

Beach 13th Street Site - Site Photos



5. View southwest along Heyson Road through Beach 13th St. site. Residences along Beach 13th Street visible in background.



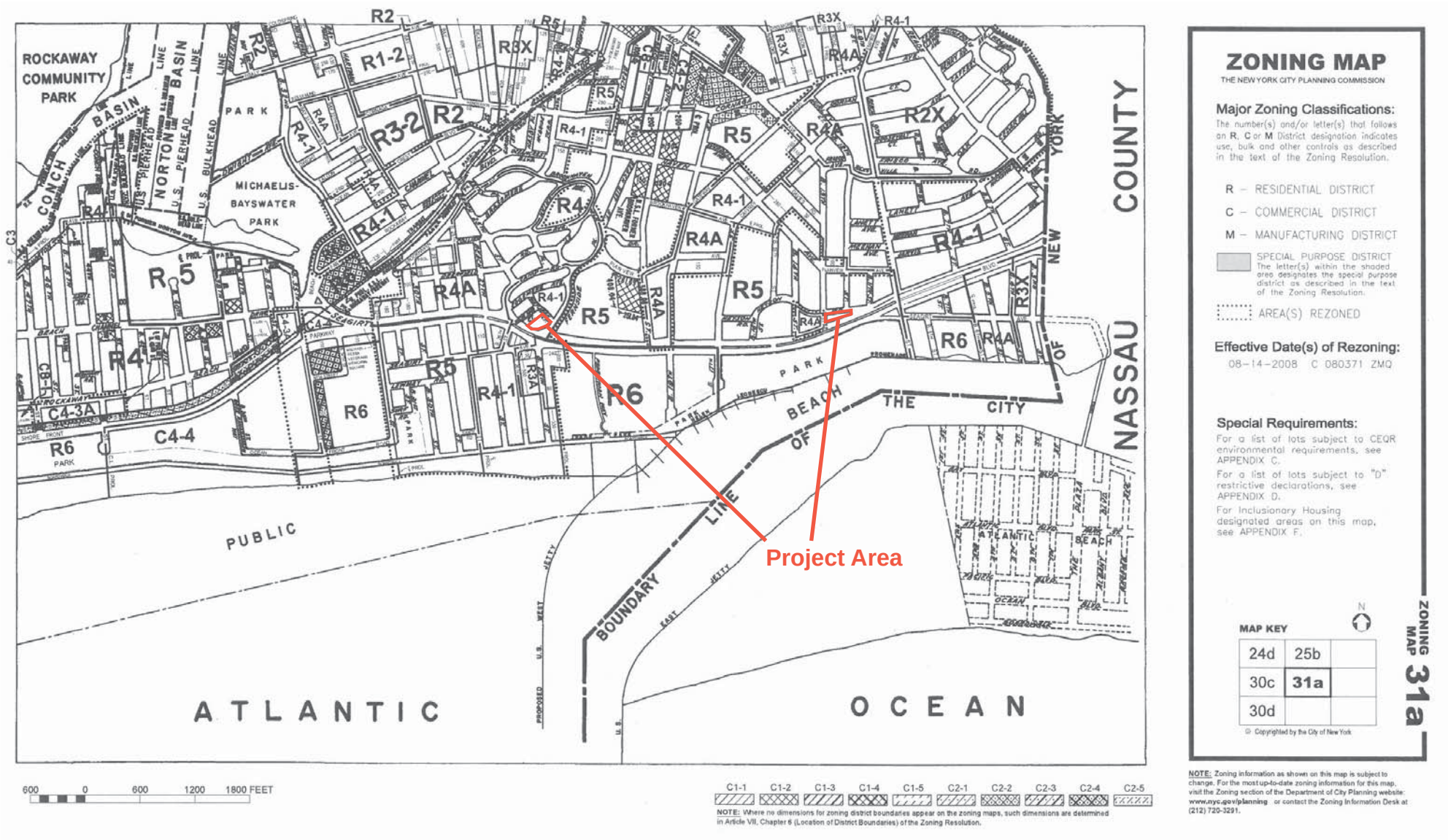
6. View south through Beach 13th St. Site from Heyson Road.

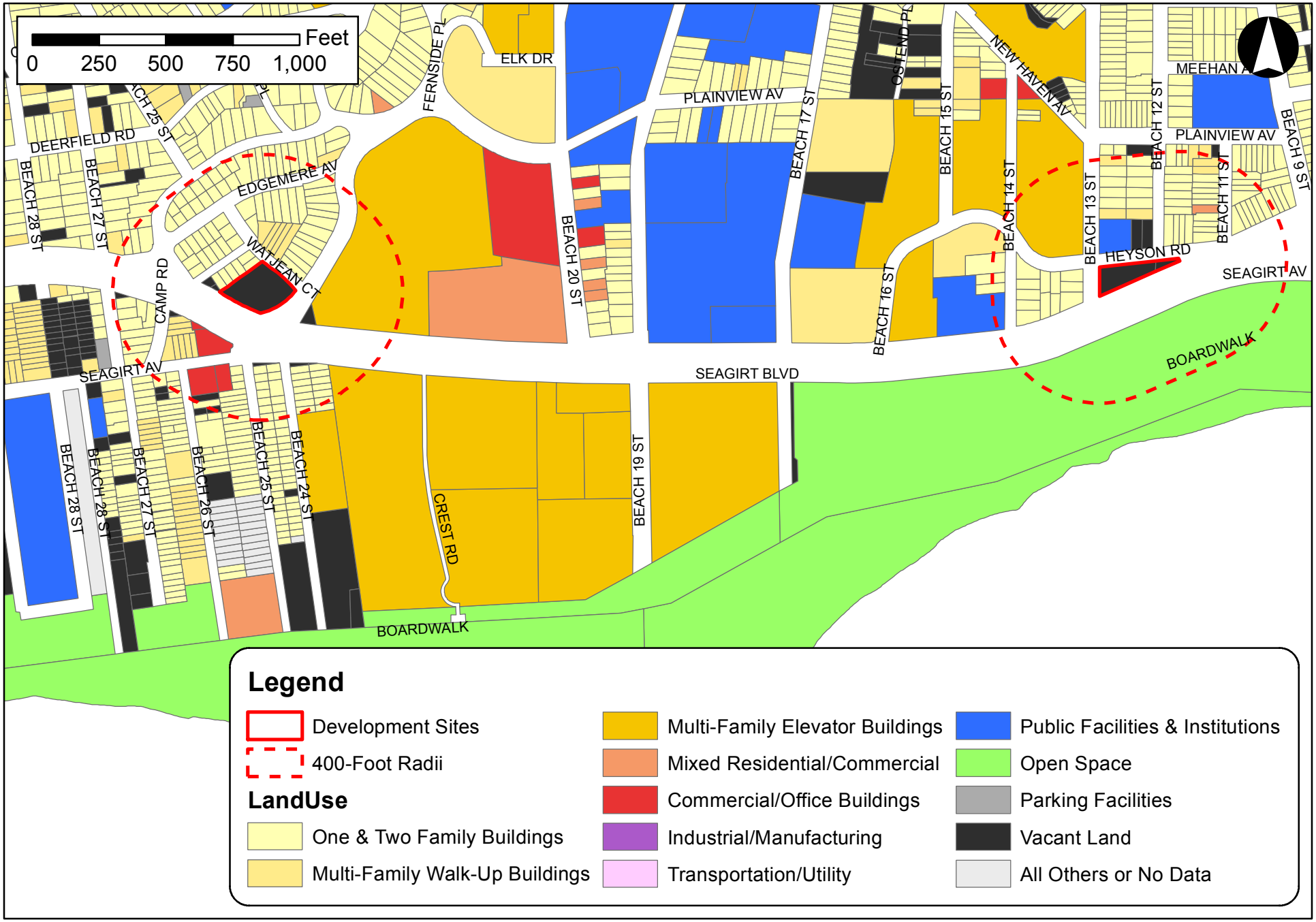


7. View east along Heyson Road. Beach 13th St. site on right. Multi-family residential buildings on Seagirt Avenue visible in background.



8. View south through Beach 13th St. site from Heyson Road.


ZONING MAP
THE NEW YORK CITY PLANNING COMMISSION
Major Zoning Classifications:
The number(s) and/or letter(s) that follows an R, C or M District designation indicates use, bulk and other controls as described in the text of the Zoning Resolution.
R – RESIDENTIAL DISTRICT
C – COMMERCIAL DISTRICT
M – MANUFACTURING DISTRICT
SPECIAL PURPOSE DISTRICT
The letter(s) within the shaded area designates the special purpose district as described in the text of the Zoning Resolution.
AREA(S) REZONED
Effective Date(s) of Rezoning:
08-14-2008 C 080371 ZMQ
Special Requirements:
For a list of lots subject to CEQR environmental requirements, see APPENDIX C.
For a list of lots subject to "D" restrictive declarations, see APPENDIX D.
For Inclusionary Housing designated areas on this map, see APPENDIX F.
MAP KEY
24d 25b
30c 31a
30d
ZONING MAP 31a
Project Area
ROCKAWAY COMMUNITY PARK
MICHAELIS-BAYSWATER PARK
ATLANTIC OCEAN
PUBLIC BEACH
NASSAU COUNTY
NEW YORK
BOUNDARY LINE
600 0 600 1200 1800 FEET
C1-1 C1-2 C1-3 C1-4 C1-5 C2-1 C2-2 C2-3 C2-4 C2-5
NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article VII, Chapter 6 (Location of District Boundaries) of the Zoning Resolution.
NOTE: Zoning information as shown on this map is subject to change. For the most up-to-date zoning information for this map, visit the Zoning section of the Department of City Planning website: www.nyc.gov/planning or contact the Zoning Information Desk at (212) 720-3291.



Seagirt Boulevard Rezonings EAS

Figure 5
Land Use Map

AREA OF TEMPORARY DISTURBANCE: TBD sq. ft. (width x length) VOLUME OF DISTURBANCE: TBD cubic ft. (width x length x depth)
AREA OF PERMANENT DISTURBANCE: 14,319 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.)	31,850	12,023	0	0
Type (*e.g.,* retail, office, school)	27 units	Retail	N/A	N/A

Does the proposed project increase the population of residents and/or on-site workers? ☒ YES ☐ NO
If "yes," please specify: NUMBER OF ADDITIONAL RESIDENTS: 73 NUMBER OF ADDITIONAL WORKERS: 13
Provide a brief explanation of how these numbers were determined: Residents: based on 2010 Census average of 2.71 persons per household in Queens CD 14; Workers: assumes one residential worker per 25 DU (one residential workers) and one retail worker per 1,000 gsf of retail (approx. 12 retail workers)

Does the proposed project create new open space? ☐ YES ☒ NO If "yes," specify size of project-created open space: N/A 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: N/A

9. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2018

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 15

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

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: N/A

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

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

Comparison of 2018 No-Action and With-Action RWCDS Conditions

	No-Action	With-Action	Increment
Land Use			
Vacant Land	46,609 sf	0	-46,409 sf
Residential	0	31,850 gsf (27 DU)	+31,850 gsf (+27 DU)
Commercial (Retail)	0	12,023 gsf	+12,023 gsf
Total Building Floor Area	0	43,873 gsf	+43,873 gsf
Surface Parking Spaces	0	59	+59
Population[1]			
Residents	0	73	+73
Workers	0	13	+13

Notes:

[1] Population based on the following assumptions: 2.71 persons per household (based on 2010 Census data for Queens CD 14), one residential employee per 25 DU, and one retail employee per 1,000 gsf of retail.

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 C		
(e) Is the project a large, publicly sponsored project?	☐	☒
○ If "yes," complete a PlaNYC assessment and attach. N/A		
(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 I		
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		
○ **Child Care Centers:** Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	☐	☒
○ **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)	☐	☒
○ **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)	☐	☒
○ **Health Care Facilities and Fire/Police Protection:** Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the proposed project change or eliminate existing open space?	☐	☒
(b) Is the project located within an under-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☐	☒
○ If "yes," would the proposed project generate more than 50 additional residents or 125 additional employees?	☐	☐
(c) Is the project located within a well-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☐	☒
○ If "yes," would the proposed project generate more than 350 additional residents or 750 additional employees?	☐	☐
(d) If the project in located an area that is neither under-served nor well-served, would it generate more than 200 additional residents or 500 additional employees?	☐	☒

	YES	NO
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	☐	☒
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	☒	☐
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	☒	☐
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	☒	☐
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources. See Attachment B		
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 Form, and submit according to its instructions. See Appendix III		
9. *HAZARDOUS MATERIALS*: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	☐	☒
(b) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	☐	☒
(c) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?	☐	☒
(d) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	☐	☒
(e) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (*e.g.*, gas stations, oil storage facilities, heating oil storage)?	☐	☒
(f) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	☐	☒
(g) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	☐	☒
(h) Has a Phase I Environmental Site Assessment been performed for the site?	☒	☐
○ If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: See Attachment B	☒	☐
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?	☐	☒

	YES	NO
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☐	☒
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or generate contaminated stormwater in a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): 2,055		
○ 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): 6,635,969.9		
(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 or bus trips per project peak hour?	☐	☒
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line?	☐	☐
○ Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☐	☒
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?	☐	☐
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☐	☒
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☒	☐
○ 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 Attach. B & G	☐	☒
(c) Does the proposed project involve multiple buildings on the project site?	☒	☐
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) If "yes" to any of the above, would the project require a GHG emissions assessment based on the guidance in Chapter 18?	☐	☐
16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	☒	☐
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☐	☒
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☐	☒
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☐	☒
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		
(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.		
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 B, "Supplemental Screening"		
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 B, "Supplemental Screening"		

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
Philip Habib, P.E.	05/20/16
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, Envionmental Assessment & Review Division	New York City Department of City Planning
NAME	**DATE**
Olga Abinader	May 20, 2016

SIGNATURE



ATTACHMENT A
PROJECT DESCRIPTION

I. INTRODUCTION

Gleitman Realty Associates (the applicant) is proposing the development of two retail buildings and one residential buildings on two currently vacant parcels along Seagirt Boulevard in the Far Rockaways neighborhood of Queens Community District (CD) 14 (Queens Block 15784, Lot 1 and Queens Block 15620, Lots 1 and 11). The proposed developments on the two subject parcels would total approximately 43,873 gross square feet (gsf), including approximately 31,850 gsf of residential floor area (27 dwelling units (DU)), approximately 12,023 gsf of retail floor area, and 59 accessory parking spaces.

In order to develop the proposed project, the applicant, is requesting two related zoning map amendments (the "proposed actions"). The first rezoning action (ULURP No. 160033ZMQ) would map a C1-3 commercial overlay over an existing R5 district ion Queens Block 15620, Lots 1 and 11 (the "Beach 13th Street Site). The second rezoning action (ULURP No. 160351ZMQ) would rezone Queens Block 15784, Lot 1 (the "Fernside Place Site") from R4-1 to R5 with a C1-3 commercial overlay (to a depth of 100 feet from Seagirt Boulevard). Thus, the proposed project is subject to environmental review under the State Environmental Quality Review Act (SEQRA) and City Environmental Quality Review (CEQR) regulations and guidelines.

This attachment provides a summary and description of the proposed project and its associated reasonable worst-case development scenario (RWCDS), including existing conditions of the area affected by the proposed project, purpose and need for the proposed action, description of the proposed action and associated development scenario, and the discretionary approvals required.

II. EXISTING CONDITIONS

Description of the Development Sites

Fernside Place Site

The approximately 30,216-sf Fernside Place Site is comprised of one through tax lot (Queens Block 15784, Lot 1). The Fernside Place Site has approximately 170 feet of frontage on Seagirt Boulevard to the south, approximately 155 feet of frontage on Fernside Place to the east, and approximately 169 feet of frontage on Watjean Court to the north (See Figure A-1). The remainder of Block 15784 abuts the Fernside Place Site to the west and is occupied by one- and two-family residential buildings. The southern and eastern portions of the Fernside Place Site (fronting Seagirt Boulevard and Fernside Place) are located within the 500-year floodplain, which has a 0.2 percent annual chance of flood, according to the preliminary Flood Insurance Rate Map (FIRM) revised and released by the Federal Emergency Management Agency (FEMA) in January 2015. As shown in Figure A-2, the Fernside Place Site is currently vacant and is enclosed by a chain link fence.

The Fernside Place Site was rezoned from R4 to R4-1 under the 2008 Rockaway Neighborhood Rezoning (CEQR No. 08DCP065Q). The intent of the 2008 Rockaway Neighborhood Rezoning was to preserve the scale and character of the individual Rockaway neighborhoods and ensure that future residential development would be consistent with the surrounding neighborhood's building patterns; no (E)



Seagirt Boulevard Rezonings EAS **Figue A-1**

Fernside Place Site - Block 15784 (Lot 1)

Fernside Place Site - Site Photos



1. View northwest along Seagird Boulevard through Fernside Pl. site. Residences along Highland Court visible in background.



2. View northwest through Fernside Pl. site from Seagird Boulevard.



3. View north through Fernside Pl. site from Fernside Place. Residences along Watjean Court visible in background.



4. View northeast along Fernside Court. Fernside Pl. site onleft. Residences along Fernside Place visible in background.

designations were assigned to the Fernside Place Site was not identified as a projected or potential development site in the 2008 *Rockaway Neighborhood Rezoning EAS*, and no (E) designations were assigned to the site in conjunction with the rezoning action.

R4-1 zoning districts are contextual residential districts that permit only one- and two-family detached and semi-detached houses. The maximum permitted residential FAR in R4-1 districts is 0.9 (with a 0.15 attic allowance) and the maximum community facility FAR of 2.0. As the Fernside Place Site is currently vacant (FAR 0.0), the Fernside Place Site is underbuilt for the allowable FAR.

Beach 13th Street Site

The approximately 17,373-sf Beach 13th Street Site is comprised of two tax lots (Queens Block 15620, Lots 1 and 11). The Beach 13th Street Site is a narrow triangular block with approximately 326 feet of frontage along Seagirt Boulevard to the south, approximately ten feet of frontage on Beach 12th Street to the east, approximately 296 feet of frontage on Heyson Road to the north, and approximately 107 feet of frontage on Beach 13th Street to the west (See Figure A-3). The entirety of the Beach 13th Street Site is located within the 100-year floodplain, which has a one percent annual chance of flood, according to the preliminary FIRM revised and released by FEMA in January 2015.

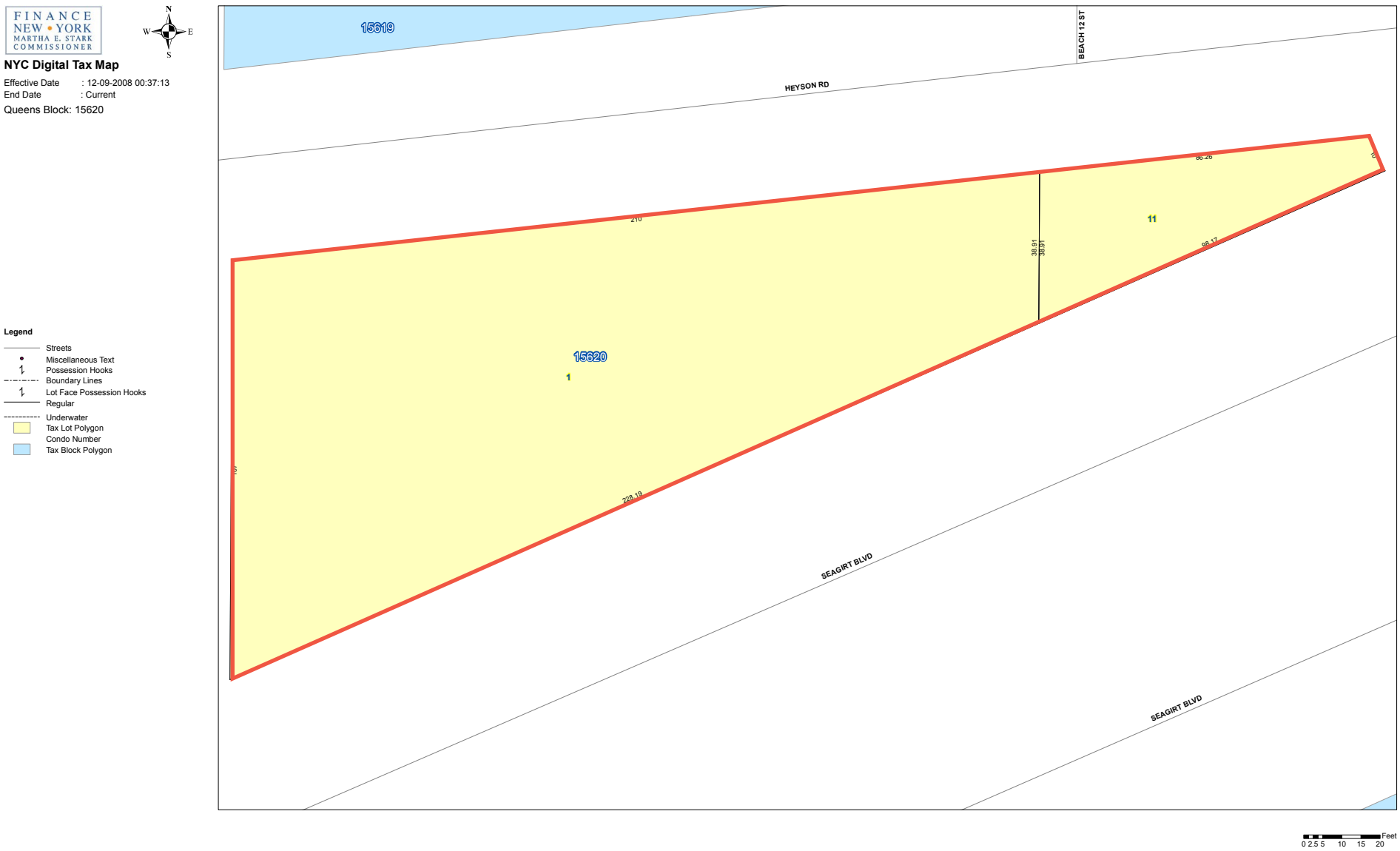
Seagirt Boulevard is a two-way six lane major roadway with a central planted median and parking on both sides. Beach 13th Street, Heyson Road, and Beach 12th Street are narrow local roadways; Heyson Road and Beach 13th Street serve two-way traffic, and the adjacent portion of Beach 12th Street is one-way southbound. As shown in Figure A-4, the Beach 13th Street Site is currently vacant and is enclosed by a chain link fence.

Unlike the Fernside Place Site, the Beach 13th Street Site was not within the area rezoned as part of the 2008 Rockaway Neighborhood Rezoning. The Beach 13th Street Site is currently zoned R5. R5 districts allow a variety of housing and typically produce three- and four-story attached houses and small apartment houses that provide a transition between lower- and higher-density neighborhoods. The maximum permitted residential FAR in R5 districts is 1.25 and the maximum community facility FAR of 2.0. As the Beach 13th Street Site is currently vacant (FAR 0.0), the site is underbuilt for the allowable FAR.

Description of the Surrounding Area

The development sites are located along the north side of Seagirt Boulevard in a well-developed area of the Far Rockaways that is predominantly residential. Residential uses in the surrounding area include a mix of one- and two-family detached residences and bungalows, as well as large multi-unit apartment buildings. Consistent with the residential land uses in the area, zoning in the surrounding area is also primarily residential; residential zoning districts in the surrounding area range from R3A to R6, which permit maximum residential FARs of 0.5 to 2.43, respectively. In general, the blocks with existing one- and two-family detached residences and bungalows were included in the 2008 Rockaway Neighborhood Rezoning (rezoned to R3A, R4-1, and R4A), with the adjacent blocks characterize by larger multi-unit apartment buildings excluded from the rezoning area (with their R5 and R6 zoning remaining). A significant number of the residential buildings in the surrounding area are underbuilt (i.e., do not maximize their permitted FAR). Within the vicinity of the development sites, commercial overlays are mapped along portions of Beach 20th Street, Seagirt Avenue, and Seagirt Boulevard.

The primary commercial uses in the surrounding area consist of storefront businesses serving the adjacent residential area, including laundromats, convenience stores, supermarkets, pharmacies, and restaurants. Other uses include institutional uses (medical facilities, schools, and religious institutions), and a limited number of vacant lots. Immediately south of the Beach 13th Street Site is Rockaway Beach and Boardwalk,



Seagirt Boulevard Rezonings EAS

Figure A-3

Beach 13th Street Site- Block 15620

Beach 13th Street Site - Site Photos



5. View southwest along Heyson Road through Beach 13th St. site. Residences along Beach 13th Street visible in background.



6. View south through Beach 13th St. Site from Heyson Road.



7. View east along Heyson Road. Beach 13th St. site on right. Multi-family residential buildings on Seagirt Avenue visible in background.



8. View south through Beach 13th St. site from Heyson Road.

which underwent substantial improvements between 2010 and 2012 in conjunction with the PlaNYC Far Rockaway Park Project. This open space resources includes ball fields, lawns, a skate plaza, ball courts, a children's play area, parking, and concession stands.

Several public transportation facilities serve the surrounding area. The 25th Street (A line) Station is located approximately 0.3 miles to the northwest of the Fernside Place Site and the Far Rockaway-Mott Avenue (A line) Station is located approximately 0.9 miles to the northwest of the Beach 13th Street Site. The Q22 and Q113 NYC Transit local bus routes and the QM17 NYC Transit express bus route run along Seagirt Boulevard, along with the N31, N32, and N33 Nassau Inter-County Express (NICE) buses, which connect the Far Rockaways to Nassau County, to the east.

III. PROPOSED PROJECT

The applicant is proposing to develop the two development sites with a total of approximately 31,850 gsf of residential floor area (27 DU), approximately 12,023 gsf of retail, and 59 accessory parking spaces. The proposed developments on the Fernside Place Site and the Beach 13th Street Site, respectively, are presented in Figures A-5 and A-6 and described below.

Fernside Place Site

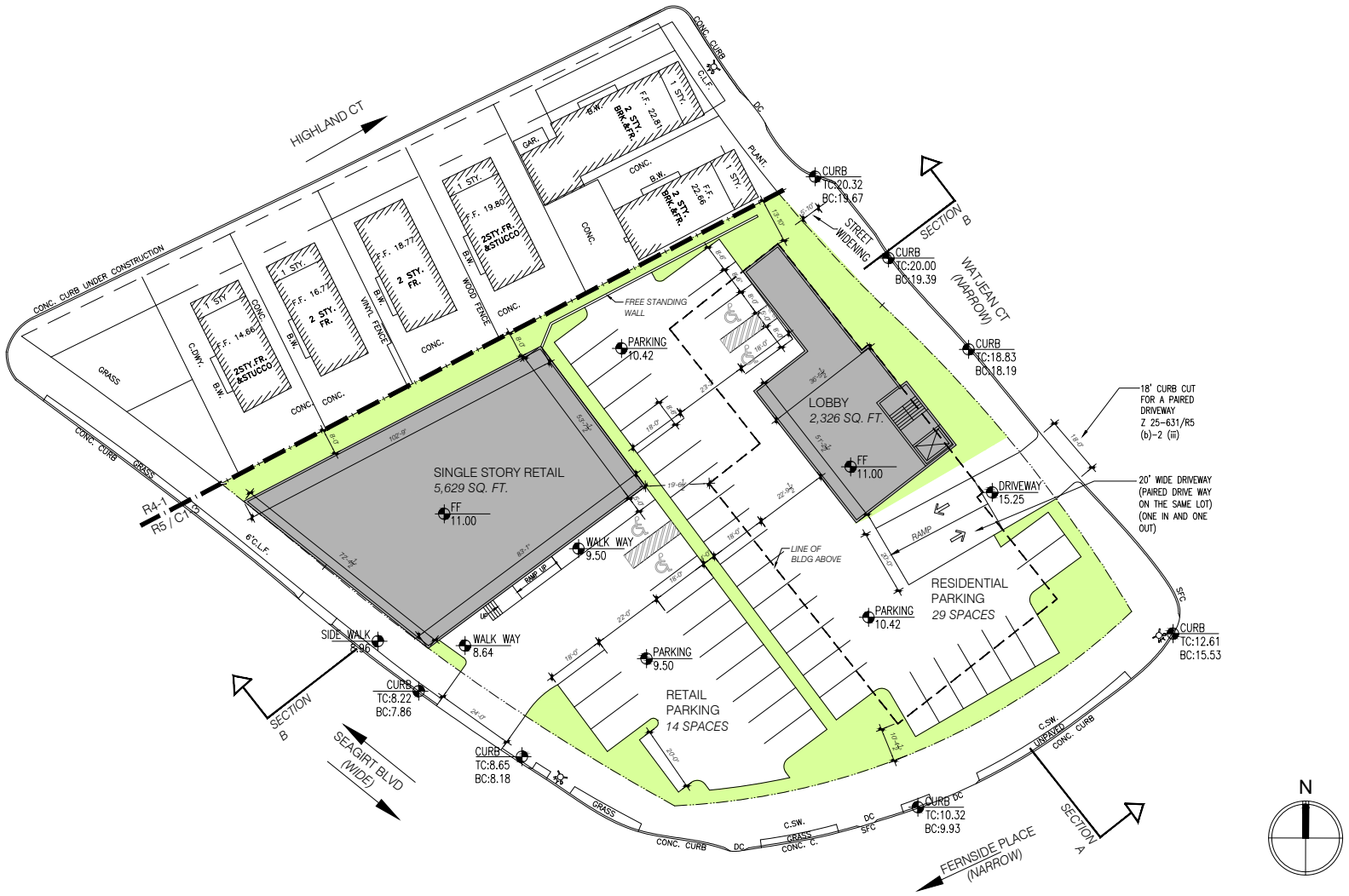
The Fernside Place Site would be developed with two freestanding buildings: a 5,629-gsf single-story retail building fronting on Seagirt Boulevard and a five-story 31,850-gsf multi-family residential building with 27 DU fronting on Watjean Court. The proposed retail building would occupy the northwestern portion of the Fernside Place Site with 14 at-grade accessory parking spaces accessible via one entrance/exist along Seagirt Boulevard. The proposed retail building would have a maximum building height of approximately 15 feet.

The proposed residential building would have an approximately 2,326-gsf ground floor footprint (comprised of the residential lobby), with larger floor plates (5,986 gsf to 7,846 gsf) on the second to fifth floors (refer to Figure A-5). The residential building's proposed 29-space accessory parking lot would be partially covered by the overhanging building footprints from the upper floors and would be accessible via an exit/entry driveway along Watjean Court.

The proposed Fernside Place Site development would be in accordance with all applicable New York City Zoning bulk regulations.

Beach 13th Street Site

The applicant is proposing a 6,394-gsf single-story retail development on the Beach 13th Street Site (Block 15620, Lots 1 and 11). The proposed building would occupy the westernmost portion of the project site, with access from Seagirt Boulevard. The proposed retail building would have a maximum building height of approximately 15 feet. As presented in Figure A-6, a surface parking lot comprised of 16 accessory parking spaces would occupy the majority of the project site, with vehicular access via Seagirt Boulevard mid-block between Beach 12th and Beach 13th Streets. The easternmost portion of the project site would be improved with trees and landscaping, as required pursuant to zoning (ZR Section 36-56). The proposed Beach 13th Street Site development would be in accordance with all applicable New York City Zoning bulk regulations. In addition, as the Beach 13th Street Site falls within the 100-year floodplain, the proposed Beach 13th Street Site development would be required to meet all applicable New York City Building Code



1468NYRF - Mixed-Use | Rockaway, NY | Fernside - Site Plan | September 3, 2015

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ZYSCOVICH ARCHITECTS
270 Lafayette St., Suite 905
New York City, NY 10012
t 212.343.0044
e info@zyscovich.com
w www.zyscovich.com

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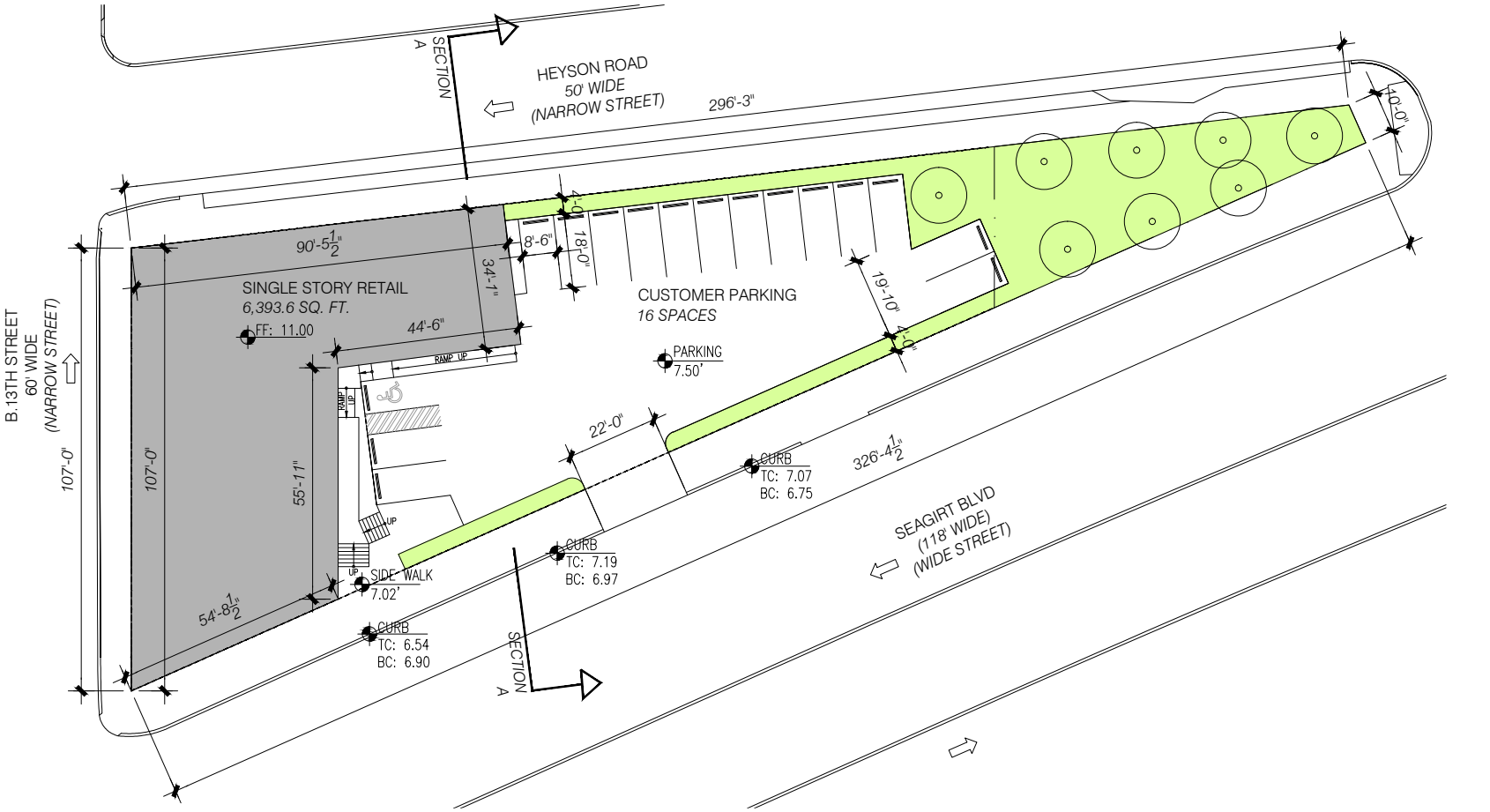

1468NYRF - Mixed-Use | *Rockaway, NY* | *B.13 - Site Plan* | *September 3, 2015*

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ZYSCOVICH ARCHITECTS
270 Lafayette St., Suite 905
New York City, NY 10012
t 212.343.0044
e info@zyscovich.com
w www.zyscovich.com

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Seagirt Boulevard Rezonings EAS

Figure A-6

Beach 13th Street Site - Site Plan

requirements, as well as the recently-adopted flood resilience zoning text amendment for construction within the 100-year floodplain.

Actions Necessary to Facilitate the Proposed Project

Zoning Map Amendments

The proposed actions consist of two related zoning map amendments. The first rezoning action (ULURP No. 160033ZMQ) would map a C1-3 commercial overlay over an existing R5 district on Block 15620 (a.k.a. the Beach 13th Street Site), and the second rezoning action (ULURP No. 160351ZMQ) would rezone Block 15784, Lot 1 (a.k.a. the Fernside Place Site) from R4-1 to R5 with a C1-3 commercial overlay to a depth of 100 feet along Seagirt Boulevard. Comparisons of the existing and proposed zoning are presented in Figures A-7a and A-7b.

R5 districts allow a variety of housing; typically three- and four-story attached houses and small apartment buildings transition between lower- and higher-density neighborhoods. R5 zoning district bulk regulations permit a maximum residential FAR of 1.25, a maximum community facility FAR of 2.0, maximum lot coverage of 55 percent, a maximum street wall height of 30 feet, and a maximum building height of 40 feet; parking is required for a minimum of 85 percent of dwelling units.

C1-3 districts are mapped within residential districts along streets that serve local retail needs. Commercial uses are permitted up to 1.0 FAR with one parking space per 400 zoning square feet (zsf) of retail.

The proposed zoning map amendments are discretionary public action that is subject to both the Uniform Land Use Review Procedure (ULURP) and CEQR.

IV. PROJECT PURPOSE AND NEED

The proposed actions are intended to facilitate residential and commercial redevelopment of two vacant properties in the Far Rockaway neighborhood of Queens CD 14. As indicated above, the applicant proposes to develop a 5,629 gsf single-story retail building and a five-story 31,850 gsf multi-family residential building on the Fernside Place Site, as well as a 6,394 gsf single-story retail building on the Beach 13th Street Site.

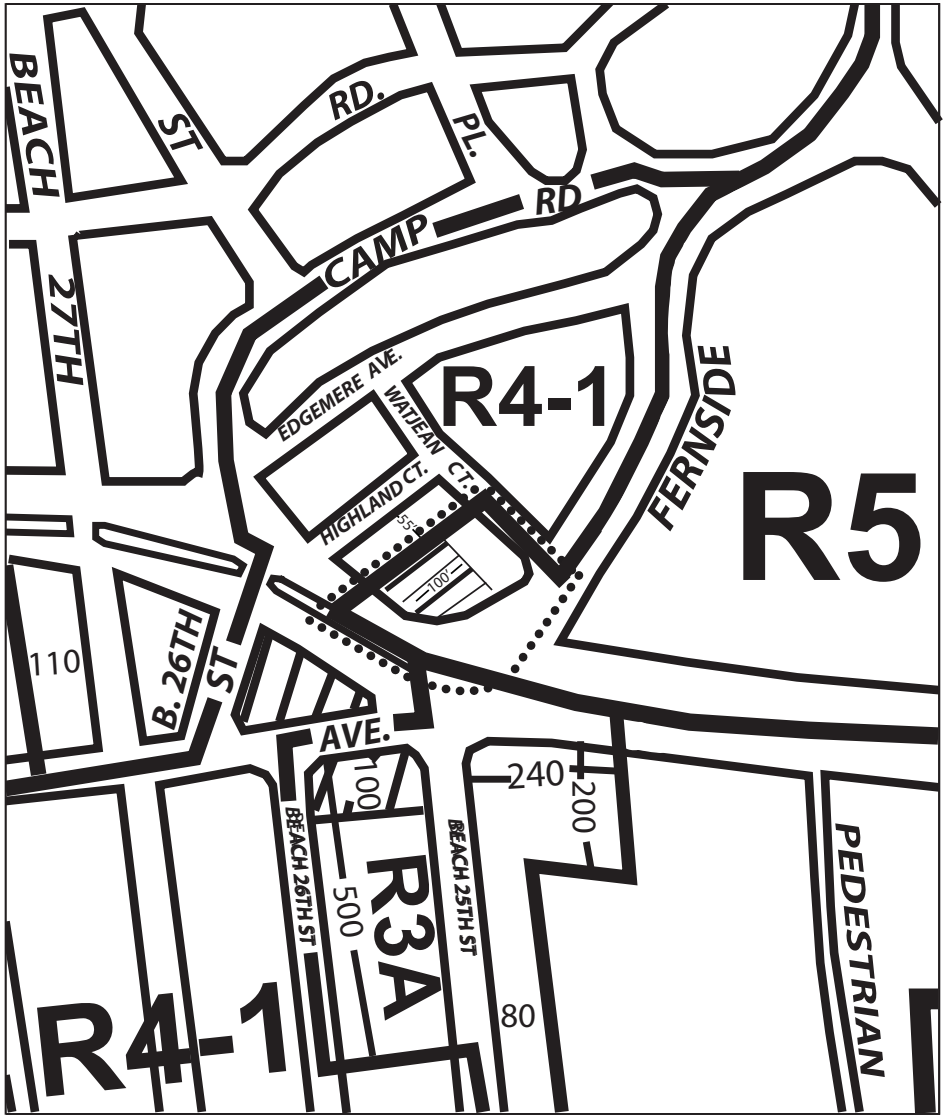
The proposed rezoning of the Fernside Place Site (Block 15784, Lot 1) from R4-1 to R5 would provide opportunities for a greater amount of residential development by increasing the maximum permitted residential FAR from 0.9 to 1.25; this increase in the permitted residential FAR would be consistent with the multi-family residential buildings that currently exist along Seagirt Boulevard to the east and southeast. The proposed R5 residential zoning district would be consistent with the zoning to the block immediately to the east, and would serve as a transition between the R4-1 and R4A districts to the north and west and the R6 districts to the southeast.

The proposed C1-3 commercial overlays on the Fernside Place Site and the Beach 13th Street Site would allow retail uses up to a maximum FAR of 1.0 to serve the area's residential population in an appropriate location with excellent visitor access.

