ENVIRONMENTAL ASSESSMENT STATEMENT

HAMILTON BEACH RESILIENCY REZONING
Borough of Queens

Lead Agency:

New York City Department of City Planning (DCP)
120 Broadway – 31st Floor
New York, NY 10271

CEQR No. 17DCP115Q

February 17, 2017

Prepared for:

New York City Department of City Planning (DCP)
120 Broadway – 31st Floor
New York, NY 10271

Prepared by:

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120 Broadway – 31st Floor
New York, NY 10271

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

Please fill out and submit to the appropriate agency (see instructions)

Part I: GENERAL INFORMATION

PROJECT NAME Hamilton Beach Resiliency Rezoning

1. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
17DCP115Q	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
170255 ZMQ, N 170267 ZRQ	

2a. *Lead Agency Information*			**2b. *Applicant Information***		
NAME OF LEAD AGENCY			NAME OF APPLICANT		
NYC Department of City Planning			NYC Department of City Planning		
NAME OF LEAD AGENCY CONTACT PERSON			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON		
Robert Dobruskin, AICP			John D. Young		
ADDRESS 120 Broadway 30th Floor			ADDRESS 120-55 Queens Boulevard, Room 201		
CITY New York	STATE NY	ZIP 10271	CITY Kew Gardens	STATE NY	ZIP 11424
TELEPHONE 212-720-3423	EMAIL RDOBRUS@planning.nyc.gov		TELEPHONE 718-520-2070	EMAIL JYOUNG@planning.nyc.gov	

3. *Action Classification and Type*

SEQRA Classification

☐ UNLISTED ☒ TYPE I: Specify Category (see 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, as amended):

Action Type (refer to Chapter 2, "Establishing the Analysis Framework" for guidance)

☐ LOCALIZED ACTION, SITE SPECIFIC ☐ LOCALIZED ACTION, SMALL AREA ☒ GENERIC ACTION

4. *Project Description*

The New York City Department of City Planning (DCP) proposes an amendment to the Zoning Map and a text amendment to the Zoning Resolution that will affect all or portions of 22 tax blocks in Hamilton Beach, Queens, in Community District 10.

Project Location

BOROUGH Queens	COMMUNITY DISTRICT(S) 10	STREET ADDRESS
TAX BLOCK(S) AND LOT(S)		ZIP CODE

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS Generally bounded by 159th Avenue to the north, the MTA's A train right-of-way to the east, the U.S. Pierhead and Bulkhead Line to the south, and 102nd Street to the west.

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY R3-1	ZONING SECTIONAL MAP NUMBER 18b

5. *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
☐ CONSTRUCTION OF PUBLIC FACILITIES
☐ 384(b)(4) APPROVAL
☐ OTHER, explain:
☐ POLICY OR PLAN, specify:
☐ FUNDING OF PROGRAMS, specify:
☐ PERMITS, specify:

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

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

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

6. *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.): 3,321,090
Waterbody area (sq. ft.) and type: 442,245
Roads, buildings, and other paved surfaces (sq. ft.): 834,073
Other, describe (sq. ft.): NA

7. *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): N/A
NUMBER OF BUILDINGS: N/A
GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): N/A
HEIGHT OF EACH BUILDING (ft.): N/A
NUMBER OF STORIES OF EACH BUILDING: N/A

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: 0
The total square feet not owned or controlled by the applicant: N/A

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 disturbance (if known):
AREA OF TEMPORARY DISTURBANCE: sq. ft. (width x length) VOLUME OF DISTURBANCE: cubic ft. (width x length x depth)
AREA OF PERMANENT DISTURBANCE: sq. ft. (width x length)

8. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2032
ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: N/A
WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☐ YES ☐ NO IF MULTIPLE PHASES, HOW MANY? N/A
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:

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

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

DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS - See Attachment A

The information requested in this table applies to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory control. The increment is the difference between the No-Action and the With-Action conditions.

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
LAND USE				
Residential	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	
If "yes," specify the following:				
Describe type of residential structures				
No. of dwelling units				
No. of low- to moderate-income units				
Gross floor area (sq. ft.)				
Commercial	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	
If "yes," specify the following:				
Describe type (retail, office, other)				
Gross floor area (sq. ft.)				
Manufacturing/Industrial	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	
If "yes," specify the following:				
Type of use				
Gross floor area (sq. ft.)				
Open storage area (sq. ft.)				
If any unenclosed activities, specify:				
Community Facility	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	
If "yes," specify the following:				
Type				
Gross floor area (sq. ft.)				
Vacant Land	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	
If "yes," describe:				
Publicly Accessible Open Space	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	
If "yes," specify type (mapped City, State, or Federal parkland, wetland—mapped or otherwise known, other):				
Other Land Uses	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	
If "yes," describe:				
PARKING				
Garages	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	
If "yes," specify the following:				
No. of public spaces				
No. of accessory spaces				
Operating hours				
Attended or non-attended				
Lots	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	
If "yes," specify the following:				
No. of public spaces				
No. of accessory spaces				
Operating hours				
Other (includes street parking)	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	
If "yes," describe:				
POPULATION				
Residents	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	
If "yes," specify number:				
Briefly explain how the number of residents was calculated:				

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Businesses	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	
If "yes," specify the following:				
No. and type				
No. and type of workers by business				
No. and type of non-residents who are not workers				
Briefly explain how the number of businesses was calculated:				
Other (students, visitors, concert-goers, *etc.*)	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	
If any, specify type and number:				
Briefly explain how the number was calculated:				
ZONING				
Zoning classification	See Attcahment A	"	"	"
Maximum amount of floor area that can be developed	See Attcahment A	"	"	"
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	See Attcahment A	"	"	"
Attach any additional information that may be needed to describe the project. If your project involves changes that affect one or more sites not associated with a specific development, it is generally appropriate to include total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

Part II: TECHNICAL 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 Full 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.		
(e) Is the project a large, publicly sponsored project?	☒	☐
o If "yes," complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☒	☐
o If "yes," complete the Consistency Assessment Form.		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
o Generate a net increase of more than 200 residential units *or* 200,000 square feet of commercial space?	☐	☒
▪ If "yes," answer *both* questions 2(b)(ii) and 2(b)(iv) below.		
o Directly displace 500 or more residents?	☐	☒
▪ If "yes," answer questions 2(b)(i), 2(b)(ii), and 2(b)(iv) below.		
o Directly displace more than 100 employees?	☐	☒
▪ If "yes," answer questions under 2(b)(iii) and 2(b)(iv) below.		
o Affect conditions in a specific industry?	☐	☒
▪ If "yes," answer question 2(b)(v) below.		
(b) If "yes" to any of the above, attach supporting information to answer the relevant questions below. If "no" was checked for each category above, the remaining questions in this technical area do not need to be answered.		
i. Direct Residential Displacement		
o If more than 500 residents would be displaced, would these residents represent more than 5% of the primary study area population?	☐	☐
o If "yes," is the average income of the directly displaced population markedly lower than the average income of the rest of the study area population?	☐	☐
ii. Indirect Residential Displacement		
o Would expected average incomes of the new population exceed the average incomes of study area populations?	☐	☐
o If "yes:"		
▪ Would the population of the primary study area increase by more than 10 percent?	☐	☐
▪ Would the population of the primary study area increase by more than 5 percent in an area where there is the potential to accelerate trends toward increasing rents?	☐	☐
o If "yes" to either of the preceding questions, would more than 5 percent of all housing units be renter-occupied and unprotected?	☐	☐
iii. Direct Business Displacement		
o Do any of the displaced businesses provide goods or services that otherwise would not be found within the trade area, either under existing conditions or in the future with the proposed project?	☐	☐
o Is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve,	☐	☐

	YES	NO
enhance, or otherwise protect it?		
iv. Indirect Business Displacement		
o Would the project potentially introduce trends that make it difficult for businesses to remain in the area?	☐	☐
o Would the project capture retail sales in a particular category of goods to the extent that the market for such goods would become saturated, potentially resulting in vacancies and disinvestment on neighborhood commercial streets?	☐	☐
v. Effects on Industry		
o Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?	☐	☐
o Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?	☐	☐
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
o Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
i. Child Care Centers		
o Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	☐	☒
o If "yes," would the project result in a collective utilization rate of the group child care/Head Start centers in the study area that is greater than 100 percent?	☐	☐
o If "yes," would the project increase the collective utilization rate by 5 percent or more from the No-Action scenario?	☐	☐
ii. Libraries		
o Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	☐	☒
o If "yes," would the project increase the study area population by 5 percent or more from the No-Action levels?	☐	☐
o If "yes," would the additional population impair the delivery of library services in the study area?	☐	☐
iii. Public Schools		
o Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	☐	☒
o If "yes," would the project result in a collective utilization rate of the elementary and/or intermediate schools in the study area that is equal to or greater than 100 percent?	☐	☐
o If "yes," would the project increase this collective utilization rate by 5 percent or more from the No-Action scenario?	☐	☐
iv. Health Care Facilities		
o Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
o If "yes," would the project affect the operation of health care facilities in the area?	☐	☐
v. Fire and Police Protection		
o Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
o If "yes," would the project affect the operation of fire or police protection in the area?	☐	☐
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7 Proposed actions would not induce development.		
(a) Would the 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?	☐	☒
(c) If "yes," would the project generate more than 50 additional residents or 125 additional employees?	☐	☐
(d) Is the project located within a well-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☐	☒
(e) If "yes," would the project generate more than 350 additional residents or 750 additional employees?	☐	☐
(f) If the project is located in an area that is neither under-served nor well-served, would it generate more than 200 additional residents or 500 additional employees?	☐	☒
(g) If "yes" to questions (c), (e), or (f) above, attach supporting information to answer the following:		
o If in an under-served area, would the project result in a decrease in the open space ratio by more than 1 percent?	☐	☐
o If in an area that is not under-served, would the project result in a decrease in the open space ratio by more than 5	☐	☐

	YES	NO
percent?		
o If "yes," are there qualitative considerations, such as the quality of open space, that need to be considered? Please specify:	☐	☐
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?	☐	☒
(c) If "yes" to either of the above questions, attach supporting information explaining whether the project's shadow would reach any sunlight-sensitive resource at any time of the year.		
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9 N/A Proposed actions would not induce development.		
(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.		
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?	☐	☒
(c) If "yes" to either of the above, please provide the information requested in Chapter 10.		
8. *NATURAL RESOURCES*: CEQR Technical Manual Chapter 11 N/A Proposed actions would not induce developent.		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11?	☐	☒
o If "yes," list the resources and attach supporting information on whether the project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed? N/A - Project would not induce Development	☒	☐
o If "yes," complete the Jamaica Bay Watershed Form and submit according to its instructions.		
9. *HAZARDOUS MATERIALS*: CEQR Technical Manual Chapter 12 N/A - Project would not induce Development		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	☒	☐
(b) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	☐	☒
(c) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?	☐	☒
(d) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	☐	☒
(e) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (*e.g.*, gas stations, oil storage facilities, heating oil storage)?	☐	☒
(f) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	☐	☒
(g) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	☐	☒
(h) Has a Phase I Environmental Site Assessment been performed for the site?	☐	☒
o If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify:	☐	☐
(i) Based on the Phase I Assessment, is a Phase II Investigation needed?	☐	☐
10. *WATER AND SEWER INFRASTRUCTURE*: CEQR Technical Manual Chapter 13 N/A Proposed Project would not induce development.		
(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?	☐	☒

	YES	NO
(c) If the proposed project located in a separately sewered area, would it result in the same or greater development than that listed in Table 13-1 in Chapter 13?	☐	☒
(d) Would the project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	☐	☒
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas, including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	☐	☒
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☒	☐
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or contribute contaminated stormwater to a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
(i) If "yes" to any of the above, conduct the appropriate preliminary analyses and attach supporting documentation.		
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):		
o Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	☐	☒
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	☐	☒
o If "yes," would the proposed project comply with the City's Solid Waste Management Plan?	☐	☐
12. *ENERGY*: CEQR Technical Manual Chapter 15 N/A - Project would not induce Development		
(a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs):		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☐
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16 N/A Proposed project would not induce development		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☐	☒
(b) If "yes," conduct the appropriate screening analyses, attach back up data as needed for each stage, and answer the following questions:		
o Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☐	☐
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.*	☐	☐
o Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	☐	☐
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway/rail trips per station or line?	☐	☐
o Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☐	☐
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?	☐	☐
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17 N/A Proposed project would not induce development .		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☐	☒
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☐	☒
o If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed)	☐	☐
(c) Does the proposed project involve multiple buildings on the project site?	☐	☒
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
(f) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation.		
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18 N/A		
(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) Would the proposed project result in the development of 350,000 square feet or more?	☐	☐
(d) If "yes" to any of the above, would the project require a GHG emissions assessment based on guidance in Chapter 18?	☐	☐
o If "yes," would the project result in inconsistencies with the City's GHG reduction goal? (See Local Law 22 of 2008; § 24-	☐	☐

	YES	NO
803 of the Administrative Code of the City of New York). Please attach supporting documentation.		
16. *NOISE*: CEQR Technical Manual Chapter 19 N/A Proposed project would not induce development		
(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?	☐	☒
(e) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation.		
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20 N/A - Project would not induce Development		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	☐	☒
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary.		
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	☐	☒
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary.		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22 N/A - Project would not induce Development		
(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.		

