91-05 Beach Channel Drive Rezoning

Environmental Assessment Statement

CEQR Number: 18DCP181Q

Prepared by:

Environmental Studies Corp.

Prepared for:

Denis S. O'Connor, Inc.

May 3, 2019

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

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

Part I: GENERAL INFORMATION

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

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

2. *Project Name* 91-05 Beach Channel Drive Rezoning

3. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
18DCP181Q	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
180282ZMQ	

4a. *Lead Agency Information*			**4b. *Applicant Information***		
NAME OF LEAD AGENCY			NAME OF APPLICANT		
NYC City Planning Commission			Denis S. O'Connor, Inc.		
NAME OF LEAD AGENCY CONTACT PERSON			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON		
Olga Abinader, Acting Director, EARD			Hiram Rothkrug, Environmental Studies Corp.		
ADDRESS 120 Broadway, 31st floor			ADDRESS 55 Water Mill Road		
CITY New York	STATE NY	ZIP 10271	CITY Great Neck	STATE NY	ZIP 11021
TELEPHONE 212-720-3493	EMAIL oabinad@planning.nyc.gov		TELEPHONE 516-343-0026	EMAIL hrothkrug@environmentalstudiescorp.com	

5. *Project Description*

The Applicant, Denis S. O'Connor, Inc., seeks a Zoning Map Amendment to establish a C2-3 commercial overlay within part of an R4-1 district on a 16,450 sf portion of Block 16125 (Lots 22 (p/o), 23 (p/o), 24, and 64) in the Rockaway Beach section of Queens. The rezoning would serve to bring an existing, nonconforming funeral home (a 5,824 sf, one- and two-story building on Lot 64 (0.53 FAR), with a ten-space accessory parking lot on Lots 24 and 64) into conformance with the zoning. The Reasonable Worst Case Development Scenario (RWCDS) assumes that Lots 23, 24, and 64 would be merged and redeveloped with a two-story, 16,400 gsf, 30-room transient hotel with a 20-space accessory parking lot.

Project Location

BOROUGH Queens	COMMUNITY DISTRICT(S) 14	STREET ADDRESS 91-05 Beach Channel Drive
TAX BLOCK(S) AND LOT(S) 16125: 22 (p/o), 23 (p/o), 24 and 64		ZIP CODE 11693
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS south side of Beach Channel Drive between 91st and 92nd Streets		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY R4-1		ZONING SECTIONAL MAP NUMBER 30c

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

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

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

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

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

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

☐ VARIANCE (use)

☐ VARIANCE (bulk)

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

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

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

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

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

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

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

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

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

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

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

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 16,450
Waterbody area (sq. ft) and type: 0
Roads, buildings, and other paved surfaces (sq. ft.): 16,450
Other, describe (sq. ft.): 0

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

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 9,050
NUMBER OF BUILDINGS: 3
GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 5,824, 1,640, 1,586
HEIGHT OF EACH BUILDING (ft.): 28, 36, 24
NUMBER OF STORIES OF EACH BUILDING: 2, 2 1/2. 2

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: 16,285
The total square feet not owned or controlled by the applicant: 165

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

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

	Residential	***Commercial***	***Community Facility***	***Industrial/Manufacturing***
Size (in gross sq. ft.)	3,226	5,824		
Type (*e.g.,* retail, office, school)	4 units	Funeral home		

Does the proposed project increase the population of residents and/or on-site workers? ☐ YES ☒ NO
If "yes," please specify: NUMBER OF ADDITIONAL RESIDENTS: NUMBER OF ADDITIONAL WORKERS:
Provide a brief explanation of how these numbers were determined:

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

Has a No-Action scenario been defined for this project that differs from the existing condition? ☒ YES ☐ NO
If "yes," see Chapter 2, "Establishing the Analysis Framework" and describe briefly: 6 two-family homes

9. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2021
ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 0
WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☒ YES ☐ NO IF MULTIPLE PHASES, HOW MANY?
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:

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

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

Part II: TECHNICAL ANALYSIS

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

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

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

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

	YES	NO
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☐	☒
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or generate contaminated stormwater in a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): 900		
○ Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	☐	☒
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	☐	☒
12. *ENERGY*: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs): 3,547,320,000		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☒
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☒	☐
(b) If "yes," conduct the screening analyses, attach appropriate back up data as needed for each stage and answer the following questions:		
○ Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☐	☒
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.*	☐	☐
○ Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	☐	☒
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line?	☐	☐
○ Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☐	☒
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?	☐	☐
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☐	☒
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☒	☐
○ If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed)	☒	☐
(c) Does the proposed project involve multiple buildings on the project site?	☐	☒
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) If "yes" to any of the above, would the project require a GHG emissions assessment based on the guidance in Chapter 18?	☐	☐
16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	☒	☐
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☐	☒
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☐	☒
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☐	☒
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality;	☐	☒

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

20. *APPLICANT'S CERTIFICATION*

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

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

APPLICANT/REPRESENTATIVE NAME	DATE
Brian Kintish	May 3, 2019

SIGNATURE Brian Kintish

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

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

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

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

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

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

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

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

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

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

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

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

TITLE	LEAD AGENCY
Acting Director, Environmental Assessment and Review Division	Department of City Planning, acting on behalf of the City Planning Commission
NAME: Olga Abinader	DATE: 5/3/2019
SIGNATURE: 	

NEGATIVE DECLARATION (Use of this form is optional)

Statement of No Significant Effect

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

Reasons Supporting this Determination

The above determination is based on information contained in this EAS, which finds that the proposed project and related actions sought before the City Planning Commission would have no significant effect on the quality of the environment. Reasons supporting this Determination are noted below.

1. Hazardous Materials, Air Quality, and Noise

An (E) designation (E-534) for hazardous materials, air quality, and noise has been incorporated into the proposed actions. Refer to Appendix 1:(E) Designation", attached to this Determination of Significance, for a list of sites affected by the (E) designation and applicable (E) designation requirements. The analyses conducted for hazardous materials, air quality, and noise conclude that with the (E) Designation requirements in place, the proposed actions would not result in significant adverse impacts to hazardous materials, air quality, or noise.

2. Land Use, Zoning and Public Policy

The EAS includes a Land Use, Zoning and Public Policy section. The proposed rezoning from R4-1 to R4-1/C2-3 district would legalize existing, non-conforming commercial uses on all or part of four properties (Block 16125, Lots 22, part of lots 23, 24, and 64) in the rezoning area by facilitating commercial uses. The existing affected area currently permits residential and community facility uses but prohibits commercial and manufacturing uses. This EAS also includes a consistency assessment with the Waterfront Revitalization Program (WRP #16-102). The analysis concludes that no significant adverse impacts related to Land Use, Zoning and Public Policy would result from the proposed actions.

No other significant effects upon the environment that would require the preparation of a Draft Environmental Impact Statement are foreseeable. This Negative Declaration has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law (SEQRA).

TITLE	LEAD AGENCY
Acting Director, Environmental Assessment and Review Division	Department of City Planning, acting on behalf of the City Planning Commission
NAME	DATE
Olga Abinader	5/3/2019
SIGNATURE	

TITLE	
Chair, Department of City Planning	
NAME	DATE
Marisa Lago	5/6/2019
SIGNATURE	

Determination of Significance Appendix: (E) Designation

An (E) Designation **(E-534)** related to hazardous materials, air quality and noise will be assigned to Projected Development Site 1 (Block 16125, Lots 24 & 64) and Projected Site 2 (Block 16125, Lot 23) in order to preclude significant adverse impacts, as noted below.

Hazardous Materials:

The (E) Designation requirements for hazardous materials are as follows:

Task 1-Sampling Protocol

The applicant submits to OER, for review and approval, a Phase I of the site along with a soil, groundwater and soil vapor testing protocol, including a description of methods and a site map with all sampling locations clearly and precisely represented. If site sampling is necessary, no sampling should begin until written approval of a protocol is received from OER. The number and location of samples should be selected to adequately characterize the site, specific sources of suspected contamination (i.e., petroleum based contamination and non-petroleum based contamination), and the remainder of the site's condition. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of sampling data. Guidelines and criteria for selecting sampling locations and collecting samples are provided by OER upon request.

Task 2-Remediation Determination and Protocol

A written report with findings and a summary of the data must he submitted to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such results, a determination is made by OER if the results indicate that remediation is necessary. If OER determines that no remediation is necessary, written notice shall be given by OER.

If remediation is indicated from test results, a proposed remediation plan must be submitted to OER for review and approval. The applicant must complete such remediation as determined necessary by OER. The applicant should then provide proper documentation that the work has been satisfactorily completed.

A construction-related health and safety plan should be submitted to OER and would be implemented during excavation and construction activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil, groundwater and/or soil vapor. This plan would be submitted to OER prior to implementation.

Air Quality:

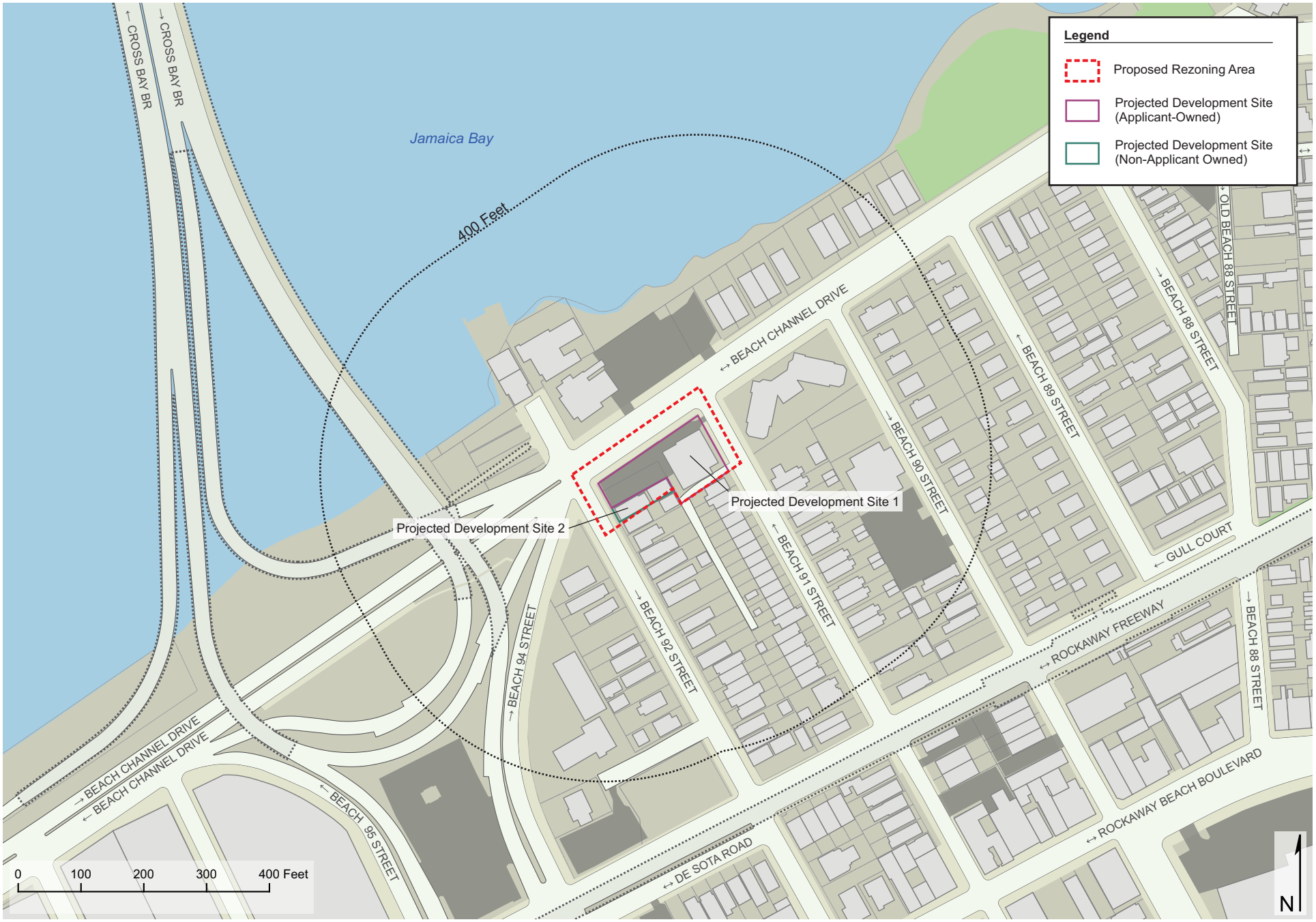
The (E) Designation requirements for air quality are as follows:

Block 16125, Lot 23, 24, 64 (Projected Development Sites 1&2)
Any new commercial development on the above-referenced property must ensure that the HVAC stack(s) is located at the building's highest level and at least 33 feet above the grade to avoid any potential significant adverse air quality impacts.