The proposed Fernside Place Site C1-3 commercial overlay would facilitate commercial development in an area where commercial uses already exist in close proximity; there are several local businesses along Seagirt



CURRENT ZONING MAP



PROPOSED ZONING MAP - Area being rezoned is outlined with dotted lines
Changing an R4-1 district to a R5 and R5/C1-3 district

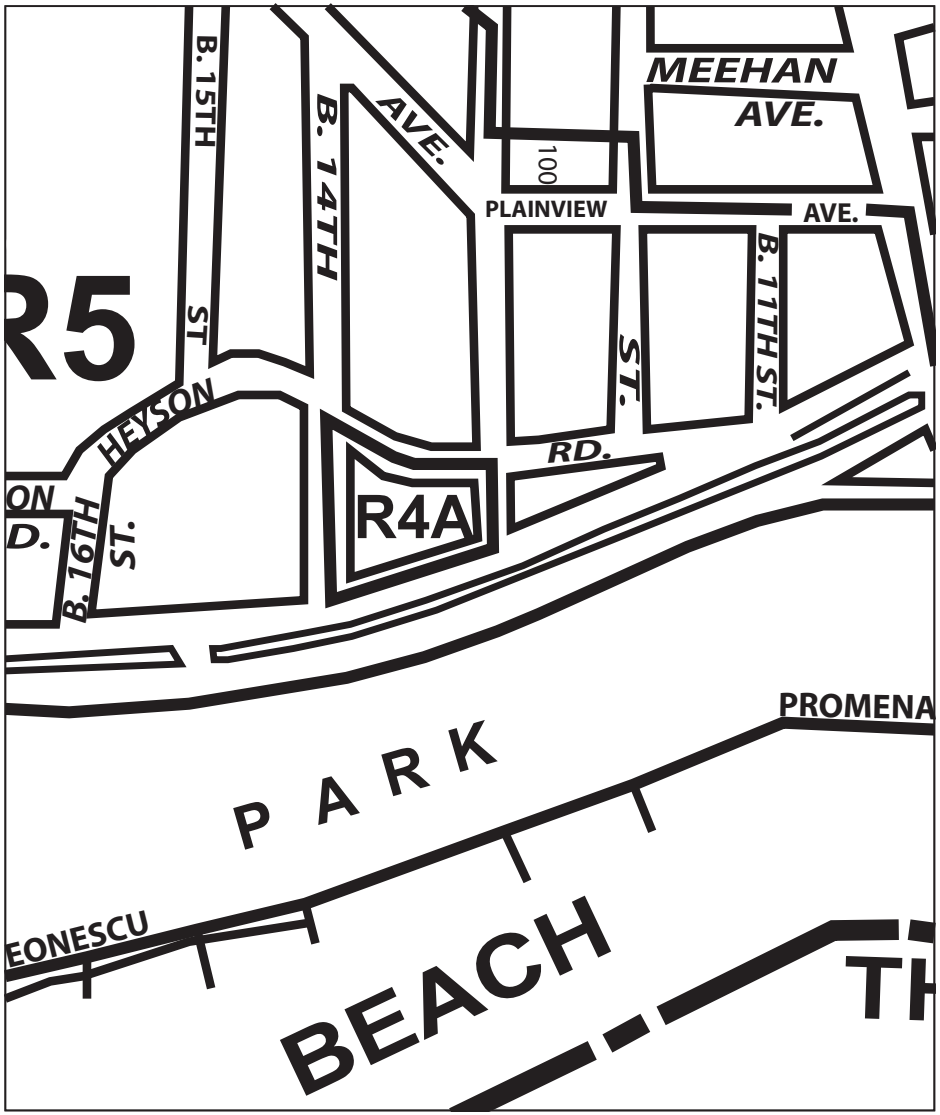
Seagirt Boulevard Rezonings EAS

Figure A-7a

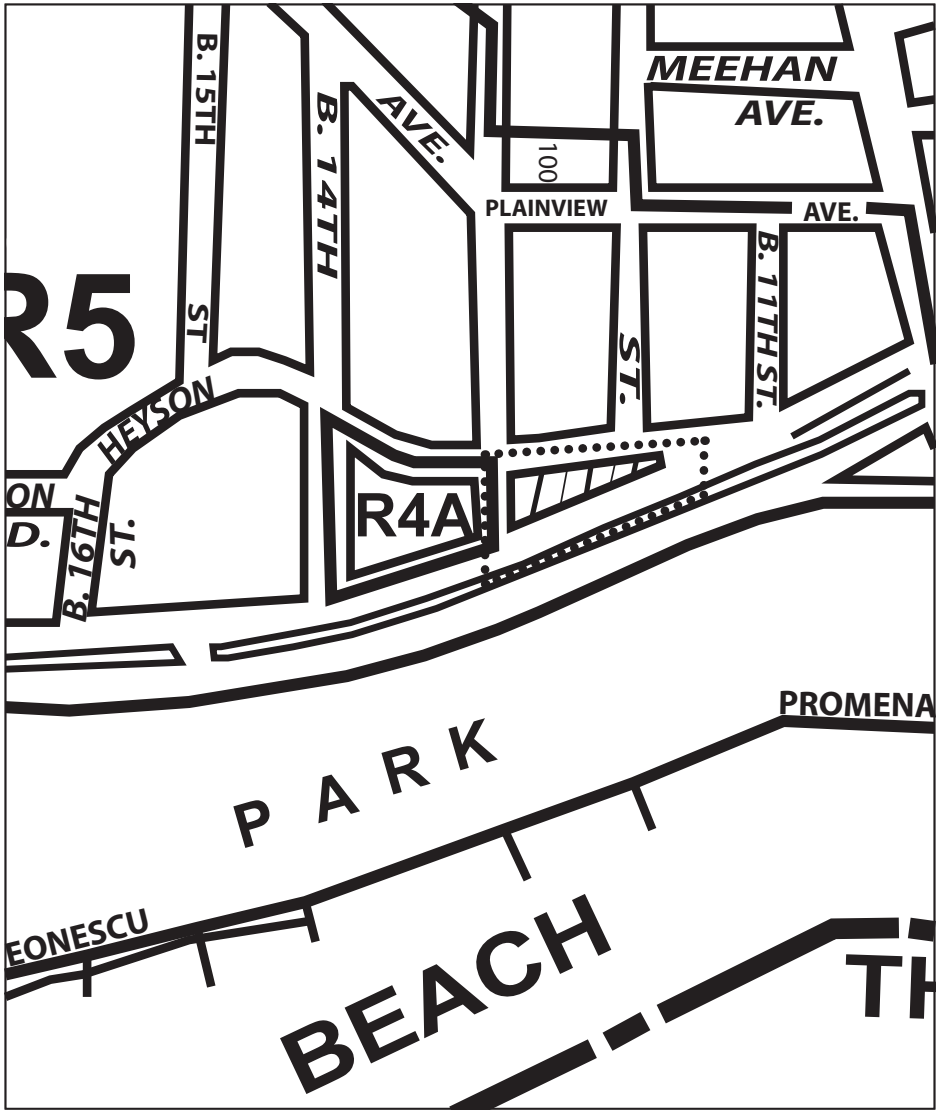
Existing and Proposed Zoning - Fernside Place Site

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

NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article VII, Chapter 6 (Location of District Boundaries) of the Zoning Resolution.



CURRENT ZONING MAP



PROPOSED ZONING MAP - Area being rezoned is outlined with dotted lines
Changing an R5 district to an R5/C1-3 district

Seagirt Boulevard Rezonings EAS **Figure A-7b**

Existing and Proposed Zoning - Beach 13th Street Site

Boulevard and a C1-1 commercial overlay is mapped directly opposite the Fernside Place Site on the south side of Seagirt Boulevard.

The C1-3 commercial overlay on the Beach 13th Street Site would also facilitate commercial development adjacent to the Rockaway Beach and Boardwalk, on a very narrow lot that is not conducive to residential development. As noted above, the Beach 13th Street Site has a maximum width of 107 feet (on the west), with a width of only ten feet at its most narrow point to the east. It is the belief of the applicant that commercial development on the Beach 13th Street Site is appropriate given the site's location relative to a primary entry point to the eastern segment of Rockaway Beach and Boardwalk and its associated concession stand. It is anticipated that retail uses on the Beach 13th Street Site would serve both visitors to this nearby destination open space and residents in the surrounding area.

The proposed C1-3 commercial overlay would also be consistent with the goals of the 2008 Rockaway Neighborhood Rezoning, which changed C1-2 commercial overlays to C1-3 to reflect existing land uses and provide a mix of residential and commercial activities. It is the applicant's opinion that the proposed commercial overlays would promote local economic growth, create new employment opportunities for local residents and fiscal benefits to the City in the form of increased tax revenues, expand shopping opportunities in the area, and provide new convenient goods and services for area residents and visitors.

V. REASONABLE WORST-CASE DEVELOPMENT SCENARIO

For environmental analysis purposes, a RWCDS has been identified for the project sites for the 2018 analysis year ("Build Year"). The incremental difference between the future No-Action and future With-Action scenarios are the basis for the impact category analyses of this Environmental Assessment Statement (EAS). Table A-1 provides a comparison of the 2018 No-Action and With-Action conditions.

Table A-1: Comparison of 2018 No-Action and With-Action Conditions

	No-Action	With-Action	Increment
Land Use			
Vacant Land	46,609 sf	0	-46,409 sf
Residential	0	31,850 gsf (27 DU)	+31,850 gsf (+27 DU)
Commercial (Retail)	0	12,023 gsf	+12,023 gsf
Total Building Floor Area	0	43,873 gsf	+43,873 gsf
Surface Parking Spaces	0	59	+59
Population[1]			
Residents	0	73	+73
Workers	0	13	+13

Notes:
[1] Population based on the following assumptions: 2.71 persons per household (based on 2010 Census data for Queens CD 14), one residential employee per 25 DU, and one retail employee per 1,000 gsf of retail.

No-Action Scenario

Under current zoning, it is possible to develop the development sites with residential and/or community facility uses. The Fernside Place Site (Queens Block 15784, Lot 1) could be developed with up to 0.9 FAR of residential uses (with a 0.15 attic allowance) or up to 2.0 FAR of community facility uses as-of-right; and the Beach 13th Street Site (Queens Block 15620, Lots 1 and 11) could accommodate 1.25 FAR or residential and/or community facility uses as-of-right. However, for this environmental review, absent the proposed actions, it is conservatively assumed that the development sites would remain vacant.

With-Action Scenario

As stated in the *CEQR Technical Manual*, determination of the RWCDS must consider constraints created by the configuration of the parcel, location of streets, or subsurface topographical conditions; market conditions; adjacent uses and conditions, which could affect market perception and demand; and the type of density of development or activity that is typical in the particular area and borough.

Fernside Place Site

As noted above, under the proposed rezoning, the Fernside Place Site would be rezoned from R4-1 to R5 with a C1-3 commercial overlay, which permits a maximum FAR of 1.25, including up to 1.0 FAR of commercial uses. The applicant is proposing to construct approximately 0.99 FAR of residential uses and approximately 0.18 FAR of commercial uses on the Fernside Place Site, for a total FAR of 1.17. As the proposed development of the Fernside Place Site would utilize approximately 94 percent of the permitted FAR under the proposed R5/C1-3 zoning district, and the predominantly residential uses would be consistent with the market trends in the surrounding area, it represents the RWCDS for purposes of environmental review.

Beach 13th Street Site

Under the proposed rezoning, a C1-3 commercial overlay would be mapped on the R5 zoned Beach 13th Street Site, permitting up to 1.0 FAR of commercial uses; no change in the maximum permitted residential FAR (1.25) would occur under the proposed actions. The applicant is proposing to construct approximately 0.37 FAR of commercial uses on the Beach 13th Street Site; no residential uses are proposed. While a maximum of 21,717 zsf of floor area would be permitted on the Beach 13th Street Site, including up to 17,373 zsf of commercial retail uses, given the very narrow lot site constraints and the bulk and parking requirements in R5 zoning districts, maximizing the permitted FAR on the Beach 13th Street Site in the future with the proposed actions is infeasible. As noted above, the approximately 17,373-sf Beach 13th Street Site has a maximum width of 107 feet on Beach 13th Street (to the west) and narrows to a width of just ten feet at Beach 12th Street (to the east).

In addition, as the proposed actions would not increase the permitted residential FAR of the Beach 13th Street Site from existing conditions, and site conditions have not changed to make the development of a residential building on the narrow lot more feasible, the development of the Beach 13th Street Site with only commercial uses would represent a reasonable worst-case condition.

As indicated in Figure A-6, the proposed Beach 13th Street Site development would maximize the developable area in the widest portion of the site. If the building's floor area were increased by as little as 206.4 zsf (to 6,600 zsf), one additional accessory parking space would be required, which could not reasonably be accommodated on the site while maintaining a four-foot wide planting/parking screening, as required pursuant to the New York City Zoning Resolution (refer to Figure A-6). Therefore, the proposed 6,394-gsf retail development on the Beach 13th Street Site represents the RWCDS for purposes of environmental review.

VI. REQUIRED APPROVALS AND REVIEW PROCEDURES

The proposed actions are subject to the City's land use and environmental review processes, described below.

Uniform Land Use Review Procedure

The City's ULURP, mandated by Sections 197-c and 197-d of the City Charter, is a process specifically designed to allow public review at four levels: the Community Board, the Borough President, the CPC, and the City Council. The procedure sets time limits at each review, with a maximum period of approximately seven months.

The process begins with DCP certification that the ULURP application is complete. The application is then referred to the Community Board in which the project takes place (for the proposed project, Brooklyn Community Board 1). The Community Board has up to 60 days to review the proposal, hold a public hearing, and adopt a resolution regarding the proposal. Next, the Borough President has up to 30 days to perform the same steps. The CPC then has up to 60 days, and, during that time, a ULURP public hearing is held. The CPC then forwards the application to the City Council. Following the Council's vote, the Mayor, at his discretion, may choose to veto the action. The City Council can override that veto.

Environmental Review

The proposed actions are subject to CEQR. CEQR is a process by which agencies review discretionary actions for the purpose of identifying the effects those actions may have on the environment. The CEQR process requires City agencies to assess, disclose, and mitigate to the greatest extent practicable the significant environmental consequences of their decisions to fun, directly undertake, or approve a project. DCP, acting on behalf of the CPC, is the lead agency for the proposed actions.

ATTACHMENT B
SUPPLEMENTAL SCREENING

I. INTRODUCTION

This Environmental Assessment Statement (EAS) has been prepared in accordance with the guidelines and methodologies presented in the 2014 *City Environmental Quality Review* (CEQR) *Technical Manual*. For each technical area, thresholds are defined, which, if met or exceeded, require that a detailed technical analysis be undertaken. Using these guidelines, preliminary screening assessments were conducted for the proposed actions to determine whether detailed analyses of any technical areas may be appropriate.

Part II of the EAS Form identifies those technical areas that warrant additional assessments. The technical areas that warranted a "Yes" answer in Part II of the EAS form were land use, zoning, and public policy; shadows; historic and cultural resources; urban design and visual resources; natural resources; hazardous materials; transportation; air quality; noise; neighborhood character; and construction. As such, a supplemental careening assessment for each of the aforementioned analysis areas is provided in this attachment. In addition, a supplemental screening of water and sewer infrastructure is provided because the conditions outlined in Part II of the EAS form were not directly applicable to the proposed project and did not rule out the possibility for a significant adverse impact. All remaining technical areas detailed in the *CEQR Technical Manual* were not deemed to require supplemental screening, as they do not trigger initial CEQR thresholds and/or are unlikely to result in significant adverse impacts.

The supplemental screening assessment contained herein identified that detailed assessments are required in the areas of land use, zoning, and public policy, shadows, urban design and visual resources, water and sewer infrastructure, and air quality. These analyses are provided in Attachments C through G, and are summarized below. Table B-1 identified for each CEQR technical area whether (a) the potential for impacts can be screened out based on the EAS From, Part II, Technical Analyses; (b) the potential for impacts can be screened out based on a supplemental screening per the *CEQR Technical Manual*; or (c) a more detailed assessment is required to make an impact determination.

II. SUPPLEMENTAL SCREENING

Land Use, Zoning, and Public Policy

According to the *CEQR Technical Manual*, a detailed assessment of land use, zoning, and public policy is appropriate if an action would result in a significant change in land use or would substantially affect regulations or policies governing land use. Zoning and public policy analyses are typically performed in conjunction with a land use analysis when an action would change the zoning on the site or result in the loss of a particular use. Land use analyses are required when an action would substantially affect land use regulations. Furthermore, for all discretionary actions within the designated Coastal Zone, an assessment of consistency with the WRP is required.

As the proposed actions includes zoning map amendments that would affect two blocks that are located within the boundaries of the Coastal Zone, a land use, zoning, and public policy assessment was prepared and is included in Attachment C, "Land Use, Zoning, and Public Policy." As discussed therein, no significant adverse impacts on land use, zoning, or public policy, as defined by the guidelines for determining impact significant set forth in the 2014 *CEQR Technical Manual*, are anticipated in the 2018

future with the proposed actions in the primary and secondary study areas. The proposed actions would not directly displace any land uses so as to adversely affect surrounding land uses, nor would it generate land uses that would be incompatible with land uses, zoning, or public policy in the secondary study area. The proposed actions would not create land uses or structures that would be incompatible with the underlying zoning, nor would it cause a substantial number of existing structures to become nonconforming. The proposed actions would not result in land uses that conflict with public policies applicable to the primary or secondary study areas.

Table B-1: Summary of CEQR Technical Areas Screening

Technical Area	Screened out per EAS Form	Screened out per Supplemental Screening	Detailed Analysis Required
Land Use, Zoning, & Public Policy			X
Socioeconomic Conditions	X		
Community Facilities	X		
Open Space	X		
Shadows			X
Historic & Cultural Resources		X	
Urban Design & Visual Resources			X
Natural Resources		X	
Hazardous Materials		X	
Water & Sewer Infrastructure			X
Solid Waste & Sanitation Services	X		
Energy	X		
Transportation		X	
Air Quality			X
Greenhouse Gas Emissions	X		
Noise		X	
Neighborhood Character		X	
Construction		X	

Shadows

A shadows assessment considers proposed actions that result in new shadows long enough to reach a publicly accessible open space or historic resource (except within an hour and a half of sunrise or sunset). For proposed actions resulting in structures less than 50 feet high, a shadows assessment is generally not necessary unless the site is adjacent to a park, historic resource, or important natural feature (if the features that make it significant are sunlight sensitive). According to the *CEQR Technical Manual*, some open spaces contain facilities that are not sunlight-sensitive and do not require a shadows analysis, including paved areas (such as handball or basketball courts) and areas without vegetation.

As detailed in Attachment A, "Project Description," in the reasonable worst case development scenario (RWCDS), three new buildings would be constructed on the development sites, ranging in height from approximately 15 to 40 feet, and therefore would be less than the 50-foot analysis threshold. However, both of the development sites are located across the street from existing open space resources. The Fernside Place Site (Block 15784, Lot 1) is located across the street from a designated Greenstreet (to the east); and

the Beach 13th Street Site (Block 15620, Lots 1 and 11) is located across the street from the Rockaway Beach and Boardwalk (to the south) and a designated Greenstreet (to the east), which could include sunlight-sensitive features[1]. As such, a shadows assessment was conducted to determine whether the proposed building under the RWCDS would result in new shadows long enough to reach sunlight-sensitive features of these open space resources. The shadows assessment is provided in Attachment D, "Shadows."

As discussed in Attachment G, the Tier 1, Tier 2, and Tier 3 screening assessment showed that the proposed residential developments on the Fernside Place Site would cast incremental shadows on the Greenstreet located to its east and therefore a detailed analysis was warranted. As no incremental shadows would be cast on any nearby sunlight-sensitive resources by the proposed Fernside Place Site and Beach 13th Street Site single-story retail buildings, the detailed analysis focused on shadows cast by the proposed Fernside Place Site residential building, only. While incremental shadows from the Fernside Place Site would be cast on the Greenstreet to its east on one or more analysis days, the incremental shadows would not affect the utilization of the open space or the health of their vegetation. As such, the proposed actions would not result in a significant adverse shadows impact.

Historic and Cultural Resources

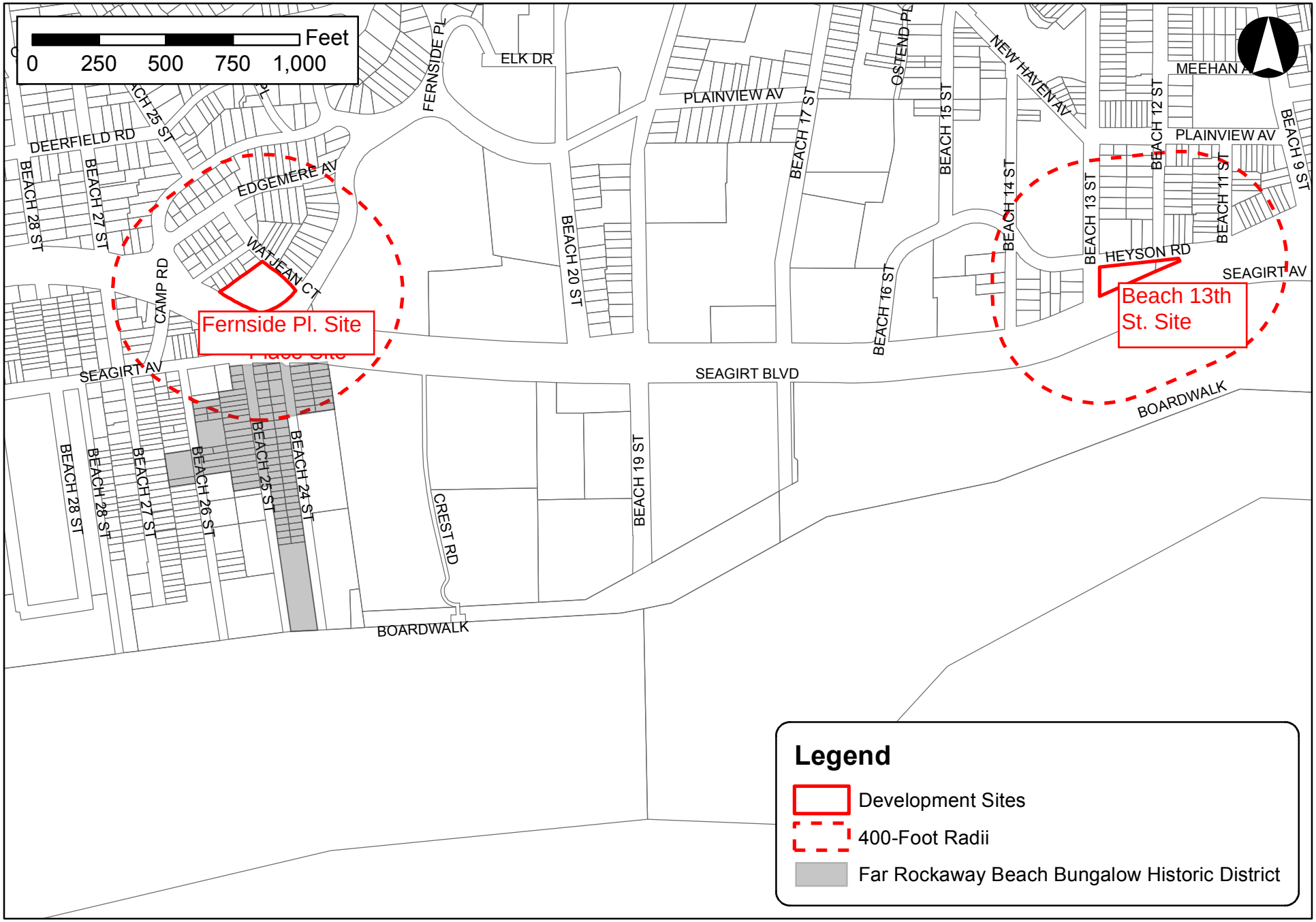
Historic and cultural resources are defined as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. This includes properties that have been designated or are under consideration for designation as New York City Landmarks or Scenic Landmarks, or are eligible for such designation; properties within New York City Historic Districts; properties listed on the State and/or National Register of Historic Places; and National Historic Landmarks. An assessment of architectural and/or archaeological resources is usually needed for projects that are located adjacent to historic or landmark structures or projects that require in-ground disturbance, unless such disturbance occurs in an area that has already been excavated.

According the *CEQR Technical Manual* guidelines, impacts on historic resources are considered on those sites affected by proposed actions and in the area surrounding identified development sites. The historic resources study area is therefore defined as the project site as well as an approximately 400-foot radius around the development sites. Archaeological resources are considered only in those areas where new excavation or ground disturbance is likely and would result in new in-ground disturbance, as compared to No-Action conditions (the development sites).

Architectural Resources

As indicated in Figure B-1, one S/NR-listed historic district is located within 400 feet of the Fernside Place Site: the Far Rockaway Beach Bungalow Historic District, which was listed on July 7, 2013. In a letter dated June 5, 2015, the New York City Landmarks Preservation Commission (LPC) determined that no additional architecturally significant resources are located within the approximately 400-foot historic resources study area (see Appendix II). A detailed description of the Far Rockaway Beach Bungalow Historic District is provided below.

[1] It should be noted that the portion of the Rockaway Beach and Boardwalk most proximate to the Fernside Place Site is comprised of a surface parking lot, which is not considered a sunlight-sensitive resources pursuant to *CEQR Technical Manual* guidelines.



Seagirt Boulevard Rezonings EAS

Figure B-1
Historic Resources Study Area

Far Rockaway Beach Bungalow Historic District[2]

As indicated in Figure B-1, the Far Rockaway Beach Bungalow Historic District comprises portions of Beach 24th, Beach 25th, and Beach 26th Streets and includes approximately 100 contributing summer bungalows originally constructed in 1921 as affordable vacation homes for New York City residents.[3] In the early 1900s, developers from New York City came to the Rockaways and built several bungalow communities that were generally segregated by race and ethnicity. Although each was a separate community, the bungalows themselves were nearly identical in appearance, each consisting of three bedrooms, a small kitchen, a bathroom, and a porch on a typical 25-foot by 50-foot lot that was sold to an individual family (refer to Figure B-2). These bungalows once stretched from Beach 4th Street on the eastern end to Breezy Point on the western end of the Rockaway Peninsula. Along each street were approximately 40 bungalows, and many streets had two rows of double lots, with bungalows built back-to-back. The Far Rockaway Beach Bungalow Historic District is the era's last intact bungalow community along the Far Rockaway peninsula.

The District's bungalows are sited on small parcels that either face Beach 24th to Beach 26th Streets or on interior parcels that face a narrow concrete common walkway, which runs north to south between each street (see Figure B-2). The walkway was originally a promenade that ran from the boardwalk north to past Seagirt Boulevard, allowing pedestrians to access the beach without crossing the road directly. Six-foot common alleyways separate each bungalow from its neighbors.

The bungalows themselves typically measure approximately 17 to 20 feet wide by 30 feet deep, with minimal variations found throughout the district. The bungalows are all one and a half story wood-frame dwellings with gable, hipped, or clipped gable roofs. Typical character defining features are the buildings' small scale, integrated porches, facades defined by side-hall entrances and two double-hung windows, and dormers punctuating the roof line (see Figure B-2). Common decorative exterior features include roof and dormer rafter tails, arched porch supports with diamond medallions, and garden planters. Originally, all of the bungalows were constructed with either wood shingle or stucco cladding and stood on locust posts, a common material found in many bungalow communities.

A handful of the bungalows have been re-sided with synthetic materials. Although some owners have replacement double-sash windows, the vast majority of the bungalows retain their original wood surrounds. The best preserved streetscapes can be found on Beach 24th and Beach 25th Streets, with a small collection of extant and contiguous bungalows on Beach 26th Street. In the aftermath of Hurricane Sandy, which struck the Rockaway Peninsula on October 29, 2012, destroying the community of Breezy Point and severely damaging thousands of homes and businesses, the bungalows of the Far Rockaway Beach Bungalow Historic District withstood any significant damage, with only minor flooding in approximately 12 bungalows. Overall, the District retains a consistency of lot size, setback, building siting, footprint, and shape, and roof types, providing for an unbroken streetscape of small, similar cottages.

Effects of the Proposed Actions

According to the *CEQR Technical Manual*, generally, if a proposed action would affect those characteristics that make a resource eligible for S/NR listing, this could be a significant adverse impact. The proposed project was assessed in accordance with the guidelines established in the *CEQR Technical Manual* to determine whether there would be a physical change to any designated property or its setting as a result of the proposed action and, if so, if the change is likely to diminish the qualities of the resource that make if

[2] Much of this section is from the S/NR Nomination Report.

[3] The district also includes the contributing beach access land, three non-contributing bungalows that have been altered, and the site of an abandoned building project.



1. Beach 25th Street looking northeast



2. Beach 24th Street looking northeast



3. Beach 24th Street looking southeast



4. 168 Beach 25th Street

important (including non-physical changes such as contextual or visual prominence). As no historic resources are located within 400 feet of the Beach 13th Street Site, the analysis below focuses on the effects of the proposed Fernside Place Site development.

Direct (Physical) Effects

The development sites are currently vacant and do not contain any architectural resources. In addition, as outlined in greater detail in Attachment D, "Shadows," the proposed actions would not cast incremental shadows on any sunlight-sensitive architectural resources. As such, the proposed actions would not result in any direct effects on architectural resources.

Construction-Related Effects

The New York City Building Code 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. Additional protective measures apply to NYCL-designated and S/NR-listed historic buildings located within 90 linear feet of a proposed construction site. For these structures, the NYC Department of Buildings (DOB)'s Technical Policy and Procedure Notice (TPPN) #10/88 applies. TPPN 10/88 supplements the standard building protections afforded by the Building Code by requiring, among other things, a monitoring program to reduce the likelihood of construction damage to adjacent NYCL-designated or S/NR-listed resources (within 90 feet) and to detect at an early stage the beginnings of damage so that construction procedures can be changed.

The nearest designated resource to the project site is the Far Rockaway Beach Bungalow Historic District, which is located at a distance of approximately 190 feet from the Fernside Place Site lot line at its closest point. This is 100 feet farther than the 90-foot maximum distance at which an adverse physical impact may be significant, as defined by DOB. As such, no construction-related impacts on historic architectural resources are expected as a result of the proposed project.

Indirect (Contextual) Effects

Contextual impacts may occur to architectural resources under certain conditions. According to the *CEQR Technical Manual*, possible impacts to architectural resources may include isolation of the property from, or alteration of, its setting or visual relationships with the streetscape. This includes changes to the resource's visual prominence so that it no longer conforms to the streetscape in terms of height, footprint, or setback; is no longer part of an open setting; or can no longer be seen as part of a significant view corridor.

As described in Attachment A, "Project Description," the Fernside Place Site development facilitated by the proposed actions would comprise a five-story 27 DU residential building and a single-story 5,629 gsf retail development. The proposed residential building would occupy the northern portion of the Fernside Place Site and the proposed retail building would occupy the southwestern portion of the site.

The proposed project would not be expected to significantly alter the context of the S/NR-listed Far Rockaway Beach Bungalow Historic District. While the proposed project would be visible from certain vantage points of the historic resource, the existing surrounding context of the Historic District includes a variety of architectural styles, including residential buildings of up to 15 stories in height (directly south of the District at 120 Beach 26th Street) and low-rise commercial buildings with at-grade parking (directly north of the District at 25-15 Seagirt Boulevard). As such, the proposed Fernside Place Site development, which would include a five-story residential building and a single-story retail building, would be consistent with the variety of architectural styles found in existing buildings in the immediate vicinity. The proposed

new building would not adversely affect the setting of these eligible resources, which would continue to exist in the broader context of the surrounding built-up condition and includes a mix of building typologies constructed over the past century.

The proposed project would not eliminate or substantially obstruct publicly accessible primary views of the Far Rockaway Beach Bungalow Historic District. Primary views of the District (from south of Seagirt Boulevard) would not change in the future with the proposed actions. In addition, the proposed project would not alter the relationship of the resource to the streetscape, since all streets would remain open and the resource's relationship with the street would remain unchanged in the future with the proposed actions. Moreover, no incompatible visual, audible, or atmospheric elements would be introduced by the proposed project to the historic resource's setting. Therefore, the proposed project is not expected to result in any significant adverse indirect or contextual impacts on historic architectural resources.

Archaeological Resources

In a letter dated June 5, 2015, the New York City Landmarks Preservation Commission (LPC) determined that no archaeologically significant resources are located on the development sites (see Appendix II).

Urban Design & Visual Resources

An area's urban design components and visual resources together define the look and character of the neighborhood. The urban design characteristics of the neighborhood encompass the various components of buildings and streets in the area, including building bulk, use, and type; building arrangement; block form and street pattern; streetscape elements; street hierarchy; and natural features. An area's visual resources are its unique or important public view corridors, vistas, or natural or built features. For CEQR analysis purposes, this includes only views from public and publicly accessible locations and does not include private residences or places of business.

An analysis of urban design and visual resources is appropriate if a proposed action would (a) result in buildings that have substantially different height, bulk, form, setbacks, size, scale, use, or arrangement than exists in an area; (b) change block form, demap an active street or map a new street, or affect the street hierarchy, street wall, curb cuts, pedestrian activity or streetscape elements; or (c) would result in above-ground development in an area that includes significant visual resources.

As the proposed actions would involve a rezoning that would change the allowable floor area ratio (FAR) and other zoning characteristics of the development sites, a preliminary urban design analysis is required and is provided in Attachment E, "Urban Design and Visual Resources." In addition, as two important area visual resources are located in close proximity to the development sites (the Rockaway Beach and Boardwalk and the Far Rockaway Beach Bungalow Historic District), an analysis of the potential impacts of the proposed actions on visual resources is also provided in Attachment E. As discussed therein, the proposed actions and subsequent development would not have a significant adverse impact on the area's urban design and visual resources. The proposed actions would facilitate new development, including residential and retail uses along a primary corridor of the Far Rockaway neighborhood. The proposed project would improve the urban design of the development sites by replacing vacant land with new buildings and landscaping that would enliven the streetscape. The proposed project would be consistent with and complement the existing building context, which includes a variety of residential building typologies, as well as retail and open space uses. While the development sites are located in proximity to the S/NR-listed Far Rockaway Beach Bungalow Historic District and the Rockaway Beach and Boardwalk, the proposed project would not block significant or unique views of any visual resources or obstruct important views or view corridors. It is expected that the proposed actions would have a beneficial impact on the urban design and visual resources of the primary and secondary study areas.

Natural Resources

The *CEQR Technical Manual* defines natural resources as (1) the City's biodiversity (plants, wildlife, and other organisms); (2) any aquatic or terrestrial areas capable of providing suitable habitat to sustain the life processes of plants, wildlife, and other organisms; and (3) any areas capable of functioning in support of the ecological systems that maintain the City's environmental stability. In determining if a natural resources assessment is appropriate, there are two possibilities that are considered in evaluating the needs for a more detailed assessment: (a) the presence of a natural resource on or near the project site; and (b) disturbance of that resources caused by the project.

As discussed in Attachment A, "Project Description," the development sites encompass Queens Block 15784, Lot 1 (the Fernside Place Site) and Block 15620, Lots 1 and 11 (the Beach 13th Street Site). Both sites are currently vacant and generally comprised of pervious surface area. The Fernside Place Site's vegetation includes grass and trees; a cement cover located in the northwest portion of the site is the only impervious element on the site. The Beach 13th Street Site's vegetation is limited to grass. There are no wetlands or other natural resource features on the development sites.

The development sites do not contain any "built resources" that would be known to contain or may be used as a habitat by a protected species as defined by the Federal Endangered Species Act or by the New York State Environmental Conservation Law. The adjacent area is also fully developed with predominantly residential uses. As part of the 2003 *Arverne Urban Renewal Area Final Environmental Impact Statement* (FEIS), the Arverne URA (located approximately 1,500 feet southwest of the Fernside Place Site) was surveyed to determine the presence of mammals, reptiles, amphibians, insects, and birds. As indicated in the FEIS, all species that could be expected to occur in the area are urban-tolerant and can occur around houses. The area was expected to support a low diversity population of mammalian species, and no amphibians were expected, as there are no wet areas for reproduction. The FEIS also concluded that, despite the site's location on the Atlantic Flyway, it was unlikely to contain important habitat for migratory shorebirds in view of the absence of mudflats and the availability of suitable habitat at nearby Jamaica Bay Wildlife Refuge and Jacob Riis Park. Similarly, as the development sites do not contain substantial cover for extensive use by migrants and there is a low diversity of trees, it is unlikely to attract migrant birds.

The development sites are located within the Jamaica Bay Watershed, which is a source of freshwater and brackish water to the Hudson-Raritan Estuary and extends deep into Brooklyn, Queens, and Nassau County. Jamaica Bay is one of the largest and most productive coastal ecosystems in the northeast United States and includes the largest tidal wetland complex in New York City and the surrounding metropolitan areas. Connecting to the Atlantic Ocean via the Rockaway Inlet, Jamaica Bay's wetlands serve as flood protection and shoreline erosion control for the homes and businesses of the encircling neighborhoods.

The New York State Department of Environmental Conservation (NYSDEC) has included Jamaica Bay on its Section 303(d) impaired water list since 1998 because of violations of water quality standards related to pathogens, nitrogen, and oxygen demand. The primary causes of the impairment are combined sewage overflows (CSOs) and wastewater discharges. In June 2006, The Jamaica Bay Watershed Protection Plan Advisory Committee issued preliminary recommendations for improving the water quality and ecology of Jamaica Bay, which included best management practices to minimize and control soil erosion and stormwater and reduce point and nonpoint source pollution.

Pursuant to Local Law 71, enacted in July 2005, DEP was required to develop the Jamaica Bay Watershed Protection Plan (JBWPP) to assess the legal, technical, environmental, and economic feasibility of possible measures to protect the Bay. The final JBWPP, submitted in October 2007, outlines a set of objectives and recommended strategies to address current and future threats to the Bay and ensure that comprehensive watershed protection is coordinated, focused, and cost-effective. The plan also includes a schedule, with

interim and final milestones, to implement the plan's measures and meet the specific objectives and methods for monitoring progress. The Jamaica Bay Watershed Form was completed as per *CEQR Technical Manual* requirements and is provided in Appendix III. While the proposed project would alter land use and impervious cover on the development sites, the affected areas represents a very small area of the entire watershed draining to Jamaica Bay; the development sites, combined, represent approximately one one-thousandth of a percent of the area of this approximately 142 square mile highly urbanized watershed. Therefore, significant adverse impacts are not expected to Jamaica Bay, and a more detailed analysis of natural resources is not required.

Hazardous Materials

As defined in the *CEQR Technical Manual*, a hazardous material is any substance that poses a threat to human health or the environment. Substances that can be of concern include, but are not limited to, heavy metals, volatile and semivolatile organic compounds (VOCs and SVOCs), methane, polychlorinated biphenyls (PCBs) and hazardous wastes (defined as substances that are chemically reactive, ignitable, corrosive, or toxic). According to the *CEQR Technical Manual*, the potential for significant adverse impacts from hazardous materials can occur when: (a) hazardous materials exist on a site, and (b) an action would increase pathways to their exposure; or (c) an action would introduce new activities or processes using hazardous materials.

Phase I Environmental Site Assessments (ESAs) and Phase II Environmental Site Investigations (ESIs) of the development sites were prepared to determine whether the proposed actions could lead to increased exposure of people or the environment to hazardous materials and whether the increased exposure would result in significant adverse impacts. Summary reports of the Phase I ESAs and Phase II ESIs are included in Appendix IV, and the findings of the reports are summarized below.

Phase I Environmental Site Assessments (ESAs)

Phase I ESAs of the project site were prepared in October 2014 by GEI Consultants, Inc. in accordance with ASTM E1527-05, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*, to determine whether the proposed actions could lead to increased exposure of people or the environment to hazardous materials and whether the increased exposure would result in significant adverse impacts. The findings of these reports are summarized below.

Fernside Place Site (Block 15784, Lot 1) Phase I ESA

As outlined in the October 2014 Fernside Place Site Phase I ESA, GEI's analysis of historical information indicated that from at least 1933, the site was occupied by a three-story structure that was constructed as a hotel and later used as a community center/clinic. The building was demolished between 1980 and 1983. Visual inspections of the site by GEI indicated no visual evidence for any industrial dumping, stained soils, stressed vegetation, tanks, or drums that might result in the significant contamination of the site, and no operations involving the use of toxic or hazardous materials were present on the site at the time of the visual inspection. An unidentified cement cover is located on the southeastern portion of the site, which may be associated with an old cesspool. Given the historical uses of the building that previously occupied the site, it is GEI's opinion that if any discharges were made to this cesspool, they would be unlikely to have impacted the underlying soils. The Phase I ESA also indicated that no gasoline filling stations, auto repair facilities, or heavy manufacturing/industrial operations were identified adjacent/contiguous to the project site, and the site was not included in any of the federal, state, or City environmental agency reports.

The Phase I ESA for the Fernside Place Site concluded that no recognized environmental conditions (RECs), historical RECs, or controlled RECs were identified for the site.

Beach 13th Street Site (Block 15620, Lots 1 & 11) Phase I ESA

As outlined in the October 2014 Beach 13th Street Site Phase I ESA, GEI's analysis of historical information indicated that the site was partially occupied by two residential dwellings from circa 1933 until sometime before 1955. After 1955, the lot was reformed into its current triangular shape as a result of the development/widening of Seagirt Boulevard, and there have been no building or structures on the site since 1955. Visual inspections of the site indicated no visual evidence for any industrial dumping, stained soils, stressed vegetation, tanks, or drums that might result in the significant contamination of the site, and no operations involving the use of toxic or hazardous materials were present on the site at the site of the visual inspection. No drainage systems or evidence of underground storage tanks were observed at the time of GEI's visual inspection. The Phase I ESA also indicated that no gasoline filling stations, auto repair facilities, or heavy manufacturing/industrial operations were identified adjacent/contiguous to the project site, and the site was not included in any of the federal, state, or City environmental agency reports.

The Phase I ESA for the Beach 13th Street Site concluded that no RECs, historical RECs, or controlled RECs were identified for the site. Therefore, a detailed hazardous materials analysis is not warranted.

The Phase I ESAs were reviewed by the New York City Department of Environmental Protection (DEP). In a letter dated July 23, 2015, DEP stated that, based on the historical on-site and/or surrounding area land uses, a Phase II ESA is necessary to adequately identify/characterize the surface and subsurface soils of the development sites (see Appendix IV). DEP also stated that a Phase II Work Plan and Health and Safety Plan (HASP) should be submitted to DEP for review and approval prior to the start of any fieldwork. Based on DEP's recommendation, a Phase II Work Plan and HASP were prepared by GEI in November 2015 and were submitted to DEP for their review. In a letter dated December 11, 2015, DEP provided comments on the Work Plan and indicated that, upon incorporating of these comments, the Phase II Work Plan and HASP for the proposed project was acceptable (refer to Appendix IV). Subsequent to DEP's review and approval of the Phase II Work Plan and HASP, a Phase II ESI was prepared for the project site, which is summarized below.

Phase II Environmental Site Investigations (ESIs)

A Phase II ESI for the development sites was prepared by GEI in February 2016 and subsequently reviewed and approved by DEP. The Phase II ESI was conducted in accordance with the DEP-approved Phase II Work Plan and HASP.

Fernside Place Site(Block 15784, Lot 1) Phase II ESI

A geophysical investigation was conducted during the investigation, which identified an underground storage tank (UST) fill port and underground anomaly on the western side of the development site. This UST is suspected to be a former fuel oil storage tank associated with the prior building structure. Urban fill soils containing Semi-Volatile Organic Compounds (SVOCs) and total metals above Soil Cleanup Objectives (SCOs) were identified. The concentrations found are relatively low level and typical for the metropolitan New York area. Groundwater quality was not found to be impacted by historical site use or prior occupant operations. Low level metals were found in groundwater and can be attributable to the presence of urban fill soil conditions and sea water intrusion. Results of the soil vapor investigation did not identify any chlorinated compounds. Soil vapors containing hydro-carbon based compounds were found above laboratory detection limits. These compounds are likely partially derived from the urban fill soil and ambient air sources, since the outdoor air sample collected also identified some similar compounds.

Based on these findings the Phase II ESI recommended that the UST identified on the Fernside Place Site be properly closed, removed, and disposed in accordance with New York State Department of

Environmental Conservation (NYSDEC) petroleum bulk storage guidelines. Any exported urban fill soils should be handled and disposed in accordance with NYSDEC guidelines and recommendations. The Phase II ESI also recommended that any new building construction should have an engineered vapor barrier installed under the foundation slabs in order to prevent a potential vapor migration into the building structure. A Remedial Action Plan (RAP) should be prepared detailing the installation of a vapor barrier and the management requirements for urban fill exported during the construction. A Construction Health and Safety Plan (CHASP) should be prepared and followed during construction to protect site workers during construction.

Beach 13th Street Site (Block 15620, Lots 1 & 11) Phase II ESI

The Phase II ESI of the Beach 13th Street Site did not identify soil, groundwater, or soil vapor chemical compounds above typical background conditions. Low level metals (magnesium, manganese, and sodium) concentrations identified in groundwater are compatible to typical sea water concentrations. The development site is near the Atlantic Ocean, and it is likely that groundwater has been intruded by sea water, as shown by the elevated manganese, magnesium, and sodium concentrations. Soil vapor compounds identified are likely partially derived from ambient air sources from vehicular traffic on Seagirt Boulevard, since the outdoor air sample collected also identified some similar compounds.

Remedial Action Plan and Construction Health and Safety Plan

Based on the findings of the Phase II ESIs prepared for the development sites, a RAP and CHASP were prepared for both development sites in May 2016, which, along with the Phase II ESIs, was reviewed and approved by DEP. The RAP was prepared to describe the mitigating procedures necessary to property remove the potential UST and remediate SVOCs and metals present in the surface urban fill, as identified in the Phase II ESIs. The May 2016 RAP involves the excavation, staging, and disposal of the UST and urban fill soil, the installation of vapor barriers, and the preparation of a Remedial Action Report (RAR). The May 2016 CHASP addresses worker and community health and safety during redevelopment.

DEP reviewed the May 2016 RAP and CHASP for the development sites and found the documents acceptable (see DEP correspondence in Appendix IV). DEP further instructed the applicant that, at the completion of the project, a Professional Engineer (P.E.) certified Remedial Closure Report should be submitted to DEP for review and approval for the proposed project. The P.E. certified Remedial Closure Report should indicate that all remedial requirements have been properly implemented (i.e., installation of vapor barriers; transportation/disposal manifests for removal and disposal of soil in accordance with NYSDEC regulations; 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.).