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	SIGNATURE	DATE
John. D. Young		2. 17. 12

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
Director, EARD	New York City Department of City Planning
NAME	DATE
Robert Dobruskin	Feburary 17, 2017

SIGNATURE Robert Dobruskin

A. INTRODUCTION

The New York City Department of City Planning (DCP) proposes an amendment to the Zoning Map and a text amendment to the Zoning Resolution that will affect all or portions of 22 tax blocks in Hamilton Beach, Queens, in Community District 10. The Hamilton Beach rezoning area is generally bounded by 159th Avenue to the north, the MTA's A train right-of-way to the east, the U.S. Pierhead and Bulkhead Line to the south, and 102nd Street to the west.

Hamilton Beach was studied as part of DCP's Resilient Neighborhoods, a place-based planning initiative that was launched to identify local strategies to support the vitality and resiliency of neighborhoods within the city's floodplain. Hamilton Beach was studied, in part, because it is among the most vulnerable neighborhoods in the city to flooding. Hamilton Beach faces flood hazards from storm surges generated from large storm events like Hurricane Sandy, and some parts of the neighborhood experience periodic tidal flooding, a condition likely to become more severe over time with projected sea level rise. To reduce these flood risks and plan for adaptation over time, DCP seeks to deploy new zoning strategies in this neighborhood to limit future development and to signal flood risk.

The proposed actions, described in greater detail below, would reduce the density of potential future residential development in the affected Hamilton Beach project area. Therefore, a detailed analysis of this aspect of the proposal is unnecessary. However, an additional component of the proposed actions would reinforce the existing commercial uses and built form surrounding Coleman Square. The action would extend the commercial overlays to cover existing commercial uses and would change the overlay designation from C1-2 to C1-3. These proposed changes would reduce the amount of required accessory commercial parking spaces to more accurately reflect the amount currently provided by the existing commercial uses. For the purposes of a conservative analysis it was deemed appropriate to analyze the potential for inducing new development by the proposed action relating to the commercial overlays.

Today, Hamilton Beach is zoned R3-1 and a C1-2 commercial overlay is mapped in Coleman Square, a commercial node located to the north of the neighborhood (see Figure 1). These zoning districts have remained largely unchanged since 1961 when the current Zoning Resolution was adopted and do not reflect the current building pattern, which is predominately detached residential buildings on narrow lots. Furthermore, they don't reflect the current and future flood risk.

DCP developed this zoning proposal through close consultation with a Community Advisory Committee comprised of representatives from Community Board 10, the New Hamilton Beach Civic Association, local elected officials, and other organizations.

The proposed rezoning seeks to achieve the following objectives:

- Signal flood risk to the community and limit vulnerability by limiting the density of future development by restricting new residential development to detached buildings, with two-family buildings only allowed on lots wider than 40 feet.
- Reinforce the existing neighborhood character and current building patterns by replacing current zoning with new lower-density contextual zones.
- Ensure that the commercial overlays in Coleman Square match existing commercial uses and development patterns.

These goals would be accomplished by the following land use actions:

- Establish a Hamilton Beach Subdistrict in the 137-00 Special Coastal Risk District text to signal flood risk to the community and limit the density of future development.
- Replace existing R3-1 zoning with R3A zoning to reinforce neighborhood character and current building patterns.
- Rezone the Coleman Square commercial node from C1-2 to C1-3 to more adequately reflect existing development patterns. The overlay will be extended to ensure that existing commercial uses are brought into conformance.

B. BACKGROUND AND EXISTING CONDITIONS

According to projections by the NYC Panel on Climate Change, climate change and sea level rise will reshape New York City's waterfront and lead to increased risks of flooding. To reduce these risks, the City is updating its regulations for how existing buildings are designed and new development occurs throughout the floodplain. Reducing flood risks to New York City's building stock through resilient design measures is part of the City's multifaceted plan for resiliency, along with enhancing coastal protections, hardening infrastructure systems, and promoting community preparedness.

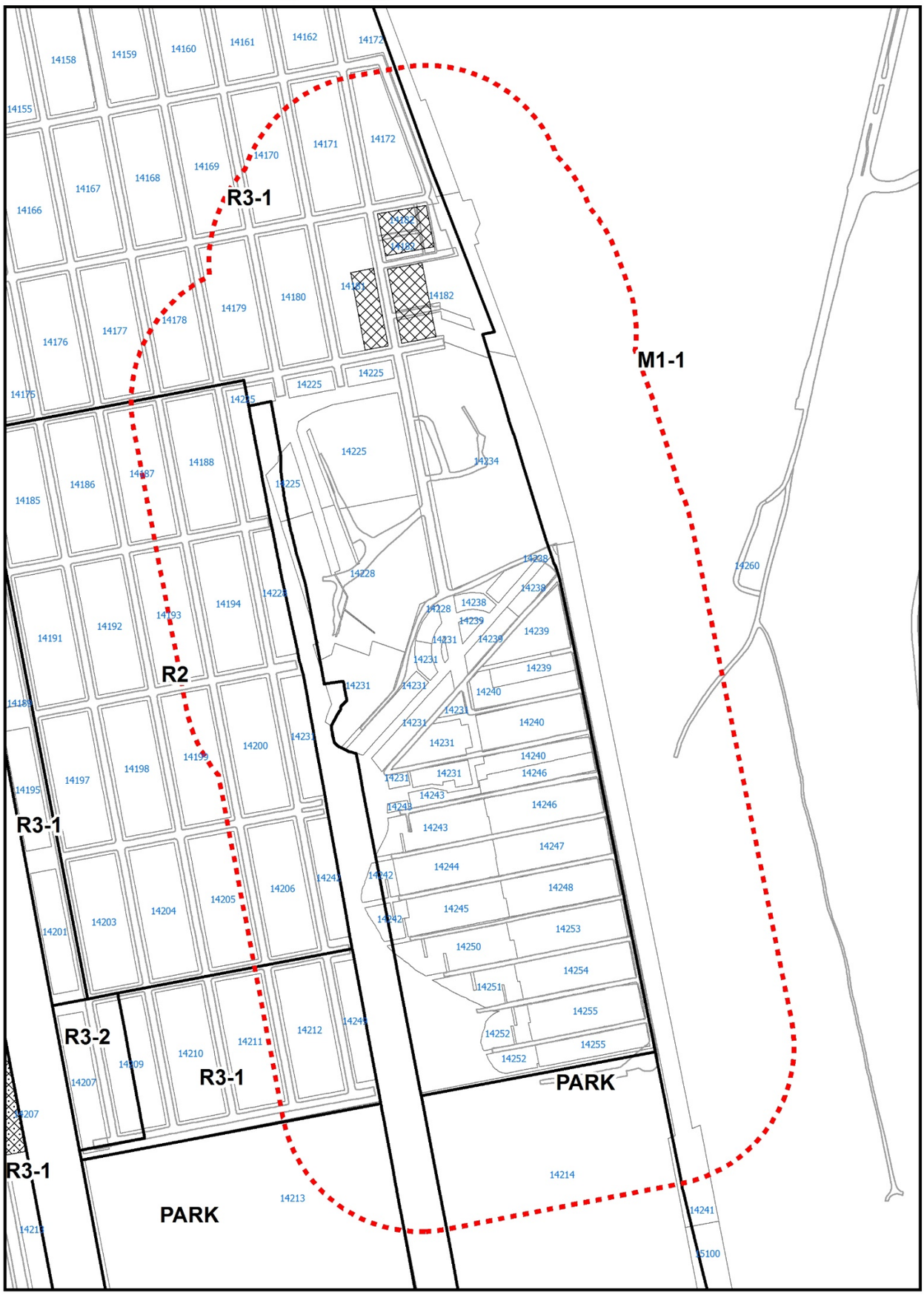
Following Sandy, DCP advanced a temporary, emergency citywide text amendment to promote rebuilding to higher standards by addressing the most urgent zoning barriers. In 2013, DCP launched the Resilient Neighborhoods initiative to work directly with floodplain communities to look at specific local issues in certain hard-hit areas and reexamine questions of land use, zoning, and development in light of a new understanding of coastal flood risks. In 2014, DCP released the *Retrofitting for Flood Risk* manual, which details resilient retrofit strategies for a range of building types that are unique to New York City. DCP also works closely with other agencies, including the Housing Recovery Office and Mayor's Office of Recovery and Resiliency on programs to assist community recovery and build coastal resiliency. Through this work, DCP found that additional zoning changes are necessary to allow property owners to build and retrofit to limit damage from floods and to reduce insurance costs, as well as also ensure that development is responsive to neighborhood character and aligns with the need for long-term adaptation.

Based on this work, zoning recommendations are proposed that are specific to unique neighborhood conditions and risks. In Hamilton Beach, which is at risk of future daily tidal flooding from sea level rise, zoning could ensure that future development does not substantially increase the population. The proposed actions place limits on growth and development in this highly vulnerable area, and will be followed at a later date by additional local and citywide updates to zoning.

Area Description and History

Hamilton Beach is located to the north of Jamaica Bay, nestled between Hawtree Basin and Old Howard Beach to the west and John F. Kennedy International Airport to the east. The basin is lined with private docks for recreational boating. The MTA A train and AirTrain shuttle to John F. Kennedy International Airport share a station located at Coleman Square, a small retail node just north of Hamilton Beach. Most buildings in Coleman Square are two stories tall with commercial uses located in ground floor spaces and residence above. The commercial uses in Coleman Square include offices, hair salons, and restaurants. The study area consists of all or portions of 22 blocks. The area has approximately 1,400 residents and 857 buildings, the majority of which are one- and two-family detached residences.

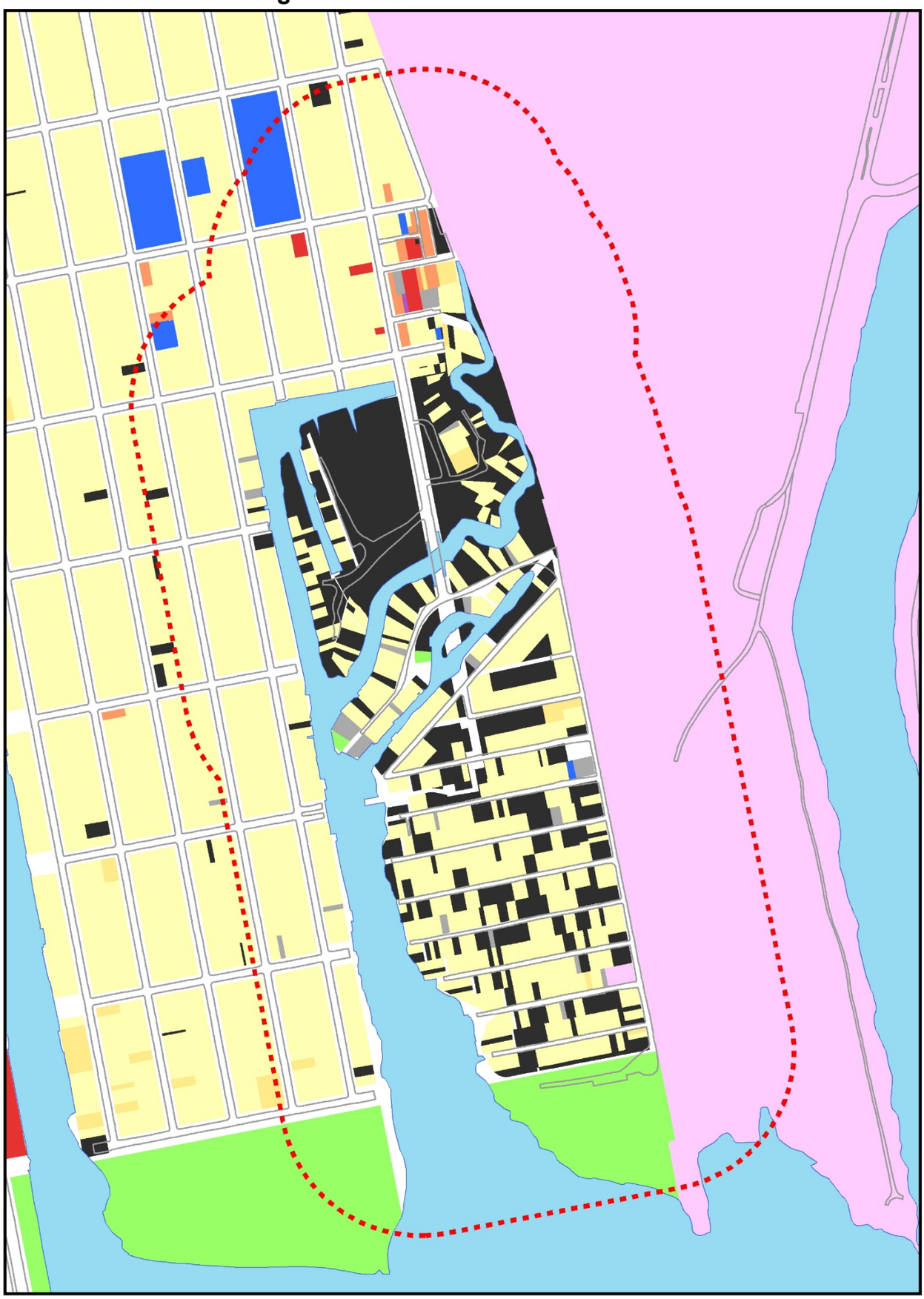
Figure 1
Hamilton Beach Existing Zoning



600' Buffer
Existing Zoning Districts
Existing Commercial Overlay
C1-2
C2-2
15100 Tax Block