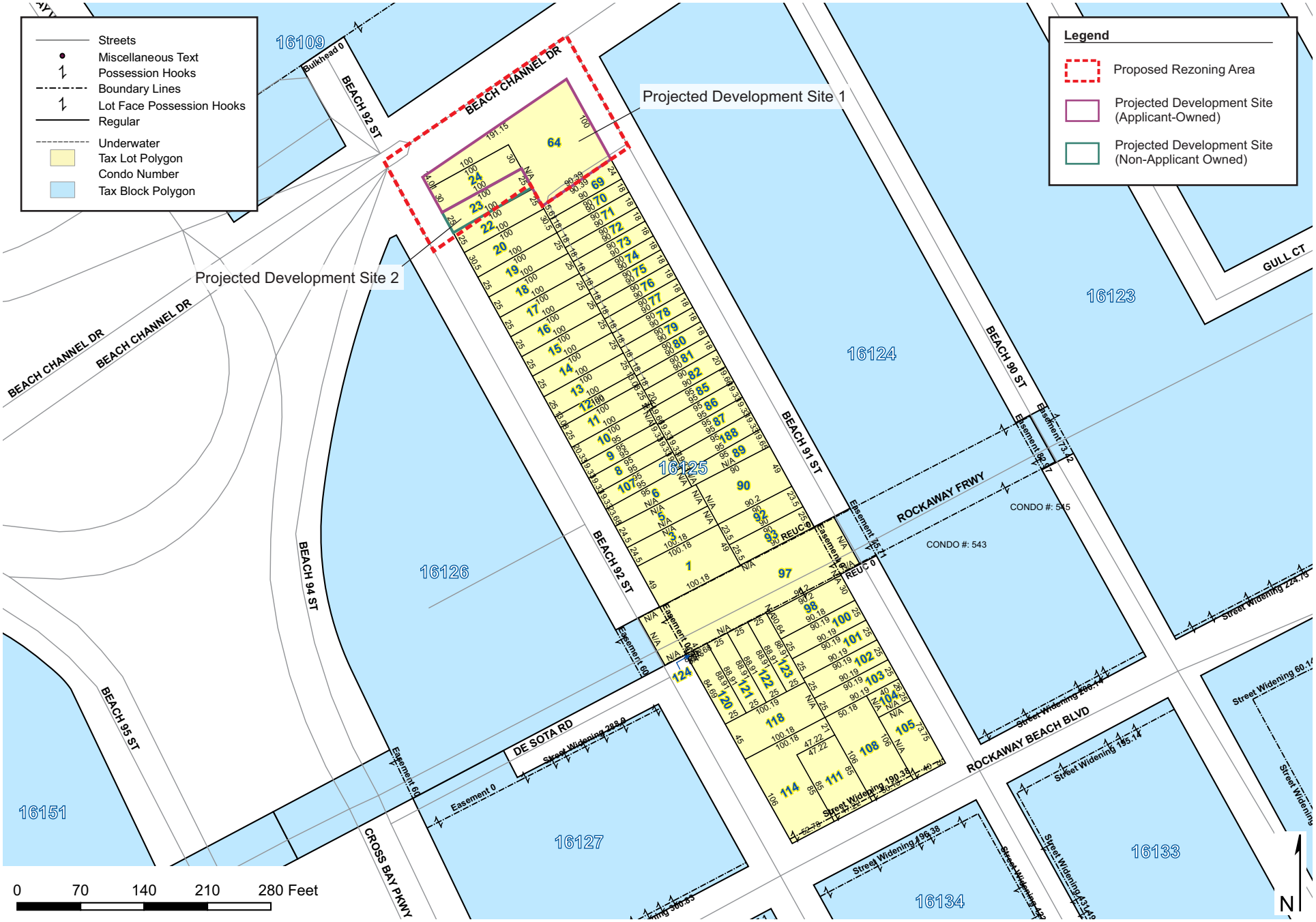
Noise:

The (E) Designation requirements for noise are as follows:

Block 16125, Lots 23, 24 and 64 (Projected Development Sites 1 & 2)
To ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed-window condition with a minimum of 33 dBA window/wall attenuation on western façade facing Beach 92nd Street or facades within 50 feet from Beach 92nd Street facing Rockaway Freeway or Beach Channel Drive and 31 dBA of attenuation on all other facades to ensure an interior noise level not greater than 45 dBA for residential and hotel uses and not greater than 50 dBA for commercial uses. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning.



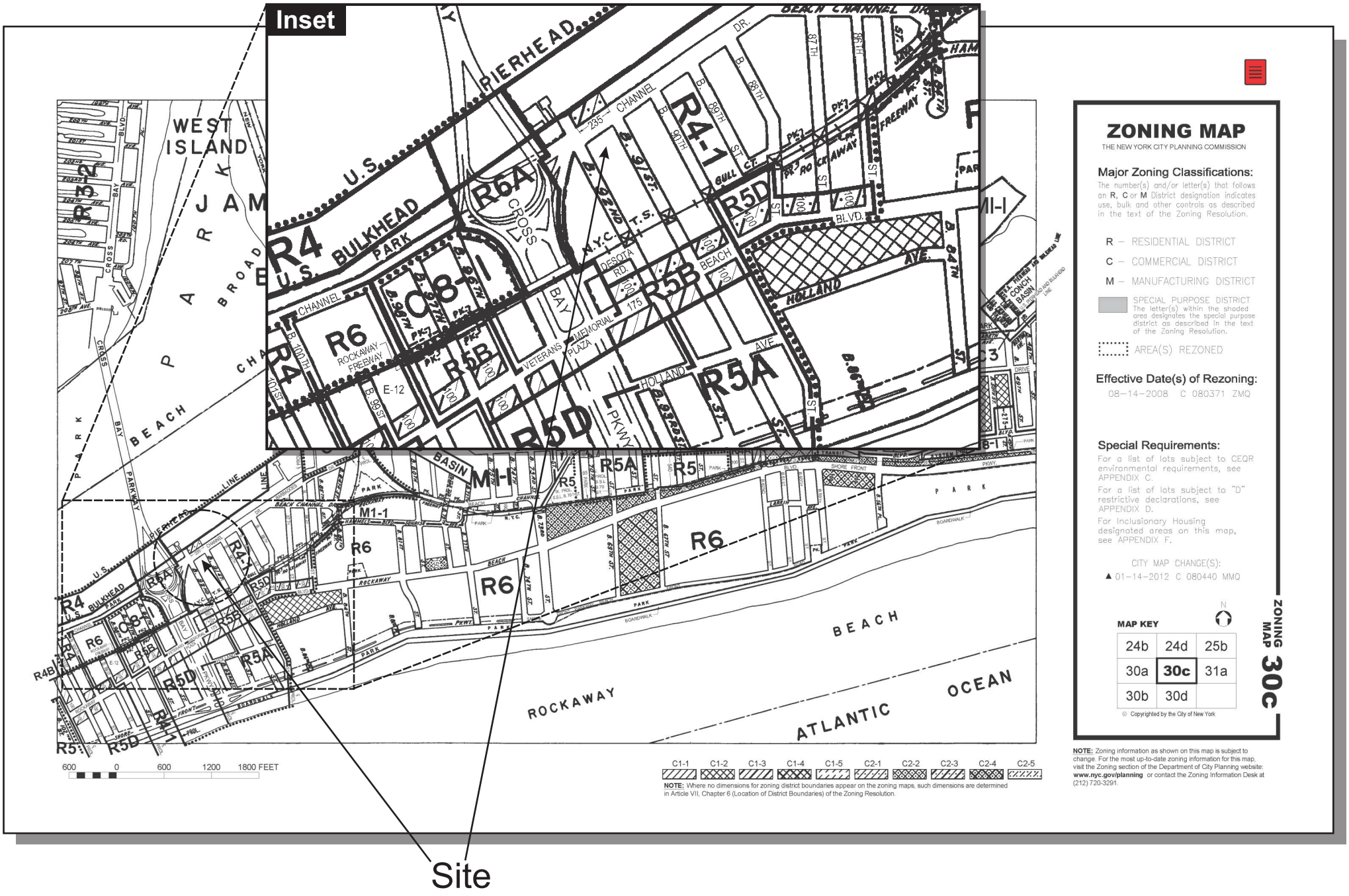
Data Source: MapPLUTO 2016v1, NYC DOF Digital Tax Map 03-16 downloaded from https://nycopendata.socrata.com



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



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


Inset
ZONING MAP
THE NEW YORK CITY PLANNING COMMISSION
Major Zoning Classifications:
The number(s) and/or letter(s) that follows an R, C or M District designation indicates use, bulk and other controls as described in the text of the Zoning Resolution.
R – RESIDENTIAL DISTRICT
C – COMMERCIAL DISTRICT
M – MANUFACTURING DISTRICT
SPECIAL PURPOSE DISTRICT
The letter(s) within the shaded area designates the special purpose district as described in the text of the Zoning Resolution.
AREA(S) REZONED
Effective Date(s) of Rezoning:
08–14–2008 C 080371 ZMQ
Special Requirements:
For a list of lots subject to CEQR environmental requirements, see APPENDIX C.
For a list of lots subject to "D" restrictive declarations, see APPENDIX D.
For Inclusionary Housing designated areas on this map, see APPENDIX F.
CITY MAP CHANGE(S):
▲ 01–14–2012 C 080440 MMQ
MAP KEY
24b 24d 25b
30a 30c 31a
30b 30d
© Copyrighted by the City of New York
ZONING MAP 30c
NOTE: Zoning information as shown on this map is subject to change. For the most up-to-date zoning information for this map, visit the Zoning section of the Department of City Planning website: www.nyc.gov/planning or contact the Zoning Information Desk at (212) 720-3291.
WEST ISLAND
BEACH CHANNEL DR.
RIERHEAD
U.S. BULKHEAD PARK
CHANNEL
R4
R6A
C8-1
R4-1
R5D
R5B
R6
R5A
M1-1
M-1
BEACH
ROCKAWAY
ATLANTIC OCEAN
HOLLAND AVE.
ROCKAWAY FREEWAY
VETERANS MEMORIAL PLAZA
DESOTA RD.
BULL CT.
BASIN
600 0 600 1200 1800 FEET
C1-1 C1-2 C1-3 C1-4 C1-5 C2-1 C2-2 C2-3 C2-4 C2-5
NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article VII, Chapter 6 (Location of District Boundaries) of the Zoning Resolution.
Site



Imagery Source: Bing Maps, copyright 2017 Microsoft Corporation



1. View of the sidewalk along the west side of Beach 91st Street facing northwest (Site at left).



2. View of Beach 91st Street facing northwest (Site at left).



3. View of Beach 91st Street facing southeast from the Site.





4. View of the east side of Beach 91st Street facing east from the Site.



5. View of the Site facing west from Beach 91st Street.



6. View of the Site facing southwest from Beach 91st Street.





7. View of the sidewalk along the west side of Beach 91st Street facing southeast from Beach Channel Drive (Site at right).