Based on DEP's review of the Phase I ESA, Phase II ESI, RAP, and CHASP, the proposed project would not result in significant adverse hazardous materials impacts.

Water and Sewer Infrastructure

As stated in the *CEQR Technical Manual*, infrastructure comprises the physical systems that support populations and include structures such as water mains and sewer, bridges and tunnels, roadways, and electrical substations. Because these are static structures, they have defined capacities that may be affected by growth in a particular area. The CEQR infrastructure analysis focuses on the City's water and sewer infrastructure, as other types of infrastructure are addressed in other analysis areas.

A preliminary water supply infrastructure analysis is needed if a project: (a) would result in an exceptionally large demand for water (e.g., those that are projected to use more than one million gallons per day, such as

power plants, very large cooling systems, or large developments); or (b) is located in an area that experiences low water pressure (e.g., areas at the end of the water supply distribution systems such as the Rockaway Peninsula and Coney Island).

As the development sites are located in the Far Rockaways neighborhood on the Rockaway Peninsula, a preliminary water supply analysis is warranted and is provided in Attachment F, "Water and Sewer Infrastructure." As discussed therein, while the proposed project would generate increased demand on the New York City Department of Environmental Protection (DEP) water supply system as compared to No-Action conditions, the water demand associated with the proposed project would not adversely impact the City's water supply or system water pressure. In total, the proposed project would generate water demands of approximately 12,246 gallons per day, with 9,625 gpd of demand generated by the Fernside Place Site development and 2,622 gpd generated by the Beach 13th Street Site development. The proposed project would be served by existing water mains adjacent to the development sites. The estimated water demands associated with the proposed project would represent approximately 0.001 percent of the City's average daily water supply of approximately one billion gpd and would, therefore, not adversely impact the City's water supply or system water pressure.

Transportation

The objective of a transportation analysis is to determine whether a proposed action may have a potentially significant adverse impact on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, safety of all roadway users (pedestrians, bicyclists, and vehicles), and/or on- and off-street parking or goods movement.

The *CEQR Technical Manual* identifies minimum incremental development densities that potentially required a transportation analysis. Development at less than the development densities shown in Table 16-1 of the *CEQR Technical Manual* generally result in fewer than 50 peak hour vehicle trips, 200 peak hour subway/rail or bus transit riders, and 200 peak hour pedestrian trips, where significant adverse impacts are considered unlikely. In Zone 5 (which includes the development sites), the development thresholds are an increment of 100 residential units, 40,000 gross square feet (gsf) of office space, 10,000 gsf of regional retail, local retail, or restaurant uses, 15,000 gsf of community facility uses, or 60 off-street parking spaces. For project that involve a mix of land uses, it is appropriate to conduct a preliminary trip generation assessment for each land use or use a weighted average to determine whether the total site generated trips exceed the threshold for analysis. While the proposed project, which would include residential, retail, and parking uses, would not exceed the residential or parking thresholds on their own, the proposed project would facilitate the development of a net 12,023 gsf of retail floor area, above the CEQR analysis threshold of 10,000 gsf of retail.

According to the *CEQR Technical Manual*, if an action would result in development greater than one of the minimum development densities in Table 16-1, a Level 1 (Project Trip Generation) Screening Assessment should be prepared. Except in unusual circumstances, if a proposed action is projected to result in fewer than 50 peak hour vehicle trips, 200 peak hour subway/rail or bus transit riders, or 200 peak hour pedestrian trips, it is unlikely that further analysis would be necessary. If the trip generation screening thresholds are exceeded, a Level 2 (Project-Generated Trip Assignment) Screening Assessment should be prepared to determine if the proposed action would generate or divert 50 peak hour vehicle trips through any intersection, 200 peak hour subway trips through a single station, 50 peak hour bus trips on a single bus route in the peak direction, or 200 peak hour pedestrian trips through a single pedestrian element. If any of these Level 2 screening thresholds are met or exceeded, a detailed analysis for the respective mode is required.

Level 1 (Trip Generation) Screening Assessment

A travel demand forecast was prepared for the RWCDS to determine if the proposed actions would exceed the Level 1 Screening Assessment thresholds. As the RWCDS conservatively assumes that the development sites would remain vacant (as under existing conditions) in the 2018 No-Action condition, and therefore would not generate trips, the With-Action project-generated trips would represent the net increment. Table B-2 shows the transportation planning factors used to forecast the travel demand generated by the proposed project in the weekday AM, midday, and PM and Saturday midday peak hours, including trip generation rates, temporal and directional distributions, mode choice factors, and vehicle occupancy rates. As shown in Table B-2, the local retail assumptions are based on the 2014 *CEQR Technical Manual* and the 2008 *Rockaway Neighborhood Rezoning EAS* (modified to reflect a lower subway share and higher auto share more reflective of the development sites' locations). The assumptions for the residential uses are based on the *CEQR Technical Manual* and 2009-2013 ACS data for area census tracts. A ten percent linked trip credit was applied to the proposed local retail uses in accordance with *CEQR Technical Manual* guidelines.

As the two development sites (the Beach 13th Street Site and the Fernside Place Site) are located over half a mile apart, and are therefore expected to experience separate travel patterns with minimal to no overlap, separate travel demand forecasts were prepared for the two proposed developments using the transportation planning factors outlined above. Table B-3 presents the person and vehicle trips expected to be generated by development on the Beach 13th Street Site and the Fernside Place Site, respectively, as a result of the proposed actions.

Development on the Fernside Place Site would generate approximately 54, 210, 128, and 144 person trips in the weekday AM, midday, and PM and Saturday midday peak hours, respectively. Development on the Beach 13th Street Site is expected to generate approximately 36, 224, 118, and 138 person trips in the weekday AM, midday, and PM and Saturday midday peak hours, respectively. Under the RWCDS, total development facilitated by the proposed actions would generate approximately 90 person trips in the weekday AM, 434 in the weekday midday, 246 in the weekday PM, and 282 in the Saturday midday peak hours. Transportation demand by mode is discussed in detail below.

Traffic

As shown in Table B-3, development on the Fernside Place Site would generate 12, 16, 15, and 16 vehicle trips in the weekday AM, midday, and PM and Saturday midday peak hours, respectively. Development on the Beach 13th Street Site is expected to generate two, 16, eight, and ten vehicle trips in the weekday AM, midday, and PM and Saturday midday peak hours, respectively. Under the RWCDS, total development facilitated by the proposed actions would generate a total of 14 vehicle trips in the weekday AM, 32 in the weekday midday, 23 in the weekday PM, and 26 in the Saturday midday peak hours. Per *CEQR Technical Manual* Level 1 (Trip Generation) Screening Assessment guidelines, further traffic analysis is not warranted as development facilitated by the proposed actions would not generate more than 50 vehicle trips in any of the four peak hours.

Table B-2: Transportation Planning Factors

Land Use:		**Local Retail**		**Residential**	
Size/Units:	*Fernside Place Site:*	*5,629 gsf*		*27 DU*	
	Beach 13th Street Site:	*6,394 gsf*		*0 DU*	
Trip Generation:		(1)		(1)	
Weekday		205		8.075	
Saturday		240		9.600	
		per 1,000 sf		per DU	
Temporal Distribution:		(1)		(1)	
AM		3.0%		10.0%	
MD		19.0%		5.0%	
PM		10.0%		11.0%	
SatMD		10.0%		8.0%	
		(2)		(3)	
Modal Splits:		AM/PM/SAT		AM/MD/PM	
Auto		10.0%		39.7%	
Taxi		0.0%		0.9%	
Subway		10.0%		30.7%	
Bus		10.0%		17.8%	
Walk/Other		70.0%		10.9%	
		100.0%		100.0%	
		(2)		(2)	
In/Out Splits:		In	Out	In	Out
AM		50%	50%	20.0%	80.0%
MD		50%	50%	50.0%	50.0%
PM		50%	50%	65.0%	35.0%
Sat MD		50%	50%	50.0%	50.0%
Vehicle Occupancy:		(2)		(3)	
Auto		1.65		1.07	
Taxi		1.40		1.40	
Truck Trip Generation:		(1)		(1)	
		0.35		0.06	
		per 1,000 sf		per DU	
		(1)		(1)	
AM		8.0%		12.0%	
MD		11.0%		9.0%	
PM		2.0%		2.0%	
Sat MD		11.0%		9.0%	
		In	Out	In	Out
AM/MD/PM		50.0%	50.0%	50.0%	50.0%

Notes :

(1) 2014 *City Environmental Quality Review (CEQR) Technical Manual.*

(2) Rockaway Neighborhood Rezoning EAS (2008). Adjusted to reduce subway and increase auto and bus shares.

(3) Modal split data and vehicle occupany based on ACS 2009-2013 Means of Transportation to work for Queens census tracts 998.0 and 998.02.

Table B-3: Travel Demand Forecast

		Fernside Place Site						Beach 13th Street Site		RWCDS (Both Sites)	
Land Use:		**Local Retail**		**Residential**		**Total**		**Local Retail**		**Total**	
Size/Units:		5,629 gsf		27 DU				6,394 gsf			
Peak Hour Trips:											
	AM	32		22		54		36		90	
	MD	198		12		210		224		434	
	PM	104		24		128		118		246	
	Sat MD	122		22		144		138		282	
Person Trips:											
		In	Out	In	Out	In	Out	In	Out	In	Out
AM	**Auto**	2	2	3	7	5	9	2	2	7	11
	Taxi	0	0	0	0	0	0	0	0	0	0
	Subway	2	2	1	5	3	7	1	1	4	8
	Bus	2	2	1	3	3	5	2	2	5	7
	Walk/Other	10	10	0	2	10	12	13	13	23	25
	Total	16	16	5	17	21	33	18	18	39	51
		In	Out	In	Out	In	Out	In	Out	In	Out
MD	**Auto**	10	10	2	2	12	12	13	13	25	25
	Taxi	0	0	0	0	0	0	0	0	0	0
	Subway	10	10	2	2	12	12	9	9	21	21
	Bus	10	10	1	1	11	11	11	11	22	22
	Walk/Other	69	69	1	1	70	70	79	79	149	149
	Total	99	99	6	6	105	105	112	112	217	217
		In	Out	In	Out	In	Out	In	Out	In	Out
PM	**Auto**	5	5	6	3	11	8	7	7	18	15
	Taxi	0	0	0	0	0	0	0	0	0	0
	Subway	5	5	5	3	10	8	5	5	15	13
	Bus	5	5	3	1	8	6	6	6	14	12
	Walk/Other	37	37	2	1	39	38	41	41	80	79
	Total	52	52	16	8	68	60	59	59	127	119
		In	Out	In	Out	In	Out	In	Out	In	Out
Sat MD	**Auto**	6	6	4	4	10	10	8	8	18	18
	Taxi	0	0	0	0	0	0	0	0	0	0
	Subway	6	6	3	3	9	9	6	6	15	15
	Bus	6	6	2	2	8	8	7	7	15	15
	Walk/Other	43	43	2	2	45	45	48	48	93	93
	Total	61	61	11	11	72	72	69	69	141	141
Vehicle Trips :											
		In	Out	In	Out	In	Out	In	Out	In	Out
AM	**Auto (Total)**	1	1	3	7	4	8	1	1	5	9
	Taxi	0	0	0	0	0	0	0	0	0	0
	Taxi Balanced	0	0	0	0	0	0	0	0	0	0
	Truck	0	0	0	0	0	0	0	0	0	0
	Total	1	1	3	7	4	8	1	1	5	9
		In	Out	In	Out	In	Out	In	Out	In	Out
MD	**Auto (Total)**	6	6	2	2	8	8	8	8	16	16
	Taxi	0	0	0	0	0	0	0	0	0	0
	Taxi Balanced	0	0	0	0	0	0	0	0	0	0
	Truck	0	0	0	0	0	0	0	0	0	0
	Total	6	6	2	2	8	8	8	8	16	16
		In	Out	In	Out	In	Out	In	Out	In	Out
PM	**Auto (Total)**	3	3	6	3	9	6	4	4	13	10
	Taxi	0	0	0	0	0	0	0	0	0	0
	Taxi Balanced	0	0	0	0	0	0	0	0	0	0
	Truck	0	0	0	0	0	0	0	0	0	0
	Total	3	3	6	3	9	6	4	4	13	10
		In	Out	In	Out	In	Out	In	Out	In	Out
Sat MD	**Auto (Total)**	4	4	4	4	8	8	5	5	13	13
	Taxi	0	0	0	0	0	0	0	0	0	0
	Taxi Balanced	0	0	0	0	0	0	0	0	0	0
	Truck	0	0	0	0	0	0	0	0	0	0
	Total	4	4	4	4	8	8	5	5	13	13

Note: 10 percent linked trip applied to local retail.

Parking

As discussed above, a total of 59 off-street parking spaces are planned for the two development parcels – 43 spaces on the Fernside Place Site and 16 spaces on the Beach 13th Street Site. The number of spaces dedicated for each land use meets the zoning requirements – a total of 53 spaces (53 on the Fernside Place Site and 16 on the Beach 13th Street Site) is required. Additionally, the 2014 *CEQR Technical Manual* states that if a detailed traffic analysis is warranted, a Level 2 (Action-Generated Trip Assignment) Screening Assessment may likely be warranted. Therefore, as a Level 2 Screening Assessment of traffic is not warranted and planned off-street parking on the development sites is expected to accommodate all action-generated parking demand, a detailed parking analysis is not warranted.

Transit

As shown in Table B-3, development on the Fernside Place Site would generate ten, 24, 18, and 18, subway trips in the weekday AM, midday, and PM and Saturday midday peak hours, respectively. Bus-only trips associated with the Fernside Place Site are expected to be eight, 22, 14, and 16 in the weekday AM, midday, and PM and Saturday midday peak hours, respectively.

Development on the Beach 13th Street Site is expected to generate two, 18, ten, and 12 subway trips in the weekday AM, midday, and PM and Saturday midday peak hours, respectively. Bus-only trips associated with the Beach 13th Street Site are expected to be four, 22, 12, and 14 in the weekday AM, midday, and PM and Saturday midday peak hours, respectively.

Under the RWCDS, total development facilitated by the proposed actions would generate a total of 12 subway trips in the weekday AM, 42 in the weekday midday, 28 in the weekday PM, and 30 in the Saturday midday peak hours. The proposed actions would also generate a total of 12 bus-only trips in the weekday AM, 44 in the weekday midday, 26 in the weekday PM, and 30 in the Saturday midday peak hours. Per *CEQR Technical Manual* Level 1 Screening Assessment guidelines, further transit analysis is not warranted as development facilitated by the proposed actions would not generate more than 200 transit-oriented trips in any of the four peak hours.

Pedestrians

As shown in Table B-3, development on the Fernside Place Site would generate 22, 140, 77, and 90 walk-only trips in the weekday AM, midday, and PM and Saturday midday peak hours, respectively. Pedestrian trips (including walk-only and walk trips en route to/from subway and bus stops) associated with the Fernside Place Site are expected to total 40, 186, 109, and 124 in the weekday AM, midday, and PM and Saturday midday peak hours, respectively.

Development on the Beach 13tH Street Site is expected to generate 26, 158, 82, and 96 walk-only trips in the weekday AM, midday, and PM and Saturday midday peak hours, respectively. Pedestrian trips (including walk-only and walk trips en route to/from subway and bus stops) associated with the Beach 13th Street Site are expected to total 32, 198, 104, and 122 in the weekday AM, midday, and PM and Saturday midday peak hours, respectively.

Under the RWCDS, total development facilitated by the proposed actions would generate a total of 48 walk-only trips in the weekday AM, 298 in the weekday midday, 159 in the weekday PM, and 186 in the Saturday midday peak hours. A total of 72 pedestrian trips in the weekday AM, 384 in the weekday midday, 213 in the weekday PM, and 246 in the Saturday midday peak hours are expected to be generated.

Per *CEQR Technical Manual* Level 1 Screening Assessment guidelines, the action-generated pedestrian trips would exceed the Level 1 threshold of 200 action-generated pedestrian trips during the weekday midday and PM and Saturday midday peak hours. However, as the two development sites – the Beach 13th Street Site and the Fernside Place Site – are located over half a mile apart, they are expected to experience distinct travel patterns and demand distributions. As a result, trip overlapping is unlikely to occur. Therefore, in general, pedestrian demand and trip routes associated with each development should be considered exclusive.

As discussed above, the Beach 13th Street Site and the Fernside Place Site are each expected to generate pedestrian demand below 200 during the weekday AM, midday, and PM; and Saturday midday peak hours. Therefore, although aggregate pedestrian trips generated by the two development sites would exceed the 200 or more peak hour trip threshold, no pedestrian element within the vicinity of the rezoning's development sites is expected to be traversed by 200 or more action-generated pedestrians and an a quantitative pedestrian analysis is not warranted.

Air Quality

According to the guidelines provided in the *CEQR Technical Manual*, air quality analyses are conducted in order to assess the effects of an action on ambient air quality (i.e., the quality of the surrounding air) or effects on the project because of ambient air quality. Air quality can be affected by pollutants produced by motor vehicles ("mobile sources") and by fixed facilities ("stationary sources"). As per the *CEQR Technical Manual*, an air quality assessment should be carried out for actions that can result in either significant adverse mobile source or stationary source air quality impacts. Per the EAS Part II Form, further analysis of air quality mobile sources from action-generated vehicle strips has been screened out in accordance with *CEQR Technical Manual* assessment screening thresholds.

Stationary Source Screening

Stationary source impacts could occur with actions that create new stationary sources or pollutants, such as emission stacks from industrial plants, hospitals, or other large institutional uses, or a building's boiler stacks used for heating/hot water, ventilation, and air conditioning (HVAC) systems, which can affect surrounding uses. Impacts from boiler emissions associated with a development are a function of fuel type, stack height, minimum distances of the stack on the source building to the closest building of similar or greater height, building use, and the square footage of the source building. In addition, stationary source impacts can occur when new uses are added near existing or planned emission stacks, or when new structures are added near such stacks and those structures change the dispersion of emissions from the stacks so that they affect surrounding uses.

The proposed project would use fossil fuels for HVAC purposes. . As outlined in the *CEQR Technical Manual*, the preliminary screening analysis for HVAC systems uses Figure 17-3 of the *CEQR Technical Manual*, which was specifically developed to predict the threshold of development size below which a project would not likely have a significant impact and is applicable for sources at least 30 feet from the nearest building of similar of greater height. Figure 17-3 indicates the size of the proposed development and distance to the nearest building of similar to greater height than the stack height of the proposed building. If the distance between the source and receptor buildings is less than or equal to the threshold distance (i.e., falls above the curve on the nomograph), further analysis is required using the U.S. Environmental Protection Agency's (EPA's) AERSCREEN or AERMOD models. If the source building is taller than the receptor building or the distance between the two buildings falls below the applicable curve provided in the *CEQR Technical Manual* nomographs, a potential significant impact due to boiler stack emissions is unlikely and no further analysis is needed.

Fernside Place Site Residential Building

A survey of existing residential land uses and other sensitive receptor sites within 400 feet of the Fernside Place Site residential building was conducted through field observation and use of the New York City Open Accessible Space Information System (OASIS) mapping network system. Based on this review it was determined that the six-story residential building complex on the east side of Fernside Place (20-20 Seagirt Boulevard) is the most proximate existing sensitive receptor of equal or greater height than the proposed Fernside Place Site residential building. As this building is the closest sensitive receptor of similar or greater height, if the Fernside Place Site residential building would not cause significant impacts at this site, no impacts would occur at sensitive receptors located further from the development site.

The nomograph screening was performed based on an anticipated minimum distance between the Fernside Place Site and the most proximate six-story residential building at 20-20 Seagirt Boulevard (approximately 130 feet)[4] and the Fernside Place Site residential building's total gross floor area (31,850 gsf). Based on the nomograph screening (presented in Figure B-3), it was determined that the Fernside Place Site residential building's HVAC system would not result in significant adverse impacts on 20-20 Seagirt Boulevard (the most proximate sensitive receptor). As such, a detailed HVAC analysis is not warranted.

Fernside Place Site Retail Building

Because the Fernside Place Site retail building is located less than 30 feet from the Fernside Place Site residential building, the *CEQR Technical Manual* screening analysis is not applicable for this building. Therefore, a more detailed project-on-project analysis, using the EPA AERSCREEN model, was conducted, which is provided in Attachment G, "Air Quality." As presented in Attachment G, potential emissions of the $PM_{2.5}$, NO_2, and SO_2 from HVAC system of the Fernside Place Site retail building would not significantly impact the proposed Fernside Place Site residential building (the nearest sensitive receptor of equal or greater height), and no stack setback or E-designation is warranted for the retail building.

Beach 13th Street Site Retail Building

Based on a survey of existing residential land uses and other sensitive receptor sites within 400 feet of the Beach 13th Street Site retail building, it was determined that the three-story Bais Yaakov Ateres Miriam private school, located directly north of the Beach 13th Street Site at 12-14 Heyson Road is the most proximate existing sensitive receptor of equal or greater height than the proposed Beach 13th Street Site retail building. As this building is the closest sensitive receptor of similar or greater height, if the Beach 13th Street Site retail building would not cause significant impacts at this site, no impacts would occur at sensitive receptors located further from the development site.

The nomograph screening was performed based on an anticipated minimum distance between the Beach 13th Street Site and the Bais Yaakov Ateres Miriam private school (approximately 50 feet) and the Parcel 2 retail building's total gross floor area (6,394 gsf). Based on the nomograph screening (presented in Figure B-4), it was determined that the Beach 13th Street Site retail building's HVAC system would not result in significant adverse impacts on the Bais Yaakov Ateres Miriam private school (the most proximate sensitive receptor). As such, a detailed HVAC analysis is not warranted.

[4] While the Fernside Place Site residential building would be setback from Fernside Place, for conservative analysis purposes, the distance between the 20-20 Seagirt Boulevard residential building and the Fernside Place Site lot line was used in the screening analysis.

Nomograph Screening - Fernside Place Site Residential Building

Figure 17-3:
Stationary Source Screen

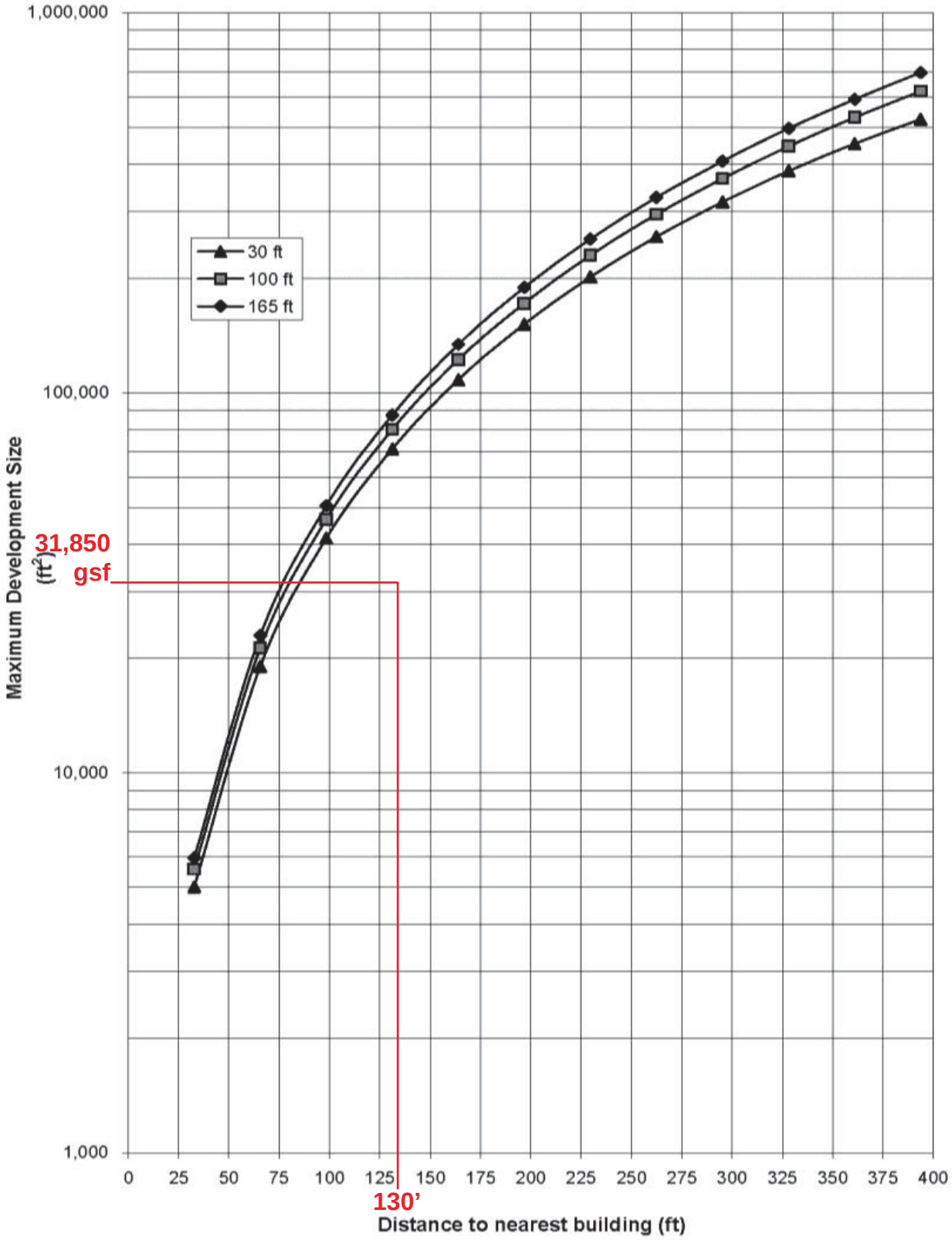
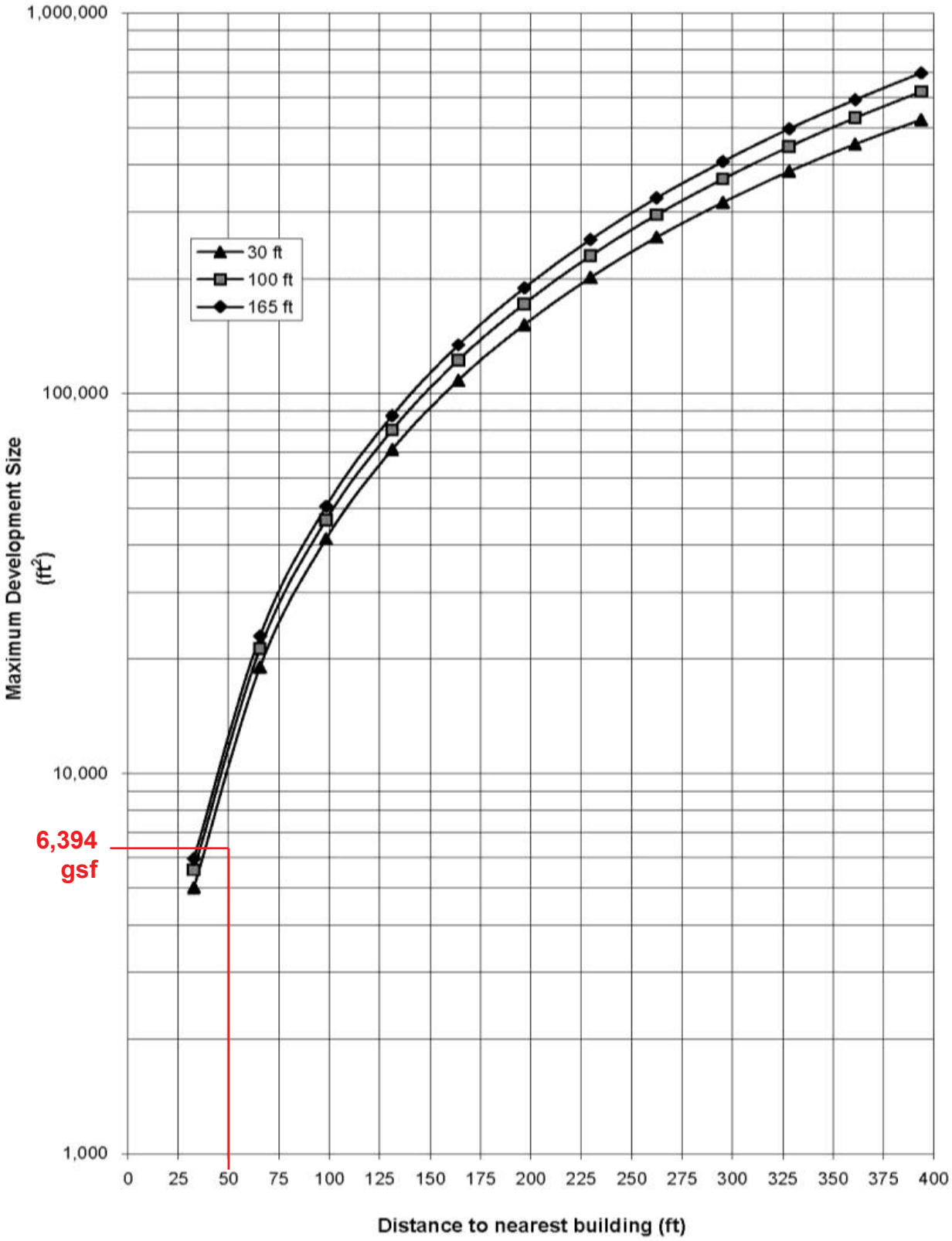


Figure 17-3:
Stationary Source Screen



Noise

The purpose of a noise analysis is to determine both a proposed project's potential effects on sensitive noise receptors and the effects of ambient noise levels on new sensitive uses introduced by the proposed project. The principal types of noise sources affecting the New York City environment are mobile sources (primarily motor vehicles), stationary sources (typically machinery or mechanical equipment associated with manufacturing operations or building HVAC systems), and construction noise. Per the EAS Part II Form, further analysis of stationary noise sources has been screened out in accordance with *CEQR Technical Manual* assessment screening thresholds.

As stated in the *CEQR Technical Manual*, regarding mobile sources, an initial noise assessment may be appropriate if a proposed project would: (a) generate or reroute traffic; (b) introduce a new receptor near a heavily trafficked thoroughfare; (c) introduce a new receptor within one mile of an existing flight path; (d) cause aircraft to fly through existing or new flight paths over or within one mile of a receptor; (e) be located within 1,500 feet of existing rail activity and have a direct line of sight to that rail facility; or (f) add rail activity to existing or new rail lines within 1,500 feet of, and have a direct line of sight to, a receptor.

The area surrounding the development sites are primarily developed with established residential neighborhoods. The sources of existing community noise within the project area are automobiles, rail traffic, and aircrafts departing from the John F. Kennedy (JFK) Airport. Children playing at area playgrounds may also contribute to the noise environment, however, there are no major stationary sources of noise in the immediate area.

Noise from the elevated MTA A train is noticeable in the vicinity of the project area, as elevated trains tend to affect a larger area than trains traveling along an at-grade track. In addition, physical characteristics of the elevated train structure also tend to increase the magnitude of sound energy created. However, at its closest point, the elevated MTA A train is located approximately 1,500 feet to the northwest of the Fernside Place Site, and no direct lines of sight to the rail line are provided from either development sites.

The *CEQR Technical Manual* states that an aircraft assessment is warranted if a project introduces a sensitive receptor within one mile of an existing flight path (horizontal distance parallel to the ground). As the development sites are located within close proximity of JFK Airport (approximately two miles north of the sites), the impacts from aircraft noise were considered. While noise resulting from overhead inbound flights into JFK Airport is evident at the development sites, the sites do not fall within a marginally unacceptable Federal Aviation Administration (FAA) noise exposure contour, as they are outside the L_{dn} 65 dBA (Day-Night Average Sound Level) contour of JFK Airport according to the 2013 *JFK Airport Runway 4L/22R Improvements* Environmental Assessment (EA).[5] The *CEQR Technical Manual* states that if the development sites are not located within an L_{dn} 65 contour or greater, it is not likely that the proposed actions would result in a significant adverse noise impact and therefore, no further analysis is necessary.

The *CEQR Technical Manual* indicates that if existing noise passenger car equivalents (PCEs) are not increased by 100 percent or more (which is equivalent to an increase of 3 dBA or more), it is likely that the proposed project would not cause a significant adverse vehicular noise impact, and, therefore, no further vehicular noise analysis is needed. As discussed in the "Transportation" section, above, under the RWCDS, the proposed actions are expected to generate a maximum of 30 vehicle trips in any peak hour. Most of the vehicles traveling to the development sites would likely use Seagirt Boulevard, which carries a two-way peak hour traffic volume of about 1,300 vehicles per hour (vph).[6] As such, the net number of peak hour vehicle trips generated by the proposed project would not double traffic volumes along this corridor. The

[5] Exhibit 5-2: 2015 Proposed Action Noise Exposure Contour, p 121.
[6] *PlaNYC Far Rockaway Park EAS* (2009).

development sites are located in a well-developed area, and the incremental traffic from the proposed project would not have the potential to result in significant adverse mobile source noise impacts.

Neighborhood Character

Pursuant to the *CEQR Technical Manual*, an assessment of neighborhood character is needed when a proposed project has the potential to result in significant adverse impacts in any of the following technical areas: land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; shadows; transportation; or noise. An assessment may also be appropriate if the project would result in a combination of moderate effects to several elements that cumulatively may affect neighborhood character. According to the *CEQR Technical Manual*, a "moderate" effect is generally defined as an effect considered reasonably close to the significant adverse impact threshold for a particular technical analysis area. As the proposed actions required detailed analyses of land use, zoning, and public policy (Attachment C) and urban design and visual resources (Attachment D), a supplemental screening analysis is necessary to determine if a detailed neighborhood character analysis is warranted.

The proposed actions would not adversely affect any component of the surrounding area's neighborhood character. The proposed actions would facilitate the redevelopment of two underutilized sites into productive residential and commercial developments by 2018. The proposed project would not conflict with the surrounding activities, nor would they significantly impact land use patterns. The proposed zoning map amendments are intended to encourage retail development in appropriate locations along Seagirt Boulevard near existing retail and recreation uses. The proposed residential uses would further expand housing options in the area and the proposed retail uses would increase the availability of convenient amenities and services to the neighborhood.

Moreover, the proposed actions are not expected to result in any significant adverse impacts on the technical areas relating to neighborhood character, including land use, socioeconomic conditions, urban design and visual resources, historic and cultural resources, traffic, and noise. Therefore, the proposed actions and the resultant proposed project would not result in a significant adverse impact to neighborhood character.

Construction

Although usually temporary, construction impacts can include noticeable and disruptive effects from an action that is associated with construction or could induce construction. Determination of their significance and need for mitigation is generally based on the duration and magnitude of the impacts. Based on *CEQR Technical Manual* guidelines, where the duration of construction is expected to be short-term (i.e., less than two years), any impacts resulting from construction generally do not required detailed assessment. Under the RWCDS, the proposed actions would result in the construction of three new buildings on the development sites. It is expected that any construction associated with the proposed actions would be completed within approximately 15 months.

Most construction activity would take place Monday through Friday, although the delivery and installation of certain equipment could occur on weekend days. Hours of construction are regulated by the DOB and apply in all areas of the City. In accordance with those regulations, almost all work would occur between 7 AM and 6 PM on weekdays, although some workers would arrive and begin to prepare work areas before 7 AM. Occasionally, Saturday or overtime hours could be required to complete time-sensitive tasks. Weekend work requires a permit from the DOB and, in certain instances, approval of a noise mitigation plan from DEP under the New York City Noise Code.

Construction activities may result in short-term disruption of both traffic and pedestrian movements in the vicinity of the development sites. This would occur primarily due to the potential temporary loss of curbside lanes from the staging of equipment and the movement of materials to and from the development sites. Most construction traffic would take place outside of the AM and PM traffic peak hours in vicinity of the development sites due to typical construction hours. Additionally, construction may at times result in temporary closings of sidewalks adjacent to the development sites in order to accommodate construction vehicles, equipment, and supplies. During construction, access to all adjacent residences and other uses would be maintained according to regulations established by the DOB. Given the limited duration of any obstructions, these conditions would not result in significant adverse impacts on traffic and transportation conditions.

Noise associated with construction would be limited to typical construction activities and would be subject to compliance with the New York City Noise Code and the United States Environmental Protection Agency (EPA) noise emission standards for construction equipment. These controls and the temporary nature of construction activity would assure that there would be no significant adverse noise impacts associated with construction activity. In addition, in accordance with the (E) designation to be assigned to the development sites, all construction activities associated with the proposed project would be in compliance with a HASP, to be reviewed and approved by DEP.

While construction of the proposed project would result in temporary disruption in the surrounding area, including noise, dust, and traffic associated with the delivery of materials and arrival of workers on the development sites, the incremental effects of the RWCDS development, if any, would be negligible. Therefore, no impacts from construction are expected under the RWCDS.

ATTACHMENT C
LAND USE, ZONING, AND PUBLIC POLICY

I. INTRODUCTION

Under *City Environmental Quality Review* (CEQR) *Technical Manual* guidelines, a land use analysis evaluates the use and development trends in the area that may be affected by a proposed action and determines whether that proposed action is compatible with those conditions or may affect them. Similarly, the analysis considers the proposed action's compliance with, and effect on, the area's zoning and other applicable public policies.

The proposed actions consist of two related zoning map amendments (the "proposed actions"). The first rezoning action (ULURP No. 160033ZMQ) would map a C1-3 commercial overlay over an existing R5 district on Queens Block 15620, Lots 1 and 11 (the "Beach 13th Street Site"). This action would facilitate a proposal by the applicant to develop the Beach 13th Street Site with a 6,394-gsf single-story retail building and a surface parking lot. The second rezoning action (ULURP No. 160351ZMQ) would rezone Queens Block 15784, Lot 1 (the "Fernside Place Site") from R4-1 to R5 with a C1-3 commercial overlay. This action would facilitate a proposal by the applicant to develop this site with two freestanding buildings: a 5,629-gsf single-story retail building with 14 accessory parking spaces and a 31,850-gsf multi-family residential building with 27 dwelling units and 29 accessory parking spaces.

As discussed in Attachment A, "Project Description," the proposed project is expected to completed and operational by 2018. In the absence of the proposed actions (the No-Action condition) it is assumed that the development sites would remain vacant, as under existing conditions. The effect of the proposed actions represents the incremental effect on conditions resulting from the net change in development between No-Action and With-Action conditions.

II. PRINCIPAL CONCLUSIONS

No significant adverse impacts on land use, zoning, or public policy, as defined by the guidelines for determining impact significant set forth in the *CEQR Technical Manual*, are anticipated in the 2018 future with the proposed actions in the primary and secondary study areas. The proposed actions would not directly displace any land uses so as to adversely affect surrounding land uses, nor would it generate land uses that would be incompatible with land uses, zoning, or public policy in the secondary study area. The proposed actions would not create land uses or structures that would be incompatible with the underlying zoning, nor would it cause a substantial number of existing structures to become nonconforming. The proposed actions would not result in land uses that conflict with public policies applicable to the primary or secondary study areas.

III. METHODLOGY

The land use, zoning, and public policy analysis has been conducted in accordance with the methodology presented in the 2014 *CEQR Technical Manual.* Per *CEQR Technical Manual* guidelines, a preliminary assessment, which includes a basic description of existing and future land uses and zoning, should be provided for all projects that would affect land use or would change the zoning on a site, regardless of the project's anticipated effects. A preliminary public policy analysis was also prepared to determine the

potential of the proposed project to alter or conflict with applicable public policies. As the development sites are located within the City's Coastal Zone Boundary, an assessment for consistency with the City's Waterfront Revitalization Program (WRP) is provided.

In accordance with the *CEQR Technical Manual*, the assessment describes existing and anticipated future conditions at a level necessary to understand the relationship of the proposed actions to such conditions, assesses the nature of any changes to these conditions that would be created by the proposed actions, and identifies those changes, if any, that could be significant or adverse. The assessment discusses existing and future conditions with and without the proposed actions in the 2018 analysis year for a primary study area and a secondary study area.

Existing land uses were identified by reviewing a combination of sources, including field surveys and secondary sources; secondary sources included the City's Primary Land Use Tax Lot Output (PLUTO™) data files for 2014, online Geographic Information System (GIS) databases such as the New York City Open Accessible Space Information System (OASIS, http://www.oasisnyc.net) and the New York City Department of City Planning's (DCP's) Zoning and Land Use (ZoLa) application (http://gis.nyc.gov/doitt/nycitymap/). New York City Zoning Maps and the *Zoning Resolution of the City of New York* were consulted to describe existing zoning districts in the study areas and provided the basis for the zoning evaluation of the future No-Action and With-Action conditions. Relevant public policy documents were utilized to describe existing public policies pertaining to the development sites and surrounding area.

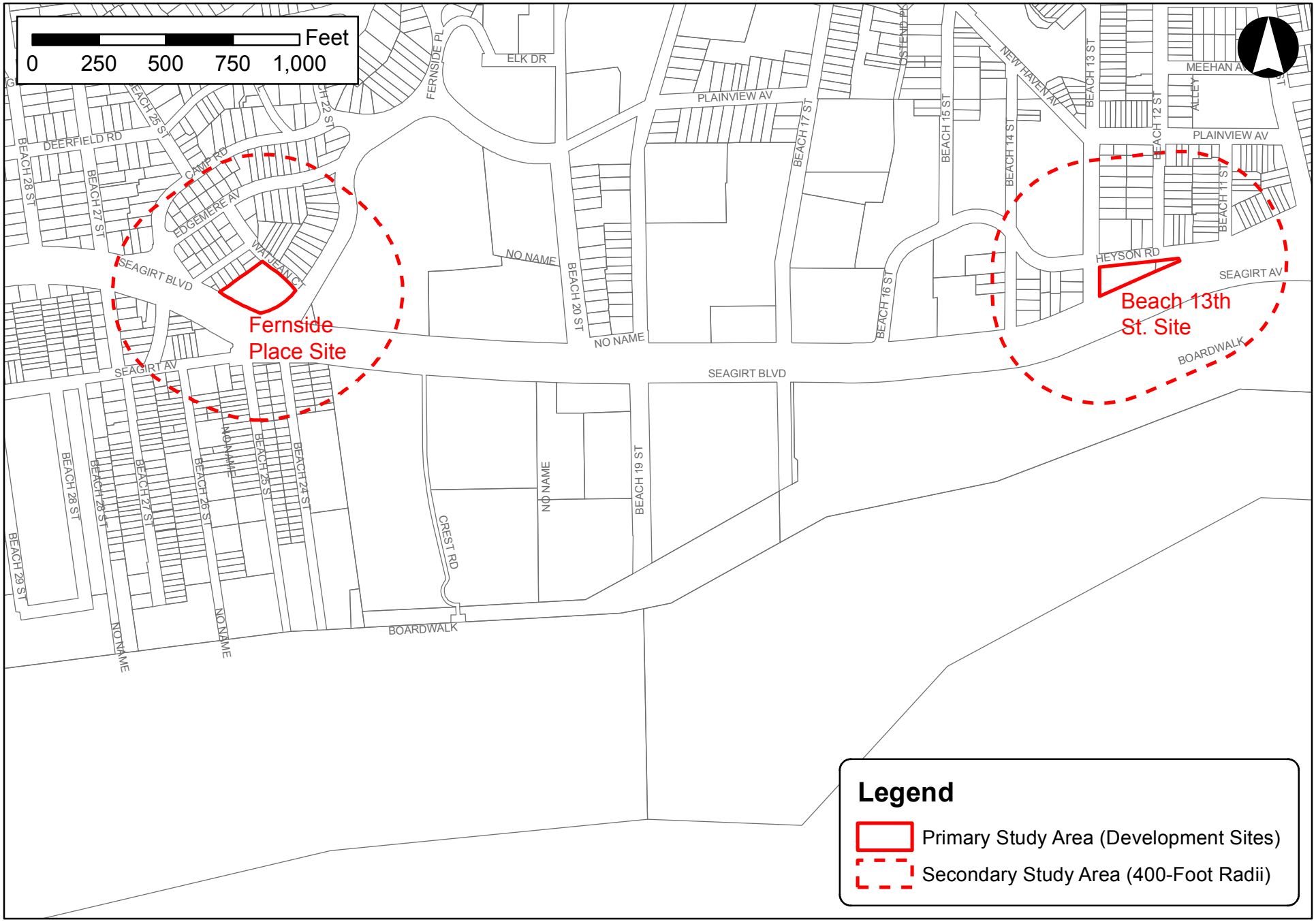
Study Area Definition

According to the *CEQR Technical Manual*, the appropriate study area for land use, zoning, and public policy is related to the type and size of the proposed project, as well as the location and context of the area that could be affected by the project. Study area radii vary according to these factors, with suggested study areas ranging from 400 feet for a small project to 0.5 miles for a large project. In accordance with *CEQR Technical Manual* guidelines, land use, zoning, and public policy are addressed and analyzed for two geographical areas: (1) the developments sites (the "primary study area"); and (2) a secondary study area, which extends 400 feet from the boundaries of the development sites. The primary and secondary study areas are presented in Figure C-1.