Hamilton Beach Resiliency Rezoning
NYC Department of City Planning

Figure 2
Hamilton Beach Existing Land Use



The history of this community can be traced back to the 1880s when fishermen's shacks were built near Hawtree Creek and Jamaica Bay. The area was established as a year-round community with the introduction of the Long Island Rail Road line to the Rockaway peninsula further south. Hamilton Beach is located east of Hawtree Basin and includes "Ramblersville," a small community located adjacent to the 102nd Street Bridge. Ramblersville was originally comprised of shacks and residences connected by a wooden boardwalk that was known to flood at high tide. Hamilton Beach residents relied on private cesspools to store wastewater until 1995, when the City expanded its sewer system. With the exception of 164th Drive, the neighborhood still lacks storm sewers today. In addition, the entire shoreline is exposed to floodwaters entering from Jamaica Bay, making additional protection difficult and costly.

Existing Conditions

A land use survey was conducted for the rezoning area as well as an area within a 600-foot radius within each rezoning area boundary (see Figure 2). Tables A-1 and A-2 show the proportion of tax lots based on the land uses within this surveyed area.

The surveyed area with a 600-foot radius of the rezoning area consists of 1,278 lots covering 170.8 acres. Approximately 66 percent of these tax lots contain residential buildings. Non-residential properties account for approximately 34 percent of the total number of lots. Mixed residential and commercial uses make up nearly two percent of the total. Parking facilities make up approximately two percent of the total. Vacant lots make up nearly 28 percent of the total number of lots. Remaining land use categories—commercial and office, industrial and manufacturing, transportation and utility, and open space and recreation—account for less than four percent combined.

Within the rezoning area, of the lots with residential use, approximately 78 percent are developed with one-family detached residences, eight percent with two-family detached residences, and 13 percent with one- or two-family semi-detached residences. Less than one percent are developed with either attached residential or multifamily buildings.

Table A-1: Hamilton Beach Land Use Within 600 Feet of Rezoning Area

	Lots	% of total lots*	Area (acres)*	% of land area*
Residential	846	66.2%	61.6	36.08%
Detached One-Family	604	47.3%	42.0	24.61%
Detached Two-Family	134	10.5%	12.2	7.12%
Semi-Detached One- and Two-Family	91	7.1%	6.1	3.55%
Attached One- and Two-Family	2	0.2%	0.2	0.10%
Multi-Family Walk-Up and Elevator	8	0.6%	0.8	0.49%
Mixed Residential and Commercial	24	1.9%	0.5	0.45%
Commercial and Office	7	0.6%	0.6	0.37%
Industrial and Manufacturing	1	0.1%	0.0	0.02%
Transportation and Utility	6	0.5%	57.0	33.35%
Public Facilities and Institutions	6	0.5%	3.0	1.74%
Open Space and Recreation	4	0.3%	18.8	11.01%
Parking Facilities	30	2.4%	1.6	0.93%
Vacant	354	27.7%	27.4	16.05%
Total	1,278		170.8	

For the purpose of a more accurate assessment, only the portions of park land (Block 14213, Lots 2 and 1800) and land occupied by John F. Kennedy International Airport (Block 14260, Lot 1) within the 600 ft. boundary have been included in the analysis.

*Numbers have been rounded for clarity.

Table A-2: Hamilton Beach Building Type of Rezoning Area (Residential Lots Only)		
Building Type	Lots	% of residential lots
Detached One-Family	347	77.80%
Detached Two-Family	31	6.95%
Semi-Detached One- and Two-Family	59	13.23%
Attached One- and Two-Family	2	0.45%
Multi-Family Walk-Up and Elevator	0	0.00%
Total	446	

Existing Zoning

The Hamilton Beach study area is currently zoned R3-1 and a C1-2 commercial overlay districts is mapped in Coleman Square (see Figure 1). These zoning districts have remained largely unchanged since 1961 when the current Zoning Resolution was adopted. Each of these districts is described below.

R3-1

The entirety of Hamilton Beach and Coleman Square is zoned R3-1, an area generally bounded by 159th Avenue to the north, the A train right-of-way to the east, the U.S. Pierhead and Bulkhead Line to the south, and 102nd Street to the west. R3-1 is the lowest density district that allows semi-detached one-and two-family residences. Detached residences are also allowed. The maximum FAR is 0.6, which includes a 0.1 attic allowance to allow for a pitched roof. The minimum required lot area is 3,800 square feet for detached residences and 1,700 square feet for other residences. The minimum lot width for a detached house is 40 feet, or 18 feet for other residences. The maximum perimeter wall height and building height are 21 feet and 35 feet, respectively. Front yards must be at least 15 feet deep, and side yards must total 13 feet for detached houses (with a five foot minimum for one side yard), and eight feet for semi-detached houses. One off-street parking space is required for each dwelling unit. Community facilities are allowed at a maximum FAR of 1.0.

Commercial Overlays

A C1-2 commercial overlay is mapped in Coleman Square, to the north of Hamilton Beach. C1 overlays are typically mapped within residential districts to allow a range of local retail and service establishments to serve the surrounding neighborhood. Specifically, C1 overlays allow Use Groups 4 through 6.

When C1 overlay districts are mapped within R1 through R5 residential districts the maximum commercial FAR is 1.0, with commercial uses limited to the first floor in mixed-use buildings. Off-street parking requirements vary with the use, however, most retail uses generally require one accessory parking space per 300 square feet of commercial floor space, although the requirements can range between one space per 200 square feet and one space per 800 square feet. For C1-2 overlays, if the number of spaces required is less than 15, the parking requirements are waived.

C. PROPOSED ACTIONS AND PURPOSE AND NEED

The amendment to the Zoning Map and amendment to the Zoning Resolution would match existing built form, limit vulnerability by limiting future density, and promote resilient buildings in Hamilton Beach. (See Figure 3 for proposed zoning.) The amendment to the Zoning Resolution, 137-00 Special Coastal Risk

District (described below), would establish a new special district (as part of the Broad Channel Resiliency Rezoning, CEQR #17DCP114Q, N 170257 ZRQ) and apply a Subdistrict to Hamilton Beach.

Zoning Text amendment to establishing a Hamilton Beach Subdistrict in the 137-00 Special Coastal Risk District text to signal flood risk to the community and limit the density of future development.

The proposed actions would create a Hamilton Beach Subdistrict as part of the proposed amendment to the Zoning Resolution, 137-00 Special Coastal Risk District (as part of the Broad Channel Resiliency Rezoning, CEQR #17DCP114Q, N 170257 ZRQ). This zoning tool operates similar to a Special Purpose District, which can be deployed in different neighborhoods throughout the city that have similar needs. Subdistricts share the same goals, but do not necessarily all have the same rules, since each area may need rules that reflect unique local conditions. The Special Coastal Risk District has the purpose of denoting flood risk and limiting future development to building types and users appropriate for the area. Currently, it is only envisioned to be used in Broad Channel (CEQR #17DCP114Q, N 170257 ZRQ) and Hamilton Beach, but could be used elsewhere in the city in the future.

For Hamilton Beach, the Special Coastal Risk District would be applied to the proposed underlying R3A district and would limit future development of two-family detached houses to only lots over 40 feet wide to accommodate the range of lot widths present in Hamilton Beach. Single-family detached houses would be permitted throughout the area. In addition, the special district text will stipulate that community facilities with sleeping or overnight accommodations would be prohibited in Hamilton Beach due to the difficulties emergency vehicles face when accessing the neighborhood during rain events and spring high tides today, as well as future flooding due to sea level rise. This text change would more closely reflect the current neighborhood character and would help achieve the goal of limiting new residential development in an area projected to experience daily tidal inundation due to sea level rise by the 2050s and where there are few viable options for investment in infrastructure to mitigate this flood risk.

Zoning Map amendment replacing existing R3-1 zoning with R3A zoning to reinforce neighborhood character and current building patterns.

Existing R3-1 zoning would be replaced by R3A zoning; R3A zoning reflects the neighborhood's character of primarily one and two-family detached residences, which together make up eighty-six percent of all residential lots. The proposed rezoning area would also be modified by the Special Coastal Risk District, described above. R3A zoning would also restrict the construction of semi-detached houses with one shared party wall, which have grown in number since the early 2000s. This housing type, though permitted under existing zoning, does not reflect the established character of the neighborhood and is more difficult to elevate above the flood elevation than a detached residence because of the adjoining shared wall. The proposed zoning change would limit vulnerability and promote more resilient buildings in Hamilton Beach since detached buildings are easier to construct under updated zoning regulations.

Zoning Map amendment replacing C1-2 commercial overlays with expanded C1-3 overlays to reinforce existing commercial uses and development patterns.

A rezoning of the Coleman Square commercial node from C1-2 to C1-3 is proposed to more adequately reflect existing development patterns. The overlay will be extended to ensure that existing commercial uses are brought into conformance. This update to the commercial overlays could also provide commercial buildings relief from high off-street parking requirements. Flood mitigation measures, such

as dry floodproofing or flood barriers, could be more difficult to incorporate into the renovation, reconstruction, or redevelopment of commercial uses with the existing high parking requirements.

D. PROPOSED PROJECT

Proposed Hamilton Beach Subdistrict of the Special Coastal Risk District

The 137-00 Coastal Risk District to be established as part of the Broad Channel rezoning (CEQR #17DCP114Q, N 170257 ZRQ) would denote flood risk and limit future building types and users appropriate for the area. The proposed actions also would map a new Hamilton Beach Subdistrict of the Special Coastal Risk District. The Hamilton Beach Subdistrict would modify the proposed R3A district, described below, and would limit future residential development to single-family detached houses on lots less than 40 feet wide. Two-family detached houses would be permitted only on lots 40 feet wide or greater in order to reflect the range of lot widths present in Hamilton Beach. In addition, the text would stipulate that community facilities with sleeping or overnight accommodations be prohibited in Hamilton Beach due to the difficulties emergency vehicles face when accessing the neighborhood during rain events and spring high tide today, as well as future flooding due to sea level rise.

Proposed R3A (from R3-1)

R3A is proposed for the majority of the Hamilton Beach rezoning area, excluding a portion of Coleman Square. The area is generally bounded by 159th Road, the A-Train right-of-way, the U.S. Bulkhead and Pierhead Line, and 102nd Street. The predominant built form in this area is detached residences. In Hamilton Beach, 10 percent of lots are less than 20 feet wide and 36 percent of lots are between 20 and 24.99 feet wide; only 28 percent meet the 40 foot minimum lot width requirement under current zoning. R3A districts permit one- and two-family detached residential buildings. The maximum FAR is 0.6, which includes a 0.1 attic allowance. The minimum required lot area is 2,375 square feet and the minimum lot width is 25 feet. One off-street parking space is required for each dwelling unit. The maximum perimeter wall height and building height are 21 feet and 35 feet, respectively. Front yards must be at least 10 feet deep, and side yards must total eight feet. Community facilities are permitted at an FAR of 1.0.