8. View of the intersection of Beach Channel Drive and Beach 91st Street facing north from the Site.



9. View of the Site facing south from the intersection of Beach Channel Drive and Beach 91st Street.





10. View of Beach Channel Drive facing southwest from Beach 91st Street (Site at left).



11. View of Beach Channel Drive facing northeast from Beach 91st Street.



12. View of the sidewalk along the south side of Beach Channel Drive facing southwest from Beach 91st Street (Site at left).





13. View of the Site facing southeast from Beach Channel Drive.



14. View of the sidewalk along the south side of Beach Channel Drive facing northeast from Beach 92nd Street (Site at right).



15. View of Beach 92nd Street facing southeast from Beach Channel Drive (Site at left).





16. View of the Site facing southeast from the intersection of Beach Channel Drive and Beach 92nd Street.



17. View of the intersection of Beach Channel Drive and Beach 92nd Street facing northwest from the Site.



18. View of the intersection of Beach Channel Drive and Beach 92nd Street facing northeast from Beach 94th Street.





19. View of Beach Channel Drive facing southwest from Beach 92nd Street.



20. View of Beach Channel Drive facing northeast from Beach 92nd Street (Site at right).



21. View of the Site facing northeast from Beach 92nd Street.





22. View of the sidewalk along the east side of Beach 92nd Street facing southeast (Site at left).



23. View of the west side of Beach 92nd Street facing south from the Site.



24. View of the Site facing north from Beach 92nd Street.





25. View of the sidewalk along the east side of Beach 92nd Street facing northwest (Site at right).



26. View of Beach 92nd Street facing northwest (Site at right).



27. View of Beach 92nd Street facing southeast from the Site.



91-05 BEACH CHANNEL DRIVE REZONING

PROJECT DESCRIPTION

INTRODUCTION

This Environmental Assessment Statement (EAS) is filed under the City Environmental Quality Review (CEQR) procedures in connection with an application made to the City Planning Commission (CPC) for a zoning map amendment to map a C2-3 commercial overlay within an existing R4-1 zoning district (the "proposed action"). The proposed action would rezone a 16,426 square foot area consisting of all or part of four properties (Block 16125, Lots 22 (part/of (p/o)), 23 (p/o), 24, and 64) on the Rockaway Peninsula. The proposed action is required to bring an existing Use Group 7 funeral home located at 91-05 Beach Channel Drive (Lot 64) and its accessory parking lot (on Lots 24 and 64) into conformance with zoning and is not expected to result in any redevelopment, enlargement, or change of use.

PROPOSED ACTION

The Applicant, Denis S. O'Connor, Inc., is seeking an amendment to zoning sectional map 30c to map a C2-3 local service overlay within an R4-1 low density contextual residential district in Queens Community District 14. The proposed rezoning area (Block 16125, Lots 22 (p/o), 23 (p/o), 24, and 64) measures approximately 16,450 square feet and comprises the northernmost part of Block 16125, which is bounded by Beach Channel Drive to the north, Rockaway Freeway to the south, Beach 91st Street to the east, and Beach 92nd Street to the west. Whereas the current zoning (R4-1) permits residential and community facility uses in Use Groups 1 through 4, the proposed zoning (R4-1/C2-3) would also permit local commercial uses listed in Use Groups 5, 6, 7, 8, 9, and 14 and would make additional commercial uses available by special permit. The maximum permitted commercial floor area ratio (FAR) would be 1.00.

The proposed zoning map amendment is sought to bring an existing funeral home and its accessory parking lot (Use Group 7), located at Block 16125, Lots 24 and 64 (91-05 Beach Channel Drive, "Projected Development Site 1"), into conformance with zoning. The site would continue to support 5,824 square feet of commercial floor area and an accessory parking lot. Lots 64 and 24 would be merged to form a single zoning lot.

REZONING AREA

The proposed rezoning area consists of all or part of four lots (22 (p/o), 23 (p/o), 24, and 64) on the northern portion of a single block (Block 16125) in the Rockaway Beach area of Queens Community District 14. Lot 64 fronts on Beach 91st Street, Beach Channel Drive, and Beach 92nd Street, and Lots 22, 23, and 24 all front on Beach 92nd Street. The proposed rezoning area measures approximately 16,450 sf. The breakdown is as follows: Lot 22, 165 sf of the 2,500 sf lot: Lot 23, 2,385 sf of the 2,500 sf lot; Lot 24, 3,000 sf; Lot 64, 10,900 sf. This is summarized in Table 1.

Table 1: Lots Wholly or Partly in the Rezoning Area (Block 16125)

Lot	Address	SF within Rezoning Area	SF outside Rezoning Area	Total Lot Area
22	348 Beach 92nd St.	165	2,335	2,500
23	350 Beach 92nd St.	2,385	115	2,500
24	352 Beach 92nd St.	3,000	0	3,000
64	91-05 Beach Channel Dr.	10,900	0	10,900

The reason that the proposed rezoning area includes a small part of Lot 22 and omits a small part of Lot 23 relates to the fact that Block 16125 (which is bounded by Beach Channel Drive on the north, Beach 91st Street on the east, Rockaway Freeway on the south, and Beach 92nd Street on the west) is not a rectangle.[1] The block's eastern frontage is approximately 21 feet longer than its western frontage, and Beach Channel Drive and Rockaway Freeway are not parallel to one another. The proposed rezoning area's southern boundaries are parallel to the northern boundary, which is Beach Channel Drive. On the eastern side of the rezoning area, the southern boundary is the southern lot line of Lot 64, which is parallel to Beach Channel Drive, but on the western side the lot lines are parallel to Rockaway Freeway rather than Beach Channel Drive, so the area's southern boundary is not coincident with any side lot line. Instead, it straddles the boundary between Lots 22 and 23.[2] Because the line drawn between Beach 92nd Street and the rear lot line of Lot 64 is not coincident with the property line separating Lots 22 and 23, a sliver of land in the northwestern part of Lot 22 (six feet wide at its widest point, which is at the western end) would be rezoned R4-1/C2-3, and a sliver of land in the southeastern part of Lot 23 (approximately five feet wide at its widest point, which is at the eastern end) would continue to be zoned R4-1.

AFFECTED AREA

Under the provisions of Zoning Resolution (ZR) Section 77-11, Conditions for Application of Use Regulations to Entire Zoning Lot, if a zoning lot in existence at the time of a zoning map amendment is divided, as a result of that amendment, between districts with different use regulations, "the use regulations applicable to the district in which more than 50 percent of the lot area of the zoning lot is located may apply to the entire zoning lot, provided that the greatest distance from the mapped district boundary to any lot line of such zoning lot in the district in which less than 50 percent of its area is located does not exceed 25 feet." In such a situation, "the district boundary may be assumed to be relocated accordingly, and the bulk, off-street parking and loading, and all other regulations applying to such expanded district shall apply to the entire zoning lot." Because 95 percent of Lot 23 would be zoned R4-1/C2-3 district and the portion outside the C2-3 overlay would be no more than six feet wide, the provisions of ZR Section 77-11 would

[1] This description actually refers to the northern part of Block 16125. The southern part is located between Rockaway Freeway and Rockaway Beach Boulevard.

[2] Starting at the southeast corner of Beach Channel Drive and Beach 92nd Street, the boundary extends 191.15 feet eastward along Beach Channel Drive, 100 feet southward along Beach 91st Street, 90.39 feet westward along the southern lot line of Lot 64, 25 feet northward along the boundary between Lot 64 and Lots 22 and 23, 100.76 feet westward along a line that straddles the boundary between Lots 22 and 23, and 75 feet northward along Beach 92nd Street.

apply to Lot 23. All regulations applicable in an R4-1/C2-3 district would apply to the entire lot.

The provisions of ZR Section 77-12, Application of Use Regulations Under All Other Conditions, would apply to Lot 22: The use regulations for R4-1 and for R4-1/C2-3 would apply separately to those portions of the lot in the two districts. Commercial uses would be permitted only in a 165 sf area that is no more than five feet wide and that is located at the rear of the lot, without street frontage. The proposed action would not affect the development potential of the parcel, which is now occupied by a two-family home.

The proposed action would therefore affect a 16,400 sf area consisting of Block 16125, Lots 23, 24, and 64 (the "Affected Area"). The remainder of this report will refer to the Affected Area rather than to rezoning area.

Lot 23 (350 Beach 92nd Street) is a 25-foot-wide, 100-foot-deep lot occupied by two two-family homes, one at the front of the lot and one at the rear of the lot. It is not part of Projected Development Site 1, but the entity that owns it (Beach 92nd Street Realty) is controlled by the same persons who control the entity that owns Projected Development Site 1 (Denis S. O'Connor, Inc., the Applicant).

Lot 24 (352 Beach 92nd Street) is located to the immediate north of Lot 23. It is 30 feet wide and 100 feet deep and is occupied by a portion of the funeral home's accessory parking lot. Along with Lot 64, it is part of Projected Development Site 1.

Lot 64 (91-05 Beach Channel Drive) is the largest of the three lots, constituting approximately two-thirds of the Affected Area, extending the entire block along Beach Channel Drive. It is located to the north and east of Lot 24 and to the east of Lot 23. It has 100 feet of frontage along Beach 91st Street, approximately 191 feet of frontage along Beach Channel Drive, and approximately 14 feet of frontage along Beach 92nd Street. The Irregularly shaped parcel is essentially a 100-by-91-foot corner lot with a narrow extension westward to Beach 92nd Street. It is occupied by the funeral home and a portion of its parking lot.

The three tax lots are currently also three separate zoning lots, even though Lots 24 and 64 are in common ownership and together support the funeral home use. The houses on Lot 23 have a combined 3,226 square feet of floor area, and the lot has an FAR of 1.29. Lot 24 has no floor area and has an FAR of 0.00. Lot 64, developed with the 5,824 square foot funeral home, has an FAR of 0.53.

The Affected Area is now zoned R4-1. The district permits residential and community facility uses but prohibits commercial or manufacturing uses. The maximum permitted FAR for residential development is 0.75 (or 0.90 with the attic allowance), and the maximum permitted community facility FAR is 2.00.

The Affected Area was previously zoned R4 (since the inception of the current Zoning Resolution in 1961). The zoning was amended to R4-1 in 2008 as part of the Rockaway Neighborhoods Rezoning (C 080371 ZMQ, 15DCP145Q). This rezoning encompassed nearly 280 blocks across the Rockaway Peninsula and sought to reflect established development patterns in lower density residential areas and to provide for moderate growth opportunities at select locations along major commercial corridors and at locations near transit. Despite the C2- 3 commercial overlay immediately to the north of

the Affected Area (on the opposite side of Beach Channel Drive), a commercial overlay was not added to the subject property.

PROJECTED DEVELOPMENT SITE 1

Projected Development Site 1 consists of Lots 24 and 64. It measures 13,900 square feet.

A funeral home was constructed on part of the site (Lot 64) almost 60 years ago, pursuant to a special permit issued by the Board of Standards and Appeals (BSA) in November 1958 (BSA, Cal. No. 640-58-BZ). According to the BSA resolution, the approval provided for a two-story building, which included a "caretaker's apartment" and "parking for more than five cars." A Certificate of Occupancy was issued in 1960. At the time, the building had a total floor area of 3,737 square feet. The approval was limited to Lot 64, and the approved building was approximately 45' by 60'. There was also a parking lot on the west side of the lot, which was approximately 60' by 40'. At the time, a one- or two-family home occupied Lot 24.