IV. PRELIMINARY ASSESSMENT

Land Use and Zoning

A preliminary assessment, which includes a basic description of existing and future land use and zoning, should be provided for all projects that would affect land use or would change the zoning on a site, regardless of the project's anticipated effects. However, under CEQR guidelines, if a detailed assessment is required in the technical areas of socioeconomic conditions, neighborhood character, transportation, air quality, noise, infrastructure, or hazardous materials, a detailed land use assessment is appropriate. As this EAS provides a detailed infrastructure assessment, a detailed assessment of land use and zoning is warranted and is provided in Section V, below. As a detailed assessment is warranted for the proposed actions, the information that would typically be included in a preliminary assessment (e.g., physical setting, present land use, zoning information, etc.) has been incorporated into the detailed assessment in Section V below. As discussed in the detailed assessment, the proposed actions is not expected to adversely affect land use or zoning.



Seagirt Boulevard Rezonings EAS

Figure C-1
Land Use Study Areas

Public Policy

According to the *CEQR Technical Manual*, a project that would be located within areas governed by public policies controlling land use, or that has the potential to substantially affect land use regulation or policy controlling land use, requires an analysis of public policy. A preliminary assessment of public policy should identify and describe any public policies, including formal plans or published reports, which pertain to the study area. If the proposed actions could potentially alter or conflict with identified policies, a detailed assessment should be conducted; otherwise, no further analysis of public policy is necessary.

Public policies applicable to the primary and secondary study areas are discussed below.

Primary Study Area

Waterfront Revitalization Program (WRP)

Proposed projects that are located within the designated boundaries of New York City's Coastal Zone must be assessed for their consistency with the City's Waterfront Revitalization Program (WRP). The federal Coastal Zone Management Act (CZMA) of 1972 was enacted to support and protect the distinctive character of the waterfront and to set forth standard policies for reviewing proposed development projects along coastlines. The program responded to City, State, and federal concerns about the deterioration and inappropriate use of the waterfront. In accordance with the CZMA, New York State adopted its own Coastal Management Program (CMP), which provides for local implementation when a municipality adopts a local waterfront revitalization program, as is the case in New York City. The New York City WRP is the City's principal coastal zone management tool. The WRP was originally adopted in 1982 and approved by the New York State Department of State (NYSDOS) for inclusion in the New York State CMP. The WRP encourages coordination among all levels of government to promote sound waterfront planning and requires consideration of the program's goals in making land use decisions. NYSDOS administers the program at the State level, and DCP administers it in the City. The WRP was revised and approved by the City Council in October 1999. In August 2002, NYSDOS and federal authorities (i.e., the U.S. Army Corps of Engineers [USACE] and the U.S. Fish and Wildlife Service [USFWS]) adopted the City's ten WRP policies for most of the properties located within its boundaries. The ten WRP policies deal with: (1) residential and commercial redevelopment; (2) maritime and industrial uses; (3) use of the waterways; (4) ecological resources; (5) water quality; (6) flooding and erosion; (7) hazardous materials; (8) public access; (9) scenic resources; and (10) historic and cultural resources.

In October 2013, the City Council approved revisions to the WRP in order to proactively advance the long-term goals laid out in Vision 2020: The New York City Comprehensive Waterfront Plan, released in 2011. The changes will solidify New York City's leadership in the area of sustainability and climate resilience planning as one of the first major cities in the U.S. to incorporate climate change considerations into its Coastal Zone Management Program. They will also promote a range of ecological objectives and strategies, facilitate interagency review of permitting to preserve and enhance maritime infrastructure, and support a thriving, sustainable working waterfront. The revisions to the WRP are currently pending State and Federal approval in order to go in to effect.

In 2013, the New York City Panel on Climate Change (NPCC) released a report (*Climate Risk Information 2013: Observations, Climate Change Projections, and Maps*) outlining New York City-specific climate change projections to help respond to climate change and accomplish PlaNYC goals. The NPCC report predicted future City temperatures, precipitations, sea levels, and extreme event frequency for the 2020s and 2050s. While the projections will continue to be refined in the future, current projections are useful for present planning purposes and to facilitate decision-making in the present that can reduce existing and near-

term risks without impeding the ability to take more informed adaptive actions in the future. Specifically, the NPCC report predicts that mean annual temperatures will increase by 2 to 3˚F and by 4 to 6.5˚F by the 2020s and 2050s, respectively; total annual precipitation will rise by 0 to 10 percent and 5 to 15 percent by the 2020s and 2050s, respectively; sea level will rise by 4 to 11 inches and 11 to 31 inches by the 2020s and 2050s, respectively; and by the 2050s, heat waves and heavy downpours are very likely to become more frequent, more intense, and longer in duration, and coastal flooding is very likely to increase in frequency, extent, and height.

As illustrated in Figure C-2, "Coastal Zone Boundary Map," the development sites fall within the City's designated coastal zone, and therefore the proposed actions must be assessed for its consistency with the policies of the City's Local Waterfront Revitalization Program (LWRP) in accordance with the guidelines of the *CEQR Technical Manual*. The preliminary evaluation requires completion of the Consistency Assessment Form (CAF), which was developed by the New York City Department of City Planning (DCP) to help applicants identify which WRP policies apply to a specific action. The questions in the CAF are designed to screen out those policies that would have no bearing on a consistency determination for a proposed actions. For any questions that warrant a "yes" answer, or for which an answer is ambiguous, an explanation should be prepared to assess the consistency of the proposed actions with the noted policy or policies. The CAF was prepared for the proposed actions and is provided in Appendix I. The WRP CAF prepared for the proposed actions (WRP # 15-011) was reviewed by DCP's Waterfront and Open Space Division.

As indicated by DCP, the aforementioned revisions to the WRP will most likely be adopted by the time this EAS is completed and, as such, the updated policies are reflected in this analysis. Per the revised WRP, the following policies warrant further assessment: Policy 1.1, Policy 6, Policy 6.1, and Policy 8. Therefore, these policies are addressed below.

Consistency with Applicable WRP Policies

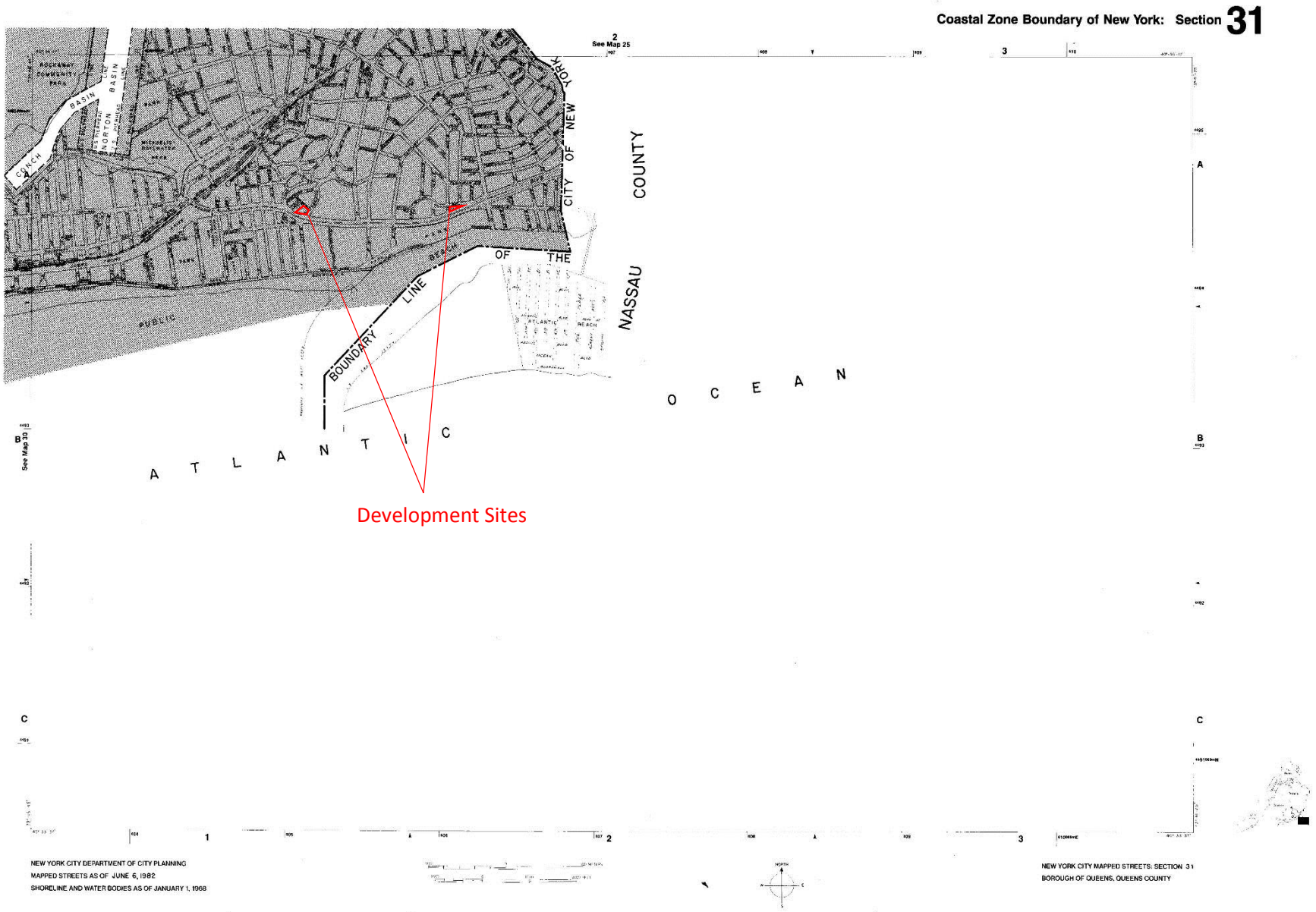
POLICY 1: Support and facilitate commercial and residential development in areas well-suited to such development.

1.1 Encourage commercial and residential development in appropriate Coastal Zone areas.

The project area does not include any waterfront sites. The proposed actions would create opportunities for new housing and commercial development on underutilized vacant land in an area already characterized by similar uses. The section of the coastal zone falling within the project area does not contain any natural or topographic features that would hinder redevelopment. The development sites are easily accessible via the adjacent street network and are served by existing infrastructure that would serve the future developments. The proposed residential uses on the Fernside Place Site would complement the existing residential uses in the immediate area, which includes a mix of one- and two-family detached residences and multi-family elevator buildings. In addition, the proposed local retail uses on the development sites would provide goods and services to both serve residents of the surrounding area and visitors of the nearby Rockaway Beach and Boardwalk.

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

This policy aims to reduce flooding and erosion hazards and to protect life, structures, and natural resources by reinforcing state and City flooding and erosion regulations. According to preliminary Flood Insurance Rate Maps (FIRM) produced by the Federal Emergency Management Agency (FEMA) in December 2013,



Seagirt Boulevard Rezonings EAS **Figure C-2**

Coastal Zone Boundary Map

and as shown in Figure C-3, a portion of the Fernside Place Site is located within Zone X (the 500-year floodplain) and the entirety of the Beach 13th Street Site is within Zone AE (the 100-year floodplain) with a Base Flood Elevation (BFE) of ten feet. A discussion of the consistency of the proposed developments on the Beach 13th Street Site and the Fernside Place Site with Policy 6 of the WRP is provided below.

Fernside Place Site

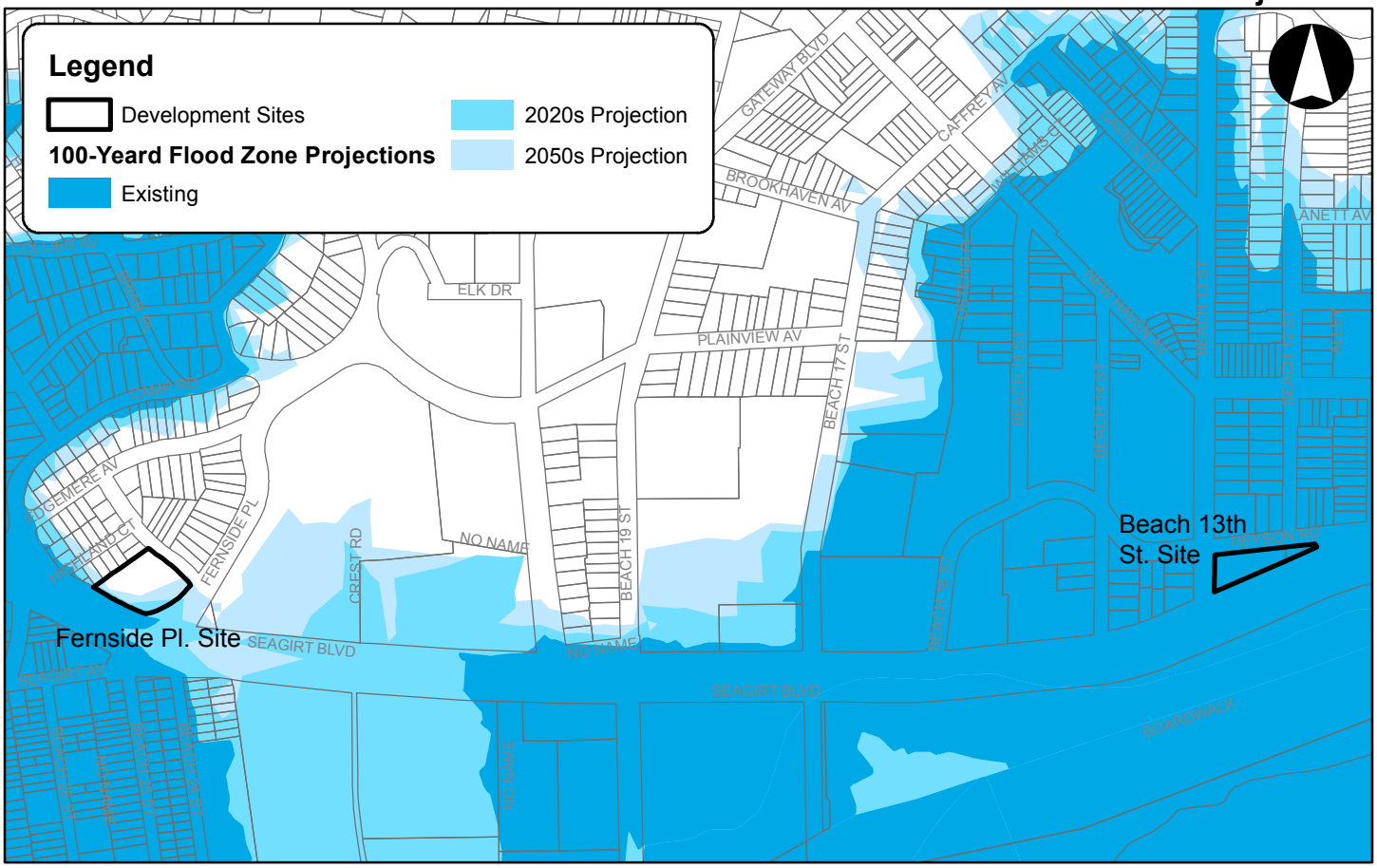
As noted above, a portion of the Fernside Place Site is located within Zone X (the 500-year floodplain). The design and construction of the proposed Fernside Place Site development would comply with New York City Building Code requirements for construction within the 500-year floodplain for the applicable building category. The finished floor elevations for the Fernside Place Site residences would be at or above elevation 19.75, approximately 8.75 feet above the Design Flood Elevation (DFE) and approximately 9.75 feet above the BFE, as shown in Figure C-4. The first floor elevations of the Fernside Place Site retail building and the Fernside Place Site residential building (consisting of a lobby, with no residential units) would be at the DFE (elevation 11). Additionally, all utilities will be designed to prevent loss due to flooding and erosion, with mechanical equipment located on the roof of each of the Fernside Place Site buildings, as presented in Figure C-4. The proposed Fernside Place Site development would not include any below-grade uses that could potentially be susceptible to flooding during storm events. In addition, the proposed project will involve the planting of one street tree every 25 feet of street frontage, in accordance with zoning regulations, which would contribute to erosion control measures in the flood zone. Therefore, the proposed project would minimize the potential for public and private losses due to flood damage and reduce the exposure of public utilities to flood hazards.

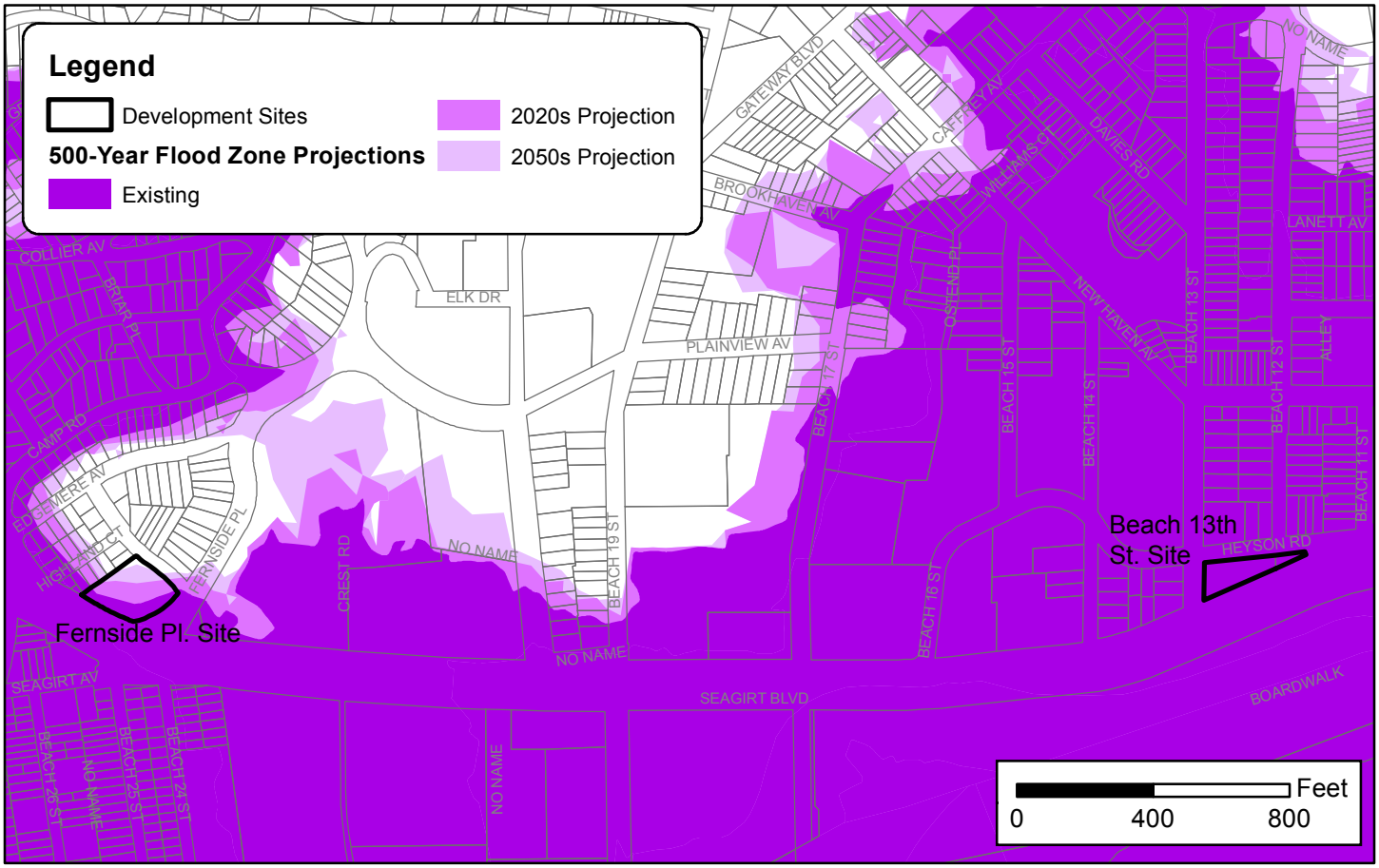
The NPCC additionally recommends assessing the impacts of projected sea level rise on the lifespan of projects. While the NPCC developed a series of maps incorporating projections for sea level rise with FEMA's 2013 Preliminary Work Maps, because of limitations in the accuracy of flood projections, the NPCC recommends that these maps not be used to judge site-specific risks. However, as noted above, the NPCC estimates that in the New York City area in general, sea level rise up to a high estimate of 11 inches by the 2020s and up to a high estimate of 31 inches by the 2050s. As such, some areas not currently within the applicable 100-year and 500-year flood zones per the FEMA 2013 Preliminary Work Maps, will be in the future based on the NPCC projections. Furthermore, the NPCC projects that the frequency, extent, and height of 100-year and 500-year flood will increase by the 2050s.

Based on future 100-year and 500-year flood zone projections for the 2020s and 2050s, the majority of the Fernside Place Site will fall within the 500-year floodplain by the 2050s. In addition, the southern and eastern portions of the Fernside Place Site are expected to fall within the 100-year floodplain by the 2050s. However, the NPCC recommends that these maps not be used to judge site-specific risks and they are subject to change.

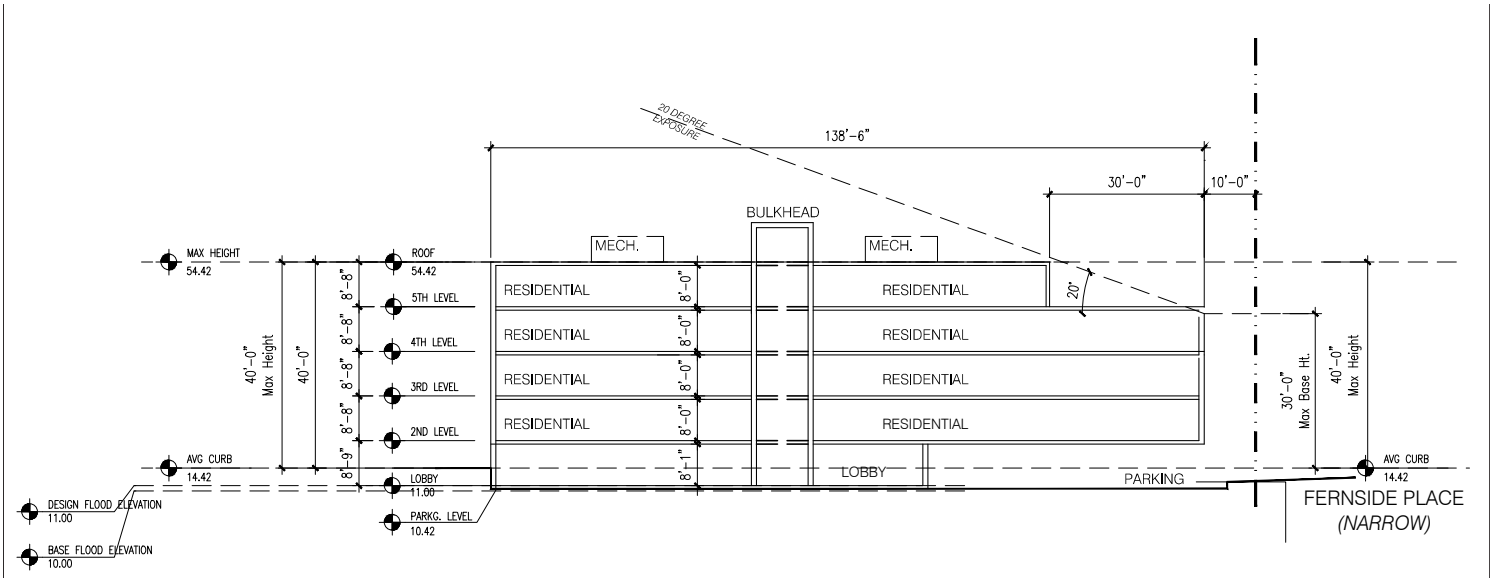
The proposed Fernside Place Site buildings would be constructed to meet the standards of the New York City Building Code and the Best Available Flood Hazard Data available from FEMA at the time of their construction. In addition, by focusing the residential uses on the northern portion of the Fernside Place Site (along Watjean Court) and locating all residence at elevation 19.75, approximately 8.75 feet above the DFE and approximately 9.75 feet above the BFE, the Fernside Place Site development would minimize the potential for future flood damage to these residential uses, should the floodplain rise to the levels projected by the NPCC in the future. Therefore, the proposed Fernside Place Site development would minimize the potential for public and private losses due to flood damage, reduce the exposure of public utilities to flood hazards, and prepare for and address future risks, and would be consistent with this policy.

NPCC Flood Projections

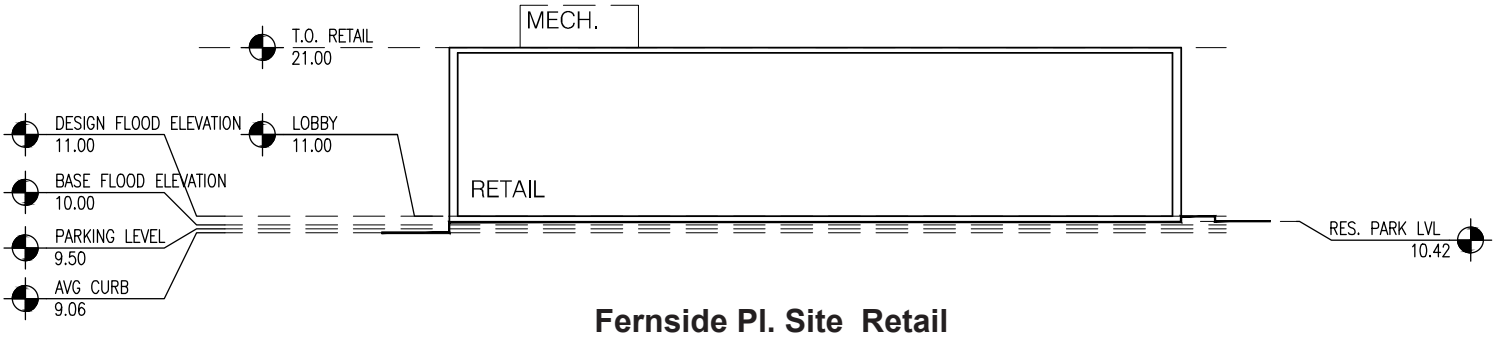




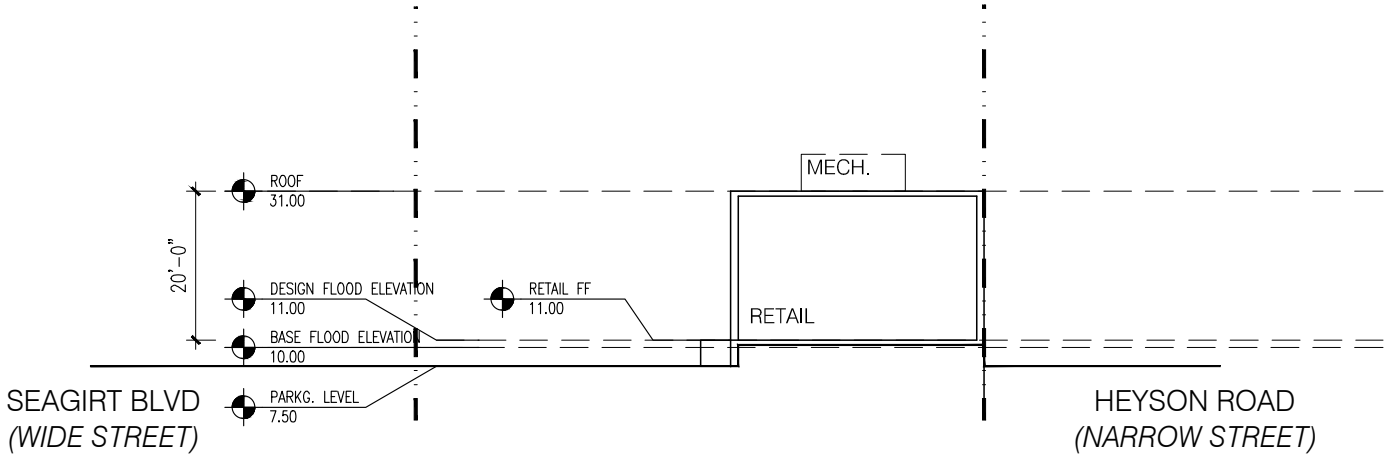
Flood Elevations and Proposed Project Building Elevations



Fernside Pl. Site Residential



Fernside Pl. Site Retail



Beach 13th St. Site Retail

Beach 13th Street Site

As noted above, the entirety of the Beach 13th Street Site is within Zone AE (the 100-year floodplain) with a BFE) of ten feet. In addition, based on the NPCC's future 100-year and 500-year flood zone projections for the 2020s and 2050s, as under existing conditions, the Beach 13th Street Site will fall entirely within the 100-year floodplain in the future (refer to Figure C-3).

The design and construction of the proposed Beach 13th Street Site development would comply with New York City Building Code requirements for construction within the 100-year floodplain for the applicable building category. By locating the finished floor elevations for the Beach 13th Street Site retail building at elevation 11 (the DFE), one foot above the BFE, the building would be floodproofed to the DFE (refer to Figure C-4). Additionally, all utilities will be designed to prevent loss due to flooding and erosion, with mechanical equipment located on the roof of the Beach 13th Street Site building, as presented in Figure C-4. The proposed Beach 13th Street Site development would not include any below-grade uses that could potentially be susceptible to flooding during storm events. Therefore, the proposed project would minimize the potential for public and private losses due to flood damage and reduce the exposure of public utilities to flood hazards.

The proposed Beach 13th Street Site building would be constructed to meet the standards of the New York City Building Code and the Best Available Flood Hazard Data available from FEMA at the time of their construction. By locating all building uses above the DFE and locating all mechanical equipment on the roof, the proposed Beach 13th Street Site development would minimize the potential for public and private losses due to flood damage, reduce the exposure of public utilities to flood hazards, and prepare for and address future risks, and would be consistent with this 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.

The Beach 13th Street Site is located approximately 140 feet from the Rockaway Beach and Boardwalk; the portion of the park located most proximate to the Beach 13th Street Site primarily consists of a paved parking lot. As noted above, the proposed Beach 13th Street Site development would have finished floor elevations at the DFE and would located all mechanical equipment on the roof to minimize the potential for losses due to flood damage. The proposed Beach 13th Street Site development would not impact public access to the Rockaway Beach and Boardwalk, which is separated from Beach 13th Street Site by the six-lane Seagirt Boulevard. Furthermore, the Fernside Place Site development would not exacerbate flooding or erosion at the park as the floodplain within and adjacent to the Fernside Place Site is affected by coastal flooding, rather than local or fluvial flooding; coastal floodplains are influenced by astronomic tide and meteorological forces (e.g., northeasters and hurricanes) and not by fluvial flooding (e.g., rivers and streams overflowing their banks), and as such are not affected by the placement of obstructions (e.g., buildings) within the floodplain. Lastly, the proposed Beach 13th Street Site development will involve the planting of one street tree every 25 feet of street frontage, in accordance with zoning regulations, which would contribute to erosion control measures in the flood zone.

POLICY 8: Provide public access to and along New York City's coastal waters.

The Beach 13th Street Site is located across Seagirt Boulevard from the Rockaway Beach and Boardwalk, a public beach and open space resource. The proposed actions would facilitate the development of a new commercial development on the Beach 13th Street Site. The single-story retail structure would occupy the westernmost portion of the development site, with vehicular access provided along Seagirt Boulevard. The

Beach 13th Street Site entrance would be located over 300 feet northwest of the Rockaway Beach and Boardwalk vehicle entrance and would be accessed by Seagirt Boulevard's westbound lanes. The Rockaway Beach and Boardwalk vehicle entrance (approximately 300 feet southeast of the Beach 13th Street Site vehicle entrance) is accessed by Saegirt Boulevard's eastbound lanes and would not be affected by vehicles entering and exiting the Beach 13th Street Site parking lot. In addition, the proposed project would not result in any visual impacts to, or cast shadows on, this open space resource. Apart from the Beach 13th Street Site's proximity to the Rockaway Beach and Boardwalk, the development sites are not located adjacent to any other waterfront pubic open spaces and are not located directly on, or immediately adjacent to, the coastline and therefore have no potential to provide new waterfront open space, visual access, or directly affect public or visual access to any existing or potential waterfront public open space. As such, the proposed actions would have no effects related to public access to the City's coastal waters or to public open spaces.

Secondary Study Area

In addition to the public policies applicable to the primary study area that are identified above, the following public policies are applicable to the secondary study area.

The Greenway Plan for NYC

Directly south of the Beach 13th Street Site and within the secondary study area is the Rockaway Beach and Boardwalk, which is part of the 1993 Greenway Plan for NYC. The purpose of this plan was to develop an integrated system of pathways for pedestrians and bicyclists that would create new public recreational opportunities, increase the mobility of cyclists, walkers, and joggers, and enrich the lives of New Yorkers. Encompassed in this plan was 350 miles of greenways. The greenways were designed to serves as both recreational facilities and as part of the transportation infrastructure, thus seeking to promote environmentally sound transportation. They were also designed to run along both natural and manmade linear spaces, such as railroads, highways, rivers, waterfront areas, parks, and City streets.

As the area included in the Greenway Plan for NYC falls outside of the primary study area, it would not be directly affected by the proposed actions. The proposed actions would not alter or conflict with policies outlined in the Greenway Plan for NYC and no further analysis is warranted.

Historic Districts

As described in Attachment B, "Supplemental Screening," the S/NR listed Far Rockaway Beach Bungalow Historic District is located within the secondary study area to the south of the Fernside Place Site. The intent of the S/NR historic district is to protect the neighborhood character and unique architectural value of the Far Rockaway Beach Bungalow Historic District. Resources that are listed on the S/NR are given a measure of protection from the effects of federally sponsored or federally assisted projects under Section 106 of the National Historic Preservation Act. Although preservation is not mandated, federal agencies must attempt to avoid adverse impacts on such resources through a notice, review, or consulting process. Properties listed on the S/NR are similarly protected against impacts resulting from State-sponsored or State-assisted projects under the State Historic Preservation Act.

As the Far Rockaway Beach Bungalow Historic District falls outside of the primary study area, it would not be directly affected by the proposed actions. The proposed actions would not alter or conflict with the Far Rockaway Beach Bungalow Historic District's policies and no further analysis is warranted.

Conclusion

The proposed actions would not result in any significant adverse public policy impacts. The proposed actions consist of two related zoning map amendments to change the existing zoning on the development sites. The proposed actions would facilitate the development of 27 DU and approximately 12,023 gsf of local retail. The land use and zoning changes would not alter or conflict with the known public policies in the study area, as described above. As such, no further analysis of public policy is necessary.

V. DETAILED ASSESSMENT

Existing Conditions

Land Use

Primary Study Area

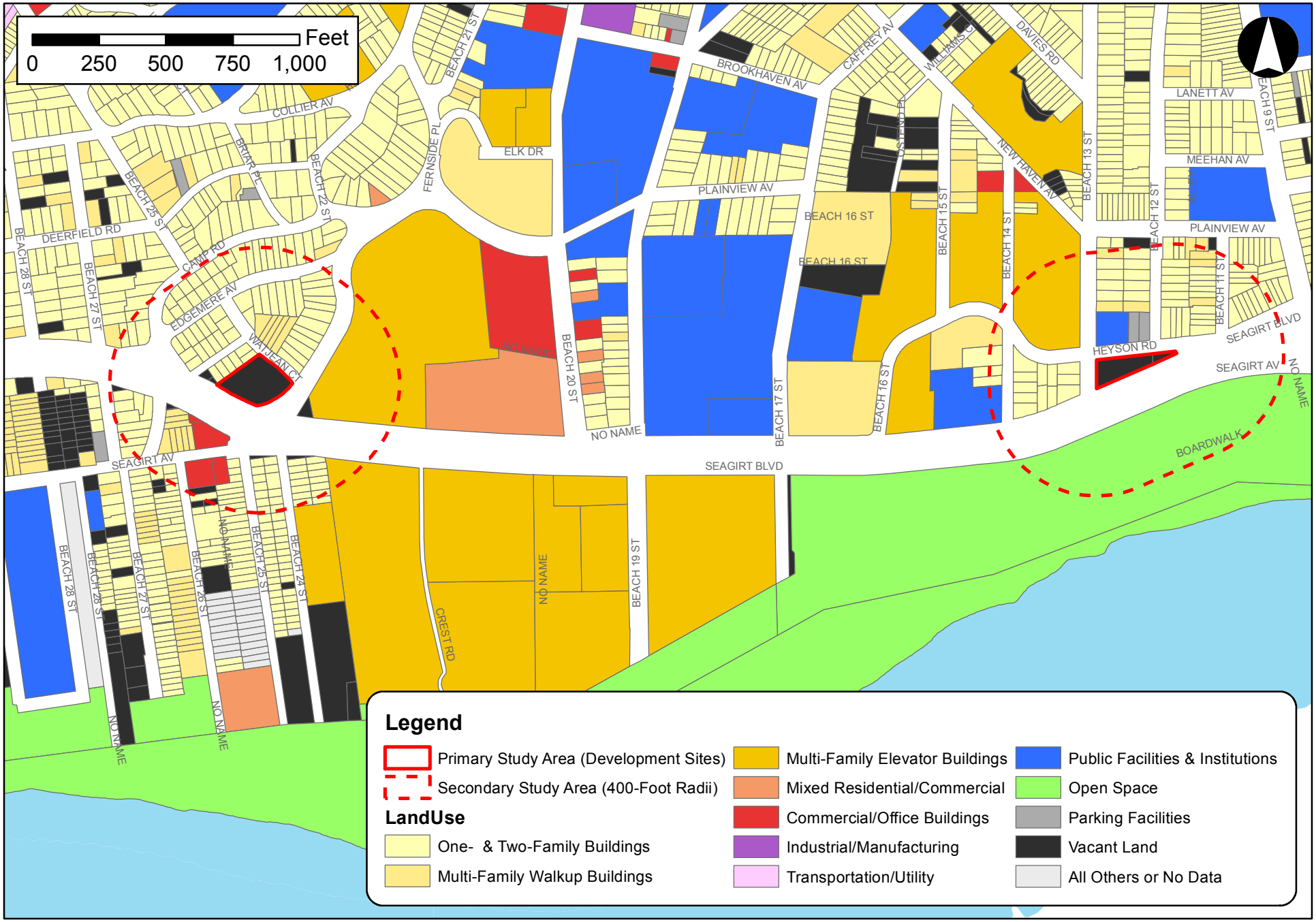
As noted above, the primary study area is comprised of two non-contiguous areas: Queens Block 15784, Lot 1 (the "Fernside Place Site") and Queens Block 15620, Lots 1 and 11 (the "Beach 13th Street Site"). The approximately 30,216-sf Fernside Place Site has approximately 170 feet of frontage on Seagirt Boulevard to the south, approximately 155 feet of frontage on Fernside Place to the east, and approximately 169 feet of frontage on Watjean Court to the north. The approximately 17,373-sf Beach 13th Street Site is a narrow triangular block with approximately 326 feet of frontage along Seagirt Boulevard to the south, approximately ten feet of frontage on Beach 12th Street to the east, approximately 296 feet of frontage on Heyson Road to the north, and approximately 107 feet of frontage on Beach 13th Street to the west As described in Attachment A, "Project Description," both of the development sites are currently vacant.

Secondary Study Area

As shown in Figure C-1, the 400-foot secondary study area encompasses two non-contiguous areas. The 400-foot radius around the Fernside Place Site (the "Fernside Place Site secondary study area subarea") generally extends to Beach 27th Street to the west, Camp Road to the north, mid-block between Fernside Place and Beach 20th Street to the east, and slightly beyond Seagirt Avenue to the south. The 400-foot radius around the Beach 13th Street Site (the "Beach 13th Street Site secondary study area subarea") generally extends to Beach 14th Street to the west, Plainview Avenue to the north, Beach 9th Street to the east, and the Rockaway Boardwalk to the south. A discussion of land uses within each of these non-contiguous secondary study area subareas is provided below.

Fernside Place Site Subarea

Table C-1 presents the land use breakdown of all lots within the Fernside Place Site secondary study area subarea. As indicated in the table, while 80 percent of the lots are comprised of one- and two-family residential buildings, in terms of lot area and building area, this use represents a significantly smaller percentage of study area land uses. While only comprising two lots to the east and southeast of the Fernside Place Site, the majority of the lot area (62 percent) and building area (79 percent) within the Fernside Place Site secondary study area subarea are comprised of multi-family elevator buildings. Both of the subarea multi-family elevator building residential complexes were constructed in 1952. Non-residential land uses present within the Fernside Place Site secondary study area subarea are limited to commercial uses and vacant land; family day care centers also operate out of several area residences. As indicated in Table C-1, commercial uses and vacant lots comprise 2.6 percent and 7.1 percent of the lots within the subarea. As indicated in Figure C-5, the four Fernside Place Site secondary study area subarea commercial lots are



Seagirt Boulevard Rezonings EAS

Figure C-5
Study Area Land Uses

located to the south of the Fernside Place Site along Seagirt Boulevard and Seagirt Avenue and comprise neighborhood-serving local retail uses, including a laundromat, grocery store, market, and restaurant. Vacant lots within the subarea comprise irregularly shaped lots along Seagirt Boulevard, which were formed as a result of the widening of the roadway in the 1960s. There are no other uses present within the Fernside Place Site secondary study area subarea.

Table C-1: Land Uses within 400 Feet of the Fernside Place Site

Land Use	Lots		Lot Area		Building Area	
	#	%	#	%	#	%
One & Two Family Buildings	125	80.1	313,769	30.5	160,131	15.8
Multi-Family Walkup Buildings	14	9.0	38,010	3.7	41,326	4.1
Multi-Family Elevator Buildings	2	1.3	640,500	62.3	796,274	78.8
Mixed Residential/Commercial	0	0.0	0	0.0	0	0.0
Commercial/Office Buildings	4	2.6	25,771	2.5	12,970	1.3
Industrial/Manufacturing	0	0.0	0	0.0	0	0.0
Transportation/Utility	0	0.0	0	0.0	0	0.0
Public Facilities & Institutions	0	0.0	0	0.0	0	0.0
Open Space	0	0.0	0	0.0	0	0.0
Parking Facilities	0	0.0	0	0.0	0	0.0
Vacant Land	11	7.1	9,718	0.9	0	0.0
Total	*156*	*100*	*1,027,768*	*100*	*1,010,701*	*100*

Source: 2014 PLUTO data.