Proposed C1-3 Overlay (from C1-2)

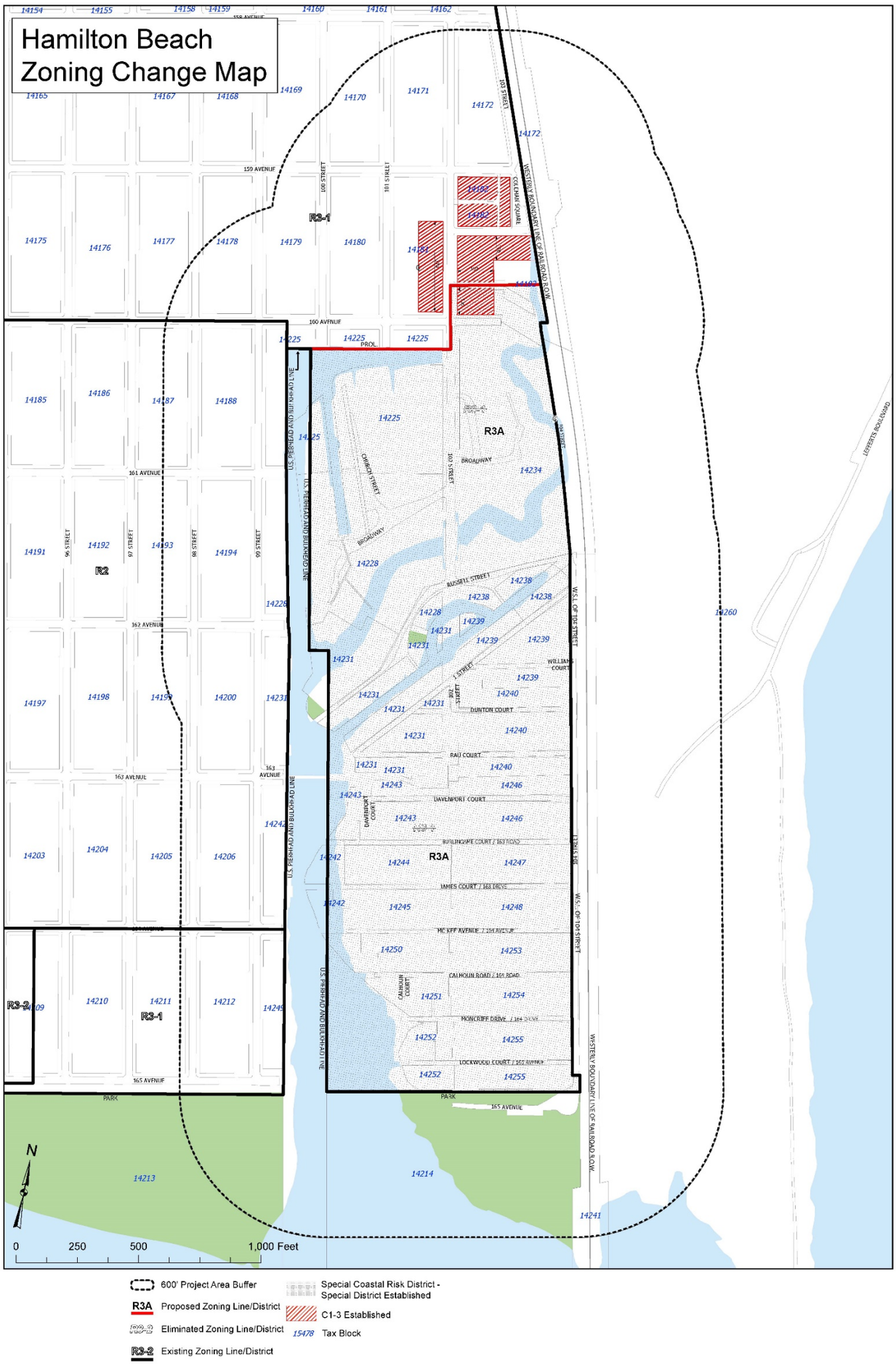
A rezoning of the Coleman Square commercial node from C1-2 to C1-3 is proposed to more adequately reflect existing development patterns. The overlays will be extended to ensure that existing commercial uses are brought into conformance. This area is generally bounded by 159th Avenue, the A train right-of-way, 160th Avenue, and 102nd Street.

C1-3 allows for commercial development that serves the local shopping needs of the communities and has an FAR of 1.0 when mapped in R1 through R5 districts. The change in overlay would slightly reduce the off-street parking requirement for commercial uses; current C1-2 overlays generally require one space for every 300 square feet of commercial floor area, the proposed C1-3 overlays generally require one space for every 400 square feet of commercial floor area. In C1-3 overlays, if the number of spaces required is less than 25, the parking requirement is waived.

This update to the commercial overlays could also provide commercial buildings relief from high off-street parking requirements. Flood mitigation measures, such as dry floodproofing or flood barriers, could be

more difficult to incorporate into the renovation, reconstruction, or redevelopment of commercial uses with the existing high parking requirements.

Figure 3



E. REASONABLE WORST-CASE DEVELOPMENT SCENARIO

Analysis Framework

In order to assess the possible effects of the proposed action, a reasonable worst case development scenario was developed for both the current zoning (Future No-Action) and proposed zoning (Future With-Action) conditions for a 15-year period (build year 2032). The incremental difference between the Future No-Action and Future With-Action conditions will serve as the basis for the impact analyses of the Environmental Assessment Statement. A build year of fifteen (15) years into the future was chosen. While there is currently significant construction in neighboring Old Howard Beach and Hamilton Beach, this is all related to rebuilding after Hurricane Sandy, and in general the market for new development is limited. As previously described, the proposed actions would reduce the density of potential future residential development in the Hamilton Beach area. Therefore a detailed analysis of this aspect of the proposal is unnecessary. However, an additional component of the proposed actions is to reinforce the existing commercial uses and built form surrounding Coleman Square by extending the commercial overlays and changing their designation from C1-2 to C1-3. These proposed changes would reduce the amount of required accessory commercial parking spaces to more accurately reflect the amount currently provided by the existing commercial uses. For the purposes of a conservative analysis it was deemed appropriate to analyze the potential for the prosed action relating to the commercial overlays to induce new development.

To determine the With-Action and No-Action conditions, standard methodologies have been used following the *CEQR Technical Manual* guidelines employing reasonable assumptions. These methodologies have been used to identify the amount and location of future development. In projecting the amount and location of new residential development, several factors have been considered in identifying likely development sites. These include known development proposals, past development trends, and the development site criteria described below. Generally, for area-wide rezonings which create a broad range of development opportunities, new development can be expected to occur on selected, rather than all, sites within the rezoning area. The first step in establishing the development scenario was to identify those sites where new development could be reasonably expected to occur.

Development Site Criteria

Development sites were identified based on the following criteria:

- Lots with a total size of 5,000 sf or larger (may include potential assemblages totaling 5,000 sf, respectively, if assemblage seems probable[1]),
- Underutilized lots—defined as vacant or lots constructed to less than or equal to half of the maximum allowable FAR under the proposed zoning,
- Lots located in areas where changes in use would be permitted, and
- Lots located in areas where a reduction in parking requirements could induce redevelopment.

Certain lots that meet these criteria have been excluded from the scenario based on the following conditions because they are very unlikely to be redeveloped as a result of the proposed actions:

[1] *Assemblages are defined as a combination of adjacent lots, which satisfy one of the following conditions: (1) the lots share common ownership and, when combined, meet the aforementioned soft site criteria; or (2) at least one of the lots, or combination of lots, meets the aforementioned soft site criteria, and ownership of the assemblage is shared by no more than three distinct owners.*

- Lots less than 5,000 sf, due to the high parking requirement for general retail of 1 per 300 sf, which is only waived if less than 15 spaces are required, and
- Lots less than 5,000 sf occupied by residential uses that could not be further subdivided are unlikely to be redeveloped with commercial uses because of lack of market demand.

Based on these criteria no projected development sites were identified.

Future no action scenario

While difficult to project with certainty, due to the limited market for new development, based on past trends over twenty years, it is anticipated that in the future, no increases or decreases in development would occur in the next fifteen years. New development, aside from reconstruction following Hurricane Sandy, is rare, especially in the commercial areas. This trajectory of slow development, coupled with the fact that most commercial lots are already built out to the maximum FAR, indicates there would not be a change in development compared to existing conditions, including residential development.

Future with-action scenario

As discussed above, a soft site analysis for where new development could be reasonably expected to occur as a result of the proposed changes to the commercial overlays surrounding Coleman Square showed that none of the effected sites were likely to be redeveloped. The proposed actions are intended to reinforce the existing residential and commercial uses and built form in Hamilton Beach. Therefore the proposed actions would not result in any significant additional development compared to the no-action scenario.

Qualitative Analysis of the Reduction in Permitted Residential Units

The proposed actions are not intended to or expected to result in a decrease in the number of existing residential units in the area. Any residential uses that would be considered legally non-conforming under the proposed actions would be grandfathered and permitted to continue. However, the proposed actions are intended to ensure that any future residential development in neighborhood would be of a lower density and more appropriate for an area that is highly vulnerable to flooding.

Although the proposed actions would result in a decrease in the density of future residential development, they are not expected to have any negative impacts on the housing market or construction industry in the Hamilton Beach area. A qualitative analysis was performed in order to determine the potential for impacts on the housing market and the construction industry resulting from the proposed actions. This qualitative analysis took into consideration development trends in the neighborhood over the past 10 years and examined the amount of vacant developable sites and the development potential on these sites under both the existing and proposed zoning. Vacant sites were chosen for this analysis because, although there are some under-built sites in the neighborhood that could accommodate additional development, the recent construction of residential uses in the area has only taken place on vacant sites. In addition, certain vacant sites were not analyzed because of limitations on their development potential such as small size, highly irregular shape, ownership by city agencies, or restrictions imposed by the city, state, or federal government.

As previously described, the proposed R3A district would be modified by the proposed Hamilton Beach Subdistrict of the Special Coastal Risk District so that only single-family detached residential uses would

be permitted on lots less than 40 feet wide. Under the existing zoning it is theoretically possible that roughly 340 additional residential units could be developed on 136 developable lots in the Hamilton Beach area. Although new development has occurred in the past ten years in the neighborhood it is highly unlikely that this number of additional units would be developed. Demand in the local housing market is unlikely to support this amount of development. Under the proposed actions the potential numbers of new residential units that could theoretically be developed on the same sites is roughly 220. Therefore the reduction in the amount of residential development theoretically possible between the no action and with-action scenarios is roughly 120 units.

	Potential Dwelling Units			
	Zoning		Difference	
Developable Lots	Existing R3-1	ProposedR3A	Number	Percent Change
136	340	220	120	35.29

As development would still be permitted in the rezoning area, neither the local housing market nor the construction industry would be adversely impacted by the proposed actions.

LAND USE, ZONING, & PUBLIC POLICY

INTRODUCTION

Under *CEQR Technical Manual* guidelines, an assessment of zoning is performed in conjunction with a land use analysis when an action would change the zoning on a site or result in the loss of a particular use. Similar to zoning, assessment of public policy typically accompanies an assessment of land use. Under CEQR, a land use analysis characterizes the uses and development trends in the study area that may be affected by a proposed action, and determines whether the action is compatible with or may affect those conditions. The analysis considers the proposed actions' compliance with, and effect on, the area's zoning and any applicable public policies.

This section will describe the diversity and concentration of activities and services in the area, the zoning regulations that govern them and other relevant data regarding the future of the affected area. Specifically, the section will describe the existing built conditions, land use trends, and the anticipated changes likely to occur due to the proposed action by the year 2032.

EXISTING CONDITIONS

Land Use

A land use survey was conducted for the rezoning area as well as an area within a 600-foot radius within the rezoning area boundary (see Figure 1). Tables B-1 and B-2 show the proportion of tax lots based on the land uses within this surveyed area.

The surveyed area with a 600-foot radius of the rezoning area consists of 1,278 lots covering 170.82 acres. Approximately 66 percent of these tax lots contain residential buildings. Non-residential properties account for approximately 34 percent of the total number of lots. Mixed residential and commercial uses make up nearly two percent of the total. Parking facilities make up approximately two percent of the total. Vacant lots make up nearly 28 percent of the total number of lots. Remaining land use categories—commercial and office, industrial and manufacturing, transportation and utility, and open space and recreation—account for less than four percent combined.

Within the rezoning area, of the lots with residential use, approximately 78 percent are developed with one-family detached residences, eight percent with two-family detached residences, and 13 percent with one- or two-family semi-detached residences. Less than one percent are developed with either attached residential or multifamily buildings.