Lot 24 was transferred from Dennis and Mary O'Connell to Denis S. O'Connor, Inc., in 1972.

The special permit expired in November 1978, exactly 20 years after it was issued.

The 1980 Sanborn map and a 1980 Department of Finance tax photo both show that the funeral home had been enlarged and that its accessory parking lot had replaced the home on Lot 24. No further changes have occurred since then.

It can therefore be concluded that the funeral home enlargement, the demolition of the home on Lot 24, and the creation of the accessory parking lot occurred sometime between 1960 and 1980. There are no records of a Department of Buildings (DOB) permit for the enlargement. The DOB website has no record of a demolition permit for Lot 24, but files for Lot 64 show that a demolition permit was issued in 1973 (DP 1-73).

PROPOSED PROJECT

The proposed action is sought to bring the existing commercial use on Projected Development Site 1 into conformance with zoning. The Applicant does not plan to enlarge the existing building. The existing parking lot would be brought into compliance with the applicable requirements in the Zoning Resolution for perimeter landscaping and screening, and the number of spaces would be reduced from 21 to 10. The Applicant does not plan to redevelop the adjacent Lot 23.

PURPOSE AND NEED

The Applicant proposes a zoning map amendment to establish a C2-3 commercial overlay within an existing R4-1 so that the existing conditions on the Applicant-owned property would conform with the zoning. Funeral homes are a Use Group 7 use and are not permitted within residential districts such as R4-1. A C2 commercial overlay is necessary to support the proposed project because Use Group 7 uses are not permitted within C1 commercial overlays. Also, the proposed C2-3 commercial overlay would match an existing C2-3 commercial overlay immediately to the north of the Affected Area. Furthermore, the proposed C2-3 commercial overlay would recognize a longstanding commercial use and is located along a wide commercial thoroughfare.

ANALYSIS FRAMEWORK

Existing Conditions

The Applicant's property (Block 16125, Lots 24 and 64, described herein as Projected Development Site 1) is improved with a 5,824 sf, one- and two-story funeral home (on Lot 64) and an accessory 21-space surface parking lot (on Lots 24 and 64). The funeral home is a nonconforming Use Group 7 commercial use. Lot 23 is improved with a 1,640 sf, 2½-story two-family home on the front of the lot and a 1,586 sf, two-story two-family home on the rear of the lot. Collectively, the Affected Area contains three buildings with a total of 9,050 sf: 5,824 sf of commercial floor area and 3,226 sf of residential floor area.

The Future without the Proposed Action

Absent the proposed action, Lot 23 would remain in its current condition, with the existing 1,640 sf two-family home at the front of the lot and the existing 1,586 sf two-family home at the rear of the lot.

Absent the proposed action, it is assumed that the nonconforming funeral home would be demolished and that Projected Development Site 1 would be redeveloped with four two-family houses, which would be permitted as-of-right. Lots 24 and 64 would be merged and then subdivided to create four lots: a western lot, consisting of the current Lot 24 plus the sliver of Lot 64 to its north, with 44 feet of frontage along Beach 92nd Street and approximately 100 feet of frontage along Beach Channel Drive; and three eastern lots, each with 33'4" of frontage along Beach 91st Street, with the northernmost also having approximately 91 feet of frontage along Beach Channel Drive. The western lot would measure approximately 4,800 sf, and the eastern lots would each measure between 3,000 and 3,100 sf. FAR would be maximized at 0.90 on each lot, so that the total floor area on Projected Development Site 1 would be 12,510 sf. Each lot would have a curb cut and two accessory surface parking spaces. All curb cuts would be onto the two narrow streets.

Collectively, the Affected Area would contain 12 dwelling units in six buildings with 15,736 sf of residential floor area.

The Future with the Proposed Action

In the future with the proposed action, commercial uses (Use Groups 5-9 and 14) would be permitted within the Affected Area. Although the Applicant intends to simply bring the existing Use Group 7 funeral home and accessory parking lot into conformance with the zoning and not redevelop Lot 23, more commercial floor area could be added as a result of the proposed zoning map amendment. The maximum permitted commercial FAR would be 1.00, meaning that the Affected Area could theoretically accommodate up to 16,400 sf of commercial space.

It is therefore assumed for analysis purposes that the permitted commercial FAR would be maximized and that the commercial use would be a transient hotel (Use Group 5).

Under the RWCDS both Projected Development Site 1 and Lot 23 ("Projected Development Site 2") would be redeveloped. All three tax lots would be merged to form a single 16,400 sf zoning lot (the "Project Site"). Both the funeral home on Lot 64 and the homes on Lot 23 would be demolished. A new 16,400 sf transient hotel would be constructed, for an FAR of 1.00. The square footage would be provided within a two-

story, 30-foot-tall building covering half the site (8,200 sf). The hotel would contain 30 guest rooms.[3]

Under the provisions of ZR Section 36-21, the parking requirement for a hotel in a C2-3 district is one space for every 12 guest rooms, yielding a requirement for three spaces, which would be waived under the provisions of ZR Section 36-321. Nevertheless, the RWCDS includes a surface parking lot with 20 spaces.

Comparison

The tables on the following two pages compare the conditions under existing conditions and RWCDS future no-action and with-action conditions.

REQUIRED APPROVALS

The proposed project would require an amendment to zoning sectional map 30c to map a C2-3 local service overlay within an R4-1 low density contextual residential district. The zoning map amendment would be subject to the Uniform Land Use Review Procedure (ULURP).

BUILD YEAR

Based on an estimated 24-month approval process and no construction involved, the build year for the proposed project is 2020; however, the RWCDS assumes the demolition of existing buildings and the construction of a hotel. The analysis year used for this EAS is therefore 2021.

[3] The number of rooms was calculated assuming that guest rooms would occupy 90% of the floor area and that the average room size would be 500 sf.

TABLE 2: EXISTING, NO-ACTION, AND WITH-ACTION CONDITIONS (LAND USE AND ZONING)

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
LAND USE				
Residential	YES	YES	NO	
If "yes," specify the following:				
Describe type of residential structures	2-family homes	2-family homes		
No. of dwelling units	4	12		-12
No. of low- to moderate-income units	0	0		
Gross floor area (sq. ft.)	3,226	15,736		-15,736
Commercial	YES	NO	YES	
If "yes," specify the following:				
Describe type (retail, office, other)	Funeral home		Hotel	
Gross floor area (sq. ft.)	5,824		16,400	+16,400
Manufacturing/Industrial	NO	NO	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	NO	NO	NO	
If "yes," specify the following:				
Type				
Gross floor area (sq. ft.)				
Vacant Land	NO	NO	NO	
If "yes," describe:				
Other Land Uses	NO	NO	NO	
If "yes," describe:				
PARKING				
Garages	NO	NO	NO	
If "yes," specify the following:				
No. of public spaces				
No. of accessory spaces				
Lots	YES	NO	YES	
If "yes," specify the following:				
No. of public spaces	0		0	
No. of accessory spaces	21		20	-1
ZONING				
Zoning classification	R4-1	R4-1	R4-1/C2-3	
Maximum amount of floor area that can be developed	R: 14,760 CF: 32,800 C: 0 M: 0	R: 14,760 CF: 32,899 C: 0 M: 0	R: 14,760 CF: 32,800 C: 16,400 M: 0	C: +16,400
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	Residential, commercial, community facility, ; R4-1, R4-1/C2-3	Residential, commercial, community facility, ; R4-1, R4-1/C2-3	Residential, commercial, community facility, ; R4-1, R4-1/C2-3	

TABLE 3: EXISTING, NO-ACTION, AND WITH-ACTION CONDITIONS (URBAN DESIGN)

Item	Existing Conditions	No-Action Conditions	With-Action Conditions
Development Scenario	Funeral home, parking lot, two 2-family homes	Six 2-family homes	Hotel and parking lot
Gross/(Net) Bldg. Floor Area	9,050 gsf/(9,050 zsf, 0.55 FAR)	15,736 gsf/(15,736 zsf, 0.96 FAR)	16,400 gsf/(16,400 zsf, 1.00 FAR)
Lot Coverage	6,864 sf (42%)	12,492 sf (76%)	8,290 sf (50%)
Building Height	2, 2½, and 2 stories (28', 36', 24')	2½ stories (35' and 36') and 2 stories (24')	2 stories (30')

PART II: TECHNICAL ANALYSES

INTRODUCTION

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

4. LAND USE, ZONING, AND PUBLIC POLICY

Introduction

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

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

Study Area

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

Because of the modest size of the proposed project, the land use and zoning assessment for the proposed action considers a study area extending 400 feet around the Affected Area. As shown in the Land Use Map, the study area extends northward to Jamaica Bay, eastward almost to Beach 89th Street, southward to Rockaway Freeway, and westward to the bridge approach.

Need for a Preliminary Assessment

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

The proposed project is neither large nor publicly sponsored. No portion of the proposed rezoning area is within an urban renewal area or an area covered by a 197-a Plan. The Affected Area is within the Coastal Zone Boundary, however, so a public policy consistency assessment focused on the Waterfront Revitalization Plan is warranted.

Land Use

Existing Conditions within the Affected Area

The 16,400 sf Affected Area consists of three lots (23, 24, and 64) on the northern portion of a single block (Block 16125) in the Rockaway Beach area of Queens Community District 14.[4]

[4] The proposed rezoning area includes a sliver of Lot 22 and excludes a sliver of Lot 23. As explained in the Project Description above, the proposed zoning regulations would apply to all of Lot 23 and would have no practical effect on Lot 22, so Lots 23, 24, and 64 constitute the "Affected Area" for purposes of all analyses in this EAS.

Lot 23 (350 Beach 92nd Street) is occupied by two two-family homes, one at the front of the lot and the other at the rear of the lot.

Lot 24 (352 Beach 92nd Street) is located to the immediate north of Lot 23. It is occupied by part of a parking lot that is accessary to a funeral home located on Lot 64. Along with Lot 64, it is part of Projected Development Site 1.

Lot 64 (91-05 Beach Channel Drive) is the largest of the three lots, constituting approximately two-thirds of the Affected Area. It is located to the north and east of Lot 24 and to the east of Lot 23. It is occupied by a one- and two-story funeral home and part of its parking lot.

Existing Conditions in the 400-Foot Study Area

The land use pattern within the study area is influenced by the street map and the geography of Rockaway Peninsula, which, though it widens to the east, is mostly a long, narrow land mass between Jamaica Bay to the north and the Atlantic Ocean to the south. The north-south streets, which are 55 feet wide within the study area, are only a few blocks long and do not carry much through traffic. Partly as a result, they are overwhelmingly residential in character, with a few community facilities interspersed. Beach Channel Drive is, in contrast, an 80-foot-wide, two-way east-west corridor carrying traffic across the peninsula, as well as traffic heading onto and off of the peninsula (particularly via Cross Bay Veterans Memorial Bridge, one of only two bridges serving the peninsula, which is located just one block west of the proposed rezoning area). Beach Channel Drive is characterized by a mix of residential and commercial uses.

Except for the two lots fronting on Beach Channel Drive (which comprise Projected Development Site 1), the block on which the Affected Area is located (Block 16125) is entirely residential, with detached and semi-detached one- and two-family homes.

On the block to the east (Block 16124, bounded by Beach Channel Drive, Beach 90th Street, Rockaway Freeway, and Beach 91st Street), the former Rockaway Courthouse, which is listed on the National Register of Historic Places, occupies the Beach Channel Drive frontage (Lot 33). The building has been vacant since 1962 but has now been conveyed by the New York City Economic Development Corporation to a developer that is renovating the building for use as a medical center. Two adjacent lots on Beach 90th Street have been cleared and added to the courthouse property to provide accessory parking. A Knights of Columbus lodge and its adjacent parking lot occupy much of the midblock on Beach 90th Street, and residential buildings occupy the southern end of the block. Semi-detached homes occupy the Beach 91st Street side of the block.