Beach 13th Street Site Subarea

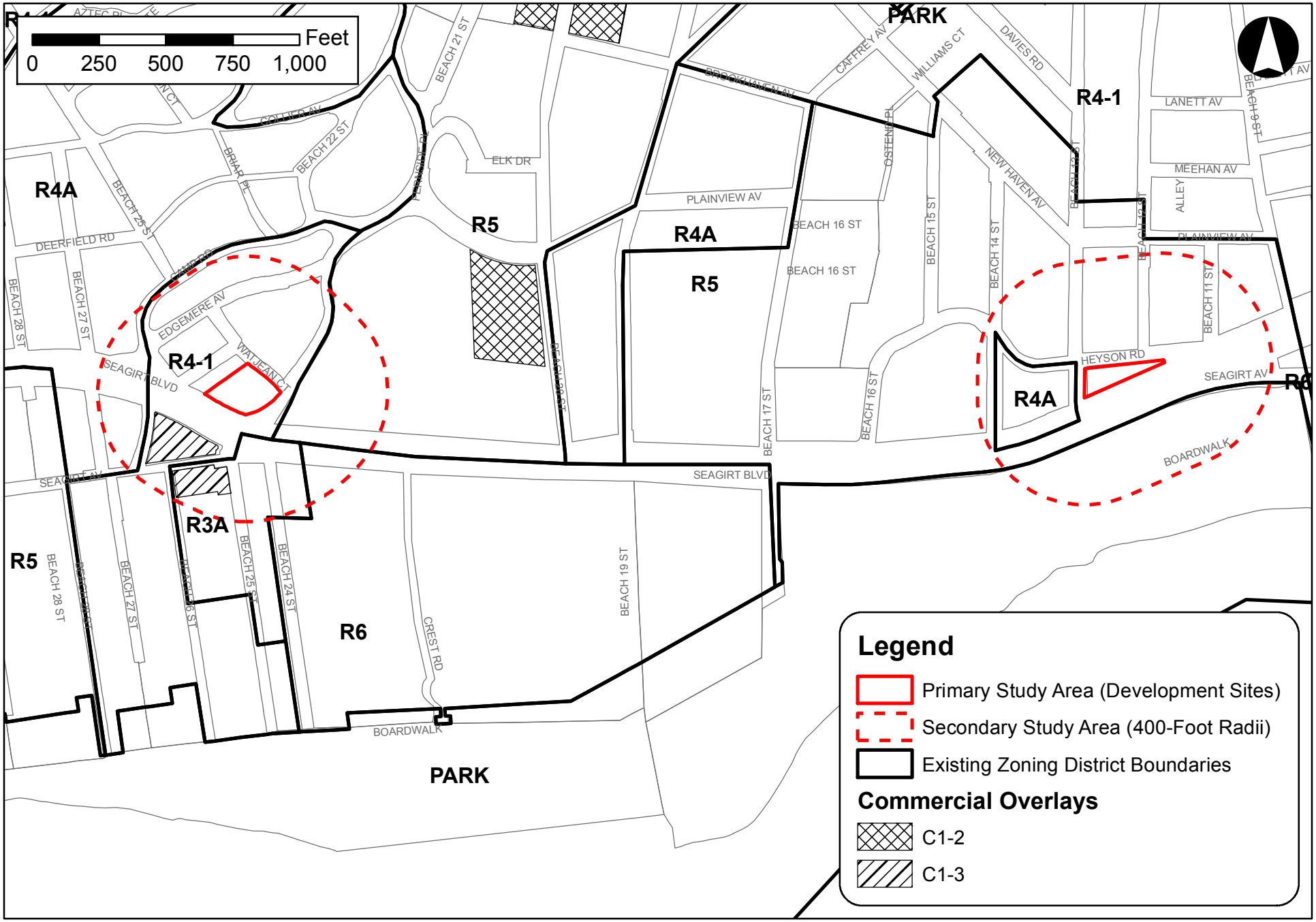
The Beach 13th Street Site secondary study area subarea land uses predominantly comprise residential, institutional, and open space uses. As shown in Table C-2, one-and two family residential buildings represent the highest percentage of the lots within the subarea, but represent a smaller percentage of the lot area (14.3 percent) and building area (24.5 percent). Public facilities and institutional uses, while only comprising two lots (to the north and west of Beach 13th Street Site), represent 19.2 percent of the building area. The two public facilities/institutions are the West Lawrence Care Center, a nursing home located at 1410 Seagirt Boulevard, and the Bais Yaakov Ateres Miriam private school, located directly north of the Beach 13th Street Site at 12-14 Heyson Road (see Figure C-5). Similarly, while only one lot within the Beach 13th Street Site secondary study area subarea is comprised of open space uses (Rockaway Beach and Boardwalk, located immediately south of Beach 13th Street Site), the lot totals 827,100 sf and represents 60.8 percent of the lot area within the subarea. The Rockaway Beach and Boardwalk features several active and passive open space amenities, as well as a concession stand.

Zoning

Primary Study Area

Fernside Place Site

As presented in Figure C-6, the Fernside Place Site is currently zoned R4-1. The Fernside Place Site was rezoned from R4 to R4-1 under the 2008 Rockaway Neighborhood Rezoning (CEQR No. 08DCP065Q). R4-1 zoning districts are contextual residential districts that permit only one- and two-family detached and semi-detached houses. The maximum permitted residential floor area ratio (FAR) in R4-1 districts is 0.9 (with a 0.15 attic allowance) and the maximum community facility FAR is 2.0. One off-street parking space is required for each DU in R4-1 districts. As the Fernside Place Site is currently vacant (FAR 0.0), the site is underbuilt for the allowable FAR.



Seagirt Boulevard Rezonings EAS

Figure C-6
Existing Zoning

Table C-2: Land Uses within 400 Feet of the Beach 13th Street Site

Land Use	Lots		Lot Area		Building Area	
	#	%	#	%	#	%
One & Two Family Buildings	59	75.6	194,959	14.3	139,744	24.5
Multi-Family Walkup Buildings	8	10.3	59,025	4.3	48,470	8.5
Multi-Family Elevator Buildings	2	2.6	203,450	14.9	264,6002	46.3
Mixed Residential/Commercial	1	1.3	3,143	0.2	2,968	0.5
Commercial/Office Buildings	0	0.0	0	0.0	0	0.0
Industrial/Manufacturing	0	0.0	0	0.0	0	0.0
Transportation/Utility	0	0.0	0	0.0	0	0.0
Public Facilities & Institutions	2	2.6	59,417	4.4	109,500	19.2
Open Space	1	1.3	827,100	60.8	6,077	1.1
Parking Facilities	0	0.0	0	0.0	0	0.0
Vacant Land	5	6.4	14,301	1.1	0	0.0
Total	*78*	*100*	*1,361,395*	*100*	*571,361*	*100*

Source: 2014 PLUTO data.

Beach 13th Street Site

The Beach 13th Street Site is currently zoned R5 (see Figure C-6). R5 districts allow a variety of housing and typically produce three- and four-story attached houses and small apartment houses that provide a transition between lower- and higher-density neighborhoods. The maximum permitted residential FAR in R5 districts is 1.25 and the maximum community facility FAR is 2.0. Off-street parking is required for 85 percent of the DU in R5 districts. As the Beach 13th Street Site is currently vacant (FAR 0.0), the site is underbuilt for the allowable FAR.

Secondary Study Area

Table C-3 provides a summary of the secondary study area zoning districts, which are described below.

Fernside Place Site Subarea

As shown in Figure C-6, existing zoning districts within the Fernside Place Site secondary study area subarea comprise lower and medium density residential districts, with two commercial overlays mapped within the subarea.

The remainder of Block 15784 as well as the blocks to the north and southwest of the Fernside Place Site are zoned R4-1. As noted above, R4-1 zoning districts are contextual residential districts that permit only one- and two-family detached and semi-detached houses. The maximum permitted residential FAR in R4-1 districts is 0.9 (with a 0.15 attic allowance) and the maximum community facility FAR of 2.0. An R4A contextual district, which has the same permitted maximum residential and community facility FAR as R4-1 districts, is mapped to the west of Camp Road (see Figure C-6). Semi-detached buildings are not permitted in R4A districts, unlike R4-1 districts.

To the south of the Fernside Place Site is a mapped R3A contextual district. As indicated in Table C-3, R3A contextual districts permit a maximum residential FAR of 0.6 (with a 20 percent attic allowance) and a maximum community facility FAR of 1.0. Similar to R4A districts, the only permitted housing types in R3A districts are single-family and two-family detached houses.

R5 and R6 residential districts are mapped to the east of the Fernside Place Site (see Figure C-6). As presented in Table C-3, R5 districts have a maximum residential FAR of 1.25 and a maximum community

facility FAR of 2.0 and typically serve as a transition between lower- and higher-density neighborhoods. On blocks entirely within an R5 district, optional regulations may be used to develop infill housing in "predominantly-built up areas" (i.e., if at least 50 percent of the area of the block is occupied by zoning lots developed with buildings). On sites that qualify for infill housing, the higher FAR of 1.65 and more relaxed parking requirements permit developments with greater bulk and more DU than otherwise permitted in R5 districts.

Table C-3: Existing Zoning Districts within the Secondary Study Area

Name	Definition/General Use	Maximum FAR
Residential Districts		
R3A	Characteristic of many of the City's older neighborhoods, R3A contextual districts feature modest single- and two-family detached residences.	R: 0.6[1]; C:0.0; CF: 1.0; M: 0.0
R4-1	R4-1 contextual districts permit only one- and two-family detached and semi-detached houses that tend to be larger than those in R3-1 districts.	R: 0.9[1]; C: 0.0; CF: 2.0; M: 0.0
R4A	R4A contextual districts are similar to R3A and R3X districts in that only one- and two-family detached residences are permitted. Differences in FAR and minimum required lot size, however, result in variation in the typical building envelope found in each districts.	R: 0.9[1]; C: 0.0; CF: 2.0; M: 0.0
R5	R5 districts allow a variety of housing at a higher degree than permitted in R3-2 and R4 districts and typically produce three- and four-story attached houses and small apartment houses. R5 districts provide a transition between lower- and higher-density neighborhoods.	R: 1.25[2]; C: 0.0; CF: 2.0; M: 0.0
R6	R6 districts are widely mapped in built-up, medium-density areas. Developers can choose between Height Factor and Quality Housing Bulk regulations.	R: 0.78-2.43; C: 0.0; CF: 4.8; M: 0.0
Commercial Overlays		
C1-3	C1 commercial overlays are mapped within residential districts along streets that serve local retail needs. In mixed-use buildings, commercial uses are limited to one or two floors and must always be located below the residential uses.	R & CF: Same as underlying R district: C: 1.0 within R1-R5 districts & 2.0 within R6-R10 districts; M: 0.0

Source: *Zoning Resolution of the City of New York*
Notes:
R=Residential; C=Commercial; CF=Community Facility; M=Manufacturing
[1] Includes zoning allowance of 20 percent.
[2] On blocks entirely within an R5 district, optional Infill regulations may be used to develop higher density residential buildings in predominantly built-up areas. The maximum residential FAR may be increased to 1.65 in R5 districts where Infill regulations apply.

R6 districts are medium density residential districts that permit a maximum residential FAR of up to 2.43 and a maximum community facility FAR of 4.8. R6 zoning districts are widely mapped in built-up medium density areas and permit developers to choose between two sets of bulk regulations: Height Factor regulations and Quality Housing regulations. 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 within height limits that often reflect the scale of older, pre-1961 apartment buildings.

C1-3 commercial overlays are mapped on all, or portions, of two blocks to the south of the Fernside Place Site. C1-3 commercial overlays permit up to 1.0 FAR of commercial uses within the R4-1 and R3A districts in which they are mapped in the subarea. In mixed-use buildings, commercial uses are limited to one to two floors and must always be located below residential uses.

Beach 13th Street Site Subarea

As shown in Figure C-6, the majority of the Beach 13th Street Site secondary study area subarea is mapped R5. As described above, R5 districts allow a variety of housing and typically produce three- and four-story attached houses and small apartment houses that provide a transition between lower- and higher-density neighborhoods. The maximum permitted residential FAR in R5 districts is 1.25 and the maximum community facility FAR of 2.0. The block immediately west of the Beach 13th Street Site is mapped R4A, which, as noted above, has a lower maximum permitted FAR than R5 districts, with up to 0.9 FAR of residential uses and up to 2.0 FAR of community facility uses permitted as-of-right. The area to the south of the Beach 13th Street Site is mapped parkland (refer to Figure C-6).

Future without the Proposed Actions (No-Action Condition)

Land Use

Primary Study Area

In the 2018 future without the proposed actions, the primary study area would not change from existing conditions. The two development sites would remain vacant.

Secondary Study Area

Based on a site visit conducted in April 2015 and a review of secondary sources, including the New York City Department of Building's (DOB's) Building Information System (BIS) and the New York City Department of City Planning's Land Use and CEQR Application Tracking System (LUCATS), there are no known developments anticipated in the secondary study area by the 2018 analysis year.

Zoning

Primary Study Area

In the future without the proposed actions, the development sites' existing zoning would remain. The Fernside Place Site would continue to be zoned R4-1 and the Beach 13th Street Site would remain zoned R5.

Secondary Study Area

There are no zoning changes anticipated in the secondary study area by the 2018 analysis year.

Future with the Proposed Actions (With-Action Condition)

Land Use

Primary Study Area

In the future with the proposed actions, the development sites' existing vacant land would be replaced with new construction. As described in Attachment A, "Project Description," the applicant is proposing to develop the two development sites with a total of approximately 31,850 gsf of residential floor area (27 DU), approximately 12,023 gsf of retail, and 59 accessory parking spaces. The proposed developments on the Fernside Place Site and the Beach 13th Street Site, respectively, are described below.

Fernside Place Site

The Fernside Place Site would be developed with two freestanding buildings: a 5,629-gsf single-story retail building fronting on Seagirt Boulevard and a five-story 31,850-gsf multi-family residential building with 27 DU fronting on Watjean Court. The Fernside Place Site would also include 43 at-grade parking spaces; 14 parking spaces would be accessory to the proposed retail uses, and 29 spaces would be accessory to the proposed residential uses. The Fernside Place Site development would include 0.99 FAR of residential uses and approximately 0.18 FAR of commercial uses, for a total FAR of 1.17.

Beach 13th Street Site

As described in Attachment A, "Project Description," the applicant would construct a 6,394-gsf single-story retail development on the Beach 13th Street Site (Block 15620, Lots 1 and 11). The Beach 13th Street Site development would also include 16 accessory parking spaces. The Beach 13th Street Site development would have a total commercial FAR of 0.37.

Secondary Study Area

The proposed actions would not result in any changes in land uses in the secondary study area.

Assessment

The land uses proposed for the two development sites would be consistent with and supportive of the existing land uses found in the secondary study area. As compared to No-Action conditions, in which the development sites would not be redeveloped and would remain vacant, with the proposed actions, the development sites would be fully developed, creating a more cohesive urban environment. Overall, the proposed actions would not adversely affect existing land use patterns and trends. The incremental residential units on the Fernside Place Site would be consistent with the residential uses found in the surrounding, which include a mix of single-family residences and larger multi-family residential buildings. The new 1.17 FAR and 0.37 FAR developments on the Fernside Place Site and the Beach 13th Street Site would be at a density compatible with existing uses in the secondary study area. In addition, the uses generated by the proposed actions would not result in a substantial change to the study area as compared to the No-Action condition. As described above, the secondary study area is a predominantly residential neighborhood, with other uses, including commercial, open space, and institutional uses, also found throughout. The proposed local retail uses in the future with the proposed actions would provide goods and services to both serve residents of the primary and secondary study area and visitors of the secondary study area's Rockaway Beach and Boardwalk.

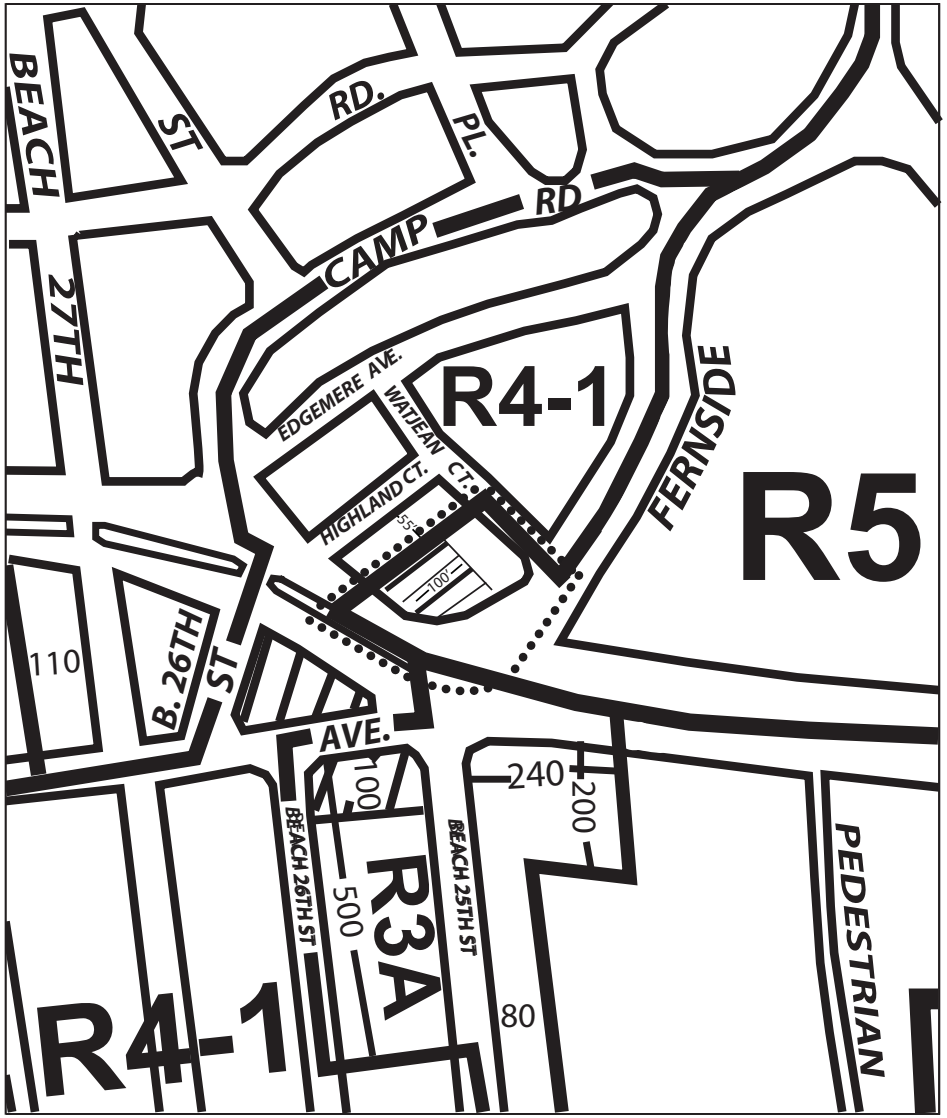
Zoning

Primary Study Area

In the future with the proposed actions, the two development sites comprising the primary study area would be rezoned. As described in Attachment A, "Project Description," the proposed actions consist of two related zoning map amendments. The first rezoning action (ULURP No. 160033ZMQ) would map a C1-3 commercial overlay over an existing R5 district on Queens Block 15620, Lots 1 and 11 (the "Beach 13th Street Site"). The second rezoning action (ULURP No. 160351ZMQ) would rezone Queens Block 15784, Lot 1 (the "Fernside Place Site") from R4-1 to R5 with a C1-3 commercial overlay. Comparisons of the existing and proposed zoning are presented in Figures C-7a and C-7b.



CURRENT ZONING MAP



PROPOSED ZONING MAP - Area being rezoned is outlined with dotted lines
Changing an R4-1 district to a R5 and R5/C1-3 district

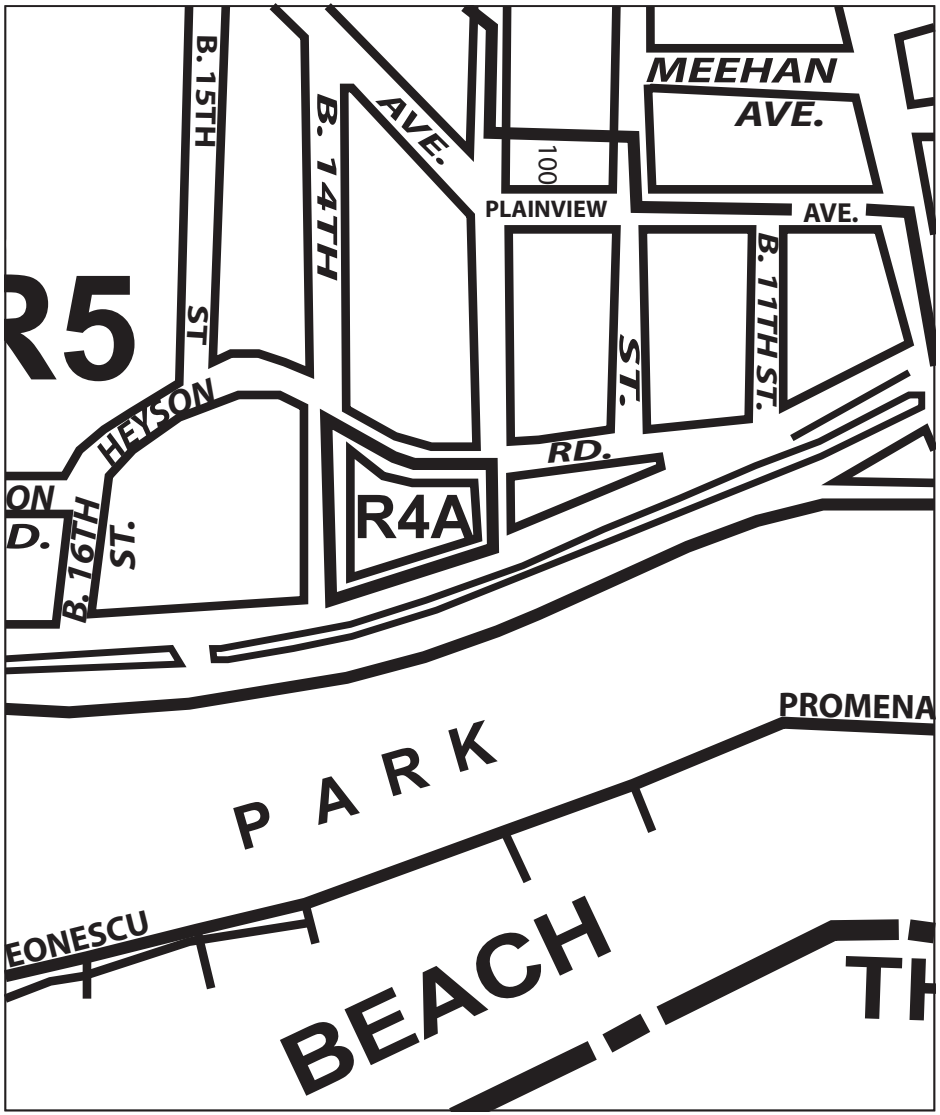
Seagirt Boulevard Rezonings EAS

Figure C-7a

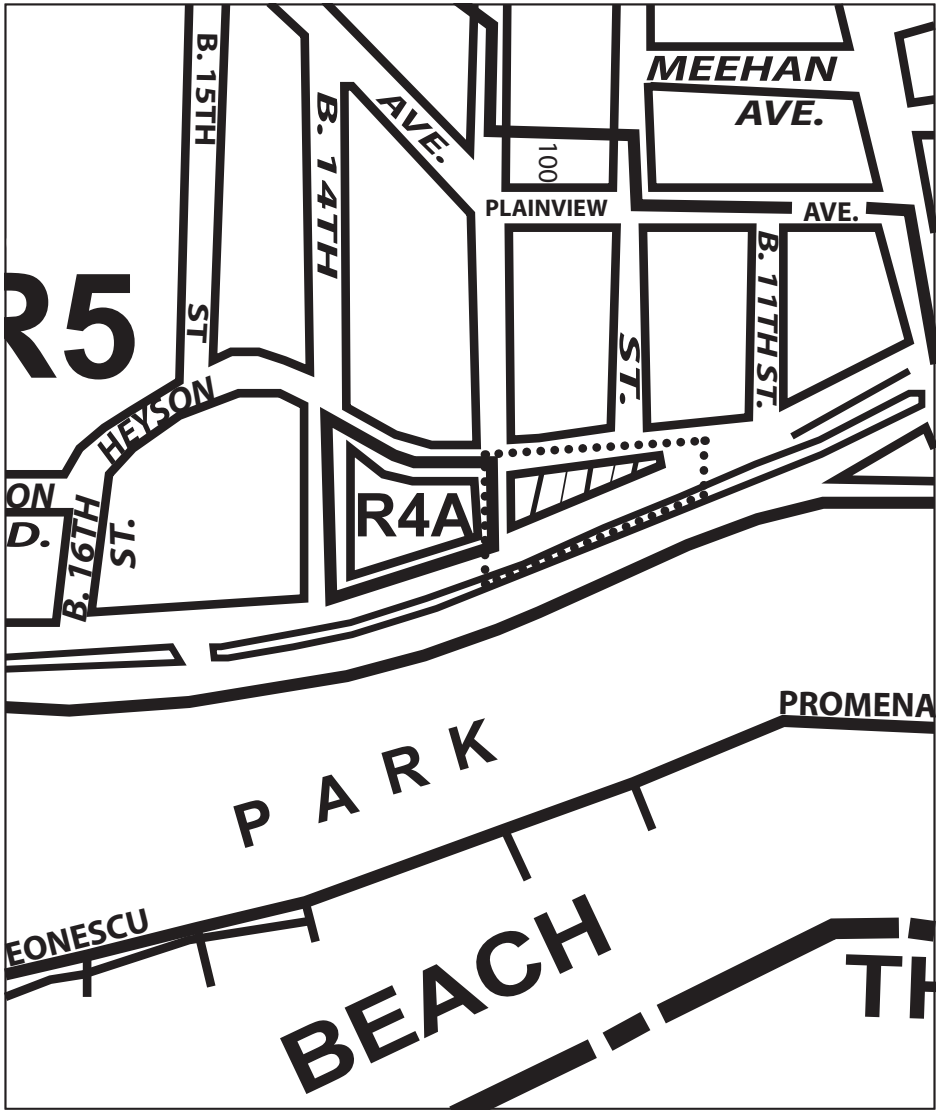
Existing and Proposed Zoning - Fernside Place Site

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

NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article VII, Chapter 6 (Location of District Boundaries) of the Zoning Resolution.



CURRENT ZONING MAP



PROPOSED ZONING MAP - Area being rezoned is outlined with dotted lines
Changing an R5 district to an R5/C1-3 district

Seagirt Boulevard Rezonings EAS **Figure C-7b**

Existing and Proposed Zoning - Beach 13th Street Site

R5 districts allow a variety of housing; typically three- and four-story attached houses and small apartment buildings transition between lower- and higher-density neighborhoods. R5 zoning district bulk regulations permit a maximum residential FAR of 1.25, a maximum community facility FAR of 2.0, maximum lot coverage of 55 percent, a maximum street wall height of 30 feet, and a maximum building height of 40 feet; parking is required for a minimum of 85 percent of dwelling units.

C1-3 districts are mapped within residential districts along streets that serve local retail needs. Commercial uses are permitted up to 1.0 FAR with one parking space per 400 zoning square feet (sf) of retail.

A comparison of the uses, maximum permitted FAR, and parking requirements under the existing and proposed zoning districts on the two development sites is provided in Table C-4, below. A description of these changes for each of the development sites is provided below.

Table C-4: Comparison of Existing and Proposed Zoning

	Fernside Place Site			**Beach 13th Street Site**	
	Existing R4-1	**Proposed R5**	**Proposed R5/C1-3**	**Existing R5**	**Proposed R5/C1-3**
Use Groups	1-4	1-4	1-6	1-4	1-6
Maximum FAR					
Residential	0.75	1.25	1.25	1.25	1.25
Community Facility	2.0	2.0	2.0	2.0	2.0
Commercial	0.0	0.0	1.0	0.0	1.0
Manufacturing	0.0	0.0	0.0	0.0	0.0
Parking	R: 100% of DU CF: Varies by Use	R: 85% of DU CF: Varies by Use	R: 85% of DU C: 1 per 400 sf CF: Varies by Use	R: 85% of DU CF: Varies by Use	R: 85% of DU C: 1 per 400 sf CF: Varies by Use

Source: *Zoning Resolution of the City of New York.*
Notes: R=Residential; C=Commercial; CF=Community Facility

Fernside Place Site

Under both existing and future With-Action conditions, Use Group 1-4 residential and community facility uses would be permitted on the Fernside Place Site. Under the proposed actions, the maximum permitted residential FAR would increase from 0.75 under existing conditions to 1.25 under With-Action conditions on the entirety of the project site. While accessory parking is required for 100 percent of the residential units under existing R4-1 zoning, under the proposed R5 zoning district, accessory residential parking spaces are required for 85 percent of the DU. No changes to the maximum permitted community facility FAR (2.0) would occur under the proposed actions.

In addition, while no commercial uses are permitted under the Fernside Place Site's existing zoning, the proposed C1-3 commercial overlay would permit Use Group 5 and 6 commercial uses up to 1.0 FAR on a portion of the development site. One parking space would be required for every 400 sf of commercial uses under the Fernside Place Site's proposed zoning. No manufacturing uses would be permitted on the Fernside Place Site under existing or future With-Action conditions.

Beach 13th Street Site

No changes to the Beach 13th Street Site maximum permitted residential and community facility FAR or their required parking would occur under the proposed actions. While no commercial uses are permitted under the Beach 13th Street Site's existing zoning, the proposed C1-3 commercial overlay would permit Use Group 5 and 6 commercial uses up to 1.0 FAR on the development site. One parking space would be

required for every 400 sf of commercial uses under the Beach 13th Street Sites's proposed zoning. No manufacturing uses would be permitted on the Beach 13th Street Site under existing or future With-Action conditions.

Secondary Study Area

The proposed actions would not result in any changes in zoning in the secondary study area.

Assessment

The proposed zoning text amendments would be site specific and would therefore only affect the primary study area. The modification within the rezoning area would be compatible with zoning in the surrounding area. In addition, the new developments on the Fernside Place Site and Beach 13th Street Site would comply with the regulations of the proposed R5 and R5/C1-3 zoning districts.

The R5 residential zoning district proposed for the Fernside Place Site would be consistent with the zoning to the block immediately to the east and would serve as a transition between the R4-1 and R4A districts to the north and west and the R6 district to the southeast. The proposed Fernside Place Site C1-3 commercial overlay would facilitate commercial development in an area where commercial uses already exist in close proximity. As described under existing conditions, there are several local businesses along Seagirt Boulevard and a C1-1 commercial overlay is mapped directly opposite the Fernside Place Site on the south side of Seagirt Boulevard. The proposed C1-3 commercial overlay on the Beach 13th Street Site would be appropriate given the site's location along a major thoroughfare and its proximity to a primary entry point to the eastern segment of Rockaway Beach and Boardwalk and its associated concession stand.

ATTACHMENT D
SHADOWS

I. INTRODUCTION

According to the 2014 *City Environmental Quality Review* (CEQR) *Technical Manual*, an adverse shadow impact is considered to occur when the incremental shadow from a proposed development falls on a sunlight-sensitive resource and substantially reduces or completely eliminates direct sunlight exposure, thereby significantly altering the public's use of the resource or threatens the viability of vegetation or other resources. Pursuant to *CEQR Technical Manual* guidelines, sunlight-sensitive resources of concern are those resources that depend on sunlight, or for which direct sunlight is necessary to maintain the resource's usability or architectural integrity. Sunlight-sensitive resources can include publicly accessible open space, architectural resources, natural resources, and Greenstreets. In general, shadows on city streets, sidewalks, buildings, or project-generated open spaces are not considered significant under CEQR. In addition, shadows occurring within an hour and a half of sunrise or sunset generally are not considered significant under CEQR.

According to the *CEQR Technical Manual*, a shadow assessment is required only if a project would result in structures (or additions to existing structures) of 50 feet or more and/or be located adjacent to, or across the street from, a sunlight-sensitive resource. As the proposed action would facilitate the development of new residential and retail buildings across the street from an existing sunlight-sensitive resource, a shadows assessment is required in order to determine whether the proposed action would result in new shadows long enough to reach any of the resources at any time of year.

II. PRINCIPAL CONCLUSIONS

Based on the detailed shadows analysis, the proposed Fernside Place development is expected to cast incremental shadows on the Fernside Place Greenstreet during the May 6/August 6 and June 21 analysis days; there would be no incremental shadows cast on this open space resource on the other two representative analysis days. On May 6/August 6, incremental shadows would cover small northern portions of the Greenstreet for approximately 54 minutes, and on June 21, incremental shadows would again cover northern portions of the Greenstreet, lasting for approximately 1 hour and 27 minutes. The affected areas would include shrubs and plantings; no benches or seating areas are located within the Greenstreet. While the affected areas are comprised of shrubs and plantings, the open space would still receive adequate sunlight during the growing season (at least the four to six hours specified in the *CEQR Technical Manual*) and vegetation would not be affected. Therefore, the effects of shadow coverage on this Greenstreet would be essentially the same with or without the proposed development and no significant adverse shadow impacts on the Fernside Place Greenstreet are anticipated.

III. METHODOLOGY

First, a preliminary screening assessment must be conducted to ascertain whether the shadows resulting from the proposed project could reach any sunlight-sensitive resources at any time of year. The preliminary screening assessment consists of three tiers of analysis. The first tier identifies the longest shadow study area based on the maximum height of the structure(s) resulting from the proposed project. 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 generated shadows by accounting for a specific range of angles that can never receive shade in New York City due to the path of the sun in the northern hemisphere. 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 looking at specific representative days of the year and determining the maximum extent of shadows 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 shadows resulting from the proposed project. The detailed analysis accounts for existing shadows cast by intervening and surrounding buildings and 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.

IV. PRELIMINARY SCREENING

Tier 1 Screening Assessment

According to the *CEQR Technical Manual*, the longest shadow a structure will cast in New York City, except for periods close to dawn or dusk, is 4.3 times its height and occurs on December 21 (the winter solstice). As outlined in Attachment A, "Project Description," under the reasonable worst-case development scenario (RWCDS), the Fernside Place Site would be developed with a one-story retail building with a maximum height of approximately 15 feet and a five-story residential building with a maximum height of approximately 40 feet; and the Beach 13th Street Site would be developed with a one-story retail building with a maximum height of approximately 15 feet. As such, the maximum shadow that could be cast by the RWCDS Fernside Place Site retail and residential buildings would be approximately 64.5 feet and 172 feet in length, respectively, and the maximum height that could be cast by the RWCDS Beach 13th Street Site building would be approximately 64.5 feet in length, as shown in Figures D-1a and D-1b.

As presented in Figures D-1a and D-1b, while no sunlight-sensitive resources fall within the Beach 13th Street Site building's maximum shadow radius, the existing Greenstreet to the east of the Fernside Place Site is within the Fernside Place Site residential building's maximum shadow radius. Therefore, a Tier 2 Screening Assessment is warranted.

Tier 2 Screening Assessment

According to the *CEQR Technical Manual*, shadows cast by buildings fall to the north, east, and west. In New York City, the shadow area is between -108 degrees from true north and +108 degrees from true north. Conversely, any area lying to the south of a site in the triangular area beyond these angles cannot be shaded by a proposed project. The purpose of a Tier 2 screening is to determine whether the sunlight-sensitive resources identified in the Tier 1 screening lie within the portion of the longest shadow study area that potentially can be shaded as a result of the proposed action.

As indicated in Figure D-1a, based on the Tier 2 screening, it cannot be ruled out that the Fernside Place Site residential building would cast shadows on the northern portion of the adjacent Greenstreet on Fernside Place. As such, a Tier 3 screening assessment is warranted and has been provided below.

Tier 3 Screening Assessment

According to the *CEQR Technical Manual*, a Tier 3 screening assessment should be performed to determine if, in the absence of intervening buildings, shadows resulting from a proposed project could reach a sunlight-sensitive resources, thereby warranting a detailed shadow analysis. The Tier 3 screening assessment is used

Figure D-1a

Tier 1 & Tier 2 Shadows Screening - Fernside Place Site

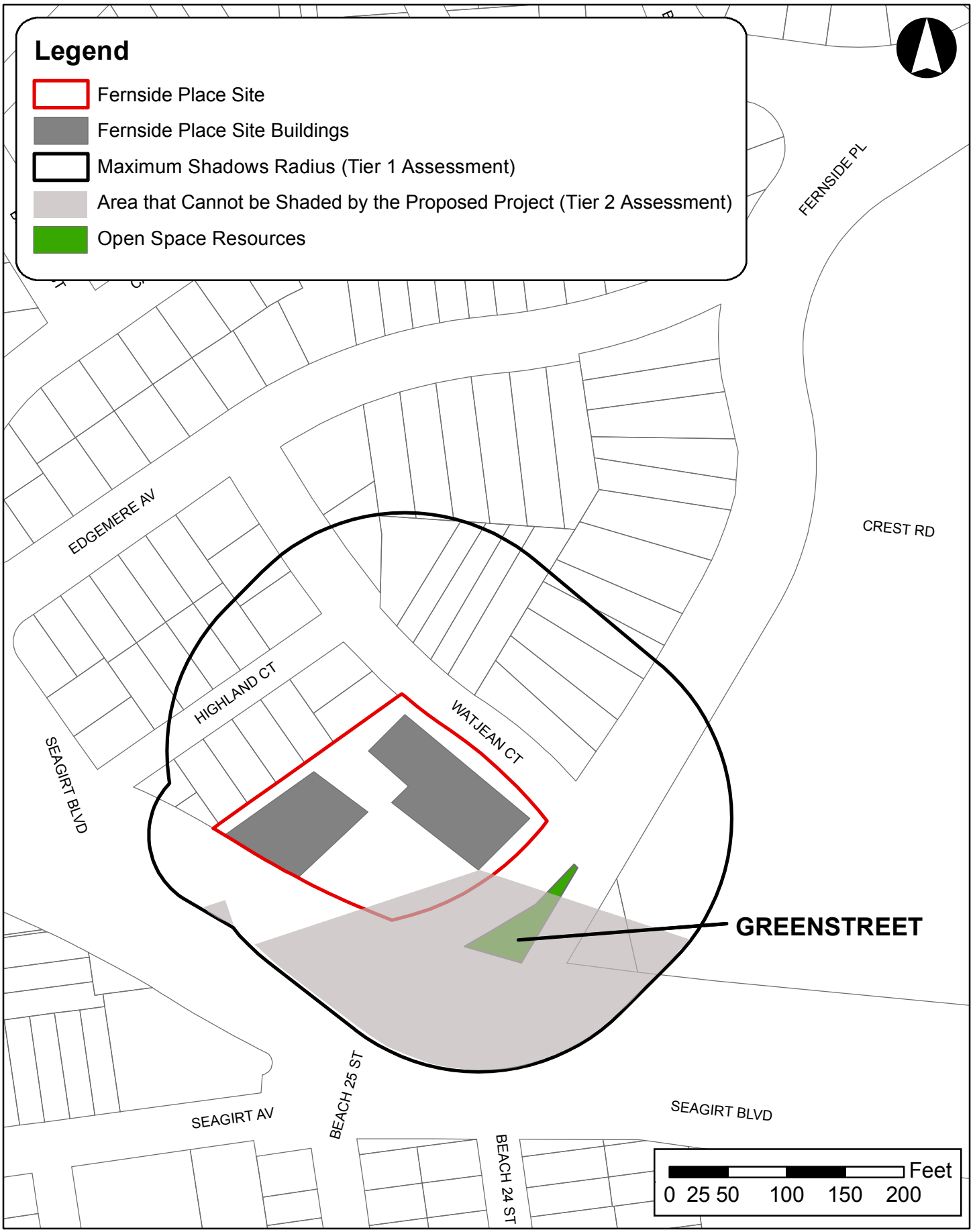
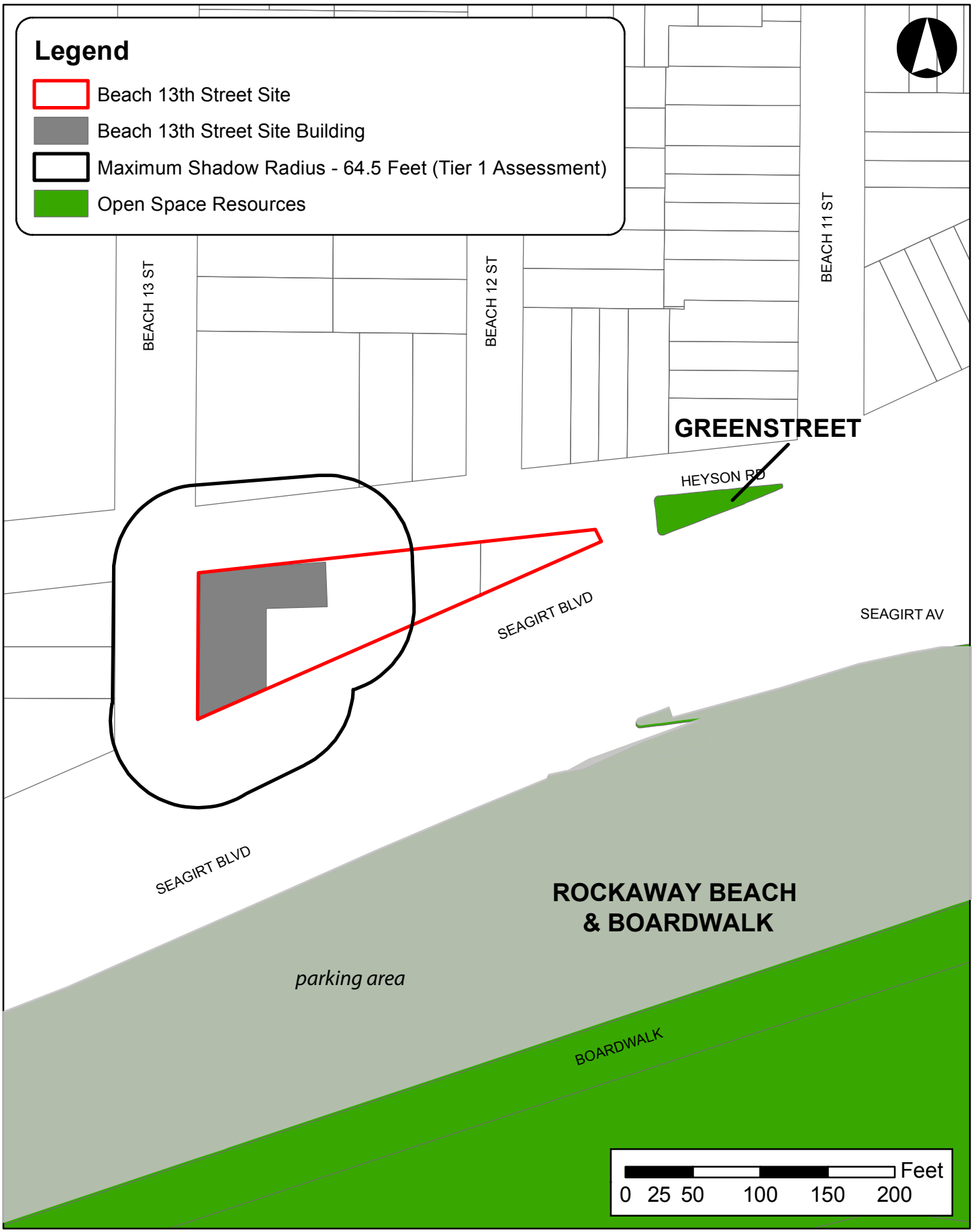


Figure D-1b

Tier 1 Shadows Screening - Beach 13th Street Site



to determine if shadows resulting from a proposed project could reach a sunlight-sensitive resource at any time between 1.5 hours after sunrise and 1.5 hours before sunset on representative analysis days.

Based on the Tier 1 and Tier 2 screening assessments presented above, a Tier 3 assessment was performed to determine whether shadows from the proposed Fernside Place Site development could reach the adjacent Greenstreet (in the absence of intervening buildings) between 1.5 hours after sunrise and 1.5 hours before sunset on the representative analysis days. The Tier 3 assessment was performed using three dimensional (3D) computer mapping software, which calculates and displays project-generated shadows on individual representative analysis dates. The model included 3D representations of the elements in the base map used in the preceding assessments and a 3D model of the proposed Fernside Place Site development. At this stage of the assessment, surrounding buildings within the study area were not included in the model so that it may be determined whether project-generated shadows would reach the Greenstreet.

The Tier 3 assessment showed that the proposed Fernside Place Site development would reach the Fernside Place Greenstreet on two of the four representative analysis days and a detailed shadow analysis is required (see Figures D-2 through D-5).