Figure 1
Hamilton Beach Existing Land Use

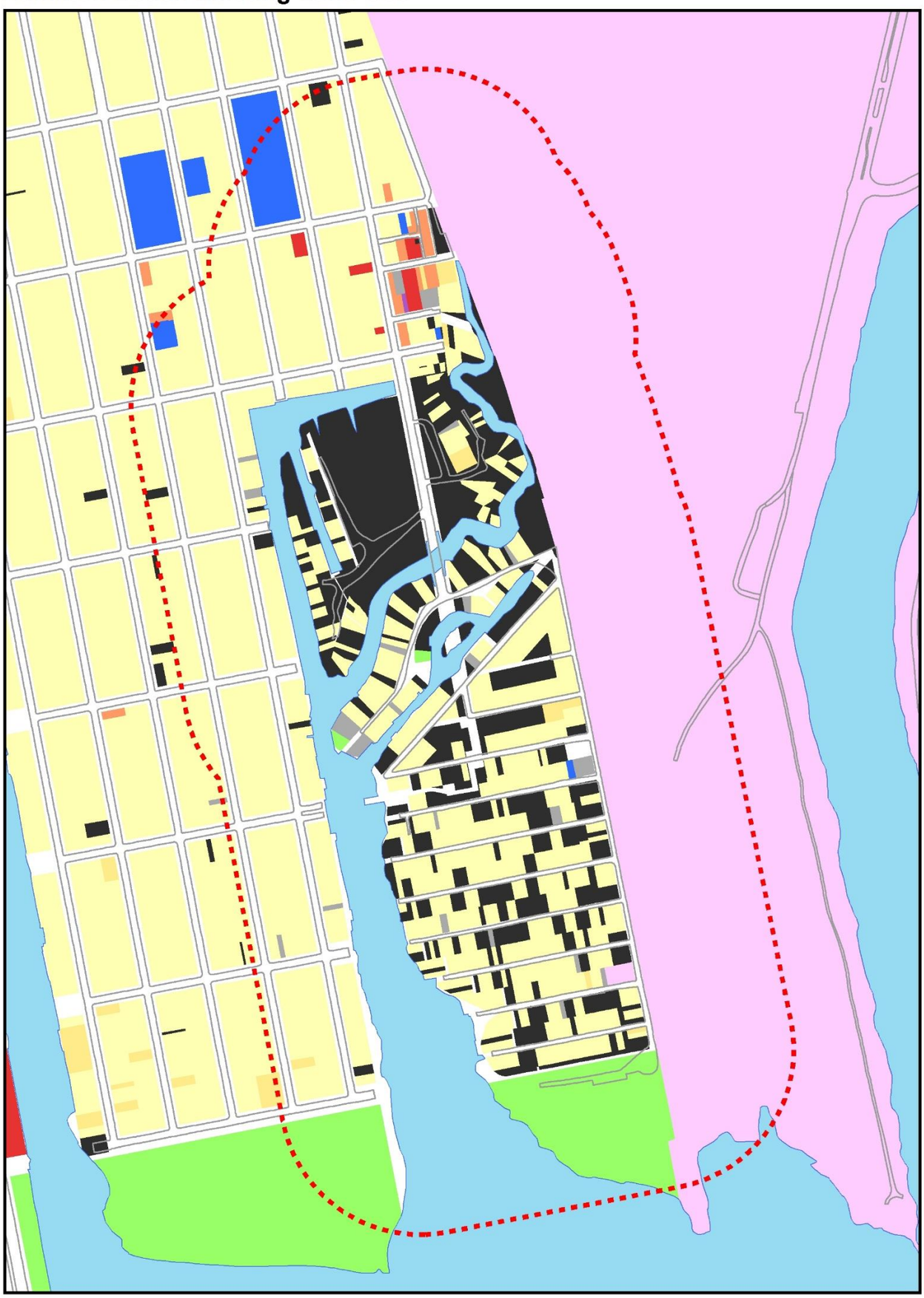


Table B-1: Hamilton Beach Land Use Within 600 Feet of Rezoning Area				
	Lots	% of total lots*	Area (acres)*	% of land area*
Residential	846	66.2%	61.6	36.08%
Detached One-Family	604	47.3%	42.0	24.61%
Detached Two-Family	134	10.5%	12.2	7.12%
Semi-Detached One- and Two-Family	91	7.1%	6.1	3.55%
Attached One- and Two-Family	2	0.2%	0.2	0.10%
Multi-Family Walk-Up and Elevator	8	0.6%	0.8	0.49%
Mixed Residential and Commercial	24	1.9%	0.5	0.45%
Commercial and Office	7	0.6%	0.6	0.37%
Industrial and Manufacturing	1	0.1%	0.0	0.02%
Transportation and Utility	6	0.5%	57.0	33.35%
Public Facilities and Institutions	6	0.5%	3.0	1.74%
Open Space and Recreation	4	0.3%	18.8	11.01%
Parking Facilities	30	2.4%	1.6	0.93%
Vacant	354	27.7%	27.4	16.05%
Total	1,278		170.8	
For the purpose of a more accurate assessment, only the portions of park land (Block 14213, Lots 2 and 1800) and land occupied by John F. Kennedy International Airport (Block 14260, Lot 1) within the 600 ft. boundary have been included in the analysis. *Numbers have been rounded for clarity.				

Table B-2: Hamilton Beach Building Type of Rezoning Area (Residential Lots Only)		
Building Type	Lots	% of residential lots
Detached One-Family	347	77.80%
Detached Two-Family	31	6.95%
Semi-Detached One- and Two-Family	59	13.23%
Attached One- and Two-Family	2	0.45%
Multi-Family Walk-Up and Elevator	0	0.00%
Total	446	

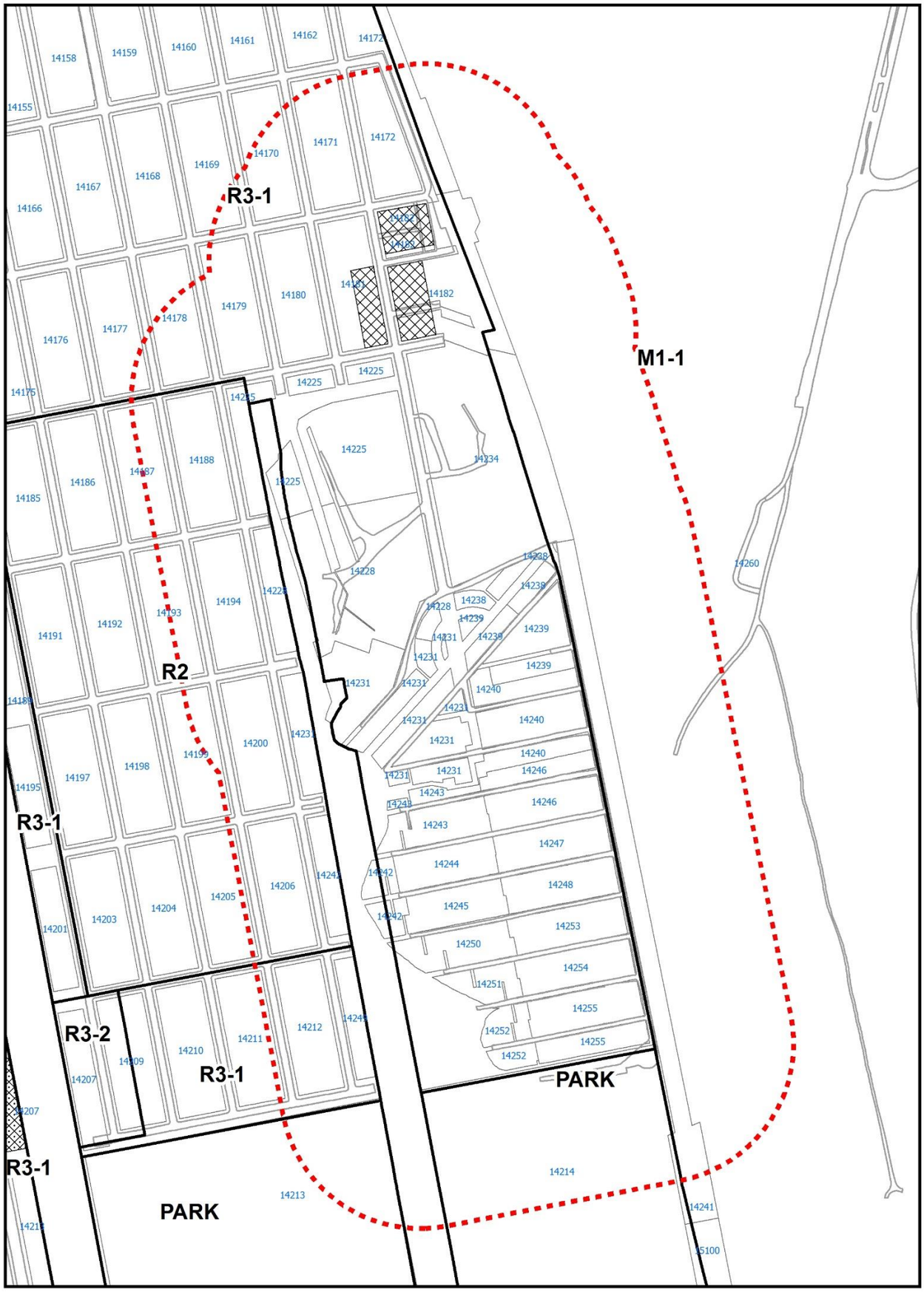
Zoning

The Hamilton Beach study area is currently zoned R3-1 and a C1-2 commercial overlay districts is mapped in Coleman Square (see Figure 2). These zoning districts have remained largely unchanged since 1961 when the current Zoning Resolution was adopted. Each of these districts is described below.

R3-1

The entirety of Hamilton Beach and Coleman Square is zoned R3-1, an area generally bounded by 159th Avenue to the north, the A train right-of-way to the east, the U.S. Pierhead and Bulkhead Line to the south, and 102nd Street to the west. R3-1 is the lowest density district that allows semi-detached one-and two-family residences. Detached residences are also allowed. In R3-1 districts, residences are allowed at a maximum FAR of 0.5, which can be increased to 0.6 FAR with a 0.1 attic allowance (to allow for a pitched roof). The minimum required lot area is 3,800 square feet for detached residences and 1,700 square feet for other residences. The minimum lot width for a detached house is 40 feet, or 18 feet for other residences. The maximum perimeter wall height and building height are 21 feet and 35 feet, respectively. Front yards must be at least 15 feet deep, and side yards must total 13 feet for detached houses (with a five foot minimum for one side yard), and eight feet for semi-detached houses. Required off-street parking is a minimum of one per dwelling unit. Community facilities are allowed at a maximum FAR of 1.0.

Figure 2
Hamilton Beach Existing Zoning



600' Buffer

Existing Zoning Districts

Existing Commercial Overlay

C1-2

C2-2

15100 Tax Block

Hamilton Beach Resiliency Rezoning
NYC Department of City Planning

Commercial Overlays

A C1-2 commercial overlay is mapped in Coleman Square, to the north of Hamilton Beach. C1 overlays are typically mapped within residential districts to allow a range of local retail and service establishments to serve the surrounding neighborhood. Specifically, C1 overlays allow Use Groups 4 through 6 (which includes community facilities, hotels, and local retail and service establishments).

When C1 overlay districts are mapped within R1 through R5 residential districts, the maximum commercial FAR is 1.0, with commercial uses limited to the first floor in mixed-use buildings. Off-street parking requirements vary with the use, however, most retail uses generally require one accessory parking space per 300 square feet of commercial floor space. However, accessory parking space requirements can range between one space per 200 square feet and one space per 800 square feet. For C1-2 overlays, if the number of spaces required is less than 15, the parking requirements are waived. Figure 2 depicts the existing zoning.

Public Policy

There are a number of city policies and programs that are aimed at improving the resiliency and sustainability of the Hamilton Beach rezoning area. However, based on development trends and the overall vulnerability to flooding that is faced by the area, additional residential or commercial development is not expected to result from these investments.