Residential homes occupy all lots on the study area's easternmost block (Block 16123, bounded by Beach Channel Drive, Beach 89th Street, Rockaway Freeway, and Beach 90th Street

To the west of the Affected Area is Block 16126, bounded by Beach Channel Drive, Beach 92nd Street, Rockaway Freeway, and Beach 94th Street. The eastern side of the block is residential, and a house of worship, its accessory parking lot, and a one-family home occupy the western side. Construction is occurring on one formerly vacant lot: A permit was issued in October 2018 for a two-family home at the corner of Beach 92nd Street and Rockaway Freeway (Lot 81, or 301 Beach 92nd Street).

To the north, on Block 16109, a fast food restaurant and its accessory parking lot face Projected Development Site 1 on the opposite side of Beach Channel Drive. To the north of the restaurant, accessible via the dead end that is the northernmost part of Beach 92nd Street, are two eating and drinking establishments and an accessory parking lot. A row of homes is located further east along the north side of Beach Channel Drive, served by an accessory parking lot that abuts the fast food restaurant's parking lot.

The approach to Cross Bay Veterans Memorial Bridge occupies the northwestern part of the study area. Landscaping and a surface parking lot are located within the bridge approach.

Future Conditions without the Proposed Action

Absent the proposed action, Lot 23 would remain in its current condition, with the existing 1,640 sf two-family home at the front of the lot and the existing 1,586 sf two-family home at the rear of the lot.

Absent the proposed action, it is assumed that the nonconforming funeral home would be demolished and that Projected Development Site 1 would be redeveloped with four two-family houses, which would be permitted as-of-right. Lots 24 and 64 would be merged and then subdivided to create four lots: a western lot, consisting of the current Lot 24 plus the sliver of Lot 64 to its north, with 44 feet of frontage along Beach 92nd Street and approximately 100 feet of frontage along Beach Channel Drive; and three eastern lots, each with 33'4" of frontage along Beach 91st Street, with the northernmost also having approximately 91 feet of frontage along Beach Channel Drive. The western lot would measure approximately 4,800 sf, and the eastern lots would each measure between 3,000 and 3,100 sf. FAR would be maximized at 0.90 on each lot, so that the total floor area on Projected Development Site 1 would be 12,510 sf. Each lot would have a curb cut and two accessory surface parking spaces.

Collectively, the Affected Area would contain 12 dwelling units in six buildings with 15,736 sf of residential floor area.

Within the study area, a two-family home is being built at the northwest corner of Beach 92nd Street, and the former courthouse on the south side of Beach Channel Drive between Beach 90th and Beach 91st Streets is being renovated for use as a medical center. Both projects are expected to be completed in 2020.

Future Conditions with the Proposed Action

In the future with the proposed action, commercial uses (Use Groups 5-9 and 14) would be permitted within the Affected Area. Although the Applicant intends to simply bring the status of the existing Use Group 7 funeral home and accessory parking lot into conformance with zoning and not enlarge the existing building or redevelop Lot 23, more commercial floor area could be added as a result of the proposed zoning map amendment. The maximum permitted commercial FAR would be 1.00, meaning that the Affected Area could theoretically accommodate up to 16,400 sf of commercial space.

It is therefore assumed for analysis purposes that the permitted commercial FAR would be maximized and that the commercial use would be a transient hotel (Use Group 5).

Under the RWCDS Projected Development Sites 1 and 2 would both be redeveloped. All three tax lots would be merged to form a single 16,400 sf zoning lot (the Project Site). The funeral home on Lot 64 and the homes on Lot 23 would be demolished. A new 16,400

sf transient hotel would be constructed, for an FAR of 1.00. The square footage would be provided within a two-story, 30-foot-tall building covering half the site (8,200 sf). The hotel would contain 30 guest rooms. The other half of the site would be devoted to an accessory surface parking lot with 20 spaces.

A small hotel would be an appropriate land use at the Project Site's location, on a wide, major thoroughfare located across the street from a cluster of eating and drinking establishments, just a block away from one of the two bridges providing access to and from the Rockaway Peninsula. The hotel would occupy a site that has been in continuous commercial use for nearly 60 years. It would be compatible with the residential uses located along the residential side streets. In summary, the proposed action would not result in a significant adverse land use impact, and no further analysis is needed.

Zoning

Existing Conditions

The Affected Area is currently within an R4-1 lower density contextual residential district that permits residential and community facility uses listed in Use Groups 1 through 4 but precludes new commercial or industrial uses. Residential development is restricted to one- and two-family detached and semi-detached homes. For a residential building, the maximum permitted FAR is 0.75, or up to 0.90 if the additional space is in an attic as described in ZR Section 23-142. Lot coverage is determined by the yard regulations, which require a front yard of at least ten feet in depth, one side yard with a width of at least eight feet, and a rear yard of at least 30 feet in depth. The maximum permitted height of a residential building's perimeter walls is 25 feet, above which a system of sloping planes regulates the shape of a roof that may rise to a vortex or ridge line at a maximum height of 35 feet. For a community facility building, the maximum permitted FAR is generally 2.00 but is 2.40 in the case of a development with deep front and wide side yards as specified in ZR Section 24-13. The maximum permitted lot coverage is 55 percent on an interior or through lot and 60 percent on a corner lot. A community facility development must have a front yard of at least 15 feet in depth, two side yards with a total width of either eight or ten feet (depending on the street wall width), and a rear yard of at least 30 feet in depth. No portion of a community facility building may penetrate a sky exposure plane that starts at a height of 35 feet above the front yard line and slopes upward and rearward over the lot at a 45 degree angle.

The R4-1 district is mapped over almost the entire study area, but a C2-3 local commercial overlay is mapped within a small portion of the R4-1 district. The R4-1/C2-3 district covers the north side of Beach Channel Drive between Beach 91st and Beach 92nd Streets, directly across Beach Channel Drive from the Affected Area, and extends northward to the bulkhead line along Jamaica Bay. A C2-3 local commercial overlay permits commercial uses listed in Use Groups 5, 6, 7, 8, 9, and 14 as-of-right. Where mapped in an R4-1 district, the C2-3 overlay permits up to 1.00 FAR of commercial space. No front or side yards are required, and no rear yard is required on a corner lot or the corner lot portion of a larger lot, but a 20-foot-deep rear yard is required for a commercial building on an interior lot or the interior lot portion of a larger lot. The rear yard may be located at ground level or on top of any nonresidential portion of a building rising no higher than 23 feet above curb level.

The only part of the study area not zoned R4-1 or R4-1/C2-3 is the approach to the Cross Bay Veterans Memorial Bridge, which is zoned R6A, a medium density contextual residential

district. The bridge approach is identified on the City Map as part of Cross Bay Parkway and therefore does not include any zoning lots.

Future Conditions without the Proposed Action

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

Future Conditions with the Proposed Action

The proposed action is an amendment to zoning sectional map 30c to extend the existing C2-3 local service overlay southward across Beach Channel Drive between Beach 91st and Beach 92nd Streets to cover an approximately 16,450 square foot area on the northern part of Block 16125 that is now zoned R4-1. The R4-1/C2-3 district would extend southward to a depth of 100 feet from Beach Channel Drive along Beach 91st Street and to a depth of 75 feet along Beach 92nd Street. The rezoning area would include all of Lots 24 and 64, all but a 115 sf sliver of Lot 23 that would be approximately five feet wide at its widest point, and a 165 sf sliver of Lot 22 with a maximum width of six feet.

For all practical purposes, the proposed action would alter the zoning of Lots 23, 24, and 64 in their entirety and would not affect Lot 22. Under the provisions of ZR Section 77-11, Conditions for Application of Use Regulations to Entire Zoning Lot, if a zoning lot in existence at the time of a zoning map amendment is divided, as a result of that amendment, between districts with different use regulations, "the use regulations applicable to the district in which more than 50 percent of the lot area of the zoning lot is located may apply to the entire zoning lot, provided that the greatest distance from the mapped district boundary to any lot line of such zoning lot in the district in which less than 50 percent of its area is located does not exceed 25 feet." In such a situation, "the district boundary may be assumed to be relocated accordingly, and the bulk, off-street parking and loading, and all other regulations applying to such expanded district shall apply to the entire zoning lot." Because 95 percent of Lot 23 would be zoned R4-1/C2-3 district and the portion outside the C2-3 overlay would be no more than six feet wide, the provisions of ZR Section 77-11 would apply to Lot 23. All regulations applicable in an R4-1/C2-3 district would apply to the entire lot. In contrast, the provisions of ZR Section 77-12, Application of Use Regulations Under All Other Conditions, would apply to Lot 22: The use regulations for R4-1 and for R4-1/C2-3 would apply separately to those portions of the lot in the two districts. Commercial uses would be permitted only in a 165 sf area that is no more than five feet wide. The proposed action would not affect the development potential of the parcel, which is now occupied by a two-family home. The proposed action would therefore affect a 16,400 sf area consisting of Block 16125, Lots 23, 24, and 64 (the "Affected Area").

The proposed zoning would permit the same uses as the existing zoning does, with the same bulk regulations, but would also permit a range of local commercial uses, with a maximum permitted FAR of 1.00. The change would not increase the overall permitted bulk. The zoning map amendment would affect three lots, one of which is occupied by a Use Group 2 two-family home that is permitted under both the existing and the proposed zoning, and two of which are occupied by a longstanding commercial use (a Use Group 7 funeral home and its accessory parking lot) that is not permitted under the current zoning but that would be permitted under the proposed zoning. The action would therefore not cause any existing uses to be nonconforming but would instead transform a currently

nonconforming use into a conforming use. The action would thus make the zoning map consistent with the actual land use pattern.

The location of the proposed rezoning area -- on a wide, major thoroughfare located adjacent to the boundary of a local commercial overlay and across the street from a commercial mode with a cluster of eating and drinking establishments, in proximity to mass transit and just a block away from one of the two bridges providing access to and from the Rockaway Peninsula – is one where a local commercial overlay would not be inappropriate. The proposed rezoning area consists mostly of a site that has been in continuous commercial use for nearly 60 years, so the amended Zoning Map would be consistent with established land use patterns. Furthermore, the rezoning would resolve the longstanding legal status of an established business that has served the community since the 1960s. The proposed action would not have a significant adverse impact related to zoning, and further analysis is not needed.

Public Policy

Waterfront Revitalization Program

The Affected Area is within the Coastal Zone Boundary, so this section assesses the proposed project's consistency with New York City's Waterfront Revitalization Program (WRP). The site is approximately 200 feet inland from Jamaica Bay, without waterfront access and inland of Beach Channel Drive. (See the Coastal Zone Map on the following page.) Two of the ten WRP policies are relevant to the proposed actions.

Policy 1.1: Encourage commercial and residential redevelopment in appropriate coastal zone areas.

The project site is not within a Special Natural Waterfront Area (SNWA) or Significant Maritime and Industrial Area (SMIA), and it is in a well developed area with substantial residential and commercial development. A commercial development now occupies the Project Site, and a residential development occupies the other lot within the Affected Area. The proposed action would therefore be consistent with Policy 1.1.

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

As shown in the New York City Flood Hazard Mapper, the Project Site is within a 100-year-floodplain as designated on FEMA's 2015 preliminary flood maps and is within flood zone A. Any new development or alteration would therefore need to comply with New York City Building Code provisions applicable to such a flood hazard area, and a Certificate of Occupancy would be issued only if "the structure was constructed with methods and practices that minimize flood damage and that are in accordance with approved plans, and with any applicable provisions of Appendix G of the New York City Building Code and ASCE 24."[3] The proposed action would be consistent with Policy 6.