V. DETAILED ANALYSIS OF SHADOW IMPACTS

The purpose of the detailed analysis is to determine the extent and duration of new incremental shadows that fall on sunlight-sensitive resources as a result of the project, and to assess their effects. A baseline or future condition without the proposed action is established, containing existing buildings and sunlight-sensitive resources and any future developments planned in the area, to illustrate the baseline shadows from buildings and other structures in the study area defined in the preliminary assessment. The future condition with the proposed action and its shadows can then be compared to the baseline condition with shadows from the future without the proposed action, to determine the incremental shadows that would result with the proposed development.

Detailed Shadows Analysis

Per *CEQR Technical Manual* guidelines, shadow analyses were performed for the one open space resource identified above on four representative days of the year: March 21/September 21, the equinoxes; May 6, the midpoint between the summer solstice and the equinox (and equivalent to August 6); June 21, the summer solstice and the longest day of the year; and December 21, the winter solstice and shortest day of the year. These four representative days indicate the range of potential shadows over the course of the year. *CEQR Technical Manual* guidelines define the temporal limits of a shadow analysis period to fall from an hour and a half after sunrise to an hour and a half before sunset. As discussed above, the results of the shadow analysis show the incremental difference in shadows between the No-Action and With-Action scenarios (see Table D-1). Table D-1 summarizes the entry and exit times and total duration of incremental shadows on the affected sun-sensitive resource.

Table D-1: Duration of Shadows on Sunlight Sensitive Resources (Increment Compared to No-Action)

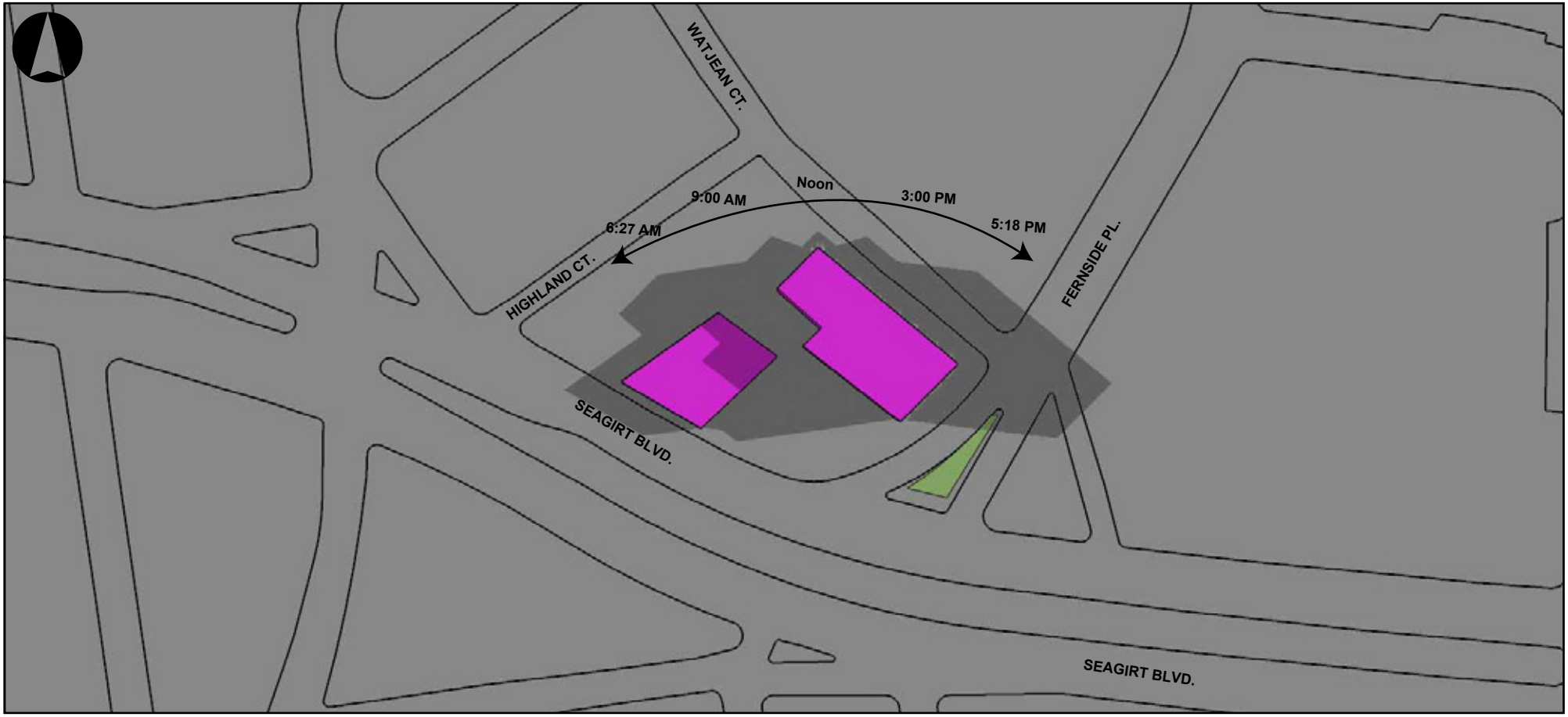
	Analysis Day	**March 21/Sept. 21**	**May 6/August 6**	**June 21**	**December 21**
		7:36 AM – 4:29 PM	**6:27 AM – 5:18 PM**	**5:57 AM – 6:01 PM**	**8:51 AM – 2:53 PM**
Fernside Place Greenstreet	Shadow enter-exit time		4:24 – 5:18 PM	4:34 – 6:01 PM	
	Incremental shadow duration		54 minutes	1 hour 27 minutes	

Note: All times are Eastern Standard Time; Daylight Savings Time was not accounted for per *CEQR Technical Manual* guidelines. Table indicates the entry and exit times and total duration of incremental shadow for each sunlight-sensitive resource.



Fernside Pl. Site Development

Sunlight-Sensitive Open Spaces


WATJEAN CT.
HIGHLAND CT.
FERNSIDE PL.
SEAGIRT BLVD.
SEAGIRT BLVD.
6:27 AM
9:00 AM
Noon
3:00 PM
5:18 PM
Fernside Pl. Site Development
Sunlight-Sensitive Open Spaces



Fernside Pl. Site Development

Sunlight-Sensitive Open Spaces



Fernside Pl. Site Development

Sunlight-Sensitive Open Spaces

As shown in Table D-1, the proposed Fernside Place Site development would increase shadow coverage at the Fernside Place Greenstreet on two of the four representative analysis days. Figures D-6 and D-7 show the representative project-generated incremental shadows on the Greenstreet. As shadows are in constant motion, Figures D-6 and D-7 illustrate the extent of additional incremental shadow at particular moments in time, highlighted in red, and also show existing shadows and remaining areas of sunlight.

It should be noted that, per the *CEQR Technical Manual*, all times reported herein are Eastern Standard Time and do not reflect adjustments for daylight savings time that are in effect from mid-March to early November. As such, the times reported in this attachment for March 21/September 21, May 6/August 6, and June 21 need to have one hour added to reflect the Eastern Daylight Saving Time.

Fernside Place Greenstreet

This open space resource is an approximately 0.02-acre planted median located on Fernside Place between Seagirt Boulevard and Watjean Court. The Greenstreet features shrubs, plantings, and a tree. There are no benches or other seating.

This open space resource would experience incremental shadow coverage during the May 6/August 6 and June 21 analysis days. There would be no incremental shadows cast on this open space resource on the other two representative analysis days. On May 6/August 6, incremental shadows would cover small northern portions of the Greenstreet for approximately 54 minutes from 4:24 to 5:18 PM (see Figure D-6). On June 21, incremental shadows would again cover northern portions of the Greenstreet, lasting for approximately 1 hour and 27 minutes, from 4:34 to 6:01 PM (see Figure D-7). The affected areas would include shrubs and plantings.

Assessment

While the affected areas are comprised of shrubs and plantings, the open space would still receive adequate sunlight during the growing season (at least the four to six hours specified in the *CEQR Technical Manual*) and vegetation would not be affected. Therefore, the effects of shadow coverage on this Greenstreet would be essentially the same with or without the proposed development and no significant adverse shadow impacts on the Fernside Place Greenstreet are anticipated.


Fernside Place Greenstreet
5:00 PM
Fernside Pl. Site Development
Open Space
Incremental Shadow

Figure D-7
Incremental Shadows on June 21



5:00 PM



6:00 PM

Fernside Pl. Site Development

Open Space

Incremental Shadow

ATTACHMENT E
URBAN DESIGN AND VISUAL RESOURCES

I. INTRODUCTION

This attachment considers the potential effects of the proposed actions and subsequent development on urban design and visual resources. As defined in the *City Environmental Quality Review* (CEQR) *Technical Manual*, urban design is the totality of components that may affect a pedestrian's experience of public space. Elements such as streets, buildings, visual resources, open space, natural resources, wind, and sunlight play an important role in the pedestrian experience. The proposed actions would facilitate the redevelopment of two vacant parcels along Seagirt Boulevard in the Far Rockaway neighborhood of Queens with residential and local retail uses.

In accordance with *CEQR Technical Manual* guidelines, the assessment focuses on the components of the proposed actions that may have the potential to alter the arrangement, appearance, and functionality of the built environment. As described in Attachment A, "Project Description," the proposed actions would facilitate the development of the two subject parcels with three buildings (two buildings on the Fernside Place Site and one building on the Beach 13th Street Site) totaling approximately 43,873 gross square feet (gsf), including 31,850 gsf of residential floor area (27 dwelling units (DU)), approximately 12,023 gsf of retail, and 59 accessory parking spaces (the "proposed project").

The proposed project is expected to completed and operational by 2018. In the absence of the proposed actions (the No-Action condition) it is assumed that the development sites would remain vacant, as under existing conditions. The effect of the proposed actions represents the incremental effect on conditions resulting from the net change in development between No-Action and With-Action conditions.

II. PRINCIPAL CONCLUSIONS

The proposed actions and subsequent development would not have a significant adverse impact on the area's urban design and visual resources. The proposed actions would facilitate new development, including residential and retail uses along a primary corridor of the Far Rockaway neighborhood. The proposed project would improve the urban design of the development sites by replacing vacant land with new buildings and landscaping that would enliven the streetscape. The proposed project would be consistent with and complement the existing building context, which includes a variety of residential building typologies, as well as retail and open space uses. While the development sites are located in proximity to the S/NR-listed Far Rockaway Beach Bungalow Historic District and the Rockaway Beach and Boardwalk, the proposed project would not block significant or unique views of any visual resources or obstruct important views or view corridors. It is expected that the proposed actions would have a beneficial impact on the urban design and visual resources of the primary and secondary study areas.

III. METHODLOGY

Pursuant to the *CEQR Technical Manual*, an assessment of urban design is appropriate when a project may have effects on one or more of the elements that contribute to the pedestrian experience of public space. The assessment focuses on the components of a proposed actions or project that may have the potential to alter the arrangement, appearance, and functionality of the built environment.

As described in the *CEQR Technical Manual*, a preliminary urban design analysis is appropriate when there is potential for a pedestrian to observe from the street level a physical alteration beyond that allowed by existing zoning. A preliminary analysis provides a "snapshot" of the project, comparing existing and future conditions with and without the proposed actions. The following analysis examines each of the elements that play an important role in the pedestrian experience, including street hierarchy and streetscape (including the arrangement and orientation of streets); building scale, form and arrangement; and natural features, open space, and topography.

Per criteria of Section 230 of the *CEQR Technical Manual* a wind condition analysis is not warranted for the proposed actions. The development sites are not located in a high wind location (such as along west and northwest-facing waterfronts) and the proposed project would not be of a "substantial size" that would have the potential to alter wind conditions.

The analysis is based on field visits, aerial views, photographs, and other graphic images of the development sites and surrounding area. Zoning calculations, including floor area calculations, building heights and lot coverage information is also provided.

The following preliminary analysis also considers the effects of the proposed project on the area's visual resources, which are generally considered to be important public view corridors, vistas, or natural or built features. Visual resources can include waterfront views, public parks, landmark structures or districts, or natural features, such as rivers or geologic formations.

Based on *CEQR Technical Manual* guidelines, the study area for urban design is the area where the project may influence land use patterns and the built environment. The urban design study area consists of both a primary study area (where urban design effects of the proposed actions are direct) and a secondary study area. For the purpose of this assessment, the primary study area encompasses the two development sites. Consistent with the analysis of land use, zoning, and public policy, the secondary study area for urban design resources has been defined as being within approximately 400 feet of the project area (see Figure E-1).

As stated in the *CEQR Technical Manual*, for visual resources, the view corridors within the study area from which such resources are publicly viewable should be identified. While the land use study area may serve as the initial basis for analysis, in many cases where significant visual resource exist, it may be appropriate to look beyond the land use study area to encompass views outside of the area, as if often the case with waterfront sites or sites within or near historic districts. For the purpose of this analysis, prominent visual resources (both within and outside of the urban design study area) that are visible from the project site and study area were identified. The primary view sheds of these visual resources that would be affected by construction of the proposed project were the focus of the visual resources analysis.

IV. PRELIMINARY ASSESSMENT

Existing Conditions

Primary Study Area

Urban Design

The primary study area is comprised of two non-contiguous sites: Queens Block 15784, Lot 1 (the Fernside Place Site) and Queens Block 15620, Lots 1 and 11 (the Beach 13th Street Site), both of which are located



Seagirt Boulevard Rezonings EAS

Figure E-1

Urban Design Study Area

on the north side of Seagirt Boulevard. Seagirt Boulevard is a two-way six-lane major roadway with a central planted median and parking on both sides. As described in Attachment A, "Project Description," both of the development sites are currently vacant and surrounded by chain link fencing.

The approximately 30,216-sf Fernside Place Site has approximately 170 feet of frontage on Seagirt Boulevard to the south, approximately 155 feet of frontage on Fernside Place to the east, and approximately 169 feet of frontage on Watjean Court to the north. The Fernside Place Site is slightly elevated above Seagirt Boulevard's northern sidewalk. A cinder block retaining wall in various states of disrepair lines the property along Seagirt Boulevard. Streetscape elements along Seagirt Boulevard's Fernside Place Site frontage are limited to standard bus stop and parking signage and a fire hydrant; there are no street trees along this portion of Seagirt Boulevard. Fernside Place (to the east of the Fernside Place Site) serves two-way traffic, with a Greenstreet separating the northbound and southbound traffic lanes at the roadway's intersection with Seagirt Boulevard. A narrow sidewalk with a planting strip lines the Fernside Place Site along its Fernside Place frontage. While there are no street trees planted along the western side of Fernside Place adjacent to the Fernside Place Site, existing trees along the border of the Fernside Place Site and the adjacent sidewalk provide shading on the Fernside Place sidewalk. Watjean Court, which runs along the northern border of the Fernside Place Site, serves one-way westbound traffic; there are no sidewalks along the Fernside Place Site's Watjean Court frontage. Photos of the Fernside Place Site are provided in Figure E-2.

The approximately 17,373-sf Beach 13th Street Site is a narrow triangular block with approximately 326 feet of frontage along Seagirt Boulevard to the south, approximately ten feet of frontage on Beach 12th Street to the east, approximately 296 feet of frontage on Heyson Road to the north, and approximately 107 feet of frontage on Beach 13th Street to the west. Beach 13th Street, Heyson Road, and Beach 12th Street are narrow local roadways; Heyson Road and Beach 13th Street serve two-way traffic, and the adjacent portion of Beach 12th Street is one-way southbound. Streetscape elements along the adjacent roadways are limited to standard parking signage and fire hydrants, with street trees only present along Seagirt Boulevard. The sidewalks along Heyson Road is currently in various stages of disrepair. Photos of the Beach 13th Street Site are provided in Figure E-3.

Visual Resources

While there are no visual resources within the primary study area, two visual resources are visible from within the primary study area: the S/NR-listed Far Rockaway Beach Bungalow Historic District is partially visible from the Fernside Place Site, and the Rockaway Beach and Boardwalk is partially visible from the Beach 13th Street Site.

As described in Attachment B, "Supplemental Screening," the S/NR-listed Far Rockaway Beach Bungalow Historic District comprises portions of Beach 24th, Beach 25th, and Beach 26th Streets and includes approximately 100 contributing summer bungalows constructed in 1921. The bungalows are all one and a half story wood-frame dwellings with gable, hipped, or clipped gable roofs. Only the northernmost portion of the Historic District is visible from the Fernside Place Site's southern (Seagirt Boulevard) and eastern (Fernside Place) frontages. As shown in Figure E-4, the Historic District is viewed within its broader context, which includes several taller buildings of up to 15 stories, as well as one-story retail buildings with surface parking.

The Rockaway Beach and Boardwalk is located to the south of the Beach 13th Street Site across Seagirt Boulevard and is visible along all of the parcel's frontages. Due to topographic variability and the presence of built structure within the park, views of this visual resource from the Beach 13th Street Site are generally limited to portions of its surface parking lot (see Figure E-4).

Figure E-2

Fernside Place Site



View southwest from the northwest corner of Seagirt Boulevard and Fernside Place



View northwest from Fernside Place south of Watjean Court.

Figure E-3

Beach 13th Street Site



View west from the intersection of Heyson Road and Beach 11th Street.



View southeast from the corner of Heyson Road and Beach 13th Street.



Far Rockaway Beach Bungalow Historic District - view south along Beach 25th Street from Seagirt Boulevard.



Rockaway Beach and Boardwalk - view south from Beach 13th Street Site

Secondary Study Area

As shown in Figure E-1, the 400-foot secondary study area encompasses two non-contiguous areas. The 400-foot radius around the Fernside Place Site (the "Fernside Place Site secondary study area subarea") generally extends to Beach 27th Street to the west, Camp Road to the north, mid-block between Fernside Place and Beach 20th Street to the east, and slightly beyond Seagirt Avenue to the south. The 400-foot radius around the Beach 13th Street Site (the "Beach 13th Street Site secondary study area subarea") generally extends to Beach 14th Street to the west, Plainview Avenue to the north, Beach 9th Street to the east, and the Rockaway Beach and Boardwalk to the south. A discussion of the urban design and visual resources of these non-contiguous secondary study area subareas is provided below.

Urban Design

Fernside Place Site Subarea

As shown in Figure E-5, the street network and block patterns in the Fernside Place Site secondary study area subarea does not follow a standard street grid or block pattern. Long north-south oriented blocks and two-way dead end streets lie to the south of Seagirt Avenue, larger blocks lie to the east of Fernside Place and Beach 24th Street, and irregularly shaped blocks and curvilinear roadways lie to the north of Seagirt Avenue. The largest roadway in the subarea is Seagirt Boulevard, a six-lane separated major thoroughfare with a central planted median. The only pedestrian crossing across Seagirt Boulevard in the subarea is at Camp Road. Narrow sidewalks generally line the Fernside Place Site secondary study area subarea's roadways, and there are no bicycle lanes within the subarea. Standard streetlights, parking and bus signage, and fire hydrants, are found throughout the Fernside Place Site secondary study area subarea, with street trees found intermittently within the subarea; construction equipment and traffic cones dominate the streetscape along Seagirt Avenue (see Figure E-6).

As described in Attachment C, "Land Use, Zoning, and Public Policy," the Fernside Place Site secondary study area subarea is predominantly comprised of residential uses, including one- and two-family homes and larger multi-family residential buildings; a cluster of commercial buildings lies to the south of Seagirt Boulevard (see Figure E-6). As shown in Figure E-5, buildings within the subarea range from one to over four stories in height, with the tallest buildings in the eastern portion of the subarea. Built floor area ratios (FARs) within the secondary study area range from less than 1.0 FAR to over 1.5 FAR (see Figure E-5); the highest FAR building in the subarea (at 2.64 FAR) is located at the northeast corner of the intersection of Edgemere Avenue and Camp Road.

The subarea buildings generally maintain consistent streetwalls setback from the street; residences along the western side of Camp Road vary in orientation, responding to the curve of the roadway (see Figure E-5). Front porches typify the one- and two-family houses founded in the subarea, and many of the front yards of the subarea's residential buildings are lined with decorative fencing and/or low brick or concrete retaining walls. Two exceptions to this trends are the six-story buildings east of Fernside Place, which was constructed in 1952 in the tower-in-the-park model with minimal street interaction (see Figure E-6) and a row of three-story multi-family residential buildings along the west side of Beach 26th Street (south of Seagirt Avenue), which were constructed in 2006 and is built to the street line.

Open spaces within the secondary study area are generally small. In addition to the Seagirt Boulevard central median, there are multiple Greenstreets and planted traffic triangles within the secondary study area at the junctures of adjacent roadways with this major thoroughfare. Other open space within the subarea includes private residential front yards and a surface parking lot accessory to an existing laundromat on the south side of Seagirt Boulevard (see Figure E-6).

Secondary Study Area Buildings - Fernside Place Site Subarea







View northeast on Highland Court north of Seagirt Boulevard.



Multi-family residential development on the east side of Fernside Place.



Commercial development on the south side of Seagirt Boulevard.



Construction on Seagirt Avenue (view east).

Beach 13th Street Site Subarea

The Beach 13th Street Site secondary study area subarea is comprised of seven blocks (or portions thereof). Seagirt Boulevard (a major thoroughfare, as described above) divides the northern and southern portions of the subarea, with smaller predominantly residential blocks to the north and one large block comprised of open space uses to the south (the Rockaway Beach and Boardwalk). Beach 11th, Beach 12th, and Beach 14th Streets are all minor approximately 40-foot wide roadways with parking on both sides; Heyson Road and Beach 13th Street are slightly wider. With the exception of Heyson Road, which is curved between Beach 13th and Beach 14th Streets, the remaining subarea streets are rectilinear, forming small trapezoidal blocks to the north of the Beach 13th Street Site (see Figure E-7). As indicated in Figure E-8, street trees are more prevalent in the Beach 13th Street Site subarea of the secondary study are, particularly north of Heyson Road.

As described in Attachment C, "Land Use, Zoning, and Public Policy," the Beach 13th Street Site secondary study area subarea land uses predominantly comprise residential, institutional, and open space uses. As indicated in Figure E-7, buildings within the Beach 13th Street Site secondary study area subarea range from one to over four stories and are generally setback from the street forming consistent streetwalls. Many of the buildings have planted front yards or parking areas, some of which are enclosed by decorative fencing (see Figure E-8). Two exceptions to the general building trends in the subarea are the multi-family residential building on the northwest corner of Heyson Road and Beach 13th Street and the Bais Yaakov Ateres Miriam private school at the northeast corner of Heyson Road and Beach 13th Street (shown in Figure E-8). The multi-family residential building was constructed in 1980, is the tallest building in the subarea at six stories, and has a significantly larger building footprint and building setback than the remaining buildings in the subarea. The private school at the northeast corner of the intersection has the highest FAR of the subarea (1.9 FAR) and is also notable for its large footprint, which gives the building a comparatively monumental character in relation to the surrounding lower density building stock.

The portion of the Rockaway Beach and Boardwalk that lies to the south of Seagirt Boulevard (within the subarea) is primarily comprised of parking lots; recently improved active recreation facilities, including a skate park, handball courts, and a basketball court are also within the subarea. The Boadwalk's parking lots are lined with grass strips, trees, and plantings. In addition to the Rockaway Beach and Boardwalk, open space within the Beach 13th Street Site secondary study area subarea includes two lots on the northwest corner of Heyson Road and Beach 12th Street that are used for parking for the adjacent Bais Yaakov Ateres Miriam private school, a Greenstreet to the east of the Beach 13th Street Site between Hesyon Road and Seagirt Boulevard, and private front yards.

Visual Resources

In addition to the aforementioned secondary study area visual resources that are visible from the primary study area, panoramic views of the Atlantic Ocean, the beach, and the dunes are provided from the Rockaway Beach and Boardwalk within the Beach 13th Street Site secondary study area subarea. Views of the water are limited north of the Boardwalk by topographic variability.

Future without the Proposed Actions (No-Action Condition)

As described in Attachment A, "Project Description," it is anticipated that no development would occur on the development sites in the 2018 future without the proposed actions. In addition, there are no known or anticipated developments in the secondary study area that are expected to be completed by 2018. As such, the urban design, visual resources, and view corridors within the primary and secondary study areas would remain as under existing conditions in the future No-Action condition.

Secondary Study Area Buildings - Beach 13th Street Site Subarea







View southwest on Beach 13th Street from Heyson Road.



Residential development at northwest corner of Beach 11th Street and Heyson Road.



Multi-family residential development on the northwest corner of Beach 13th Street and Heyson Road.



Bais Yaakov Ateres Miriam private school at the northeast corner of Beach 13th Street and Heyson Road.

Future with the Proposed Actions (With-Action Condition)

Primary Study Area

Urban Design

The proposed actions would change the appearance of the development sites by replacing vacant land with residential and retail buildings. While the change would be noticeable, it would not represent a significant adverse urban design impact per the *CEQR Technical Manual* impact criteria. A discussion of the development anticipated on the Fernside Place Site and the Beach 13th Street Site of the primary study area and the resulting changes to the primary study area's urban design is provided below.

Fernside Place Site

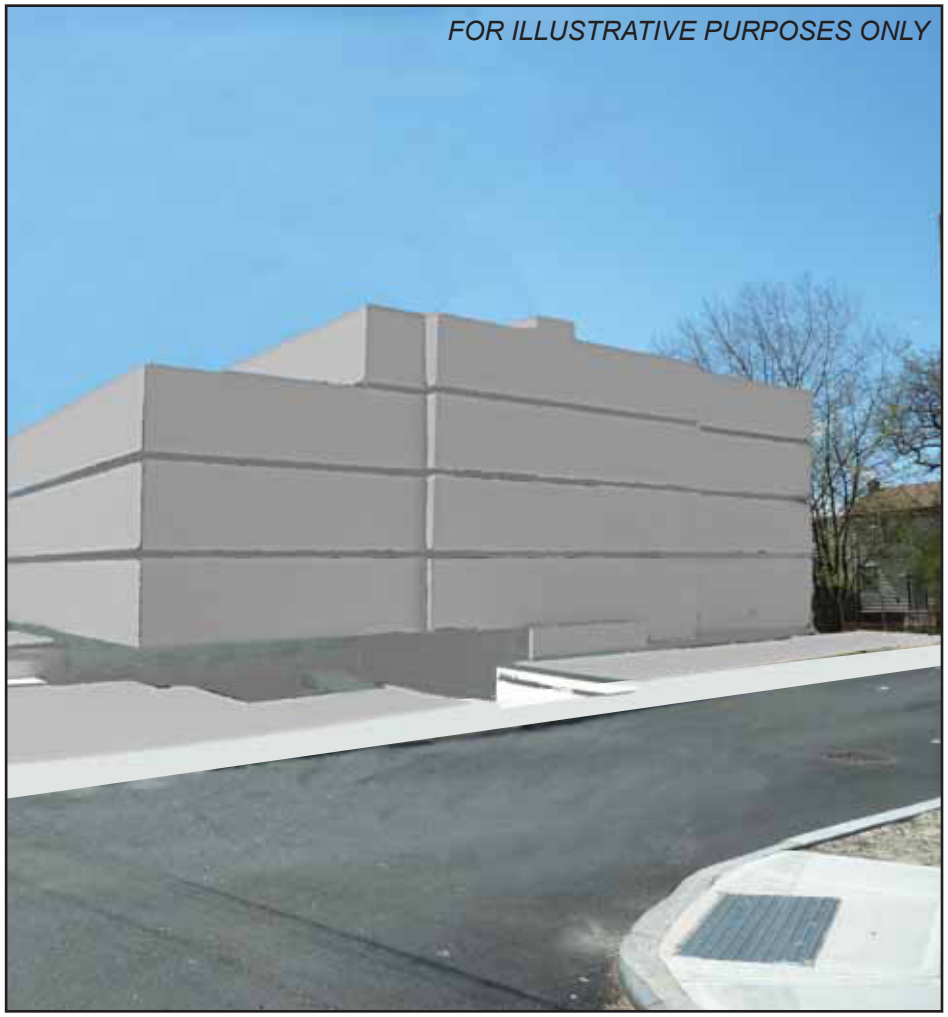
As facilitate by the proposed actions, the Fernside Place Site would be developed with two buildings: a five-story 27 DU residential building, which would front Watjean Court, and a one-story retail building, which would front Seagirt Boulevard. The Fernside Place Site residential building would be setback a minimum of ten feet from the Watjean Court street widening line and 10.4 feet from Fernside Place. As indicated in Figures E-9a and E-9b, while the Fernside Place Site residential building would comprise five stories, from the pedestrian perspective the building would be the equivalent of a four-story structure, as the first floor lobby would be constructed at a lower elevation than the adjacent Watjean Court (at approximately elevation 11). Above the 2,326-sf residential lobby, floors two through five would have larger footprints (ranging from 5,986 sf to 7,486 sf) creating an overhang under which the majority of the building's 29 accessory parking would be located. Access to the accessory garage would be provided via a 24-foot wide sloped entry/exit driveway on Watjean Court.

The Fernside Place Site's proposed retail building would have a larger building footprint than the development site's residential building, with a footprint (and total gsf) of 5,629 sf. The one-story retail building would be built to the street line along Seagirt Boulevard, with approximately 72.4 feet of frontage along this roadway. To the southeast of the proposed retail building, 14 surface accessory parking spaces would be provided, which would be accessed via a 24-foot wide entry/exit driveway along Seagirt Boulevard. Planting strips would be provided along the border of the parking area, separating the paved parking from the adjacent Seagirt Boulevard and Fernside Place sidewalks.

Overall, the proposed Fernside Place Site development would improve the urban design of the site, replacing an existing vacant lot along a significant neighborhood corridor with retail and residential development. The proposed residential building would serve as a transition between the two-story residential buildings which typify the areas to the west and the larger multi-family buildings found to the east of Fernside Place. The building's setback would be in keeping with the setbacks found on adjacent lots. Further, in orienting the Fernside Place Site residential development towards Watjean Court, the proposed project would maintain the residential character of the blocks to the north of Seagirt Boulevard. Locating the commercial building along Seagirt Boulevard would fill an existing void along this major corridor, replacing a fenced-in vacant lot with a more active retail streetscape. Further, in accordance with zoning regulations, street trees would be planted every 25 feet along the Fernside Place Site's Seagirt Boulevard, Fernside Place, and Watjean Court frontages, thereby improving the pedestrian environment as compared to existing conditions. As such, the proposed Fernside Place Site development would not represent a significant adverse urban design impact in the primary study area.



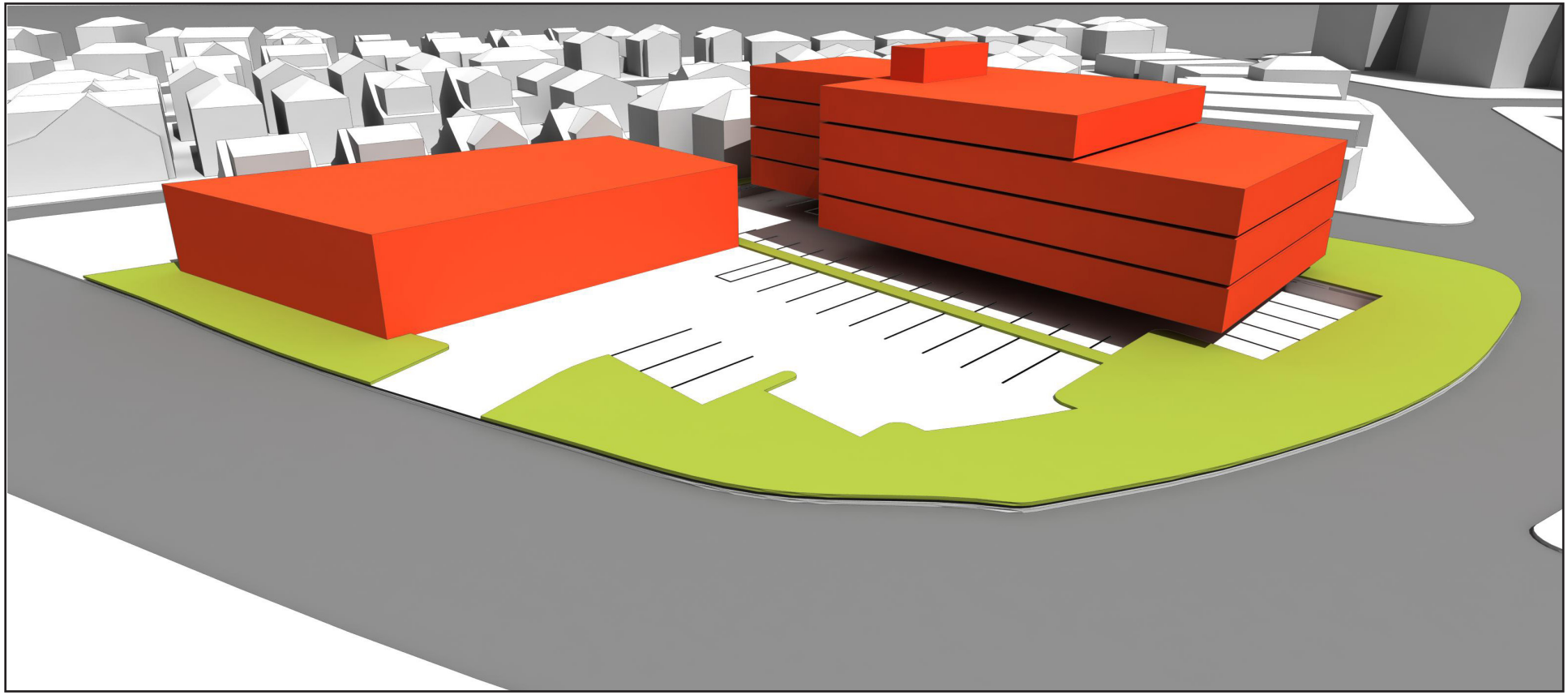
Existing/No-Action Conditions



With-Action Conditions

Seagirt Boulevard Rezonings EAS **Figure E-9a**

Comparison of Existing/No-Action and With-Action Conditions - View southwest from Watjean Court & Fernside Place



FOR ILLUSTRATIVE PURPOSES ONLY

Seagirt Boulevard Rezonings EAS

Figure E-9b

Illustrative Fernside Place Site Development Massing

Beach 13th Street Site

In the With-Action condition, the Beach 13th Street Site would be developed with a 6,394 gsf one-story retail building and 16 surface accessory parking spaces. As shown in Figures E-10a and E-10b, the building would be constructed on the westernmost portion of the lot and would be built to the street line along the entirety of Beach 13th Street and portions of Seagirt Boulevard and Heyson Road. One vehicle entry/exit driveway would be provided along Seagirt Boulevard to the east of the proposed building. The parking lot would be separated from the sidewalk by a planting strip, and the easternmost portion of the project site would be improved with trees and landscaping, as required pursuant to zoning. In addition, in accordance with zoning regulations, street trees would be planted every 25 feet along the Beach 13th Street Site's street frontages.

The proposed Beach 13th Street Site development would replace a long vacant lot with retail uses, activating the streetscape and improving the pedestrian environment. The scale of the project would be in keeping with the variety of building forms found on adjacent blocks. The Beach 13th Street Site building massing would be focused at the northeast corner of Beach 13th Street and Heyson Road and would be built to the streetline, similar to the private school located directly across Heyson Road (refer to Figure E-7). As such, the proposed Beach 13th Street Site development would not represent a significant adverse urban design impact in the primary study area.

Visual Resources

The proposed project would not block any significant views of visual resources from the primary study area.

As described above, while there are no visual resources within the primary study area, two visual resources are visible from within the primary study area: the Far Rockaway Beach Bungalow Historic District is partially visible from the Fernside Place Site, and the Rockaway Beach and Boardwalk is partially visible from the Beach 13th Street Site. The proposed Fernside Place Site development would not block any significant views of the Far Rockaway Beach Bungalow Historic District as existing views of this resource from the primary study area are limited to the areas along the southern and eastern boundaries of the Fernside Place Site. The Far Rockaway Beach Bungalow Historic District would continue to be experienced within the broader context within which it is situated, which includes a variety of architectural styles, including residential buildings of up to 15 stories in height and low-rise commercial buildings with at-grade parking.

While the proposed Beach 13th Street Site development would block some existing views of the Rockaway Beach and Boardwalk from the northwestern portion of the development site, by focusing the building bulk on the westernmost potion of the Beach 13th Street Site, the effect on views from the north of this visual resource would be minimized, and the proposed Beach 13th Street Site development would not block any unique or significant views of this visual resource. As such, the proposed project would not result in a significant adverse visual resources impact in the primary study area.

Secondary Study Area

Urban Design

The proposed project is not expected to result in a significant adverse impact to urban design in the secondary study area. The Fernside Place Site residential building that would be facilitated by the proposed

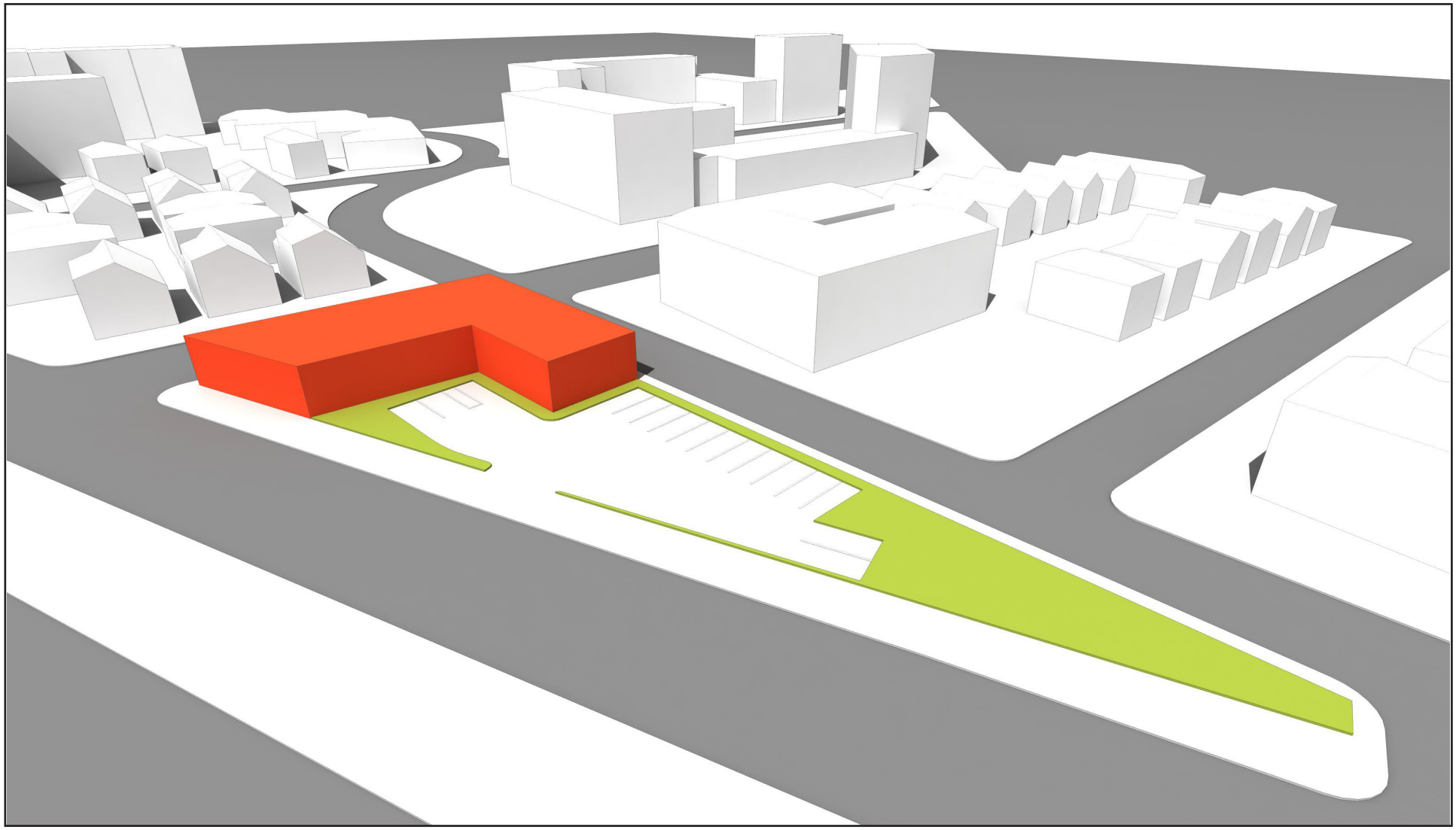
Comparison of Existing/No-Action and With-Action Conditions - View northeast from the Rockaway Beach and Boardwalk

Existing/No-Action Conditions



With-Action Conditions





FOR ILLUSTRATIVE PURPOSES ONLY

Illustrative Beach 13th Street Site Development Massing

actions would be in keeping with the mix of residential building typologies and the proposed retail buildings would complement the existing urban design character of the secondary study area.

As noted above, the proposed buildings would be consistent with and would complement the urban design character of the secondary study area, replacing existing voids in the urban fabric with one- to five-story buildings, consistent with the variety of building heights found in the secondary study area.

The buildings' relationship with the street would be appropriate given their locations within the secondary study area. The Fernside Place Site residential building along Watjean Court would be consistent with the setback residential buildings that currently exist on adjacent lots and would serve as a transition between the taller, higher density multi-family residential buildings on the east side of Fernside Place and the lower-density one- to two-story single-family residential buildings to the north and west of the development site. The proposed Fernside Place Site and Beach 13th Street Site retail buildings would be built to the street line, responding to and complementing their context along Seagirt Boulevard. As described under existing conditions, there are several local businesses along Seagirt Boulevard in close proximity to the Fernside Place Site; the proposed Beach 13th Street Site retail building would enhance the surrounding secondary study area and respond to the existing context of the Rockaway Beach and Boardwalk and its associated concession stand. As such, the proposed project would not result in a significant adverse impact on urban design in the secondary study area.

Visual Resources

The proposed project would not block any significant views of visual resources from the secondary study area.

As noted above, existing views of the Far Rockaway Beach Bungalow Historic District from the secondary study area are limited to the areas south and east of the Fernside Place Site. While the proposed Fernside Place Site development would be visible from certain vantage points, altering the context within which the Historic District is experienced, the change would not represent a significant adverse impact. The Far Rockaway Beach Bungalow Historic District would continue to be experienced within the broader context within which it is situated, which includes a variety of architectural styles (refer to Figure E-4).

While the proposed Beach 13th Street Site development would block some existing views of the Rockaway Beach and Boardwalk from areas of the secondary study area to the northwest of the development site, as noted above, these views are not considered unique or significant view corridors, and many similar views of this visual resource would remain in the future with the proposed actions. As noted above, visual access to the water is limited at street level north of the Boardwalk by topographic variability, and the proposed project would not affect the existing views of the water currently provided from the Rockaway Beach and Boardwalk. As such, the proposed project would not result in a significant adverse impact to secondary study area visual resources or view corridors.

ATTACHMENT F
WATER AND SEWER INFRASTRUCTURE

I. INTRODUCTION

As defined in the *City Environmental Quality Review* (CEQR) *Technical Manual*, infrastructure comprises the physical systems that support populations and includes structures such as water mains and sewers, bridges and tunnels, roadways, and electrical substations. These structures are static and thus have defined capabilities that may be affected by growth in a particular area. The purposes of the water and sewer infrastructure analysis is to assess whether projects undergoing review may adversely affect the City's water distribution or sewer system and, if so, assesses the effects of such projects to determine whether their impact is significant.

As described in Attachment A, "Project Description," the proposed actions would facilitate the development of two sites along Seagirt Boulevard in the Far Rockaway neighborhood of Queens. In total, the proposed project would comprise a combined total of 27 dwelling units (DU), 12,023 gross square feet (gsf) of local retail, and 59 accessory parking spaces on two development sites. The proposed project is not expected to exceed the *CEQR Technical Manual* incremental development thresholds for water supply and wastewater and stormwater conveyance and treatment. However, given the location of the project area on the Rockaway Peninsula, an area that experiences low water pressure (e.g., an area at the end of the water supply distribution system), a preliminary infrastructure assessment is warranted and is provided below.