OneNYC

In April 2007, the Mayor's Office of Long Term Planning and Sustainability released *PlaNYC: A Greener, Greater New York (PlaNYC)*. Since that time, updates to *PlaNYC* have been issued that build upon the goals set forth in 2007 and provide new objectives and strategies. In 2015, *One New York: The Plan for a Strong and Just City (OneNYC)* was released by the Mayor's Office of Sustainability and the Mayor's Office of Recovery and Resiliency. *OneNYC* builds upon the sustainability goals established by *PlaNYC* and focuses on growth, equity, sustainability, and resiliency. Resiliency goals outlined in the report related to the study area include supporting nature-based flood protection measures in nearby Howard Beach, the US Army Corps of Engineers Rockaway Reformulation Study of coastal protection options, and DCP's Resilient Neighborhoods study. The work in Howard Beach is expected to be completed within the build year, but will not directly improve resiliency in the Hamilton Beach study area. The Army Corps Study is expected to recommend an Alternative for coastal protection, but the work remains unfunded. Finally, the Resilient Neighborhoods study will result in recommendations to improve the Flood Resilient Text Amendment, which is expected to be updated and adopted before the new Flood Insurance Rate Maps are adopted.

Waterfront Revitalization Program (WRP)

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

WRP. The Hamilton Beach rezoning area is entirely within the Coastal Zone (see Figure 3). The WRP contains 10 major policies, each with several objectives focused on the following: improving public access to the waterfront; reducing damage from flooding and other water-related disasters; protecting water quality, sensitive habitats (such as wetlands), and the aquatic ecosystem; reusing abandoned waterfront structures; and promoting development with appropriate land uses.

Figure 3: Coastal Zone Boundary



FUTURE NO-ACTION

In order to assess the incremental difference in land use that would result from the proposed actions, a Reasonable Worst-Case Development Scenario (RWCDS) was prepared. The RWCDS is contained in Attachment A of this Environmental Assessment Statement.

Land Use

Absent the proposed actions, land use in the study area would retain many of the same general patterns found in the existing conditions. The area is not anticipated to see additional development in the next fifteen years based on the limited market for new development and trends over the past twenty years. New development, aside from reconstruction following Hurricane Sandy, is rare, especially in the commercial areas. This trajectory of slow development, coupled with the fact that most commercial lots are already built out to the maximum FAR, indicates there would not be a change in development compared to existing conditions. In the lower-density residential portions of the study area, development is expected to continue following a pattern similar to that established over the past ten years, including the replacement of one- and two-family detached buildings with semi-detached one- and two-family buildings. The No-Action condition would allow for roughly 340 additional residential units to be developed on vacant or underbuilt sites.

Zoning

There are no concurrent plans by any city agency for area-wide zoning changes in the study area. Therefore, in the No-Action scenario, it is assumed that the zoning would not change from the existing conditions. Descriptions of the existing zoning districts are provided in the previous section on Existing Conditions.

Public Policy

In the No-Action scenario, it is assumed that the public policy would not change from the existing conditions. Descriptions of the existing public policies are provided in the previous section on Existing Conditions.

FUTURE WITH-ACTION

Land Use

The intent of the proposed rezoning is to signal flood risk to the community, limit vulnerability to future daily tidal flooding by limiting the density of future development, and reinforce the existing neighborhood character and current building patterns by replacing current zoning with new lower-density contextual zones and updated commercial overlays. Specifically, the rezoning would restrict new residential development to detached buildings, with two-family houses only allowed on lots wider than 40 feet. The No-Action condition would allow for roughly 340 additional residential units to be developed on vacant sites, but under the With-Action condition only 220 additional residential units could be developed. This reduction in residential units is due to a change in the permitted building typology as opposed to the number of developable parcels; whereas under existing zoning two-family detached houses are allowed, under the new zoning, two-family detached houses would only be allowed on lots wider than 40 feet. This change is anticipated to result is a net decrease of roughly 120 residential units.

This decreased density would not result in substantial changes in land use in the study area. Furthermore, in the Future With-Action condition, existing land use patterns in residential areas would be reinforced by the proposed zoning. The current development trend of detached one- and two-family detached houses being replaced with semi-detached residential buildings would no longer occur. In Hamilton Beach, which is at risk of future daily tidal flooding from sea level rise, the proposed zoning would ensure that future development does not substantially increase the population.

Zoning

The proposed actions would affect more than 850 lots on approximately 22 blocks. The rezoning area covers portions of Zoning Map 18b. The amendment to the Zoning Map and amendment to the Zoning Resolution would match existing built form, limit vulnerability by limiting future density, and promote resilient buildings in Hamilton Beach. The amendment to the Zoning Resolution, 137-00 Special Coastal Risk Districts (described below), would establish a new special district (as part of the Broad Channel Resiliency Rezoning, CEQR# 17DCP114Q, N 170257 ZRQ) and also apply a Subdistrict to Hamilton Beach.

Proposed Hamilton Beach Subdistrict of the Special Coastal Risk District

The proposed actions would also create the Hamilton Beach Subdistrict as part of the proposed Special Coastal Risk District being created under the concurrent Broad Channel Resiliency Rezoning (CEQR #17DCP114Q) application. This zoning tool operates similar to a Special Purpose District, which can be deployed in different neighborhoods throughout the city that have similar needs. These subareas would share the same goals, but not necessarily all the same rules since each area may need rules that reflect unique local conditions. The Special Coastal Risk District has the purpose of denoting flood risk and limiting future development to building types and users appropriate for the area. Currently, it is only envisioned to be used in Broad Channel (CEQR #17DCP114Q) and Hamilton Beach, but could be used elsewhere in the city in the future.

For Hamilton Beach, the Special Coastal Risk District would be applied to the proposed underlying R3A district and would limit future development of two-family detached houses to only lots over 40 feet wide, to accommodate the range of lot widths present in Hamilton Beach. Single-family detached houses would be permitted throughout the area. In addition, the special district text will stipulate that community facilities with sleeping or overnight accommodations be prohibited in Hamilton Beach due to the difficulties emergency vehicles face when accessing the neighborhood during rain events and spring high tides today, as well as future flooding due to sea level rise.

Proposed R3A (from R3-1)

R3A is proposed for the majority of the Hamilton Beach rezoning area, excluding a portion of Coleman Square. The area is generally bounded by 159th Road, the A-Train right-of-way, the U.S. Bulkhead and Pierhead Line, and 102nd Street. The predominant built form in this area is detached residences. In Hamilton Beach, 10 percent of lots are less than 20 feet wide and 36 percent of lots are between 20 and 24.99 feet wide; only 28 percent meet the 40 foot minimum lot width requirement under current zoning. R3A districts permit one- and two-family detached residential buildings. The maximum FAR is 0.6, which includes a 0.1 attic allowance. The minimum required lot area is 2,375 square feet and the minimum lot width is 25 feet. One off-street parking space is required for each dwelling unit. The maximum perimeter

wall height and building height are 21 feet and 35 feet, respectively. Front yards must be at least 10 feet deep, and side yards must total eight feet. Community facilities are permitted at an FAR of 1.0.

Recent new construction in Hamilton Beach has generally consisted of semi-detached residential buildings, with one shared party wall, which do not reflect existing character and are more difficult to retrofit. The proposed zoning change would limit vulnerability and promote more resilient buildings in Hamilton Beach since detached buildings are construct under updated zoning regulations.

Proposed C1-3 Overlay (from C1-2)

A rezoning of Coleman Square from C1-2 to C1-3 is proposed to more adequately reflect existing commercial uses and development patterns. This area is generally bounded by 159th Avenue, the A-Train right-of-way, 160th Avenue, and 102nd Street. These proposed changes would reduce the amount of required accessory commercial parking spaces to more accurately reflect the amount currently provided by the existing commercial uses. In addition, this contextual change would reduce the main zoning impediment that property owners might face—high parking requirements—when making resiliency upgrades to their buildings on small lots.

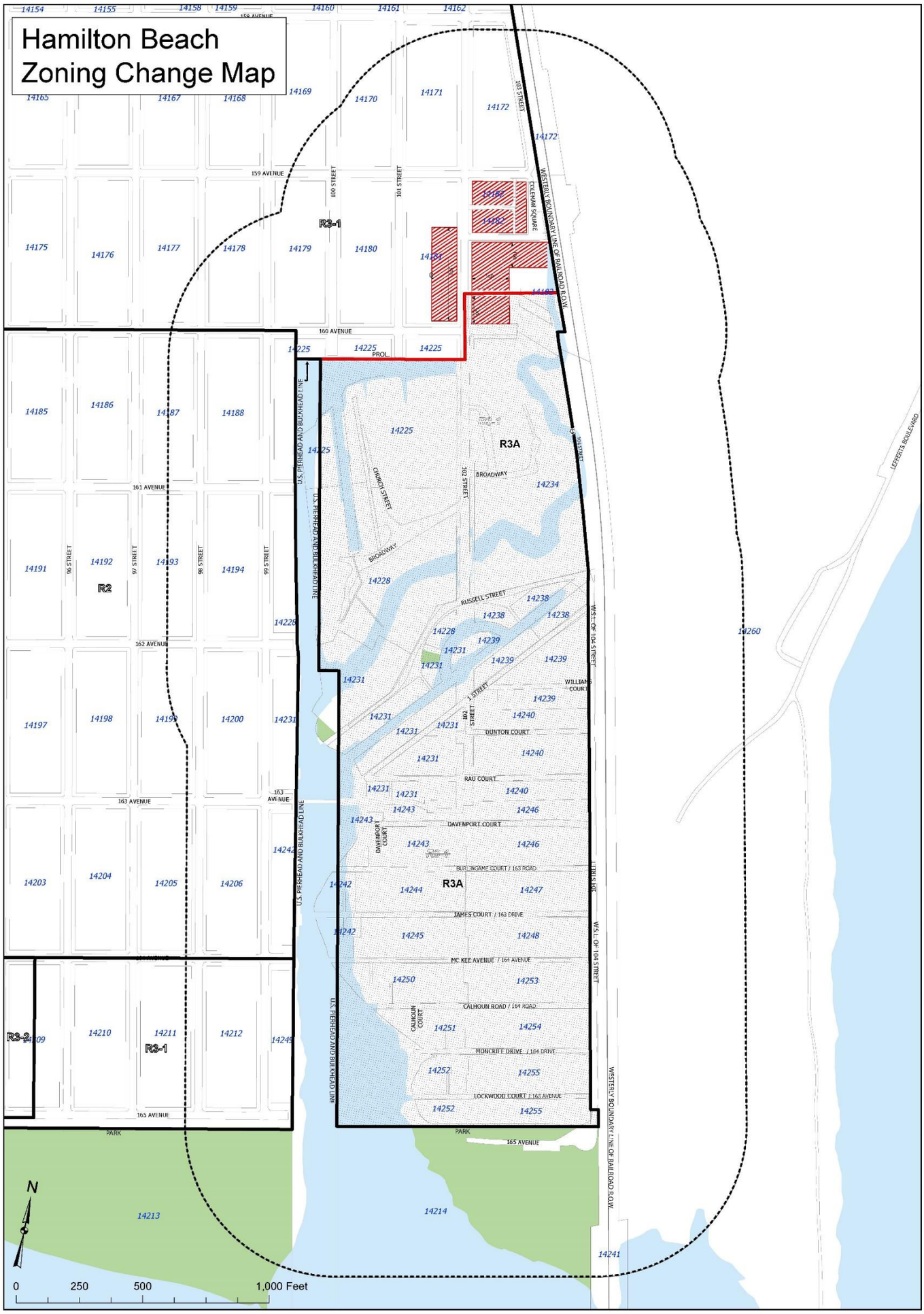
Public Policy

The proposed actions reinforce the existing neighborhood character and current building patterns by replacing current zoning with new lower-density contextual zones. The actions support the city's resiliency goals to reduce long-term vulnerability to manage growth in vulnerable areas. Given the consistency of the proposed actions with established policies of the Department of City Planning and the City of New York, it is anticipated that the proposed actions would not result in a significant adverse impact on public policy.

OneNYC

OneNYC focuses on growth, equity, sustainability, and resiliency. The City's 2013 climate resiliency plan recommended further study into how land use policy can be a tool for resiliency. Ten neighborhoods, including Hamilton Beach, impacted by Sandy across the city are currently involved in planning studies to generate resiliency recommendations and land use changes, on both a local and citywide level. The proposed actions are expected to reduce long-term vulnerability by smartly managing growth and development in vulnerable parts of the city.