Policy 6.2: Integrate consideration of the latest New York City projections of climate change and sea level rise (as published by the NPCC, or any successor thereof) into the planning and design of projects in the city's Coastal Zone.

The New York City Panel on Climate Change has projected that, relative to sea levels in the year 2000, sea levels at New York City will have risen 4 to 8 inches in the 2020s, 11 to 21 inches in the 2050s, 18 to 39 inches in the 2080s, and 22 to 50 inches by 2100. These changes

Figure 6 - Waterfront Revitalization Program



Urban Cartographics

Source: New York City Department of City Planning

will increase the frequency and severity of coastal flooding, expand existing flood zones, and increase base flood elevations at locations within existing flood zones.

As shown in the New York City Flood Hazard Mapper, the Affected Area is expected to remain in zone A through the end of the century. The construction methods and practices currently required for the Project Site (that is, those stipulated for zone A) should therefore be sufficient to minimize flood damage throughout the foreseeable future. The proposed action would be consistent with Policy 6.2.

The proposed action would thus be consistent with all relevant WRP policies.

Conclusion

For the reasons provided above, the proposed action would not have a significant adverse impact relative to land use, zoning, or public policy, and further analysis is not needed.

1 NYC Building Code G105.3(2).

9. HISTORIC AND CULTURAL RESOURCES

Introduction

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

Archaeological Resources

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

Under the with-action RWCDS, a new building with an 8,200 sf footprint would be developed on the Project Site, with the excavation extending onto previously undeveloped portions of the site.

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

In correspondence dated December 3, 2017, and appended to this EAS in Appendix 3, the LPC determined that the Project Site has "no Archaeological significance." No further assessment is required.

Architectural Resources

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

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

height, scale, proportion, massing, fenestration, ground-floor configuration, style), streetscapes, skyline, landforms, vegetation, and openness to the sky.

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

Under the with-action RWCDS, the Project Site would be cleared, and a new building would be constructed.

The Affected Area contains a 1960 funeral home, its accessory parking lot, and two two-family homes that are typical of the housing on this part of the Rockaway Peninsula. The Affected Area does not contain any architectural resources. One architectural resource is located within the vicinity of the Affected Area: the surrounding area contains any architectural resources that might be adversely affected by the redevelopment of the site (as a result of altering the landmark's setting, blocking public views of the landmark, or casting shadows on sunlight-sensitive landscaping or architectural details). In accordance with the *CEQR Technical Manual*, the LPC was contacted to determine whether previously unidentified architectural resources are located on the Project Site or within the study area.

In correspondence dated December 3, 2017, the LPC determined that the site has "no Architectural significance." No further assessment is required.

Across Beach 91st Street from Projected Development Site 1, the former Rockaway Courthouse occupies the southern blockfront of Beach Channel Drive between Beach 90th and 91st Streets. It is a 1932 Classical Revival stone building with a three-story central section flanked by two-story wings, with double height clerestory windows, that flare out at oblique angles from the central portion. It is listed on the National Register of Historic Places. The building has been vacant since 1962 but has now been conveyed by the New York City Economic Development Corporation to a developer that is renovating the building for use as a medical center.

Under the RWCDS Projected Development Site 2 would be redeveloped whether or not the proposed action is taken: with two-family homes under the no-action scenario and with a hotel and accessory parking lot under the with-action scenario. The hotel would be two stories (30 feet) in height, contextually similar to existing building heights in the area, which range from one to three stories and are usually two or 2½ stories. The two-story hotel and accessory parking lot would replace a one-and two-story funeral home and accessory parking lot. If the proposed action is not taken, 2½-story homes with 25-foot-tall perimeter walls and

33-foot-tall roofs. Neither scenario would result in a substantial change in the former courthouse's setting, and the setting would be similar under the two scenarios, as can be seen in the Massing Diagram on the following page. The proposed action would not have a significant adverse impact on the former Rockaway Courthouse.

Conclusion

The Project Site has no archaeological or architectural significance. The proposed action would therefore not have a significant adverse impact on historic and cultural resources, and no further analysis is needed.

10. URBAN DESIGN AND VISUAL RESOURCES

Introduction

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

1. Projects that permit the modification of yard, height, and setback requirements;
2. Projects that result in an increase in built floor area beyond what would be allowed "as-of-right" or in the future without the proposed project.

A preliminary urban design and visual resources assessment is required because the proposed action would alter the rules regulating development within the Affected Area. The proposed action would allow the construction of buildings that are different in use and design from those that would be allowed under existing zoning regulations, changing the Affected Area's zoning from R4-1 to R4-1/C2-3. The map amendment would not increase the amount of built floor area that is permitted, but it would permit commercial development subject to lesser yard requirements than those that apply to currently permitted uses. Under the RWCDS assessed in this EAS, the proposed action would lead to the redevelopment of the Project Site with a two-story, 30- foot-tall, 16,400 gsf hotel and accessory 20-space parking lot instead of the two-family homes that would be built in the future without the proposed action.

Pedestrian Wind Conditions

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

The proposed action would result in the redevelopment of the Project Site with a two-story, 30-foot-tall building with an 8,200 sf footprint. As a low-rise building similar in height to other nearby buildings and having a large footprint, the development would not cause pedestrian level vortex effects, which tend to form around towers surrounded by open space. As the *CEQR Technical Manual* explains, "Channelized wind pressure from between tall buildings and downwashed wind pressure from parallel tall buildings may cause winds that affect pedestrian comfort and safety." The proposed action would not have a significant adverse impact on pedestrian wind conditions, and a detailed wind conditions assessment is not required.

Existing Conditions

<u>The Affected Area</u>

The Affected Area consists of three lots (23, 24, and 64) on the northern portion of a single block (Block 16125) in the Rockaway Beach area of Queens Community District 14.[5] The

[5] The proposed rezoning area includes a sliver of Lot 22 and excludes a sliver of Lot 23. As explained in the Project Description above, the proposed zoning regulations would apply to all of Lot 23 and would have no practical effect on Lot 22, so Lots 23, 24, and 64 constitute the "Affected Area" for purposes of all analyses in this EAS.

Affected Area measures 16,400 sf and has 100 feet of frontage on Beach 91st Street, 191 feet of frontage on Beach Channel Drive, and 69 feet of frontage on Beach 92nd Street.

Lot 23 (350 Beach 92nd Street) is a 25-foot-wide, 100-foot-deep lot occupied by a 1,640 sf, 2½-story two-family home on the front of the lot and a 1,586 sf, two-story two-family home on the rear of the lot. Both are wood frame structures. The front building has an elevated first floor, with stairs leading to a covered but unenclosed porch, and a peaked roof. It has a height of 36 feet. It is set about ten feet back from the street line and is flanked by narrow side yards. The rear building is a simpler structure with a hipped roof and a height of 24 feet. Lot coverage is approximately 80 percent. The buildings were constructed in approximately 1915. (See photographs 13, 16, 21, 22, and 24. The photographs begin on the following page.)

Lots 24 (352 Beach 92nd Street) and 64 (91-05 Beach Channel Drive) comprise Projected Development Site 1. They are located to the immediate north and east of Lot 23. A one- and two-story funeral home occupies the eastern part of Lot 64. The building has a 4,848 sf ground floor, a 976 sf second floor, no basement or cellar, and 5,824 sf of floor area. The building is neo-colonialist in style, with a peaked roof, dormers, white shutters and colonnettes that contrast with the red brick façade, and a semicircular entrance portico. (See photographs 6, 9, and 12.) Building height is 28 feet, and lot coverage is 44 percent. The funeral home's accessory parking lot occupies Lot 24 and the western part of Lot 64. It has 21 spaces and has no screening or landscaping. (See photographs 13, 16, and 21.)

Urban Design in the Vicinity of the Rezoning Area

The urban design and land use pattern within the study area is influenced by the geography of Rockaway Peninsula, which, though it widens to the east, is mostly a long, narrow land mass between Jamaica Bay to the north and the Atlantic Ocean to the south. As a result, the north-south streets are only a few blocks long and do not carry much through traffic, and so they are narrow, with widths of 55 feet. Partly as a result, they are overwhelmingly residential in character, with a few community facilities interspersed. The few east-west thoroughfares are, in contrast, corridors carrying traffic across the peninsula, as well as traffic heading onto and off of the peninsula. This is particularly true of Beach Channel Drive and Rockaway Beach Boulevard, the two east-west streets that span the entire peninsula. Beach Channel Drive, adjacent to the Affected Area and the northernmost east-west street in Rockaway Beach, is an 80-foot-wide two-way street that connects to Cross Bay Veterans Memorial Bridge, one of only two bridges serving the peninsula, which is located just one block west of the proposed rezoning area. Within the Rockaway Beach neighborhood, Beach Channel Drive and Rockaway Beach Boulevard are characterized by a mix of residential and commercial uses. The other east-west thoroughfares in the neighborhood are Rockaway Freeway (with the elevated subway system train trestle above it) and Shorefront Parkway. (See the aerial photograph, which follows the numbered photographs.)

Except for the two lots fronting on Beach Channel Drive (which comprise Projected Development Site 1), the block on which the Affected Area is located (Block 16125) is entirely low density residential, with one- and two-family homes. On Beach 91st Street, they include a long row of attached, identical brick homes with two stories, elevated first floors, porches, projecting entryways, and front planting areas. (See photographs 3 and 9.) Toward the southern end of the block is a shorter row of smaller two-story attached brick homes, deeply recessed from the street behind driveways and planting areas, with garages



1. View of the sidewalk along the west side of Beach 91st Street facing northwest (Site at left).



2. View of Beach 91st Street facing northwest (Site at left).



3. View of Beach 91st Street facing southeast from the Site.





7. View of the sidewalk along the west side of Beach 91st Street facing southeast from Beach Channel Drive (Site at right).



8. View of the intersection of Beach Channel Drive and Beach 91st Street facing north from the Site.



9. View of the Site facing south from the intersection of Beach Channel Drive and Beach 91st Street.





4. View of the east side of Beach 91st Street facing east from the Site.



5. View of the Site facing west from Beach 91st Street.



6. View of the Site facing southwest from Beach 91st Street.





10. View of Beach Channel Drive facing southwest from Beach 91st Street (Site at left).



11. View of Beach Channel Drive facing northeast from Beach 91st Street.



12. View of the sidewalk along the south side of Beach Channel Drive facing southwest from Beach 91st Street (Site at left).





13. View of the Site facing southeast from Beach Channel Drive.



14. View of the sidewalk along the south side of Beach Channel Drive facing northeast from Beach 92nd Street (Site at right).



15. View of Beach 92nd Street facing southeast from Beach Channel Drive (Site at left).





16. View of the Site facing southeast from the intersection of Beach Channel Drive and Beach 92nd Street.



17. View of the intersection of Beach Channel Drive and Beach 92nd Street facing northwest from the Site.



18. View of the intersection of Beach Channel Drive and Beach 92nd Street facing northeast from Beach 94th Street.





19. View of Beach Channel Drive facing southwest from Beach 92nd Street.



20. View of Beach Channel Drive facing northeast from Beach 92nd Street (Site at right).



21. View of the Site facing northeast from Beach 92nd Street.





22. View of the sidewalk along the east side of Beach 92nd Street facing southeast (Site at left).



23. View of the west side of Beach 92nd Street facing south from the Site.



24. View of the Site facing north from Beach 92nd Street.





25. View of the sidewalk along the east side of Beach 92nd Street facing northwest (Site at right).



26. View of Beach 92nd Street facing northwest (Site at right).



27. View of Beach 92nd Street facing southeast from the Site.





Imagery Source: Bing Maps, copyright 2017 Microsoft Corporation

occupying the first floors and steps leading to second story entrances. Four semidetached homes occupy the southern end of the block. The housing stock along Beach 92nd Street is more diversified, but, with the exception of a row of attached brick homes near the southern end of the block, they are all 2- and 2½-story detached frame homes. (See photographs 16 and 27.)