II. PRINCIPAL CONCLUSIONS

While the proposed project would generate increased demand on the New York City Department of Environmental Protection (DEP) water supply system as compared to the No-Action condition, the water demand associated with the proposed project would not adversely impact the City's water supply or system water pressure. In total, the proposed project would generate water demands of approximately 12,246 gallons per day, with 9,625 gpd of demand generated by the Fernside Place Site development and 2,622 gpd generated by the Beach 13th Street Site development. The proposed project would be served by existing water mains adjacent to the development sites. The estimated water demands associated with the proposed project would represent approximately 0.001 percent of the City's average daily water supply of approximately one billion gpd and would, therefore, not adversely impact the City's water supply or system water pressure.[1]

III. METHODOLOGY

This analysis follows the methodologies set forth in the *CEQR Technical Manual*. Pursuant to CEQR, a preliminary water analysis is needed if a project would result in an exceptionally large demand of water (over 1,000,000 gpd) or is located in an area that experiences low water pressure (i.e., at the end of the water supply distribution system, such as the Rockaway Peninsula or Coney Island). Although the proposed project would result in minimal water demand, as the development sites are located in the Far Rockaways neighborhood on the Rockaway Peninsula, a preliminary water supply analysis is warranted.

[1] DEP reviewed Attachment F, "Water and Sewer Infrastructure," and had no comments on the attachment or the conclusions presented herein.

A preliminary sewer analysis is warranted if a project site comprises more than five acres and would result in an increase of impervious surfaces on the site, or if a project is located in a combined sewer area and would result in the incremental development of at least 400 residential units or 150,000 sf or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens or at least 1,000 residential units or 250,000 sf or more of commercial space in Manhattan. As the development sites are located in a combined sewer area in Queens and the proposed project would not exceed the *CEQR Technical Manual* floor area thresholds, a preliminary sewer analysis is not warranted, and the proposed actions are not expected to result in significant adverse impacts to the City's sewer system.

An analysis of water demand is a density-based technical analysis. To assess the proposed actions' potential impacts on water supply infrastructure, this attachment:

- Describes the existing water infrastructure serving the development sites and estimates water demand under existing conditions and in the No-Action condition (for the 2018 analysis year). Existing and future water demands are calculates based on use generation rates provided in the *CEQR Technical Manual*, which are shown in Table E-1, below.
- Describes planned No-Action infrastructure improvements, as warranted, including the affected area, project components, and current schedules.
- Forecasts water demand generated by the proposed project based on *CEQR Technical Manual* guidelines (refer to Table E-1 for the applicable water consumption rates).
- Assesses the effects of the proposed project's water demand on the City's infrastructure, pursuant to *CEQR Technical Manual* guidelines.

Table E-1: Water Consumption Rates

Land Use	Rate	
	Domestic	**Air Conditioning**
Residential	271 gpd/DU[A]	N/A
Retail	0.24 gpd/sf	0.17 gpd/sf

Source: Consumption rate obtained from the *CEQR Technical Manual* Table 13-2 "Water Usage and Sewage Generation Rates for Use in Impact Assessment."

Notes:

[A] Based on Queens Community District (CD) 14 housing occupancy rate of 2.71 persons per dwelling unit and domestic water consumption rate of 100 gpd/person.

IV. EXISTING CONDITIONS

The New York City water supply system comprises a network of reservoirs, lakes, and aqueducts extending north and west of the City and a pipe network that distributes water within the City. Because the Hudson, Harlem, and East Rivers are not potable water sources, New York City obtains nearly all of its water from the Delaware, Catskill, and Croton watersheds, which are located within 125 miles of the City. Water from the watersheds is stored at 19 reservoirs and three control lakes, having a combined capacity of approximately 580 billion gallons. The water is then carried into the City by a number of aqueducts. The water enters the City via City Tunnel 1 (which runs through the Bronx, Manhattan, and Queens) and City Tunnel 2 (which runs through the Bronx, Queens, and Brooklyn). The partially complete City Tunnel 3 serves the Bronx, Manhattan, and Queens, and, when fully complete, will terminate in Brooklyn. Staten Island obtains its water via the Richmond Tunnel, which is an extension of City Tunnel 2.

Once in the City, the three aqueducts distribute water into a network of water mains. Water mains up to 96 inches in diameter feed the smaller mains, which deliver water to their final destination. These are the same mains that provide water to fire hydrants. Nearly all of the water reaches its consumers by gravity alone, although some four percent (generally located at the outer limits of the system where in-line pressure is

lowest, at high elevations, or at a pressure extremity such as Far Rockaway) is pumped to its final destination. Pressure regulators throughout the City monitor and control the water pressure.

Between 2013 and 2015, DEP and the New York City Department of Design and Construction (DDC) undertook significant water delivery system upgrades in portions of Queens, including Far Rockaway. The upgrade included installing nearly 13 miles of new 20-inch, 12-inch, and eight-inch diameter ductile iron water mains to serve residential and commercial properties. The new distribution system replaced dead ends with looped mains, thereby improving water quality by ensuring that it is always moving.

City water mains exist in the streets fronting the two development sites. Adjacent to the Fernside Place Site, a 12-inches ductile iron pipe (DIP) water main constructed in 1987 runs beneath Seagirt Boulevard; a 12-inch lined cast iron pipe (LCP) water main constructed in 1952 runs beneath Fernside Place; and an eight-inch water main was recently constructed beneath Watjean Court. Adjacent to the Beach 13th Street Site, a 12-inch DIP water main constructed in 1984 runs beneath Heyson Road, and a 12-inch DIP water main constructed in 1980 runs beneath Beach 13th Street.

As indicated in Attachment A, "Project Description," the development sites are currently vacant. As such, there is no measurable water demand on the development sites under existing conditions.

V. FUTURE WITHOUT THE PROPOSED ACTIONS (NO-ACTION CONDITION)

The overall water supply system in New York City is not expected to change materially in the future without the proposed actions. In 2011, DEP launched the Water for the Future program, a comprehensive long-term planning effort to repair leaks in sections of the Delaware Aqueduct by 2021. To support this program, a newly created Demand Management Unit within DEP was tasked with the development of a citywide strategy that will outline DEP's plan for implementing water demand management projects. DEP's 2013 *Water Demand Management Plan* identified five key strategies for managing water demand in New York City and detailed 21 specific initiatives to be implemented by 2021 in order to achieve targeted water demand reductions. It is anticipated that several of these initiatives will be instituted by the 2018 analysis year, which may offset much of the increased demands citywide that may result from population growth and new development.

In the future without the proposed actions (the No-Action condition), it is anticipated that the two development sites would remain vacant, as under existing conditions. As such, there would be no measurable water demand on the development sites in the No-Action condition.

VI. FUTURE WITH THE PROPOSED ACTIONS (WITH-ACTION CONDITION)

In the future with the proposed actions (the With-Action condition), it is expected that the applicant would construct the proposed project on the development sites. As described in Attachment A, "Project Description," the applicant is proposing to develop the two development sites with a total of approximately 31,850 gsf of residential floor area (27 DU), approximately 12,023 gsf of retail, and 59 accessory parking spaces. The Fernside Place Site would be developed with two freestanding buildings: a 5,629-gsf single-story retail building fronting on Seagirt Boulevard and a five-story 31,850-gsf multi-family residential building with 27 DU fronting on Watjean Court. The Beach 13th Street Site would be developed with a 6,394-gsf single-story retail development.

The proposed project would generate increased demand on the DEP water supply system as compared to the No-Action condition. As indicated in Table E-2, the proposed project would generate water demands of approximately 12,246 gallons per day (gpd), with 9,625 gpd of demand generated by the Fernside Place Site development and 2,622 gpd generated by the Beach 13th Street Site development. These estimated demands include water for domestic use as well as air conditioning systems.

Table E-2: With-Action Water Consumption

Land Use	Area (gsf)	Domestic Use (gpd)	Air Conditioning (gpd)	Total Water Supply Demand (gpd)
Fernside Place Site				
Residential	(27 DU)	7,317	N/A	7,317
Retail	5,629 gsf	1,351	957	2,308
Fernside Place Site Subtotal		*8,668*	*957*	*9,625*
Beach 13th Street Site				
Retail	6,394	1,535	1,087	2,622
Totals		***10,203***	***2,044***	***12,246***

As noted earlier, the development sites are served by multiple existing water mains: the Fernside Place Site is served by eight- to 12-inch water mains in Seagirt Boulevard, Fernside Place, and Watjean Court; and the Beach 13th Street Site is served by 12-inch water mains in Heyson Road and Beach 13th Street. The proposed project would connect to these existing water mains.

Given the size of New York City's water supply system and the City's commitment to maintaining adequate water supply and pressures, few actions have the potential to cause significant adverse impact on this system. Demand in the future with the proposed actions would represent approximately 0.001 percent of the City's average daily water supply of approximately one billion gpd. The water demand associated with the proposed project would, therefore, not adversely impact the City's water supply or system water pressure.[2]

[2] DEP reviewed Attachment F, "Water and Sewer Infrastructure," and had no comments on the attachment or the conclusions presented therein.

ATTACHMENT G
AIR QUALITY

I. INTRODUCTION

As detailed in Attachment A, "Project Description," the proposed actions, which includes two related zoning map amendments that would rezone two parcels along Seagirt Boulevard in the Far Rockaways neighborhood of Queens, would facilitate the development of a one-story retail building and a five-story residential building on Queens Block 15784, Lot 1 (the Fernside Place Site) and a one-story retail building on Queens Block 15620, Lots 1 and 11 (the Beach 13th Street Site). The proposed developments on the two subject parcels would total approximately 43,873 gross square feet (gsf), including approximately 31,850 gsf of residential floor area (27 dwelling units (DU)), approximately 12,023 gsf of retail floor area, and 59 accessory parking spaces.

As the proposed project would introduced heating/hot water, ventilation, and air conditioning (HVAC) systems that would burn fossil fuels, air quality could be affected by the proposed project. A screening analysis prepared pursuant to the requirements of the *City Environmental Review* (CEQR) *Technical Manual* and presented in Attachment B, "Supplemental Screening," determined that a detailed analysis of emissions from the Fernside Place Site retail building's HVAC system on the Fernside Place Site residential building, which would be located less than 30 feet apart at their closest points. As the Fernside Place Site residential building represents the closest sensitive receptor of equal or greater height than the proposed Fernside Place Site retail building, it represents the worst-case condition for the detailed project-on-project impact analysis.

II. PRINCIPAL CONCLUSIONS

Potential emissions of the $PM_{2.5}$, NO_2, and SO_2 from HVAC system of the Fernside Place Site retail building would not significantly impact the proposed Fernside Place Site residential building (the nearest sensitive receptor of equal or greater height), and no stack setback or E-designation is warranted for the retail building. In addition, as presented in Attachment B, "Supplemental Screening," the HVAC emissions of the proposed Fernside Place Site residential building and the proposed Beach 13th Street Site retail building do not have the potential to result in significant adverse stationary source air quality impacts on nearby existing sensitive receptors, nor does the proposed project have the potential to result in significant adverse mobile source air quality emissions.

III. STATIONARY SOURCE ANALYSIS METHODOLOGY

Relevant Air Pollutants

The U.S. Environmental Protection Agency (EPA) has identified several pollutants, which are known as criteria pollutants, as being of concern nationwide. As the retail building would be heated by fuel oil Number 2, the three criteria pollutants associated with fuel oil combustion – nitrogen dioxide (NO_2), particulate matter smaller than 2.5 microns ($PM_{2.5}$), and sulfur dioxide (SO_2) – were considered for analysis.

Applicable Air Quality Standards and Significant Impact Criteria

As required by the Clean Air Act, National Ambient Air Quality Standards (NAAQS) have been established for the criteria pollutants by EPA. The NAAQS are concentrations set for each of the criteria pollutants in order to protect public health and the nation's welfare, and New York has adopted the NAAQS as the State ambient air quality standards. This analysis addressed compliance of the potential impacts with the one-hour and annual NO_2 NAAQS.

In addition to the NAAQS, the *CEQR Technical Manual* requires that projects subject to *CEQR* apply a $PM_{2.5}$ significant impact criteria (based on concentration increments) developed by the New York City Department of Environmental Protection (DEP) to determine whether potential adverse $PM_{2.5}$ impacts would be significant. If the estimated impacts of a proposed project are less than these increments, the impacts are not considered to be significant.

This analysis, therefore, also addressed compliance of the potential impacts with the 24-hour and annual $PM_{2.5}$ *CEQR Technical Manual* significant impact criteria.

$PM_{2.5}$ CEQR Significant Impact Criteria

CEQR Technical Manual guidance includes the following criteria for evaluating significant adverse $PM_{2.5}$ incremental impacts:

> Predicted 24-hour maximum $PM_{2.5}$ concentration increase of more than half the difference between the 24-hour $PM_{2.5}$ background concentration and the 24-hour standard.

The 24-hour $PM_{2.5}$ background concentration was developed from monitoring data collected by the New York State Department of Environmental Conservation (NYSDEC) at the Queens College 2 monitoring station (New York State Ambient Air Quality Report for 2014, Region 2 Air Quality Data for 2012-2014). The 24-hour $PM_{2.5}$ background concentration, based on the average of 98th percentile for the last three years (2012-2014), is 21.7 µg/m^3. Half the difference between the NAAQS 24-hour standard of 35 µg/m^3 and this background value is 6.7 ug/m^3. As such, an incremental concentration increase of 6.7 µg/m^3 was used for determining whether potential 24-hour $PM_{2.5}$ impacts of the HVAC stack emissions from the Fernside Place Site retail building are considered to be significant.

For annual average adverse $PM_{2.5}$ incremental impact, according to *CEQR* guidance:

> Predicted annual average $PM_{2.5}$ concentration increments greater than 0.3 ug/m^3 at any receptor location for stationary sources.

The above 24-hour and annual significant impact criteria were used to evaluate the significance of predicted $PM_{2.5}$ impacts.

NO_2 NAAQS

Nitrogen oxide (NOx) emissions from gas combustion consist predominantly of nitric oxide (NO) at the source. The NOx in these emissions are then gradually converted to NO_2, which is the pollutant of concern, in the atmosphere (in the presence of ozone and sunlight as these emissions travel downwind of a source). The one-hour NO_2 NAAQS standard of 0.100 ppm (188 µg/m^3) is the three-year average of the 98th percentile of daily maximum one-hour average concentrations in a year. For determining compliance with

this standard, the EPA has developed a modeling approach for estimating one-hour NO_2 concentrations that is comprised of three tiers:

- Tier 1, the most conservative approach, assumes a full (100 percent) conversion of NOx to NO_2;
- Tier 2 applies a conservative ambient NOx/NO_2 ratio of 80 percent to the NOx estimated concentrations; and
- Tier 3, which is the most precise approach, employs AERMOD's Plume Volume Molar Ratio Method (PVMRM) module. The PVMRM accounts for the chemical transformation of NO emitted from the stack to NO_2 within the source plume using hourly ozone background concentrations.

Based on New York City Department of Planning (DCP) guidance, Tier 1, as the most conservative approach, should initially be applied as a preliminary screening tool to determine whether violations of the NAAQS is likely to occur. If exceedances of the one-hour NO_2 NAAQS were estimated, the less conservative Tier 3 approach should be applied.

The annual NO_2 standard is 0.053 parts per million (ppm or 100 µg/m^3). In order to conservatively estimate annual NO_2 impacts, a NO_2 to NOx ratio of 0.75 percent, which is recommended by DEP for an annual NO_2 analysis, was applied.

Applied Standards and Guidelines

The current standards and CEQR guideline values that were applied to this analysis, together with their health-related averaging periods, are provided in Table G-1.

Table G-1: Applicable National Ambient Air Quality Standards and CEQR Incremental Thresholds

Pollutant	Averaging Period	National and State Standards[1]	CEQR Thresholds[2]
NO_2	One-Hour	0.10 ppm (188 µg/m3)	
	Annual	.053 ppm (100 µg/m^3)	
$PM_{2.5}$	24-Hour	35 µg/m^3	6.7 ug/m^3
	Annual	12 µg/m^3	0.3 ug/m^3
SO_2	One-Hour	75 ppb (196 µg/m^3)	

Notes:
[1] Source: US Environmental Protection Agency, "National Primary and Secondary Ambient Air Quality Standards" (49 CFR 50).
[2] CEQR incremental thresholds are project-specific and based on 24-hour $PM_{2.5}$ background concentration in the study area.
ppm = parts per million
µg/m^3 = micrograms per cubic meter

Methodology

Project-on-Existing

As described in Attachment B, "Supplemental Screening," as the Fernside Place Site residential building and the Beach 13th Street Site retail building are both located more than 30 feet from the nearest building of equal or greater height, nomograph screenings were prepared to determine the potential for stationary source air quality impacts from the HVAC systems of these two buildings on nearby sensitive receptors. As presented in Attachment B, based on the nomograph screenings, the HVAC systems of the Fernside

Place Site residential building and the Beach 13th Street Site retail building do not have the potential to result in significant adverse air quality impacts on nearby existing sensitive receptors.

Project-on-Project

Because the Fernside Place Site retail building is located less than 30 feet from the Fernside Place Site residential building, the *CEQR Technical Manual* screening analysis is not applicable for this building. Therefore, a more detailed analysis, using the EPA AERSCREEN model, was conducted.

The AERSCREEN model predicts worst-case one-hour impacts downwind from a point, area, or volume source. It 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. The model incorporates the PRIME downwash algorithms that are part of the AERMOD refined model and utilizes BPIPRIM to provide a detailed analysis of downwash influences on a direction-specific basis. It also utilizes AERMOD's Plume Volume Molar Ratio Method (PVMRM) module that can account for NOx to NO_2 conversion for estimating one-hour NO_2 impacts. The model was run with urban diffusion coefficients, and with and without the influence of building downwash, and the highest results are reported.

Emission Rates

Emission rates were estimated as follows

- The analysis assumes that the Fernside Place Site retail building would be heated by fuel oil No.2. Emission rates of NOx, $PM_{2.5,}$ and SO_2 were calculated based on annual fuel usage corresponding to the gross floor area of the Fernside Place Site retail building and EPA AP-42 emission factors for fuel oil combustion in small boilers. Sulfur content in fuel oil No. 2 was assumed to be 15 ppm;
- $PM_{2.5}$ emissions from fuel oil combustion accounted for both filterable and condensable particulate matter;
- Short-term $NO_{2,}$ $PM_{2.5,}$ and SO_2 emission rates were estimated by accounting for seasonal variation in heat and hot water demand; and
- Based on the *CEQR Technical Manual* Air Quality Appendix guidance, a fuel oil usage factor of 0.21 gallons per square foot was applied which is applicable for all non-mall buildings in northeast region (Table C35: Fuel Oil Consumption and Conditional Energy Intensity by Census Region for Non-Mall Buildings, 2006).

The emission rates used in this analysis are summarized in Table G-2, below.

Table G-2: Estimated $PM_{2.5,}$ $NO_{2,}$ and SO_2 Emission Rates

Building Height (ft)	Stack Height (ft)	Floor Area (ft^2)	$PM_{2.5}$ Emission Rate (g/sec)		NO_2 Emission Rate (g/sec)		SO_2 Emission Rate (g/sec)
			24-hour	Annual	One-hour	Annual	One-hour
10	13	5,629	2.25E-04	7.02E-05	1.09E-03	3.40E-	1.32E-05

Stack Parameters and Location

The minimum distance between the Fernside Place Site retail and residential buildings is 19'-6.5". Although multiple rooftop HVAC units could be located on the roof of the Fernside Place Site retail building, it was conservatively assumed that one exhaust stack would be located on the roof, ten feet from the edge of the

Fernside Place Site retail building. As such, the closest distance of the Fernside Place Site retail building's HVAC exhaust stack from the Fernside Place Site residential building is approximately 29'-6.5"feet.

The diameter of the stack and the exhaust exit velocity were estimated based on values obtained from DEP "CA Permit" database for the corresponding boiler sizes (i.e., rated heat input or million Btus per hour). The boiler size was estimated based on the assumption that all fuel would be consumed during the 100 day (or 2,400 hour) heating season. The stack exit temperature was assumed to be 300°F (423°K), which is appropriate for heating units.

Background Concentrations

The following background concentrations were used in the analysis:

- The maximum average one-hour NO_2 background concentration of 57.9 ppb (108 µg/m^3), which is the three-year (2012-2014) average of the 98th percentile of daily maximum one-hour concentrations;
- The annual NO_2 background concentration of 17.3 ppb (33 µg/m^3); and
- The one-hour SO_2 background concentration of 14.3 ppb (37 µg/m^3), which is the average of 99th percentile for 2012-2014 from Queens College 2 monitoring station.

IV. RESULTS

$PM_{2.5}$ Results

The result of the project-on-project analysis is that the maximum 24-hour $PM_{2.5}$ impact would be 1.32 µg/m^3, which is less than the *CEQR Technical Manual* significant threshold criteria of 6.7 µg/m^3. The annual estimated $PM_{2.5}$ impact (0.068 µg/m^3) would also be less than the *CEQR Technical Manual* significant impact criteria of 0.3 µg/m^3.

As such, potential impacts of the Fernside Place Site retail building's $PM_{2.5}$ emissions are not considered to be significant and, as such, no setback or E-designation are warranted for the building's stack.

NO_2 Results

A Tier 1 NO_2 project-on-project analysis was conducted of the retail building emissions impact, which conservatively assumed a 100 percent conversion NOx to NO_2. AERSCREEN estimates the maximum one-hour concentration, while the format of the one-hour NO_2 NAAQS is the 8th highest maximum concentration. The same stack location as with $PM_{2.5}$ analysis was used (ten feet from the Fernside Place Site retail building's edge, or approximately 29'-6.5" from the Fernside Place Site residential building). The results of the analysis showed that the maximum estimated one-hour NO_2 concentration (10.67 µg/m^3), with the added background concentration of 108 µg/m^3, is less than the one-hour NO_2 NAAQS of 188 µg/m^3. In addition, the maximum annual total NO_2 concentration, including a background value of 33 µg/m^3, is less than annual NO_2 NAAQS of 100 µg/m^3.

Therefore, the potential impacts of the Fernside Place Site retail building's NO_2 emissions are not considered to be significant and no setback or E-designation is warranted.

SO_2 Results

The result of the SO_2 project-on-project analysis showed that the estimated maximum one-hour SO_2 concentration (0.13 µg/m^3), with the added background concentration of 37 µg/m^3, is less than the one-hour SO_2 NAAQS of 196 µg/m^3.

Therefore, potential impacts of the Fernside Place Site retail building's SO_2 emissions are not considered to be significant, and no setback or E-designation is warranted.

APPENDIX I
WRP CONSISTENCY ASSESSMENT FORM

For Internal Use Only:
Date Received: 3/21/16

WRP no. 15-011
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 designated coastal zone, must be reviewed and assessed for their consistency with the *New York City Waterfront Revitalization Program (WRP)*. The WRP was adopted as a 197-a Plan by the Council of the City of New York on October 13, 1999, and subsequently approved by the New York State Department of State with the concurrence of the United States Department of Commerce pursuant to applicable state and federal law, including the Waterfront Revitalization of Coastal Areas and Inland Waterways Act. As a result of these approvals, state and federal discretionary actions within the city's coastal zone must be consistent to the maximum extent practicable with the WRP policies and the city must be given the opportunity to comment on all state and federal projects within its coastal zone.

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, other state agencies or the New York City Department of City Planning in their review of the applicant's certification of consistency.

A. APPLICANT

1. Name: Francis Gleitman and Barbara Samuels, Gleitman Realty Associates
2. Address: 124 Cedarhurst Avenue, Cedarhurst, New York 11516
3. Telephone: 516-569-1888 Fax: _____ E-mail: sandbarons@aol.com
4. Project site owner: Gleitman Realty Associates

B. PROPOSED ACTIVITY

1. Brief description of activity:

   The applicant is proposing a zoning map amendment to rezone two vacant parcels along Seagirt Boulevard in Far Rockaway, Queens. The development facilitated by the proposed action would total 43,873 gsf distributed between three buildings, including approximately 27 dwelling units (DU), approximately 12,023 gsf of retail floor area, and 59 accessory parking spaces. "Parcel 1" (described below) would be developed with a five-story 27 DU residential building, a 5,629 gsf single-story retail building, and 43 accessory parking sapces. "Parcel 2" (described below) would be developed with a 6,394 gsf single-story retail building and 16 accessory parking spaces.

2. Purpose of activity:

   The proposed action is intended to facilitate the appropriate residential and commercial development of two vacant properties. The proposed rezoning of Parcel 1 would provide opportunities for a greater amount of residential development consistent with the multi-family residential buildings that currently exist along Seagirt Boulevard. The proposed rezoning, in facilitating a greater amount of residential development, would support the citywide goals to develop housing to meet the City's growing population's needs, complementing the existing adjacent residential community, which includes a mix of single-family and larger multi-family residential buildings. The proposed Parcel 1 commercial overlay would facilitate commercial development in an area where commercial uses already exist in close proximity. The C1-3 commercial overlay on Parcel 2 would also facilitate commercial development adjacent to the Rockaway Beach and Boardwalk, on a very narrow lot that is not conducive to residential development.

3. Location of activity: (street address/borough or site description):

   The project area comprises two non-contiguous parcels along Seagirt Boulevard in the Far Rockaway neighborhood of Queens. The approximately 30,216 sf Parcel 1 is comprised of one through tax lot (Queens Block 15784, Lot 1) that has frontage on Seagirt Boulevard to the south, Fernside Place to the east, and Watjean Court to the north. The approximately 17,373 sf Parcel 2 is comprised of two tax lots (Queens Block 15620, Lots 1 and 11) that is bounded by Seagirt Boulevard to the south, Beach 12th Street to the east, Heyson Road to the north, and Beach 13th Street to the west.

Proposed Activity Cont'd

4. If a federal or state permit or license was issued or is required for the proposed activity, identify the permit type(s), the authorizing agency and provide the application or permit number(s), if known:

   No federal or state permits/licenses have been issued or are required for the proposed project.

5. Is federal or state funding being used to finance the project? If so, please identify the funding source(s).

   No federal or state funding will be used to finance the proposed project.

6. Will the proposed project require the preparation of an environmental impact statement?
   Yes _____ No ____✓____ If yes, identify Lead Agency:

7. Identify **city** discretionary actions, such as a zoning amendment or adoption of an urban renewal plan, required for the proposed project.

   A zoning map amendment is required for the proposed project.

C. COASTAL ASSESSMENT

Location Questions:	**Yes**	**No**
1. Is the project site on the waterfront or at the water's edge?		✓
2. Does the proposed project require a waterfront site?		✓
3. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land underwater, or coastal waters?		✓

Policy Questions	**Yes**	**No**

The following questions represent, in a broad sense, the policies of the WRP. Numbers in parentheses after each question indicate the policy or policies addressed by the question. The new Waterfront Revitalization Program offers detailed explanations of the policies, including criteria for consistency determinations.

Check either "Yes" or "No" for each of the following questions. For all "yes" responses, provide an attachment assessing the effects of the proposed activity on the relevant policies or standards. Explain how the action would be consistent with the goals of those policies and standards.

4. Will the proposed project result in revitalization or redevelopment of a deteriorated or under-used waterfront site? (1)		✓
5. Is the project site appropriate for residential or commercial redevelopment? (1.1)	✓	
6. Will the action result in a change in scale or character of a neighborhood? (1.2)		✓

Policy Questions cont'd	Yes	No
7. Will the proposed activity require provision of new public services or infrastructure in undeveloped or sparsely populated sections of the coastal area? (1.3)		✓
8. Is the action located in one of the designated Significant Maritime and Industrial Areas (SMIA): South Bronx, Newtown Creek, Brooklyn Navy Yard, Red Hook, Sunset Park, or Staten Island? (2)		✓
9. Are there any waterfront structures, such as piers, docks, bulkheads or wharves, located on the project sites? (2)		✓
10. Would the action involve the siting or construction of a facility essential to the generation or transmission of energy, or a natural gas facility, or would it develop new energy resources? (2.1)		✓
11. Does the action involve the siting of a working waterfront use outside of a SMIA? (2.2)		✓
12. Does the proposed project involve infrastructure improvement, such as construction or repair of piers, docks, or bulkheads? (2.3, 3.2)		✓
13. Would the action involve mining, dredging, or dredge disposal, or placement of dredged or fill materials in coastal waters? (2.3, 3.1, 4, 5.3, 6.3)		✓
14. Would the action be located in a commercial or recreational boating center, such as City Island, Sheepshead Bay or Great Kills or an area devoted to water-dependent transportation? (3)		✓
15. Would the proposed project have an adverse effect upon the land or water uses within a commercial or recreation boating center or water-dependent transportation center? (3.1)		✓
16. Would the proposed project create any conflicts between commercial and recreational boating? (3.2)		✓
17. Does the proposed project involve any boating activity that would have an impact on the aquatic environment or surrounding land and water uses? (3.3)		✓
18. Is the action located in one of the designated Special Natural Waterfront Areas (SNWA): Long Island Sound- East River, Jamaica Bay, or Northwest Staten Island? (4 and 9.2)		✓
19. Is the project site in or adjacent to a Significant Coastal Fish and Wildlife Habitat? (4.1)		✓
20. Is the site located within or adjacent to a Recognized Ecological Complex: South Shore of Staten Island or Riverdale Natural Area District? (4.1and 9.2)		✓
21. Would the action involve any activity in or near a tidal or freshwater wetland? (4.2)		✓
22. Does the project site contain a rare ecological community or would the proposed project affect a vulnerable plant, fish, or wildlife species? (4.3)		✓
23. Would the action have any effects on commercial or recreational use of fish resources? (4.4)		✓
24. Would the proposed project in any way affect the water quality classification of nearby waters or be unable to be consistent with that classification? (5)		✓
25. Would the action result in any direct or indirect discharges, including toxins, hazardous substances, or other pollutants, effluent, or waste, into any waterbody? (5.1)		✓
26. Would the action result in the draining of stormwater runoff or sewer overflows into coastal waters? (5.1)		✓
27. Will any activity associated with the project generate nonpoint source pollution? (5.2)		✓
28. Would the action cause violations of the National or State air quality standards? (5.2)		✓

Policy Questions cont'd	Yes	No
29. Would the action result in significant amounts of acid rain precursors (nitrates and sulfates)? (5.2C)		✓
30. Will the project involve the excavation or placing of fill in or near navigable waters, marshes, estuaries, tidal marshes or other wetlands? (5.3)		✓
31. Would the proposed action have any effects on surface or ground water supplies? (5.4)		✓
32. Would the action result in any activities within a federally designated flood hazard area or state-designated erosion hazards area? (6)	✓	
33. Would the action result in any construction activities that would lead to erosion? (6)		✓
34. Would the action involve construction or reconstruction of a flood or erosion control structure? (6.1)		✓
35. Would the action involve any new or increased activity on or near any beach, dune, barrier island, or bluff? (6.1)	✓	
36. Does the proposed project involve use of public funds for flood prevention or erosion control? (6.2)		✓
37. Would the proposed project affect a non-renewable source of sand ? (6.3)		✓
38. Would the action result in shipping, handling, or storing of solid wastes, hazardous materials, or other pollutants? (7)		✓
39. Would the action affect any sites that have been used as landfills? (7.1)		✓
40. Would the action result in development of a site that may contain contamination or that has a history of underground fuel tanks, oil spills, or other form or petroleum product use or storage? (7.2)		✓
41. Will the proposed activity result in any transport, storage, treatment, or disposal of solid wastes or hazardous materials, or the siting of a solid or hazardous waste facility? (7.3)		✓
42. Would the action result in a reduction of existing or required access to or along coastal waters, public access areas, or public parks or open spaces? (8)		✓
43. Will the proposed project affect or be located in, on, or adjacent to any federal, state, or city park or other land in public ownership protected for open space preservation? (8)	✓	
44. Would the action result in the provision of open space without provision for its maintenance? (8.1)		✓
45. Would the action result in any development along the shoreline but NOT include new water-enhanced or water-dependent recreational space? (8.2)		✓
46. Will the proposed project impede visual access to coastal lands, waters and open space? (8.3)		✓
47. Does the proposed project involve publicly owned or acquired land that could accommodate waterfront open space or recreation? (8.4)		✓
48. Does the project site involve lands or waters held in public trust by the state or city? (8.5)		✓
49. Would the action affect natural or built resources that contribute to the scenic quality of a coastal area? (9)		✓
50. Does the site currently include elements that degrade the area's scenic quality or block views to the water? (9.1)		✓

Policy Questions cont'd	Yes	No
51. Would the proposed action have a significant adverse impact on historic, archeological, or cultural resources? (10)		✓
52. Will the proposed activity affect or be located in, on, or adjacent to an historic resource listed on the National or State Register of Historic Places, or designated as a landmark by the City of New York? (10)		✓

D. CERTIFICATION

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

"The proposed activity complies with New York State's 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 Name: Philip Habib, Philip Habib & Associates

Address: 102 Madison Avenue, 11th Floor

New York, NY 10021 Telephone 212-929-5656

Applicant/Agent Signature: Date: 5/20/16

APPENDIX II
LPC DETERMINATION LETTER

Landmarks Preservation Commission

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

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

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / 77DCP266Q
Project: SEAGIRT BLVD REZONING
Date received: 6/3/2015

Properties with no Architectural or Archaeological significance:
1) ADDRESS: 24-00 SEAGIRT BOULEVARD, BBL: 4157840001, PROPERTY NAME: PARCEL 1
2) ADDRESS: SEAGIRT AVENUE, BBL: 4156200001, PROPERTY NAME: PARCEL 2
3) ADDRESS: SEAGIRT AVENUE, BBL: 4156200011



6/5/2015

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 30395_FSO_GS_06052015.doc

APPENDIX III
JAMAICA BAY WATERSHED

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: _____ 1a. Modification ☐
2. Project Name: Seagirt Boulevard Rezonings
3. Project Description:

   The applicant is requesting a zoning map to rezone Queens Block 15784, Lot 1 from R4-1 to R5 and R5/C1-3 and to rezone Queens Block 15620, Lots 1 and 11 from R5 to R5/C1-3. The proposed project would include 27 DU, 12,023 gsf of local retail, and 59 parking spaces on the two development sites.

4. Project Sponsor: Gleitman Realty Associates
5. Required approvals: Zoning map amendment
6. Project schedule (build year and construction schedule): Construction 2015-2017. Build Year 2017.

B. PROJECT LOCATION:

1. Street address: 24-00 Seagirt Boulvard and Seagirt Boulevard
2. Tax block(s): 15620, 15784 Tax Lot(s): 1 and 11 (15620) and 1 (15684)
3. Identify existing land use and zoning on the project site: Vacant, R5 (15620) and R4-1 (15684)
4. Identify proposed land use and zoning on the project site: Residential and retail, R5 and R5/C1-3
5. Identify land use of adjacent sites (include any open space): Residential and open space
6. Describe existing density on the project site and the proposed density:

Existing Condition	Proposed Condition
0 sf	43,873 gsf

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): Approx. 14,319 sf
2. Will soil be removed (if so, what is the volume in cubic yards)? TBD
3. Subsurface soil classification:
   (per the New York City Soil and Water Conservation Board): Sand, gravel, silt, and clay
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: N/A Rates: N/A
6. Will project involve dewatering (list volumes/rates)? ☐ **Yes** ☒ **No**

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

   According to the Phase I ESA prepared for the sites, the land it 7-10' above mean sea level. The Phase I ESA did not identify the height above seasonal high groundwater.

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.

   N/A
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?

   Site lighting for parking areas and pedestrian walkways will be baffled to avoid light penetration.

* While vegetaion would be removed on Parcel 1, the vegetation to be removed are non-native species.

E. SURFACE COVERAGE AND CHARACTERISTICS

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

	Existing Condition	Proposed Condition
1. ***Surface area:***		
Roof:	0 sf	Approx. 14,349 sf
Pavement/walkway:	0 sf	Approx. 21,484 sf
Grass/softscape:	46,609 sf	Approx. 10,776 sf
Other (describe):	0 sf	0 sf
2. ***Wetland*** (regulated or non-regulated) area and classification:	N/A (no wetland area at site)	N/A (no wetland area at site)
3. ***Water surface area:***	N/A (no water surface area at site)	N/A (no water surface area at site)

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

Existing – how is the site drained?

The development sites are served by existing separated stormwater sewers that run along all street frontages. The sites are currently vacant and comprise of overgrown softscape. Stormwater infiltrates directly into the ground.

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

It is expected that stormwater generated on the development sites would drain out to the existing separated stormwater sewers that run along all the sites' street frontages. No infrastructure improvements would be necessary off-site.

APPENDIX IV
HAZARDOUS MATERIALS



GEI Consultants

Geotechnical
Environmental and
Water Resources
Engineering





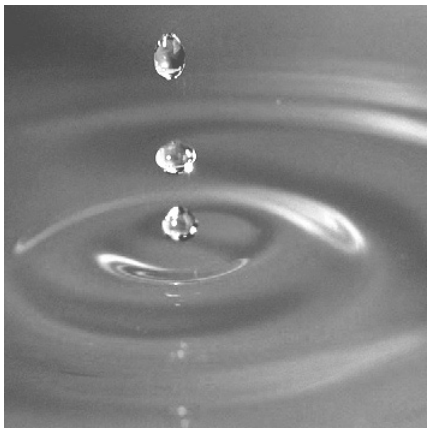
Phase I Environmental Site Assessment

Property Described as:
Vacant Land, Block 15784, Lot 1
Queens, New York

Prepared For:
Gleitman Realty Associates
124 Cedarhurst Avenue
Cedarhurst, New York 11516

Prepared By:
GEI Consultants, Inc., P. C.
110 Walt Whitman Road, Suite 204
Huntington Station, New York 11746
631.760.9300

October 2014
1410170A



Executive Summary

The findings of this Phase I Environmental Site Assessment (ESA) are based on the following: visual inspection of the project site, visual survey of adjacent/contiguous and nearby properties, and review of available historical property and environmental regulatory agency records of the project site.

The project site is located at the northwest corner of the intersection at Fernside Place and Sea Girt Boulevard, in the Borough of Queens, New York City, New York (**Figure 1**). The New York City Tax Map identification numbers associated with the project site are Block 15874, Lot 1.

At the time of GEI's site inspection, the site was vacant and undeveloped. Chain link fencing surrounds the entire project site. The site was primarily covered with grass and was well cared for.

According to Mr. Russell Maly, the caretaker of the project site, he has been overseeing this site for approximately 25 years. He mentioned that a dilapidated 2-story structure was situated on the project site when he started working for the property owner and he stated that to the best of his knowledge it was at one time utilized as an out-patient clinic. He was inside the building once to make sure it was completely vacated before it was boarded up and sealed.

No visual evidence for any industrial dumping, stained soils, stressed vegetation, tanks, or drums that might result in the significant contamination of the project site was observed during GEI's October 2, 2014 site inspection. No operations involving the use of toxic or hazardous materials were present on the project site at the time of the site assessment.

GEI's analysis of historical information indicates that from at least 1933 the site had been occupied by a 3-story structure that was constructed as a hotel and later had been utilized as a community center/clinic. The building was demolished sometime between 1980 and 1983.

An unidentified cement cover is located on the southeastern quadrant of the project site. This may be associated with an old cesspool. Given the historical use of the former building as a hotel and then as a community center/clinic, it is GEI's opinion that if any discharges were made to this cesspool they would be unlikely to have impacted the underlying soils.

The project site is adjoined primarily by residential dwellings. No gasoline filling stations, auto repair facilities, or heavy manufacturing/industrial operations were identified adjacent/contiguous to the project site.

The project site is not included in the following United States Environmental Protection Agency databases: Superfund or Comprehensive Environmental Response, Compensation, and Liability Act Information System, Emergency Response Notification System, Resource Conservation and Recovery Act Hazardous Waste Treatment/Storage/Disposal Facilities, and RCRA Hazardous Waste Handlers. There are no listings for the project site in the following NYSDEC databases: Chemical Bulk Storage, Brownfields, Inactive Hazardous Waste Disposal Site Registry, Solid Waste Facilities, Petroleum Bulk Storage and Major Oil Storage Facilities. Finally, the project site is not listed on the New York City Environmental Quality Review Requirements "E" Site database.

The project site is in a flood zone and is depicted on the Federal Emergency Management Act Flood Insurance Rate Map #360470382F. This map indicates that the property lies primarily in Zone X and a small portion of the southern boundary of the site lies in Zone AE. Zone AE is depicted as an area of the 1% annual flood that has a 1% chance of being equaled or exceeded in any given year. Zone X is depicted as an area of the 0.2% annual chance of flood.

Finally, no Recognized Environmental Conditions, Historical Recognized Environmental Conditions, or Controlled Recognized Environmental Conditions were identified for the project site.



GEI Consultants

Geotechnical
Environmental and
Water Resources
Engineering





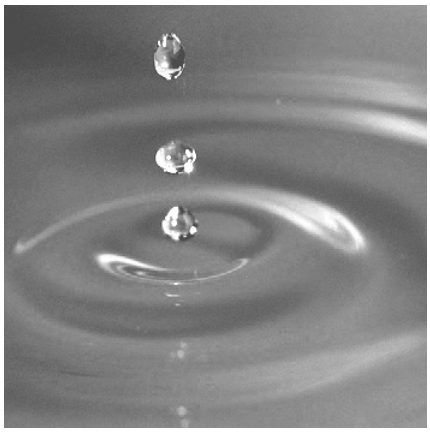
Phase I Environmental Site Assessment

Property Described as:
Vacant Land, Block 15620, Lots 1 & 11
Queens, New York

Prepared For:
Gleitman Realty Associates
124 Cedarhurst Avenue
Cedarhurst, New York 11516

Prepared By:
GEI Consultants, Inc., P. C.
110 Walt Whitman Road, Suite 204
Huntington Station, New York 11746
631.760.9300

October 2014
1410170B



Executive Summary

The findings of this Phase I Environmental Site Assessment (ESA) are based on the following: visual inspection of the project site, visual survey of adjacent/contiguous and nearby properties, and review of available historical property and environmental regulatory agency records of the project site.

The project site is located at the southeast corner of the intersection at Beach 13th Street and Heyson Road, in the Borough of Queens, New York City, New York (**Figure 1**). The New York City Tax Map identification numbers associated with the project site are Block 15620, Lots 1 and 11.

At the time of GEI's site inspection, the site was vacant and undeveloped. Chain link fencing surrounds the entire project site. The site was primarily covered with grass and was well cared for.

According to Mr. Russell Maly, the caretaker of the project site, he has been overseeing this site for approximately 30 years and to the best of his knowledge, the site has never been developed. He mentioned that he keeps the grass short and the property clean to prevent the City of New York from issuing fines.

No visual evidence for any industrial dumping, stained soils, stressed vegetation, tanks, or drums that might result in the significant contamination of the project site was observed during GEI's October 2, 2014 site inspection. No operations involving the use of toxic or hazardous materials were present on the project site at the time of the site assessment.

GEI's analysis of historical information indicates that the site had been partially occupied by two residential dwellings from circa 1933 until sometime before 1955. After 1955, the project site had been clearly developed into how it is physically shaped as a triangle, as a result of the development/widening of Sea Girt Boulevard. Since 1955, there have been no buildings/structures on the project site.

No drainage systems or evidence of underground storage tanks were observed at the time of GEI's site inspection.

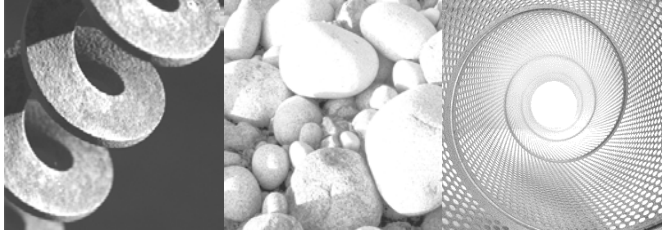
The project site is adjoined primarily by residential dwellings and a private school. No gasoline filling stations, auto repair facilities, or heavy manufacturing/industrial operations were identified adjacent/contiguous to the project site.