Figure 4


Hamilton Beach
Zoning Change Map
R3-1
R3A
R2
R3-2
159 AVENUE
160 AVENUE
161 AVENUE
162 AVENUE
163 AVENUE
165 AVENUE
100 STREET
101 STREET
102 STREET
103 STREET
104 STREET
96 STREET
97 STREET
98 STREET
99 STREET
CHURCH STREET
BROADWAY
RUSSELL STREET
WILLIAMS COURT
DUNTON COURT
RAU COURT
DAVENPORT COURT
BURLINGAME COURT / 163 ROAD
JAMES COURT / 163 DRIVE
MC KEE AVENUE / 164 AVENUE
CALHOUN ROAD / 164 ROAD
MONCRIFF DRIVE / 164 DRIVE
LOCKWOOD COURT / 165 AVENUE
COLEMAN SQUARE
U.S. PIERHEAD AND BULKHEAD LINE
W.S.L. OF 104 STREET
WESTERLY BOUNDARY LINE OF RAILROAD R.O.W.
LEFFERTS BOULEVARD
PARK
PROL.
N
0
250
500
1,000 Feet

Waterfront Revitalization Program (WRP)

As noted previously, the Hamilton Beach rezoning area is located within the city's Coastal Zone and, therefore, the proposed project is subject to review for consistency with the policies of the WRP. The WRP includes policies designed to maximize the benefits derived from economic development, environmental preservation, and public use of the waterfront, while minimizing the conflicts among those objectives. The WRP Consistency Assessment Form (see Appendix C) lists the WRP policies and indicates whether the proposed project would promote or hinder that policy, or if that policy would not be applicable. This section provides additional information for the policies that have been checked "promote" or "hinder" in the WRP consistency assessment form.

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

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

The proposed action is intended to limit density of future development in an area vulnerable to sea level rise and future daily tidal flooding. The rezoning will limit all future development to detached houses, with two-family detached houses allowed only on lots wider than 40 feet. It will also provide commercial buildings relief from high off-street parking requirements that may make reconstruction after a storm more challenging. The proposed action will also make it easier for existing property owners to make resiliency investments in existing homes by better matching the zoning to the existing built context. As described in Attachment A, Section D, the future with-action scenario will result in an increase of 4,900 sf of commercial space, but a net reduction of roughly 120 residential units on the vacant or underbuilt lots. The proposed action is appropriate given the City's land use goals for vulnerable areas in the Coastal Zone and therefore promotes Policy 1.1.

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

The Hamilton Beach rezoning area has limited options for infrastructure improvements that would reduce vulnerability to future tidal flooding. The neighborhood is low-lying and accessible by only one road, 102nd Street, and only one street, 164th Drive, is served by a storm sewer. As a result, the streets are vulnerable to flooding during spring high tides today, a condition expected to worsen in the future with projected sea level rise. There are currently no planned projects to elevate the streets or construct shoreline and street-end bulkheads. Limiting future density in the area is in line with the lack of available infrastructure options. Therefore, the project promotes Policy 1.3.

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

The Hamilton Beach Resiliency Rezoning was informed by the Resilient Neighborhoods study for the area, for which recommendations were made to align resiliency and land use goals with long-term risks associated with tidal flooding. The *Old Howard Beach, Hamilton Beach, and Broad*

Channel study report highlights that the neighborhood "experiences street end flooding during rain events and spring high tide, and will likely see increased flooding with sea level rise at high tide by the 2050s under the high end projection (thirty inches). More than 300 buildings and nearly two miles of streets could be flooded under this projection." The study recommendations, shaped by these sea level rise projections, include a rezoning to limit future growth. The proposed Hamilton Beach Subdistrict of the Special Coastal Risk District will signal flood risk to current and future residents and amend underlying zoning to limit future development to detached houses, with two-family detached houses allowed only on lots at least 40 feet wide. Therefore, the project promotes Policy 1.5.

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

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

The proposed action is intended to limit density in an area vulnerable to sea level rise and future daily tidal flooding. While the project does not include specific plans to address the ecological communities of the neighboring Jamaica Bay and Hawtree Basin waterbodies, it will not fragment existing biological resources or disturb plant species. Since there will be no specific adverse impacts to the ecological systems, the project promotes Policy 4.1.

Policy 4.3: Protect designated Significant Coastal Fish and Wildlife Habitats.

The proposed action is intended to limit density in an area vulnerable to sea level rise and future daily tidal flooding. While the project does not include specific plans to address the ecological communities of the neighboring Jamaica Bay and Hawtree Basin waterbodies, it will not destroy or significantly impair habitat values. Since there will be no specific adverse impacts to the ecological systems, the project promotes Policy 4.3.

Policy 4.4: Identify, remediate and restore ecological functions within Recognized Ecological Communities.

The proposed action is intended to limit density in an area vulnerable to sea level rise and future daily tidal flooding. While the project does not include specific plans to address the ecological communities of the neighboring Jamaica Bay and Hawtree Basin waterbodies, it will not fragment existing biological resources or disturb plant species. Since there will be no specific adverse impacts to the ecological systems, the project promotes Policy 4.4.

Policy 4.5: Protect and restore tidal and freshwater wetlands.

The proposed action is intended to limit density in an area vulnerable to sea level rise and future daily tidal flooding. Any subsequent development within tidal wetlands and adjacent areas is regulated by New York State Dept. of Environmental Conservation to ensure the preservation and protection of existing tidal wetlands in the area. Since there will be no specific adverse impacts to the ecological systems, the project promotes Policy 4.5.

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

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

The Hamilton Beach Resiliency Rezoning was informed by the Resilient Neighborhoods study for the area, for which recommendations were made to align resiliency and land use goals with long-term risks associated with tidal flooding. The entire rezoning area is within the 1% annual chance floodplain as shown on the 2015 FEMA Preliminary Flood Insurance Rate Map. In addition, some portions of the neighborhood experience street end flooding during rain events and spring high tide. The proposed Hamilton Beach Subdistrict of the Special Coastal Risk District will signal flood risk to current and future residents and amend underlying zoning to limit future development to detached houses, with two-family detached houses allowed only on lots at least 40 feet wide. The proposed action will also provide commercial buildings relief from current high off-street parking requirements that may make reconstruction after a storm more challenging. It will also better enable existing property owners to make resiliency investments in existing homes by better matching the zoning to the existing built context. Therefore, the project promotes Policy 6.1.

Policy 6.2: Integrate consideration of the latest New York City projections of climate change and sea level rise into the planning and design of projects in the city's Coastal Zone.

The Hamilton Beach Resiliency Rezoning was informed by the Resilient Neighborhoods study for the area, for which recommendations were made to align resiliency and land use goals with long-term risks from sea level rise and climate change. The entire rezoning area is within the 1% annual chance floodplain as shown on the 2015 FEMA Preliminary Flood Insurance Rate Map. The Base Flood Elevation throughout most of the area is 10 feet NAVD88, with a small portion closest to the bay at 11 feet NAVD88. The Base Flood Elevation averages four to six feet above grade elevation, with some portions at less than two feet above grade, and other portions more than eight feet above grade. The *Old Howard Beach, Hamilton Beach, and Broad Channel* study report highlights that the neighborhood "experiences street end flooding during rain events and spring high tide, and will likely see increased flooding with sea level rise at high tide by the 2050s under the high end projection (thirty inches). More than 300 buildings and nearly two miles of streets could be flooded under this projection."

The study recommendations, shaped by these sea level rise projections, including a rezoning to limit future growth. The proposed Hamilton Beach Subdistrict of the Special Coastal Risk District will signal flood risk to current and future residents and amend underlying zoning to limit future development to detached houses, with two-family detached houses allowed only on lots at least 40 feet wide. With the proposed actions, new development containing new residential and commercial uses would continue, and these developments may be affected by future flood events. However, under the Reasonable Worst Case Development Scenario, there will be a net decrease residential units and small amount of new commercial space. In addition, the proposed action will not allow any new community facilities with sleeping or overnight accommodations

due to the difficulties emergency vehicles face when accessing the neighborhood during rain events and spring high tides today, as well as future flooding due to sea level rise.

Building code requirements for flood-resistant construction, including freeboard, will apply to all new development. The proposed action would make it easier for existing property owners to make resiliency investments in existing homes and business, and facilitate the construction of more resilient detached homes that can be more easily retrofitted in the future.

Therefore, the project promotes Policy 6.2.

Figure 5



Source: FEMA Preliminary Flood Insurance Rate Maps, 2015

Figure 6



Sources: New York City Panel on Climate Change, NOAA, NYC Dept. of City Planning

SOCIOECONOMIC CONDITIONS

The socioeconomic character of an area includes its population, housing, and economic activity. Socioeconomic changes may occur when a project directly or indirectly changes any of these elements.

Direct displacement is the involuntary displacement of residents or businesses from a site or sites directly affected by a proposed project. Indirect displacement is the involuntary displacement of residents, businesses, or employees that results from a change in socioeconomic conditions created by the proposed project. According to the *CEQR Technical Manual*, an analysis of socioeconomic conditions should be conducted if a proposed action is reasonably expected to cause substantial socioeconomic changes with the affected area. A socioeconomic assessment is typically required if an action is expected to cause the following:

- The project would directly displace more than 500 residents or 100 employees.
- The project would directly displace a business that is unusually important because its products or services are uniquely dependent on its location.
- The project would result in substantial new development that is markedly different from existing uses, development, and activities within the neighborhood as such a project may lead to indirect displacement. Residential development of 200 units or less or commercial development of 200,000 square feet or less would typically not result in significant economic impacts.
- The project would add to, or create, a retail concentration that may draw a substantial amount of sales from existing businesses, thus resulting in a potential for disinvestment on local retail street. Projects resulting in less than 200,000 square feet of retail on a single development site would not typically result in socioeconomic impacts.
- If the project is expected to affect conditions within a specific industry, an assessment is appropriate

The proposed action is not anticipated to: directly impact any employees or businesses, directly displace a residential population or to generate any indirect impacts. Likewise, the proposed actions are not anticipated to impact a specific industry such as the housing market or construction industry in the Hamilton Beach area.

To determine this, the qualitative analysis was reviewed. As discussed earlier, the qualitative analysis took into consideration development trends in the neighborhood over the past 10 years and examined, the amount of vacant developable sites, and the development potential on these sites under both the existing and proposed zoning. Vacant sites were chosen for this analysis because, although there are some under built sites in the neighborhood that could accommodate additional development, the recent construction of residential uses in the area has only taken place on vacant sites. In addition certain vacant sites were not analyzed because of limitations on their development potential such as small size, highly irregular shape, and ownership by city agencies, or restrictions imposed by the city, state, or federal government.

As previously described, the proposed R3A district would be modified by the proposed Hamilton Beach Subdistrict of the Special Coastal Risk District so that only two-family detached houses would be allowed on lots greater than 40 feet in width. Under the existing zoning it is theoretically possible that roughly 340

additional residential units could be developed on 136 developable lots in the Hamilton Beach area. Although new development has occurred in the past ten years in the neighborhood it is highly unlikely that this number of additional units would be developed. Demand in the local housing market is unlikely to support this amount of development. Under the proposed actions the potential numbers of new residential units that could theoretically be developed on the same sites is roughly 220. Therefore the reduction in the amount of residential development theoretically possible between the no action and with-action scenarios is roughly 120 units.

	Potential Dwelling Units			
	Zoning		Difference	
Developable Lots	Existing R3-1	ProposedR3A	Number	Percent Change
136	340	220	120	35.29

This reduction in density is unlikely to impact the construction and housing industry. Not only is development is this area anemic to begin with (as evidenced by the lack of development sites), but the proposed actions does not preclude future development from occurring. Additionally, the proposed actions will not reduce the number of developable lots or structures; it simply reduces the density, and therefore size of housing units, that is allowed on each of these lots.

Because no direct or indirect impacts are anticipated and the proposed actions would result in development having the same general characteristics as the existing development throughout much of the area, there would be no new or significant adverse effects on socioeconomic conditions as a result of the proposed actions. Consequently, significant adverse impacts are not anticipated and more detailed analysis is not warranted.

COMMUNITY FACILITIES AND SERVICES

The *CEQR Technical Manual* defines community facilities as public or publicly funded schools, libraries, child care centers, health care facilities, and fire and police protection. Direct effects on community facilities occur when a particular action physically alters, or displaces a community facility. Indirect effects result from increases in population, which creates additional demand on service delivery.

The proposed actions would not physically alter a community facility, whether by displacement of the facility nor would it alter it by another physical change. The proposed actions are not expected to result in the development of a larger number of dwelling units than permitted under the existing zoning. Therefore, no significant adverse impacts on community facilities are expected as a result of the proposed actions. The proposed actions would not result in significant adverse impacts to community facilities and services. Furthermore, although the proposal restricts the usage of community facilities in the R3A zoning within the proposed Hamilton Beach Subdistrict of the Special Coastal Risk District, no community facilities are anticipated to be developed under the no-action condition within this location.