Elsewhere in the study area, one- and two-family homes predominate south of the Beach Channel Drive frontage. Detached homes occupy the western frontage of Beach 92nd Street between Beach Channel Drive and Rockaway Freeway. (See photographs 22, 23, and 27.) Semidetached 2½-story brick homes occupy the east side of Beach 91st Street. (See photographs 3, 4, and 7.) Further east, detached homes are the rule.

The residential buildings coexist with community facilities on some of these blocks. A Knights of Columbus lodge and its adjacent parking lot occupy much of the midblock on the west side of Beach 90th Street between Beach Channel Drive and Rockaway Freeway, and a house of worship occupies most of the east side of Beach 93rd Street.

Beach Channel Drive is characterized by a mix of uses and building types. The south side is occupied by the side yard of a residential home between Beach 92nd and Beach 93rd Streets, the funeral home and its parking lot between Beach 91st and Beach 92nd Streets, a vacant former courthouse between Beach 90th and Beach 91st Streets, residential homes between Beach 88th and Beach 90th Streets, and an automotive commercial establishment between Beach 87th and Beach 88th Streets. The former Rockaway Courthouse is a 1932 Classical Revival stone building with a three-story central section flanked by two-story wings, with double height clerestory windows, that flare out at oblique angles from the central portion. It is listed on the National Register of Historic Places. The building has been vacant since 1962 but has now been conveyed by the New York City Economic Development Corporation to a developer that is renovating the building for use as a medical center. (See photograph 11.) The north side of the streets is occupied by restaurants and their accessory parking lots between Beach 91st and Beach 93rd Streets, by three-story multifamily housing and an accessory parking lot between Beach 89th and Beach 91st Streets, and by undeveloped waterfront parkland between Beach 87th and Beach 88th Streets. (See photographs 8 and 18.)

Visual Resources

Two important visual resources, the Atlantic Ocean and Jamaica Bay, flank Rockaway Peninsula. The ocean is not visible from the study area, but the bay abuts the study area. There are no significant view corridors from south of Beach Channel Drive; but partial views of the bay, interrupted by buildings non the north side of the street, are visible from properties on the south side of the street (including Projected Development Site 1) and the north-south streets.

Future Conditions without the Proposed Action

Absent the proposed action, Lot 23 would remain in its current condition, with two two-family homes, at the front and rear of the lot.

Absent the proposed action, it is assumed that the nonconforming funeral home would be demolished and that Projected Development Site 1 would be redeveloped with four two-family houses, which would be permitted as-of-right. Lots 24 and 64 would be merged and then subdivided to create four lots: a western lot, consisting of the current Lot 24 plus the sliver of Lot 64 to its north, with 44 feet of frontage along Beach 92nd Street and approximately 100 feet of frontage along Beach Channel Drive; and three eastern lots, each with 33'4" of frontage along Beach 91st Street, with the northernmost also having approximately 91 feet of frontage along Beach Channel Drive. The western lot would measure approximately 4,800 sf, and the eastern lots would each measure between 3,000 and 3,100 sf. FAR would be maximized at 0.90 on each lot, so that the total floor area on Projected Development Site 1 would be 12,510 sf. The homes would have perimeter wall heights of 25 feet and building heights of 35 feet at the ridge lines of the peeked roofs. The homes would set back ten feet from the street, behind front yards. Lot coverage would be approximately 75 percent.

Collectively, the Affected Area would contain 14,150 sf of residential floor area.

Within the study area, a two-family home is being built at the northwest corner of Beach 92nd Street (Block 16126, Lot 81, 92-02 Rockaway Freeway), and the former courthouse on the south side of Beach Channel Drive between Beach 90th and Beach 91st Streets (Block 16124, Lot 33, 90-01 Beach Channel Drive) is being renovated for use as a medical center. Both projects are expected to be completed in 2020.

Future Conditions with the Proposed Action

Development Scenario

Under the RWCDS Projected Development Sites 1 and 2 would both be redeveloped. All three tax lots would be merged to form a single 16,400 sf zoning lot (the Project Site). The funeral home on Lot 64 and the two-family homes on Lot 23 would be demolished. A new 16,400 sf transient hotel would be constructed, for an FAR of 1.00. The square footage would be provided within a two-story, 30-foot-tall building covering half the site (8,200 sf). The hotel would contain 30 guest rooms. An accessory parking lot would occupy the other half of the site.

Table 10-1 compares existing, future no-action, and future with-action conditions within the Affected Area.[6]

[6] Under the Applicant's actual intentions for the future with the proposed action, the funeral home, parking lot, and two-family homes would remain. There would be no changes to the buildings, but the parking lot would be brought into compliance with screening and landscaping regulations, and the number of spaces would be reduced to ten.

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

Item	Existing Conditions	No-Action Conditions	With-Action Conditions
Development Scenario	Funeral home, parking lot, two 2-family homes	Six 2-family homes	Hotel and parking lot
Gross/(Net) Bldg. Floor Area	9,050 gsf/(9,050 zsf, 0.55 FAR)	15,736 gsf/(15,736 zsf, 0.96 FAR)	16,400 gsf/(16,400 zsf, 1.00 FAR)
Lot Coverage	6,864 sf (42%)	12,492 sf (76%)	8,290 sf (50%)
Building Height	2, 2½, and 2 stories (28', 36', 24')	2½ stories (35' and 36') and 2 stories (24')	2 stories (30')

Urban Design

Commercial redevelopment fronting on this part of Beach Channel Drive would be consistent with the existing development pattern in the area. A funeral home has occupied part of the Project Site for more than half a century, and restaurants occupy the northern side of the road opposite the Project Site. A nonresidential building also occupies the south side of Beach Channel Drive on the block to the immediate east of the Affected Area, across Beach 91st Street from Projected Development Site 1. The hotel would be similar to these existing uses in that it would be a single-purpose building with accessory surface parking.

Along Beach 91st Street, the commercial development would extend 100 feet from Beach Channel Drive, the same distance as the existing funeral home and the existing nonresidential building on the opposite side of the street (which is being renovated for reuse as medical offices). Along Beach 92nd Street, the redevelopment would extend commercial use southward an additional 25 feet, resulting in the demolition of an existing two-family home (as well as a second home at the rear of the lot, which is not visible from Beach 92nd Street); however, commercial development would still extend only 69 feet from Beach Channel Drive. The hotel development would not diminish the residential character of the north-south streets between Beach Channel Drive and Rockaway Freeway.

The hotel would be two stories (30 feet) in height, contextually similar to existing building heights in the area, which range from one to three stories and are usually two or 2½ stories. The RWCDS development would be no taller than the height permitted under the existing zoning: 35 feet for a residential building and a street wall height of 35 feet for a community facility building.

The Massing Diagram below contrasts views of the Affected Area under future no-action conditions (with residential redevelopment) and those same views under future with- action conditions (the hotel). The perspectives show that the buildings would be similar in height, with differences in massing. Although the amount of floor area would be similar under the two scenarios, that floor area would be divided among separate buildings under the no-action scenario but concentrated within a single building under the with-action scenario. Building height would rise and fall in a jagged pattern under the no-action scenario (because of the peaked roofs and side yards between buildings) but would be monolithic under the with-action scenario (which presumes a flat roof, although that would not necessarily be the case). The other major difference is that lot coverage would be approximately one-third lower

under with-action conditions than under no- action conditions, although this cannot be discerned from the Massing Diagram. The lower lot coverage (50 percent) under the with-action scenario is more typical of the development pattern along Beach Channel Drive.

In summary, the proposed action would not have a significant adverse urban design impact, and further analysis is not needed.

Visual Resources

The hotel would not obstruct views of Jamaica Bay because the only view corridors are along the north-south streets and the sidewalk along Beach Channel Drive and the proposed action would not alter the existing street grid. The hotel would be built on a parcel bounded by the existing streets. Moreover, under future no-action conditions, the Affected Area would be occupied by buildings taller than the hotel and with greater lot coverage. The proposed action would not have a significant adverse impact on visual resources, and further analysis is not needed.

Beach Channel Drive facing west (Site at left)



No-Action Scenario

Beach Channel Drive facing west (Site at left)



With-Action Scenario

Beach 94th Street facing northeast (Site at right)



No-Action Scenario

Beach 94th Street facing northeast (Site at right)



With-Action Scenario

Beach 91st Street facing north (Site at left)



No-Action Scenario

Beach 91st Street facing north (Site at left)



With-Action Scenario

12. HAZARDOUS MATERIALS

Phase I ESA

A Phase I Environmental Site Assessment (ESA) was performed for the property located at 91-05 Beach Channel Drive (Projected Development Site 1) in December 2018. The ESA was prepared in accordance with the latest ASTM Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM Designation E 1527-13). The purpose of the study was to identify any "recognized environmental conditions." The assessment involved research into the history and uses of the site and surrounding area, an inspection of the subject property and a survey of adjoining and nearby uses, and a review of available regulatory agency records and environmental databases.

The property consists of two adjoining tax lots (Lots 24 and 64) with a total combined area of approximately 13,900 square feet. The property contains a 5,824+/- square foot, 2-story (on slab) building occupied by the Denis S. O'Connor Funeral Home. The building contains a reception area, offices, visitation rooms, an embalming and preparation area, a utility room, and general storage areas. There is also a one-car attached garage located on the southeast portion of the building. Heat and hot water for the building are provided by gas-fired systems. There is an asphalt-paved parking lot for the funeral home with 22 parking spaces.

The uses at the site include embalming operations, which involve the use of small quantities of embalming fluids. These are neatly stored in one-gallon or smaller containers in a cabinet in the embalming room. At the time of the site visit, there was approximately 15 gallons of embalming fluids in storage. Less than 1 gallon of fluid is used for each embalming, and small quantities of these fluids are discharged to the municipal sewer system during the embalming process. There was not any staining or other visible indications of past spills or leaks of embalming fluids observed at the site. There were not any additional operations involving the storage or use of hazardous substances or petroleum products observed at the subject property during the site visit. Given the relatively small quantities of embalming fluids used, and that any discharges are made to the municipal sewer system, it is considered unlikely that the embalming operations at the site would have impacted the property.

Research into the history of the property shows that the land which is currently the Project Site was created from fill materials, most likely sand dredged from Jamaica Bay, sometime between 1912 and 1933. Given that the fill materials at the site were sand removed from Jamaica Bay, and the tidal flushing action over the years, it is considered unlikely that the property would be impacted from the fill materials at the site.

Lot 24 was occupied by a 2-story dwelling from at least 1933 to circa 1973, at which time the dwelling was demolished and the lot was converted into a parking lot for the funeral home. The funeral home was constructed on Lot 64 circa 1960. Sometime between 1961 and 1966, a 1-story extension was constructed to the west of the existing building, and the 1-car garage was added to the southeast corner of the building circa 1986. Prior to the construction of the funeral home, Lot 64 was undeveloped, and it is considered unlikely that Lot 64 was developed prior to 1960. With the exception of the use of embalming fluids, there were not any past uses or operations identified at Projected Development Site 1 that involved the storage or use of hazardous substances.

Typical lavatory drainage structures such as sinks and toilets were present in the subject building. In addition, there is a discharge sink and a floor drain located in the embalming room. These structures discharge to the municipal sewer system, and it is likely that the building has been connected to this system since its construction.