The project site is not included in the following United States Environmental Protection Agency databases: Superfund or Comprehensive Environmental Response, Compensation,

and Liability Act Information System, Emergency Response Notification System, Resource Conservation and Recovery Act Hazardous Waste Treatment/Storage/Disposal Facilities, and RCRA Hazardous Waste Handlers. There are no listings for the project site in the following New York State Department of Environmental Conservation databases: Chemical Bulk Storage, Brownfields, Inactive Hazardous Waste Disposal Site Registry, Solid Waste Facilities, Petroleum Bulk Storage and Major Oil Storage Facilities. Finally, the project site is not listed on the New York City Environmental Quality Review Requirements "E" Site database.

The project site lies in Zone AE, an area of the 1% annual flood that has a 1% chance of being equaled or exceeded in any given year, on the Federal Emergency Management Act Flood Insurance Rate Map #360470401F.

Finally, no Recognized Environmental Conditions, Historical Recognized Environmental Conditions, or Controlled Recognized Environmental Conditions were identified for the project site.



GEI Consultants

Consulting
Engineers and
Scientists

Phase II Environmental Subsurface Investigation

Seagirt Boulevard Rezoning
CEQR #77DCP266Q

Block 15784, Lot 1 and Block 15620, Lots 1 and 11
Queens, New York

Submitted to:
Gleitman Realty Associates
60 Montgomery Boulevard
Atlantic Beach, New York 11509

Submitted by:
GEI Consultants, Inc., P. C.
110 Walt Whitman Road, Suite 204
Huntington Station, NY 11746
631.760.9300

February 2016
Project 1514910



Richard Fasciani
Environmental Practice Leader

Nicholas J. Recchia, PG
Environmental Practice Leader
Hydrogeologist

Executive Summary

GEI Consultants, Inc., P. C. (GEI) was retained by Gleitman Realty Associates to perform a Phase II Environmental Subsurface Investigation (ESI) on two parcels of land (Parcel 1; Block 15784, Lot 1 and Parcel 2; Block 15620, Lots 1 and 11) associated with the Seagirt Boulevard Rezoning project. Information regarding the site conditions was obtained from Phase I Environmental Site Assessments (ESAs), performed by GEI, in November 2015. Based upon the findings of the Phase 1 ESAs, the New York City Department of Protection (NYCDEP) had determined that a Phase II Environmental Site Assessment should be performed to adequately identify/characterize the surface and subsurface soils on the subject parcels. A Phase II Investigation Work Plan and Health and Safety Plan was prepared in November 2015 and submitted to the NYCDEP for approval. NYCDEP approval was granted on December 11, 2015. The purpose of this investigation is to determine the quality of on-site soil vapor, soil and groundwater. This report summarizes the work performed, results of the investigation, comparison to relevant regulatory standards and/or guidelines and recommendations for further testing or remedial action required.

A total of eleven (11) soil test borings were completed during the investigation. Seven (7) soil test borings were performed on Parcel 1 (Block 15784, Lot 1) and four (4) soil test borings will be performed on Parcel 2 (Block 15620, Lots 1 and 11). A total of 22 soil samples were collected. One soil sample was collected at each boring location from the 0-2 foot depth and a second deeper soil sample at a depth just above the groundwater elevation from the same soil boring location. The soil samples were collected and submitted to a New York State Department of Health (NYSDOH) Environmental Laboratory Approval Program (ELAP) certified laboratory and tested for Volatile Organic Compounds (VOCs) by United States Environmental Protection Agency (USEPA) Method 8260, Semi-Volatile Organic Compounds (SVOCs) by USEPA Method 8270 B/N, Pesticides/Polychlorinated Biphenyls (PCBs) using USEPA Method 8081/8082, and Target Analyte List (TAL) Metals.

The depth to groundwater was found between 5 and 8 feet below surface grade elevation. A total of six (6) temporary groundwater monitoring wells were completed. Three (3) groundwater samples were collected at each Parcel location (1 upgradient and 2 downgradient) to evaluate the underlying groundwater quality. The groundwater samples were collected and submitted to a NYSDOH ELAP certified laboratory and tested for VOCs by USEPA Method 8260, SVOCs by USEPA Method 8270 B/N, Pesticides/PCBs using USEPA Method 8081/8082, TAL Metals (filtered and unfiltered).

Seven (7) soil vapor probe samples and two (2) outdoor air samples were completed using Summa Canisters and tested for VOCs to determine if any potential soil vapor impacts could be expected in the proposed building development.

Conclusions

Parcel 1; Block 15784, Lot 1

A geophysical investigation was conducted during the investigation which identified a underground storage tank (UST) fill port and underground anomaly on the western side of the property. This UST is suspected to be a former fuel oil storage tank associated with the prior building structure. Urban fill soils containing SVOCs and total metals above Soil Cleanup Objectives (SCOs) were identified. The concentrations found are relatively low level and typical for the metropolitan New York area. Groundwater quality was not found to be impacted by historical site use or prior occupant operations. Low level metals were found in groundwater and can be attributable to the presence of urban fill soil conditions and sea water intrusion. Results of the soil vapor investigation did not identify any chlorinated compounds. Soil vapors containing hydro-carbon based compounds were found above laboratory detection limits. These compounds are likely partially derived from the urban fill soil and ambient air sources since the outdoor air sample collected also identified some similar compounds.

Parcel 2; Block 15620, Lots 1 and 11

The investigation did not identify soil, groundwater, or soil vapor chemical compounds above typical background conditions. Low level metals (magnesium, manganese and sodium) concentrations identified in groundwater are comparable to typical sea water concentrations. The property is near the Atlantic Ocean and it is likely that groundwater has been intruded by sea water as shown by the elevated manganese, magnesium, and sodium concentrations. Soil vapor compounds identified are likely partially derived from ambient air sources from vehicular traffic on Seagirt Boulevard since the outdoor air sample collected also identified some similar compounds.

Recommendations

It is recommended that the UST identified on Parcel 1 be properly closed, removed and disposed in accordance with New York State Department of Environmental Conservation (NYSDEC) petroleum bulk storage guidelines. Any exported urban fill soils should be handled and disposed in accordance with NYSDEC guidelines and recommendations.

A Remedial Action Plan (RAP) should be prepared detailing the management requirements for UST removal and for the export of urban fill during the remedial action. A Construction Health and Safety Plan (CHASP) should be prepared and followed during the remedial action to protect site workers.

NYC Environmental Protection

Emily Lloyd
Commissioner

Angela Licata
Deputy Commissioner of Sustainability

59-17 Junction Blvd.
Flushing, NY 11373

Tel. (718) 595-4398
Fax (718) 595-4479
alicata@dep.nyc.gov

December 11, 2015

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

Re: Seagirt Boulevard Rezoning
Parcel 1: Block 15784, Lot 1
Parcel 2: Block 15620, Lots 1 and 11
CEQR # 77DCP266Q
Queens, New York

Dear Mr. Dobruskin:

The New York City Department of Environmental Protection, Bureau of Sustainability (DEP) has reviewed the November 2015 Phase II Environmental Site Assessment Work Plan (Phase II Work Plan) and Health and Safety Plan (HASP) prepared by GEI Consultants, Inc., P.C. on behalf of Gleitman Realty Associates (applicant) for the above referenced project. It is our understanding that the applicant is requesting a zoning map amendment from the New York City Department of City Planning (DCP) to facilitate the development of two sites located on Seagirt Boulevard in the Far Rockaways neighborhood of Queens Community District 14. The proposed zoning map amendment would rezone Block 15784, Lot 1 ("Parcel 1") from R4-1 to R5 with a C1-3 commercial overlay to a depth of 100 feet along Seagirt Boulevard and map a C1-3 commercial overlay on Block 15620, Lots 1 and 11 ("Parcel 2"), currently zoned R5. The area of Parcel 1 is approximately 26,524 square feet (sf) and the area of Parcel 2 is approximately 18,037 sf. The applicant is proposing to develop the two proposed development sites with a total of approximately 31,850 gross square feet (gsf) of residential floor area, approximately 12,023 gsf of retail, and 59 accessory parking spaces on the two currently vacant parcels. Parcel 1 would be developed with two freestanding buildings: a 5,629-gsf single-story retail building fronting on Seagirt Boulevard and a five-story 31,850-gsf multi-family residential building with 27 dwelling units fronting on Watjean Court. The proposed retail building would occupy the northwestern portion of Parcel 1 with 14 at-grade accessory parking spaces accessible via one entrance/exit along Seagirt Boulevard. The proposed retail building would have a maximum building height of approximately 15 feet. The residential building's proposed 29-space accessory parking lot would be partially covered by the overhanging building footprints from the upper floors and would be accessible via an exit/entry driveway along Watjean Court. Parcel 2 would be developed with a 6,394-gsf single-story retail building which would occupy the westernmost portion of the project site, with access from Seagirt Boulevard. The proposed retail building would have a maximum building height of

approximately 15 feet. A surface parking lot comprised of 16 accessory parking spaces would occupy the majority of the project site, with vehicular access via Seagirt Boulevard midblock between Beach 12th and Beach 13th Streets. The easternmost portion of the project site would be improved with trees and landscaping. Parcel 1 has approximately 170 feet of frontage on Seagirt Boulevard to the south, approximately 155 feet of frontage on Fernside Place to the east, and approximately 169 feet of frontage on Watjean Court to the north. The remainder of Block 15784 abuts Parcel 1 to the west and is occupied by one- and two-family residential buildings. Parcel 2 is a narrow triangular block with approximately 326 feet of frontage along Seagirt Boulevard to the south, approximately ten feet of frontage on Beach 12th Street to the east, approximately 296 feet of frontage on Heyson Road to the north, and approximately 107 feet of frontage on Beach 13th Street to the west.

The November 2015 Work Plan proposes to conduct soil, groundwater, soil vapor, and outdoor air sampling. Seven (7) soil test borings will be performed on Parcel 1 and four (4) soil test borings will be performed on Parcel 2. A total of 22 soil samples will be collected. One soil sample will be collected from 0-2 feet below grade surface (bgs) and a second deeper soil sample at a depth just above the groundwater elevation (estimated 5-10 feet bgs) will be collected from the same soil boring location. Six (6) temporary groundwater monitoring wells will be completed and three (3) groundwater samples will be collected at each parcel. Soil and groundwater samples will be collected and analyzed for volatile organic compounds (VOCs) by United States Environmental Protection Agency (EPA) Method 8260, semi-volatile organic compounds by EPA Method 8270, polychlorinated biphenyls by EPA Method 8082, pesticides by EPA Method 8081, and Target Analyte List metals (filtered and unfiltered for groundwater). Seven (7) soil vapor samples will be collected. Four (4) soil vapor samples will be collected on Parcel 1 and three (3) soil vapor samples will be collected on Parcel 2. In addition, one (1) outdoor air sample will be collected from each parcel. The soil vapor and outdoor air samples will be collected and analyzed for VOCs by EPA Method TO-15.

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

Work Plan

- DCP should inform the applicant that upon completion of the investigation activities, the consultant should submit a detailed Phase II report to DEP for review and approval. The report should include, at a minimum, an executive summary, narrative of the field activities, laboratory data and conclusions, comparison of soil, groundwater, soil vapor, and outdoor air analytical results (i.e., New York State Department of Environmental Conservation (NYSDEC) 6NYCRR Part 375, NYSDEC Water Quality Regulations, and the New York State Department of Health October 2006 Guidance for Evaluating Soil Vapor Intrusion in the State of New York), updated site plans depicting sample locations, boring logs, and remedial recommendations, if warranted.

Health and Safety Plan

- DCP should instruct the applicant to include the name and phone number of an Alternate Site Health and Safety Officer.

DEP finds the November 2015 Phase II Work Plan and HASP for the proposed project acceptable as long as the aforementioned information is incorporated into the Work Plan and HASP. Future correspondence and submittals related to this project should include the following CEQR number **77DCP266Q**. If you have any questions, you may contact Mr. Wei Yu at (718) 595-4358.

Sincerely,

Maurice S. Winter
Deputy Director, Site Assessment

c: E. Mahoney
M. Winter
W. Yu
T. Estesen
M. Wimbish
I. Young – DCP
O. Abinader – DCP
File

NYC Environmental Protection

Emily Lloyd
Commissioner

Angela Licata
Deputy Commissioner of Sustainability

59-17 Junction Blvd.
Flushing, NY 11373

Tel. (718) 595-4398
Fax (718) 595-4479
alicata@dep.nyc.gov

May 9, 2016

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

Re: Seagirt Boulevard Rezoning
Block 15784, Lot 1 (Parcel 1)
Block 15620, Lots 1 and 11 (Parcel 2)
CEQR # 16DCP133Q
Queens, New York

Dear Mr. Dobruskin:

The New York City Department of Environmental Protection, Bureau of Sustainability (DEP) has reviewed the February 2016 Phase II Environmental Site Investigation (Phase II) and the May 2016 Remedial Action Plan (RAP) and Construction Health and Safety Plan (CHASP) prepared by GEI Consultants, Inc., P.C. (GEI) on behalf of Gleitman Realty Associates (applicant) for the above referenced project. It is our understanding that the applicant is requesting a zoning map amendment from the New York City Department of City Planning (DCP) to facilitate the development of two sites located on Seagirt Boulevard in the Far Rockaways neighborhood of Queens Community District 14. The proposed zoning map amendment would rezone Block 15784, Lot 1 ("Parcel 1") from R4-1 to R5 with a C1-3 commercial overlay to a depth of 100 feet along Seagirt Boulevard and map a C1-3 commercial overlay on Block 15620, Lots 1 and 11 ("Parcel 2"), currently zoned R5. The area of Parcel 1 is approximately 26,524 square feet (sf) and the area of Parcel 2 is approximately 18,037 sf. The applicant is proposing to develop the two proposed development sites with a total of approximately 31,850 gross square feet (gsf) of residential floor area, approximately 12,023 gsf of retail, and 59 accessory parking spaces on the two currently vacant parcels. Parcel 1 would be developed with two freestanding buildings: a 5,629-gsf single-story retail building fronting on Seagirt Boulevard and a five-story 31,850-gsf multi-family residential building with 27 dwelling units fronting on Watjean Court. The proposed retail building would occupy the northwestern portion of Parcel 1 with 14 at-grade accessory parking spaces accessible via one entrance/exit along Seagirt Boulevard. The proposed retail building would have a maximum building height of approximately 15 feet. The residential building's proposed 29-space accessory parking lot would be partially covered by the overhanging building footprints from the upper floors and would be accessible via an exit/entry driveway along Watjean Court. Parcel 2 would be developed with a 6,394-gsf single-story retail building which would occupy the westernmost portion of the project site, with access from Seagirt Boulevard.

The proposed retail building would have a maximum building height of approximately 15 feet. It should be noted that a surface parking lot comprised of 16 accessory parking spaces would occupy the majority of the project site, with vehicular access via Seagirt Boulevard midblock between Beach 12th and Beach 13th Streets. The easternmost portion of the project site would be improved with trees and landscaping. Parcel 1 has approximately 170 feet of frontage on Seagirt Boulevard to the south, approximately 155 feet of frontage on Fernside Place to the east, and approximately 169 feet of frontage on Watjean Court to the north. The remainder of Block 15784 abuts Parcel 1 to the west and is occupied by one- and two-family residential buildings. Parcel 2 is a narrow triangular block with approximately 326 feet of frontage along Seagirt Boulevard to the south, approximately ten feet of frontage on Beach 12th Street to the east, approximately 296 feet of frontage on Heyson Road to the north, and approximately 107 feet of frontage on Beach 13th Street to the west.

During the January 2016 fieldwork, GEI advanced eleven (11) soil test borings. Seven (7) soil test borings were performed on Parcel 1 and four (4) soil test borings were performed on Parcel 2. A total of 22 soil samples were collected. One soil sample was collected at each boring location from 0-2 feet below grade surface (bgs) and a second deeper soil sample at a depth just above the groundwater elevation (approximately 5-10 feet bgs) from the same soil boring location. Six (6) temporary groundwater monitoring wells were completed and three (3) groundwater samples were collected at each parcel location. Soil and groundwater samples were collected and analyzed for volatile organic compounds (VOCs) by United States Environmental Protection Agency (EPA) Method 8260, semi-volatile organic compounds (SVOCs) by EPA Method 8270, pesticides by EPA Method 8081, polychlorinated biphenyls (PCBs) by EPA Method 8082, and Target Analyte List (TAL) metals (filtered and unfiltered for groundwater samples). Seven (7) soil vapor samples and two (2) outdoor air samples were collected and analyzed for VOCs by EPA Method TO-15.

Parcel 1

The soil analytical results revealed PCBs concentrations were either non-detect (ND) or below their respective New York State Department of Environmental Conservation (NYSDEC) 6 NYCRR Part 375 Unrestricted Use Soil Cleanup Objectives (SCOs). One VOC (acetone), several SVOCs (benzo(a)anthracene, benzo(b)flouranthene, benzo(k)flouranthene, chrysene, and indeno(1,2,3-cd)pyrene), several pesticides (4,4'-DDT and dieldrin), and several metals (barium, copper, lead, mercury, and zinc) were detected above their respective NYSDEC Unrestricted Use SCOs, Residential Use SCOs, and/or Restricted Residential Use SCOs.

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

The soil vapor and outdoor air analytical results revealed several VOCs (1,2,4-trichlorobenzene, 1,3,5-trimethylbenzene, 2-butanone, acetone, benzene, chloromethane, dichlorodifluoromethane, ethyl benzene, methylene chloride, n-hexane, o-xylene, m & p xylenes, tetrahydrofuran, toluene,

and trichlorofluoromethane) were detected above their respective New York State Department of Health (NYSDOH) Background Standards for Indoor and/or Outdoor Air - 25th Percentile.

The May 2016 RAP proposes the installation of vapor barrier consisting of a minimum of 20-mil High-Density Polyethylene (HDPE) Geo-membrane (or equivalent) plastic liner under the slab of the proposed building; transportation and off-site disposal of the impacted soil/fill material at permitted facilities in accordance with applicable laws and regulations for handling, transport, and disposal; underground storage tanks encountered during soil excavation shall be handled and removed according to federal, state, and local regulations; a New York City Department of Environmental Protection Sewer Discharge Permit will be obtained if any de-watering into New York City storm/sewer drains occurs during the proposed construction project; dust control; implementation of community air monitoring program; stockpiled soil will be covered with polyethylene sheets; and in all areas, which will be landscaped or covered with grass (not capped), a minimum of two (2) feet of clean fill/soil must be imported from an approved facility/source and graded across all landscaped/grass covered areas of the sites not capped with concrete or asphalt. The May 2016 CHASP addresses worker and community health and safety during redevelopment.

Parcel 2

The soil analytical results revealed VOCs, SVOCs, PCBs, pesticides, and metals concentrations were either ND or below their respective NYSDEC 6 NYCRR Part 375 Unrestricted Use SCOs.

The groundwater analytical results revealed VOCs, SVOCs, pesticides, and PCBs, concentrations were either ND or below their respective NYSDEC Technical and Operational Guidance Series 1.1.1 AWQS and Guidance Values for Class GA Groundwater. Several metals (antimony, chromium, lead, manganese, magnesium, nickel, sodium, and zinc) were detected above their respective NYSDEC AWQS.

The soil vapor and outdoor air analytical results revealed several VOCs (2-butanone, acetone, benzene, chloromethane, dichlorodifluoromethane, tetrahydrofuran, and trichlorofluoromethane) were detected above their respective NYSDOH Background Standards for Indoor and/or Outdoor Air - 25th Percentile.

The May 2016 RAP proposes the installation of vapor barrier consisting of a minimum of 20-mil HDPE Geo-membrane (or equivalent) plastic liner under the slab of the proposed building. The May 2016 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

Parcel 1

- DCP should inform the applicant that the proposed vapor barrier should be incorporated into

the design plan of **both buildings** (residential and retail) of the proposed construction project.

- DCP should inform the applicant that upon completion of the clean fill investigation activities, the consultant should submit a detailed clean soil report to DEP for review and approval prior to importation and placement on-site. The report should include, at a minimum, an executive summary, narrative of the field activities, laboratory data, and comparison of soil analytical results (i.e., NYSDEC 6 NYCRR Part 375 Environmental Remediation Programs).

Parcel 2

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

- DCP should instruct the applicant that excavated soils, which are temporarily stockpiled on-site, must be covered with polyethylene sheeting while disposal options are determined. Additional testing may be required by the disposal/recycling facility. Excavated soil should not be reused for grading purposes.

- DCP should instruct the applicant that if any petroleum-impacted soils (which display petroleum odors and/or staining) are encountered during the excavation/grading activities, the impacted soils should be removed and properly disposed of in accordance with all NYSDEC regulations.

- DCP should instruct the applicant that all known or found underground storage tanks and/or aboveground storage tanks (including dispensers, piping, and fill-ports) must be properly removed/closed in accordance with all applicable NYSDEC regulations.

- DCP should instruct the applicant that dust suppression must be maintained by the contractor during the excavating and grading activities at the site.

- DCP should instruct the applicant that if de-watering into New York City storm/sewer drains will occur during the proposed construction, a New York City Department of Environmental

Protection Sewer Discharge Permit must be obtained prior to the start of any de-watering activities at the site.

CHASP

- DCP should instruct the applicant to include the names and phone numbers of the Site Supervisor and an Alternate Site Health and Safety Officer.

DEP finds the May 2016 RAP and CHASP for the proposed project acceptable as long as the aforementioned information is incorporated into the RAP and CHASP. DCP should instruct the applicant that at the completion of the project, a Professional Engineer (P.E.) certified Remedial Closure Report should be submitted to DEP for review and approval for the proposed project. The P.E. certified Remedial Closure Report should indicate that all remedial requirements have been properly implemented (i.e., installation of vapor barriers; transportation/disposal manifests for removal and disposal of soil in accordance with NYSDEC regulations; and two feet (for residential use)/one feet (for commercial use) of DEP approved certified clean fill/top soil capping requirement in any landscaped/grass covered areas not capped with concrete/asphalt, etc.).

Future correspondence and submittals related to this project should include the following CEQR number **16DCP133Q**. If you have any questions, you may contact Wei Yu at (718) 595-4358.

Sincerely,

Maurice S. Winter
Deputy Director, Site Assessment

c: E. Mahoney
M. Winter
W. Yu
T. Estesen
M. Wimbish
C. Lee – DCP
O. Abinader – DCP
File

Subject: FW: Seagirt Blvd (Revised RAP and CHASP): Request for CEQR # 16DCP133Q Reference # 16DCP133Q-14-18052016100532
From: "Christopher Lee (DCP)" <CLee@planning.nyc.gov>
Date: 5/19/2016 11:30 AM
To: 'Norabelle Greenberger' <ngreenberger@phaeng.com>

Hi Norabelle,

Per DEP's sign off, please revise the conclusion for hazardous materials to include the specified language below.

Thanks,
Chris

From: Yu, Wei [mailto:WeiY@dep.nyc.gov]
Sent: Thursday, May 19, 2016 11:18 AM
To: Christopher Lee (DCP) <CLee@planning.nyc.gov>; Robert Dobruskin (DCP) <RDOBRUS@planning.nyc.gov>; Olga Abinader (DCP) <OABINAD@planning.nyc.gov>
Cc: Winter, Maurice <MauriceW@dep.nyc.gov>; Estesen, Terrell <TerrellE@dep.nyc.gov>; Wimbish, Mitchell <MitchellW@dep.nyc.gov>
Subject: RE: Seagirt Blvd (Revised RAP and CHASP): Request for CEQR # 16DCP133Q Reference # 16DCP133Q-14-18052016100532

Chris,

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

DEP finds the May 2016 revised RAP and CHASP for the proposed project acceptable. DCP should instruct the applicant that at the completion of the project, a Professional Engineer (P.E.) certified Remedial Closure Report should be submitted to DEP for review and approval for the proposed project. The P.E. certified Remedial Closure Report should indicate that all remedial requirements have been properly implemented (i.e., installation of vapor barriers; transportation/disposal manifests for removal and disposal of soil in accordance with NYSDEC regulations; 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.).

Please let us know if you have any questions. Thanks.

Wei Yu | Project Manager | NYC Environmental Protection
Bureau of Sustainability | Site Assessment
(O) 718 595-4358 | wyu@dep.nyc.gov

From: Christopher Lee (DCP) [mailto:CLee@planning.nyc.gov]
Sent: Wednesday, May 18, 2016 10:31 AM
To: Estesen, Terrell <TerrellE@dep.nyc.gov>; Wimbish, Mitchell <MitchellW@dep.nyc.gov>
Cc: Yu, Wei <WeiY@dep.nyc.gov>
Subject: Seagirt Blvd (Revised RAP and CHASP): Request for CEQR # 16DCP133Q Reference # 16DCP133Q-14-18052016100532
Importance: High

APPENDIX V
TRAVEL DEMAND FORECAST MEMORANDUM

Philip Habib & Associates
Engineers and Planners • 102 Madison Avenue • New York, NY 10016 • 212 929 5656 • 212 929 5605 (fax)

TECHNICAL MEMORANDUM

TO: NYCDCP; NYCDOT

FROM: Philip Habib & Associates

DATE: May 8, 2015

PROJECT: Seagirt Boulevard Rezonings EAS

RE: Transportation Planning Factors

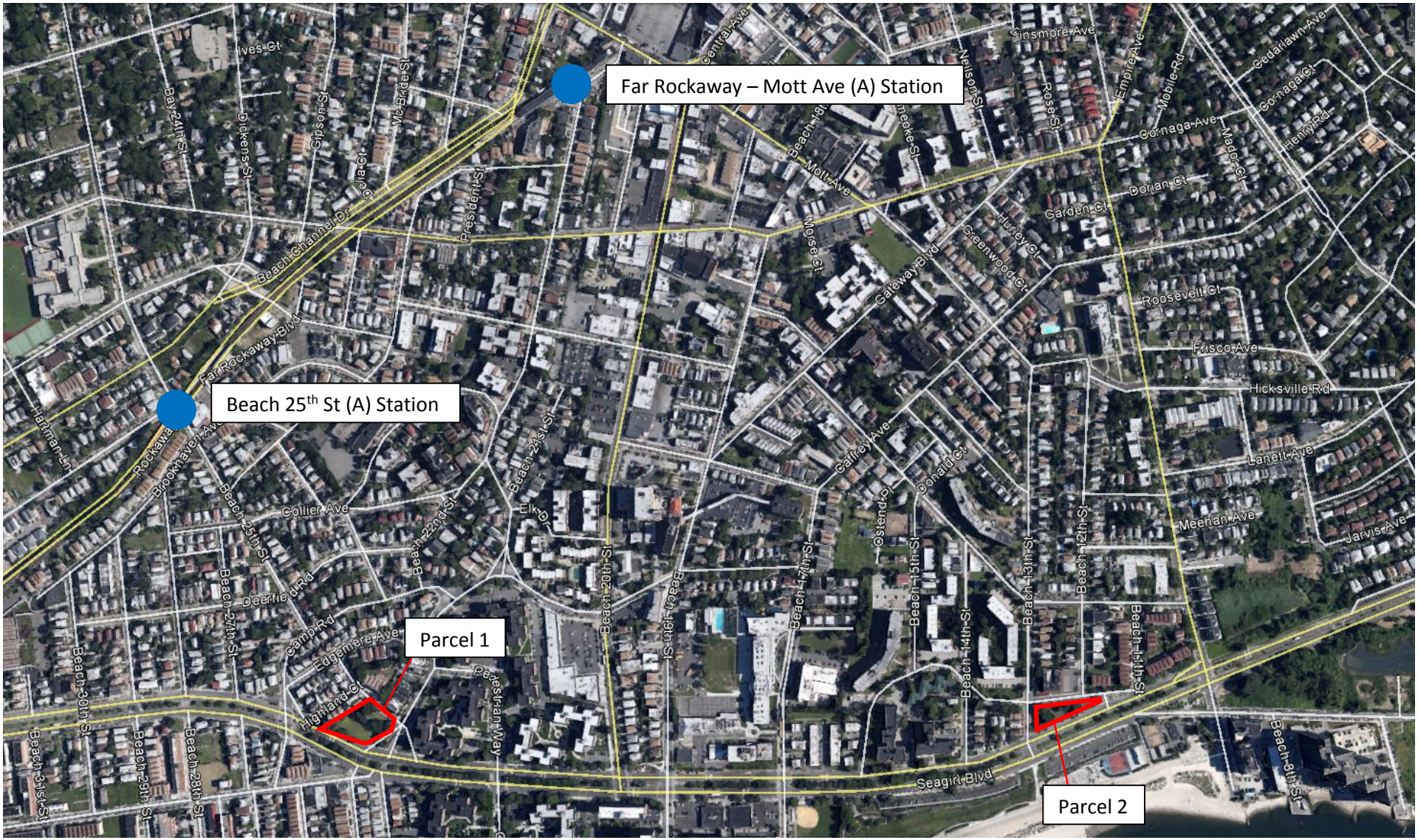
Gleitman Realty Associates (the applicant), is seeking approval for a zoning map amendment (the "proposed action") to rezone two vacant parcels in the Far Rockaway neighborhood of Queens, NY. The subject parcels – Parcels 1 and 2 – are approximately 29,235 sf and 17,374 sf in area, respectively. Parcels 1 & 2, under the reasonable worst-case development scenario (RWCDS), would be developed with a total of approximately 43,873 gross square feet (gsf), including approximately 31,850 gsf of residential floor area (27 dwelling units (DUs)), approximately 12,023 gsf of retail floor area, and 59 accessory parking spaces.

As shown in Figure 1, Parcel 1 (Queens Block 15784, Lot 1) is fronted by Seagirt Boulevard to the south, Fernside Place to the east, and Watjean Court to the north. To the west, the lot abuts a set of one- and two-family residential buildings. An approximately 5,629 gsf single-story retail building and a five-story residential building with approximately 27 DUs are planned on the site. In addition, 14 and 29 accessory surface parking spaces would be dedicated for the retail and residential uses, respectively.

Parcel 2 (Queens Block 15620, Lots 1 and 11) is a narrow triangular block bordered by Seagirt Boulevard to the south, Heyson Road to the north, and Beach 13th Street to the west. A single story retail building (6,394 gsf) with 16 parking spaces is planned for the site.

Seagirt Boulevard is a two-way six lane major roadway with a central planted median and parking on both sides. Watjean Court and Fernside Place are local residential one-way (westbound) and two-way (northbound/southbound) streets, respectively. Heyson Road and Beach 13th Street serve local two-way traffic in the eastbound/westbound and northbound/southbound directions, respectively.

Several public transportation facilities serve the surrounding area. The 25th Street (A line) Station is located approximately 0.3 miles to the northwest of Parcel 1 and the Far Rockaway-Mott Avenue (A line) Station is located approximately 0.9 miles to the northwest of Parcel 2. The Q22 and Q113 New York City Transit (NYCT) local bus routes and the QM17 NYCT express bus route run along Seagirt Boulevard, along with the N31, N32, and N33 Nassau Inter-County Express (NICE) buses, which connect the Far Rockaways to Nassau County, to the east.



Seagirt Boulevard Rezonings Travel Demand Forecast Memorandum **Figure 1**

Project Location

Travel Demand Factors

The transportation planning factors used to forecast travel demand for the RWCDS land uses (local retail and residential) are summarized in Table 1 and discussed below. The trip generation rates, temporal distributions, modal splits, vehicle occupancies, and truck trip factor each of land use were primarily based on those cited in the 2014 *City Environmental Quality Review* (CEQR) *Technical Manual*, the 2008 *Rockaway Neighborhood Rezoning EAS,* and 2009-2013 5-year American Community Survey (ACS) journey-to-work data. Factors are shown for the weekday AM, midday, and PM and Saturday midday peak periods.

Retail

The person trip generation rates and temporal distributions for local retail use were based on data from the 2014 *CEQR Technical Manual*. The directional in/out splits and vehicle occupancy rates were based on the *Rockaway Neighborhood Rezoning EAS*. The modal splits were also based on the *Rockaway Neighborhood Rezoning EAS*, however, to account for the distance to and from the development sites and the nearest subway stations, a reduction in the subway usage rate was applied. Thus, it was assumed that automobile and bus transit usage rates would be higher as the subway stations nearest Parcel 1 (25th Street Station) and Parcel 2 (Far Rockaway-Mott Avenue Station) are an approximately seven and 16 minute walk away, respectively. Truck trip generation rates and temporal distributions were based on data from the *CEQR Technical Manual*. For the purpose of the travel demand forecast, it was assumed that ten percent of local retail trips would be linked trips.

Residential

The residential travel demand forecasts were based on person trip and truck trip generation rates and temporal distributions cited in the 2014 *CEQR Technical Manual*. The directional in/out splits were based on data from the *Rockaway Neighborhood Rezoning EAS*. Modal splits and auto occupancy rates were derived from 2009-2013 5-year ACS journey-to-work data for Queens Census tracts 998.0 and 998.02.

Trip Generation

As the two development sites (Parcels 1 and 2) are located over half a mile apart, and are therefore expected to experience separate travel patterns with minimal to no overlap, separate travel demand forecasts were prepared for the two proposed developments using the transportation planning factors outlined above. Table 2 presents the person and vehicle trips expected to be generated by development on Parcels 1 and 2, respectively, as a result of the proposed action.

Development on Parcel 1 would generate approximately 54, 210, 128, and 144 person trips in the weekday AM, midday, and PM and Saturday midday peak hours, respectively. Development on Parcel 2 is expected to generate approximately 36, 224, 118, and 138 person trips in the weekday AM, midday, and PM and Saturday midday peak hours, respectively. Under the RWCDS, total development facilitated by the proposed action would generate approximately 90 person trips in the weekday AM, 434 in the weekday midday, 246 in the weekday PM, and 282 in the Saturday midday peak hours. Transportation demand by mode is discussed in detail below.

TABLE 1
Travel Demand Forecast Assumptions

Land Use:		**Local Retail**		**Residential**	
Size/Units:	*Parcel 1:*	*5,629 gsf*		*27 DU*	
	Parcel 2:	*6,394 gsf*		*0 DU*	
Trip Generation:		(1)		(1)	
Weekday		205		8.075	
Saturday		240		9.600	
		per 1,000 sf		per DU	
Temporal Distribution:		(1)		(1)	
AM		3.0%		10.0%	
MD		19.0%		5.0%	
PM		10.0%		11.0%	
SatMD		10.0%		8.0%	
		(2)		(3)	
Modal Splits:		AM/PM/SAT		AM/MD/PM	
Auto		10.0%		39.7%	
Taxi		0.0%		0.9%	
Subway		10.0%		30.7%	
Bus		10.0%		17.8%	
Walk/Other		70.0%		10.9%	
		100.0%		100.0%	
		(2)		(2)	
In/Out Splits:		In	Out	In	Out
AM		50%	50%	20.0%	80.0%
MD		50%	50%	50.0%	50.0%
PM		50%	50%	65.0%	35.0%
Sat MD		50%	50%	50.0%	50.0%
Vehicle Occupancy:		(2)		(3)	
Auto		1.65		1.07	
Taxi		1.40		1.4	
Truck Trip Generation:		(1)		(1)	
		0.35		0.06	
		per 1,000 sf		per DU	
		(1)		(1)	
AM		8.0%		12.0%	
MD		11.0%		9.0%	
PM		2.0%		2.0%	
Sat MD		11.0%		9.0%	
		In	Out	In	Out
AM/MD/PM		50.0%	50.0%	50.0%	50.0%

Notes :

(1) 2014 *City Environmental Quality Review (CEQR) Technical Manual.*

(2) Rockaway Neighborhood Rezoning EAS (2008). Adjusted to reduce subway and increase auto and bus shares.

(3) Modal split data and vehicle occupany based on ACS 2009-2013 Means of Transportation to work for Queens census tracts 998.0 and 998.02.

Traffic

As shown in Table 2, development on Parcel 1 would generate 12, 16, 15, and 16 vehicle trips in the weekday AM, midday, and PM and Saturday midday peak hours, respectively. Development on Parcel 2 is expected to generate two, 16, eight, and ten vehicle trips in the weekday AM, midday, and PM and Saturday midday peak hours, respectively. Under the RWCDS, total development facilitated by the proposed action would generate a total of 14 vehicle trips in the weekday AM, 32 in the weekday midday, 23 in the weekday PM, and 26 in the Saturday midday peak hours. Per *CEQR Technical Manual* Level 1 (Trip Generation) Screening Assessment guidelines, further traffic analysis is not warranted as development facilitated by the proposed action would not generate more than 50 vehicle trips in any of the four peak hours.

Parking

As discussed above, a total of 59 off-street parking spaces are planned for the two development parcels – 43 spaces on Parcel 1 and 16 spaces on Parcel 2. The number of spaces dedicated for each land use meets the zoning requirements – a total of 53 spaces (53 on Parcel 1 and 16 on Parcel 2) is required. Additionally, the 2014 *CEQR Technical Manual* states that if a detailed traffic analysis is warranted, a Level 2 (Action-Generated Trip Assignment) Screening Assessment may likely be warranted. Therefore, as a Level 2 Screening Assessment of traffic is not warranted and planned off-street parking on the development sites is expected to accommodate all action-generated parking demand, a detailed parking analysis is not warranted.

Transit

As shown in Table 2, development on Parcel 1 would generate ten, 24, 18, and 18, subway trips in the weekday AM, midday, and PM and Saturday midday peak hours, respectively. Bus-only trips associated with Parcel 1 are expected to be eight, 22, 14, and 16 in the weekday AM, midday, and PM and Saturday midday peak hours, respectively.

Development on Parcel 2 is expected to generate two, 18, ten, and 12 subway trips in the weekday AM, midday, and PM and Saturday midday peak hours, respectively. Bus-only trips associated with Parcel 2 are expected to be four, 22, 12, and 14 in the weekday AM, midday, and PM and Saturday midday peak hours, respectively.

Under the RWCDS, total development facilitated by the proposed action would generate a total of 12 subway trips in the weekday AM, 42 in the weekday midday, 28 in the weekday PM, and 30 in the Saturday midday peak hours. The proposed action would also generate a total of 12 bus-only trips in the weekday AM, 44 in the weekday midday, 26 in the weekday PM, and 30 in the Saturday midday peak hours. Per *CEQR Technical Manual* Level 1 Screening Assessment guidelines, further transit analysis is not warranted as development facilitated by the proposed action would not generate more than 200 transit-oriented trips in any of the four peak hours.

Pedestrians

As shown in Table 2, development on Parcel 1 would generate 22, 140, 77, and 90 walk-only trips in the weekday AM, midday, and PM and Saturday midday peak hours, respectively. Pedestrian trips (including walk-only and walk trips en route to/from subway and bus stops) associated with Parcel 1 are expected to total 40, 186, 109, and 124 in the weekday AM, midday, and PM and Saturday midday peak hours, respectively.

TABLE 2
Travel Demand Forecast

		Parcel 1						Parcel 2		RWCDS (Parcel 1 & 2)	
Land Use:		**Local Retail**		**Residential**		**Total**		**Local Retail**		**Total**	
Size/Units:		5,629 gsf		27 DU				6,394 gsf			
Peak Hour Trips:											
	AM	32		22		54		36		90	
	MD	198		12		210		224		434	
	PM	104		24		128		118		246	
	Sat MD	122		22		144		138		282	
Person Trips:											
		In	Out	In	Out	In	Out	In	Out	In	Out
AM	**Auto**	2	2	3	7	5	9	2	2	7	11
	Taxi	0	0	0	0	0	0	0	0	0	0
	Subway	2	2	1	5	3	7	1	1	4	8
	Bus	2	2	1	3	3	5	2	2	5	7
	Walk/Other	10	10	0	2	10	12	13	13	23	25
	Total	16	16	5	17	21	33	18	18	39	51
		In	Out	In	Out	In	Out	In	Out	In	Out
MD	**Auto**	10	10	2	2	12	12	13	13	25	25
	Taxi	0	0	0	0	0	0	0	0	0	0
	Subway	10	10	2	2	12	12	9	9	21	21
	Bus	10	10	1	1	11	11	11	11	22	22
	Walk/Other	69	69	1	1	70	70	79	79	149	149
	Total	99	99	6	6	105	105	112	112	217	217
		In	Out	In	Out	In	Out	In	Out	In	Out
PM	**Auto**	5	5	6	3	11	8	7	7	18	15
	Taxi	0	0	0	0	0	0	0	0	0	0
	Subway	5	5	5	3	10	8	5	5	15	13
	Bus	5	5	3	1	8	6	6	6	14	12
	Walk/Other	37	37	2	1	39	38	41	41	80	79
	Total	52	52	16	8	68	60	59	59	127	119
		In	Out	In	Out	In	Out	In	Out	In	Out
Sat MD	**Auto**	6	6	4	4	10	10	8	8	18	18
	Taxi	0	0	0	0	0	0	0	0	0	0
	Subway	6	6	3	3	9	9	6	6	15	15
	Bus	6	6	2	2	8	8	7	7	15	15
	Walk/Other	43	43	2	2	45	45	48	48	93	93
	Total	61	61	11	11	72	72	69	69	141	141
Vehicle Trips :											
		In	Out	In	Out	In	Out	In	Out	In	Out
AM	**Auto (Total)**	1	1	3	7	4	8	1	1	5	9
	Taxi	0	0	0	0	0	0	0	0	0	0
	Taxi Balanced	0	0	0	0	0	0	0	0	0	0
	Truck	0	0	0	0	0	0	0	0	0	0
	Total	1	1	3	7	4	8	1	1	5	9
		In	Out	In	Out	In	Out	In	Out	In	Out
MD	**Auto (Total)**	6	6	2	2	8	8	8	8	16	16
	Taxi	0	0	0	0	0	0	0	0	0	0
	Taxi Balanced	0	0	0	0	0	0	0	0	0	0
	Truck	0	0	0	0	0	0	0	0	0	0
	Total	6	6	2	2	8	8	8	8	16	16
		In	Out	In	Out	In	Out	In	Out	In	Out
PM	**Auto (Total)**	3	3	6	3	9	6	4	4	13	10
	Taxi	0	0	0	0	0	0	0	0	0	0
	Taxi Balanced	0	0	0	0	0	0	0	0	0	0
	Truck	0	0	0	0	0	0	0	0	0	0
	Total	3	3	6	3	9	6	4	4	13	10
		In	Out	In	Out	In	Out	In	Out	In	Out
Sat MD	**Auto (Total)**	4	4	4	4	8	8	5	5	13	13
	Taxi	0	0	0	0	0	0	0	0	0	0
	Taxi Balanced	0	0	0	0	0	0	0	0	0	0
	Truck	0	0	0	0	0	0	0	0	0	0
	Total	4	4	4	4	8	8	5	5	13	13

Note: 10 percent linked trip applied to local retail use.

Development on Parcel 2 is expected to generate 26, 158, 82, and 96 walk-only trips in the weekday AM, midday, and PM and Saturday midday peak hours, respectively. Pedestrian trips (including walk-only and walk trips en route to/from subway and bus stops) associated with Parcel 2 are expected to total 32, 198, 104, and 122 in the weekday AM, midday, and PM and Saturday midday peak hours, respectively.

Under the RWCDS, total development facilitated by the proposed action would generate a total of 48 walk-only trips in the weekday AM, 298 in the weekday midday, 159 in the weekday PM, and 186 in the Saturday midday peak hours. A total of 72 pedestrian trips in the weekday AM, 384 in the weekday midday, 213 in the weekday PM, and 246 in the Saturday midday peak hours are expected to be generated.

Per *CEQR Technical Manual* Level 1 Screening Assessment guidelines, the action-generated pedestrian trips would exceed the Level 1 threshold of 200 action-generated pedestrian trips during the weekday midday and PM and Saturday midday peak hours. However, as the two development sites – Parcels 1 and 2 – are located over half a mile apart, they are expected to experience distinct travel patterns and demand distributions. As a result, trip overlapping is unlikely to occur. Therefore, in general, pedestrian demand and trip routes associated with each development should be considered exclusive.

As discussed above, Parcels 1 and 2 are each expected to generate pedestrian demand below 200 during the weekday AM, midday, and PM; and Saturday midday peak hours. Therefore, although aggregate pedestrian trips generated by the two development sites would exceed the 200 or more peak hour trip threshold, no pedestrian element within the vicinity of the rezoning's development sites is expected to be traversed by 200 or more action-generated pedestrians and an a quantitative pedestrian analysis is not warranted.