NEIGHBORHOOD CHARACTER

No significant adverse impacts to neighborhood character are anticipated. The proposed action is expected reinforce the existing neighborhood character which is predominantly comprised of low-density one- and two-family detached residential development. Within the rezoning area, of the lots with residential use, approximately 78 percent are developed with one-family detached residences, eight percent with two-family detached residences, and 13 percent with one- or two-family semi-detached residences. Less than one percent are developed with either attached residential or multifamily buildings. Semi-detached residences have been constructed in recent years and are not representative of neighborhood character and allow for additional density in an area that is vulnerable to future daily tidal flooding with projected sea level rise. The project will replace existing R3-1 zoning with R3A zoning to reinforce neighborhood character and current building patterns. The proposed Hamilton Beach Subdistrict of the Special Coastal Risk District is intended to signal flood risk to the community and limit the density of future development by amending the proposed underlying R3A zoning to only allow two-family detached houses on lots wider than 40 feet. Furthermore, updating the existing C1-2 commercial overlay in Coleman Square to C1-3 is proposed to more adequately reflect existing commercial uses and development patterns.

As defined by the *CEQR Technical Manual*, neighborhood character is considered to be an amalgam of the various elements that give a neighborhood its distinct personality. The elements typically include land use, urban design, visual resources, historic resources, socioeconomic, traffic and noise. The proposed action is expected to be supportive of these elements and the existing neighborhood character. As the proposed actions would result in the types of buildings that already exist in the area, they would not introduce new or significant adverse impacts to the neighborhood character.

OTHER ANALYSIS CATEGORIES

The proposed action is not anticipated to result in any specific development sites. Rather, the proposed action will limit the density of future development by restricting new residential development to detached buildings, with two-family houses only allowed on lots wider than 40 feet; signal flood risk to the community; and to reinforce existing neighborhood character and current building patterns by replacing current zoning with new lower-density contextual zones and updated commercial overlays.

Given the absence of site specific impacts and since this project would result in a decline in density over time, no impacts are anticipated with respect to: natural resources, hazardous materials, water and sewer infrastructure, historic and cultural resources, air quality, noise, energy, public health, open space, urban design and visual resources, shadows, solid waste and sanitation, and construction impacts and no further analysis in these categories is required.

FOR INTERNAL USE ONLY	WRP No. 17-015
Date Received: _____	DOS No. _____

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM
Consistency Assessment Form

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

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

A. APPLICANT INFORMATION

Name of Applicant: NYC Department of City Planning

Name of Applicant Representative: John Young, Director of Queens Office

Address: 120-55 Queens Blvd., Room 201, Kew Gardens, NY

Telephone: 718-520-2070 Email: JYOUNG@planning.nyc.gov

Project site owner (if different than above): _____

B. PROPOSED ACTIVITY

If more space is needed, include as an attachment.

1. Brief description of activity

The New York City Department of City Planning (DCP) proposes an amendment to the Zoning Map and a text amendment to the Zoning Resolution that will affect all or portions of 22 tax blocks in Hamilton Beach, Queens, in Community District 10. The Hamilton Beach rezoning area is generally bounded by 159th Avenue to the north, the MTA's A train right-of-way to the east, the U.S. Pierhead and Bulkhead Line to the south, and 102nd Street to the west.
1. Establish a Hamilton Beach Subdistrict in the 137-00 Special Coastal Risk District text to signal flood risk to the community and limit the density of future development.
2. Replace existing R3-1 zoning with R3A zoning to reinforce neighborhood character and current building patterns.
3. Replace existing C1-2 Commercial Overlay with C1-3 Commercial Overlay that have a lower parking requirement.

2. Purpose of activity

Hamilton Beach was studied as part of the DCP's Resilient Neighborhoods, a place-based planning initiative that was launched to identify local strategies to support the vitality and resiliency of neighborhoods within the city's floodplain. Hamilton Beach was studied, in part, because it is among the most vulnerable neighborhoods to flooding in the city. Hamilton Beach faces flood hazards from storm surges generated from large storm events like Hurricane Sandy, and some parts of the neighborhood experiences periodic tidal flooding, a condition likely to become more severe over time with projected sea level rise. To reduce these flood risks and plan for adaptation over time, DCP seeks to deploy new zoning treatments in this neighborhood to limit future development and signal flood risk.
The proposed rezoning seeks to achieve the following objectives:
• Reinforce neighborhood character and established building patterns by replacing existing zoning with new lower-density contextual zones.
• Signal flood risk and limit the density of future development by restricting new residential development to detached buildings, with two-family buildings only allowed on lots at least 40 feet wide.
• Provide commercial buildings relief from high off-street parking requirements that may make reconstruction after a storm more challenging.

C. PROJECT LOCATION

Borough: Queens Tax Block/Lot(s): multiple

Street Address: _____

Name of water body (if located on the waterfront): Jamaica Bay, Hawtree Basin

D. REQUIRED ACTIONS OR APPROVALS

Check all that apply.

City Actions/Approvals/Funding

City Planning Commission ☑ Yes ☐ No

- ☐ City Map Amendment
- ☑ Zoning Map Amendment
- ☑ Zoning Text Amendment
- ☐ Site Selection – Public Facility
- ☐ Housing Plan & Project
- ☐ Special Permit
  (if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____
- ☐ Zoning Certification
- ☐ Zoning Authorizations
- ☐ Acquisition – Real Property
- ☐ Disposition – Real Property
- ☐ Other, explain: _____
- ☐ Concession
- ☐ UDAAP
- ☐ Revocable Consent
- ☐ Franchise

Board of Standards and Appeals ☐ Yes ☑ No

- ☐ Variance (use)
- ☐ Variance (bulk)
- ☐ Special Permit
  (if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____

Other City Approvals

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

State Actions/Approvals/Funding

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

Federal Actions/Approvals/Funding

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

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

E. LOCATION QUESTIONS

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

- ☐ Significant Maritime and Industrial Area (SMIA) (*2.1*)
- ☑ Special Natural Waterfront Area (SNWA) (*4.1*)
- ☐ Priority Martine Activity Zone (PMAZ) (*3.5*)
- ☐ Recognized Ecological Complex (REC) (*4.4*)
- ☐ West Shore Ecologically Sensitive Maritime and Industrial Area (ESMIA) (*2.2, 4.2*)

F. WRP POLICY ASSESSMENT

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

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

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

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

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

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

G. CERTIFICATION

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

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

Applicant/Agent's Name: John Young, Director, Queens Office, NYC Department of City Planning

Address: 120-55 Queens Blvd., Room 201, Kew Gardens, NY

Telephone: 718-520-2070 Email: JYOUNG@planning.nyc.gov

Applicant/Agent's Signature: 

Date: 2.17.17

Submission Requirements

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

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

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

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

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

New York City Department of City Planning
Waterfront and Open Space Division
120 Broadway, 31st Floor
New York, New York 10271
212-720-3525
wrp@planning.nyc.gov
www.nyc.gov/wrp

New York State Department of State
Office of Planning and Development
Suite 1010
One Commerce Place, 99 Washington Avenue
Albany, New York 12231-0001
(518) 474-6000
www.dos.ny.gov/opd/programs/consistency

Applicant Checklist

- ☐ Copy of original signed NYC Consistency Assessment Form
- ☐ Attachment with consistency assessment statements for all relevant policies
- ☐ For Joint Applications for Permits, one (1) copy of the complete application package
- ☐ Environmental Review documents
- ☐ Drawings (plans, sections, elevations), surveys, photographs, maps, or other information or materials which would support the certification of consistency and are not included in other documents submitted. All drawings should be clearly labeled and at a scale that is legible.

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 / 77DCP452Q
Project: HAMILTON BEACH RESILIENCY REZONING
Date received: 2/16/2017

The LPC is in receipt of 600' radius maps of the Broad Channel and Hamilton Beach rezoning areas. As per the lead agency's request, there appear to be no LPC designated or S/NR listed sites and districts within these two study areas.

Gina Santucci 2/17/2017

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 32127_FSO_GS_02172017.doc

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 / 77DCP452Q
Project: HAMILTON BEACH RESILIENCY REZONING
Date received: 2/3/2017

Properties with no Architectural or Archaeological significance:

1) ADDRESS: 818 Cross Bay Boulevard, BBL: 4154600001
2) ADDRESS: East 9th Road, BBL: 4154600029
3) ADDRESS: 102-09 159th Drive, BBL: 4141820191
4) ADDRESS: Remsen Place, BBL: 4141820193

Gina Santucci 2/15/2017

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 32127_FSO_DNP_02102017.doc

PROPOSED ZONING TEXT AMENDMENT FOR THE SPECIAL COASTAL RISK DISTRICT – HAMILTON BEACH

Matter underlined is new, to be added;
Matter ~~struck out~~ is to be deleted;
Matter within # # is defined in Section 12-10;
* * * indicates where unchanged text appears in the Zoning Resolution

Article I: GENERAL PROVISIONS

Chapter 1 – Title, Establishment of Controls and Interpretation of Regulations

*** * ***

11-122
Districts established

In order to carry out the purposes and provisions of this Resolution, the following districts are hereby established:

*** * ***

Special Purpose Districts

*** * ***

Establishment of the Special Clinton District

In order to carry out the special purposes of this Resolution as set forth in Article IX, Chapter 6, the #Special Clinton District# is hereby established.

Establishment of the Special Coastal Risk District

In order to carry out the special purposes of this Resolution as set forth in Article XIII, Chapter 7, the #Special Coastal Risk District# is hereby established.

Establishment of the Special College Point District

*** * ***

Chapter 2 – Construction of Language and Definitions

12-10
DEFINITIONS

* * *

Special Clinton District
The "Special Clinton District" is a Special Purpose District designated by the letters "CL" in which special regulations set forth in Article IX, Chapter 6, apply.

Special Coastal Risk District
The “Special Coastal Risk District” is a Special Purpose District designated by the letters “CR” in which special regulations set forth in Article XIII, Chapter 7, apply.

Special College Point District

* * *

Article XIII - SPECIAL PURPOSE DISTRICTS

Chapter 7
Special Coastal Risk District

137-00
GENERAL PURPOSES

The “Special Coastal Risk District” established in this Resolution is designed to promote and protect public health, safety and general welfare in coastal areas that are currently at exceptional risk from flooding and may face greater risk in the future. These general goals include, among others, the following specific purposes:

(a) to limit the population in areas that are vulnerable to frequent flooding, including those areas exceptionally at risk from projected future tidal flooding;

(b) to reduce the potential for property damage and disruption from regular flood events and support the City’s capacity to provide infrastructure and services;

(c) to promote consistency with planned improvements, neighborhood plans, and other measures to promote drainage, coastal protection, open space and other public purposes; and

(d) to promote the most desirable use of land and thus conserve the value of land and buildings, and thereby protect the City’s tax revenue.

137-10
GENERAL PROVISIONS

The provisions of this Chapter shall apply within the #Special Coastal Risk District#. The regulations of all other Chapters of this Resolution are applicable, except as superseded, supplemented or modified by the provisions of this Chapter. In the event of a conflict between the provisions of this Chapter and other regulations of this Resolution, the provisions of this Chapter shall control.

137-11
District Plan and Map

The District Maps are located within the Appendix to this Chapter and are hereby incorporated and made part of this Resolution. They are incorporated for the purpose of specifying locations where special regulations and requirements set forth in this Chapter apply.

137-12
Applicability of Special Regulations

The special #use# and #bulk# regulations of this Chapter shall apply in the #Special Coastal Risk District# as set forth in the following table.

Special Regulations for the #Special Coastal Risk District#

#Special Coastal Risk District#	#Residential Use# (137-21)	#Community Facility Use# (137-22)	Modified #Bulk# Requirements (137-31)
CR–1 (Hamilton Beach, Queens)		X	X

137-20
SPECIAL USE REGULATIONS

The special #use# regulations of this Section, inclusive, shall apply in the #Special Coastal Risk Districts# as set forth in the table in Section 137-12 (Applicability of Special Regulations).

137-21
Community Facility Use

In #Special Coastal Risk Districts#, #community facilities# with sleeping accommodations shall not be permitted.

137-30
SPECIAL BULK REGULATIONS

The special #bulk# regulations of this Section, inclusive, shall apply to #buildings# in the #Special Coastal Risk Districts# as set forth in the table in Section 137-12 (Applicability of Special Regulations).

137-31
Minimum Lot Width

In #Special Coastal Risk Area# 1, the regulations of Section 23-32 (Minimum Lot Area or Lot Width for Residences) are modified such that the minimum #lot width# for a #two-family detached residence# in an R3A District shall be 40 feet.

Appendix
Special Coastal Risk District Plan

Map 1 - #Special Coastal Risk District# 1, in Hamilton Beach, Community District 10, Borough of Queens



[new text map to be added]

* * *