There is a 550-gallon heating oil underground storage tank (UST) located below the garage on the southeast corner of the building. This tank was properly closed in place (i.e., emptied, cleaned and filled with an inert material) in 2008 when the heating system was converted from oil to gas. At the time of the tank's closure, a boring was performed through the bottom of the tank and was found to be clean. Based on this information, it is considered unlikely that the 550-gallon heating oil UST at the site would have impacted the property. No aboveground storage tanks, or visible indications of the presence of additional underground storage tanks, such as tank fillports or tank vent lines, associated mechanical equipment, etc., were observed during the site visit. The property does not appear in the New York State Department of Environmental Conservation (NYSDEC) Petroleum Bulk Storage (PBS) database, which lists all registered facilities with a total combined petroleum storage capacity in excess of 1,100 gallons. In addition, there are not any Oil Burner Applications on file in the New York City Department of Buildings records reviewed for the site.

Given the age of the subject building (constructed in 1960), it is possible that it contains asbestos-containing building materials and lead-based paints in underlying layers. Potential asbestos-containing material observed in the building include floor tiles, ceiling tiles, surfacing materials and roofing materials. No suspected asbestos-containing thermal system insulation materials were observed. Painted surfaces in the building were observed to be in good condition, with no areas of chipped or peeling paint noted.

The site is identified in the NYSDEC Spill Logs database. Spill Number 0713775 was assigned to the site on 3/28/08 when the 550-gallon heating oil UST below the garage failed a tightness test. Further investigation found that the vent line was damaged and cracked at the weld line approximately 18 inches below grade. The tank was emptied and cleaned, and a boring done through the bottom of the tank was found to be clean. A tank closure report was submitted to NYSDEC, and NYSDEC closed Spill Number 0713775 on 6/6/08.

The property does not appear in any of the remaining Federal or State environmental databases reviewed, including the USEPA's Superfund, CERCLIS or ERNS databases, the RCRA Hazardous Waste Treatment/Storage/Disposal Facilities list, or the NYSDEC's, Solid Waste Facilities database, Petroleum Bulk Storage database, Brownfield site database, Voluntary Cleanup Program list or the Registry of Inactive Hazardous Waste Disposal Sites.

The site is adjoined to the north by Beach Channel Drive, beyond which is a parking lot and fast food restaurant. Adjacent and to the south of the site are residential dwellings. Adjacent and to the east is Beach 91st Street, beyond which is a former municipal court building that appeared to be vacant and undergoing renovations at the time of the site visit. The property is adjoined by Beach 92nd Street to the west, beyond which is a dwelling. Land uses in the immediate vicinity of the property (i.e., within approximately 500 feet of the site) are predominantly residential, with commercial and retail businesses located along Beach Channel Drive and Rockaway Freeway. No gasoline filling stations or heavy industrial uses were identified in the immediate vicinity of the site.

A review of Sanborn maps shows that land uses in the area of the subject property have been predominantly residential and commercial/retail since at least the early 1900s. The 1933 through 2006 Sanborn maps show a gasoline filling station located at 89-02 Beach Channel Drive, approximately 400 feet northeast of the site. There are not any active NYSDEC-reported spill incidents at this location, and the site has since been redeveloped with residential buildings. The review revealed no potential off-site sources of contamination which are considered likely to have impacted Projected Development Site 1.

The Phase I ESA revealed no evidence of recognized environmental conditions, with the exception of the 2008 tank failure recorded in the NYSDEC Spill Logs database. NYSDEC closed the file on the incident in June 2008, and no further action is required.

Department of Environmental Protection Recommendation

The Phase I ESA was sent to the NYC Department of Environmental Protection (DEP) Bureau of Sustainability for its review. On February 1, 2019, DEP responded as follows: "DEP recommends that an (E) designation for hazardous materials should be placed on the zoning map pursuant to Section 11-15 of the New York City Zoning Resolution for the subject properties. The (E) designation will ensure that testing and mitigation will be provided as necessary before any future development and/or soil disturbance. The applicant should be directed to coordinate further hazardous materials assessments through the Mayor's Office of Environmental Remediation (OER)." (The response letter is included in Appendix 3.)

(E) Designation

If the proposed action is taken, an (E) designation (E-534) would be placed on the site. The hazardous materials text of E-534 would be as follows:

Block 16125, Lots 23, 24 and 64

• Task 1

The applicant submits to OER, for review and approval, a Phase 1 ESA for the Project Site along with a soil, soil gas and groundwater testing protocol, including a description of methods and a site map with all sampling locations clearly and precisely represented. If site sampling is necessary, no sampling should begin until written approval of a protocol is received from OER.

The number and location of sample sites should be selected to adequately characterize the site, the specific source of suspected contamination (i.e., petroleum based contamination and non-petroleum based contamination), and the remainder of the site's condition. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of sampling data. Guidelines and criteria for selecting sampling locations and collecting samples are provided by OER upon request.

• Task 2

A written report with findings and a summary of the data must be submitted to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such results, a determination is made by OER if the results indicate that remediation is necessary. If OER determines that no remediation is necessary, written notice shall be given by OER. If remediation is indicated from the test results, a proposed remediation plan must be submitted to OER for review and approval. The applicant must complete such remediation as determined necessary by OER. The applicant should then provide proper documentation that the work has been satisfactorily completed. An OER-approved construction-related health and safety plan would be implemented during evacuation and construction and activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil and/or groundwater. This plan would be submitted to OER for review and approval prior to implementation. All demolition or rehabilitation would be conducted in accordance with applicable requirements for disturbance, handling and disposal of suspect lead-paint and asbestos-containing materials. In addition to the requirements for lead-based paint and asbestos,

requirements (including those of NYSDEC) should petroleum tanks and/or spills be identified and for off-site disposal of soil/fill would need to be followed.

Conclusion

With the (E) designation in place, the proposed action would not have a significant adverse impact related to hazardous materials, and further analysis is not needed.

16. TRANSPORTATION

Introduction

In order to determine the potential for the proposed action to result in significant adverse transportation impacts, a trip generation screening analysis was performed pursuant to the methodologies identified in the *CEQR Technical Manual*.

The Applicant seeks a zoning map amendment to map a C2-3 local service overlay within an R4-1 low density contextual residential district in the Rockaway Beach community in Queens Community District 14. The Affected Area (Block 16125, Lots 23, 24, and 64) measures 16,400 square feet and comprises the northernmost part of Block 16125, which is bounded by Beach Channel Drive to the north, Rockaway Freeway to the south, Beach 91st Street to the east, and Beach 92nd Street to the west. Whereas the current zoning (R4-1) permits residential and community facility uses in Use Groups 1 through 4, the proposed zoning (R4-1/C2-3) would also permit local commercial uses listed in Use Groups 5, 6, 7, 8, 9, and 14 and would make additional commercial uses available by special permit. The maximum permitted commercial floor area ratio (FAR) would be 1.00.

A funeral home (on Lot 64), its accessory parking lot (on Lot 24 and part of Lot 64), and two two-family homes (both on Lot 23) now occupy the Affected Area. The funeral home is a nonconforming Use Group 7 commercial use. If the proposed rezoning is not approved, the nonconforming use would be removed, and four new two-family homes would replace the funeral home and parking lot. The Affected Area would contain a total of six two-family homes.

If the proposed rezoning is approved, under the RWCDS the three tax lots would be merged to form a single 16,400 sf zoning lot. The existing uses (the funeral home on Lot 64 and the homes on Lot 23) would be demolished. A new 16,400 sf transient hotel would be constructed. The square footage would be provided within a two-story, 30-foot-tall building covering half the site. The hotel would contain 30 guest rooms. The other half of the site would be devoted to an accessory surface parking lot with 20 spaces. The existing curb cut for the funeral home would provide vehicular access to and from the site.

Trip Generation

Methodology

A preliminary Level 1 trip generation was performed for the development of a 30-room hotel and the subtraction of the 12 dwelling units that would occupy the Affected Area under future no-action conditions. Analysis was performed for the weekday morning, midday, and late afternoon peak travel hours. The daily and peak hour person trip generation assumptions for one-or two-story residential uses and for hotel uses are from Table 16-2 of the *CEQR Technical Manual*. The modal split, vehicle occupancy, and truck trip assumptions for the hotel were taken from Table Transportation-1 of the Rockaway Beach Hotel EAS (CEQR # DCP145Q) completed in May 2016. The residential modal split and vehicle occupancy assumptions are from the Census Bureau's American Community Survey (ACS) 2013-2017 five-year Journey to Work data for Queens County tracts 942.01, 942.02, 942.03, and 954 (Table S0801). The residential truck trip assumptions are from Table 16-2 of the *CEQR Technical Manual*. The assumptions are shown in Table 16-1, and the census tracts are shown in Figure 16-1.

Figure 16-1: Census Tract Map



Table 16-1: Trip Generation Assumptions

	Residential (Per Unit)	Hotel (Per Room)
Daily Person Trips (1)	12.6	9.4
Temporal Distribution (1)		
AM peak hour	10%	8.0%
Midday peak hour	5%	14.0%
PM peak hour	11%	13.0%
Modal Split	(2)	(3)
Car	51%	45%
Taxi	1%	15%
Transit	46%	15%
Walk	2%	25%
Vehicle Occupancy	(2)	(3)
Car	1.1	1.6
Taxi	1.1	1.4
Daily truck trips (1), (3)	0.06	0.24
Temporal Distribution	(1)	(3)
AM peak hour	12%	12%
Midday peak hour	9%	9%
PM peak hour	2%	1%

Sources

(1) 2014 *CEQR Technical Manual*. Table 16-2.

(2) Census Bureau, ACS 2013-2017 5-year data, 5-year data, JTW for Queens County tracts 942.01, 942.02, 942.03, and 954 (Table S0801).

(3) Rockaway Beach Boulevard Rezoning EAS, Table Transportation-1 (CEQR # 16DCP145Q, May 20, 2016).

The results are shown in Tables 16-2 and 16-3. Table 16-2 calculates the number of person trips to or from the Affected Area during each of the three peak hours and the breakdown by principal travel mode (car, taxi, subway, bus, or walking). Table 16-3 translates the number of person trips by car and taxi into the number of added vehicle trips (by dividing the number of persons traveling by vehicle by the average number of persons traveling together in a vehicle, and in the case of taxis doubling that number because, for every trip residents or hotel guests make to or from the site, the cab driver makes two trips (one to the site and the other from the site). Table 16-3 also calculates the number of truck trips to or from the Affected Area during each peak hour (expressed as passenger car equivalents, with one truck being the equivalent of two passenger cars) and adds the truck, taxi, and car trips to determine the number of vehicle trips per hour.

Table 16-2: Person Trips

	Residential	Hotel	Net Total
Dwelling units/ hotel rooms	12	30	Hotel - Resid.
Daily Person Trips	151.2	282	130.8
Temporal Distribution			
AM peak hour	15	23	7
Midday peak hour	8	39	32
PM peak hour	17	37	20
Trips by Travel Mode			
AM peak hour			
Car	8	10	2
Taxi	0	3	3
Transit	7	3	-4
Walk	0	6	5
Midday peak hour			
Car	4	18	14
Taxi	0	6	6
Transit	3	6	2
Walk	0	10	10
PM peak hour			
Car	8	16	8
Taxi	0	5	5
Transit	8	5	-2
Walk	0	9	9

Note: For presentation purposes, each computed value has been rounded to the nearest whole number. Because the actual rather than the rounded values are used in the computation of totals, and the computed total is then itself rounded, the resulting number may not appear to be the sum of the constituent values.

Table 16-3: Vehicle Trips

	Residential	Hotel	Net Total
AM Peak Hour			
Car trips (1)	7	6	-1
Taxi trips (2)	0	4	4
Truck trips (PCEs)	0	2	2
Total	7	12	5
Midday Peak Hour			
Car trips	4	11	8
Taxi trips	0	8	8
Truck trips (PCEs)	0	0	0
Total	4	19	15
PM Peak Hour			
Car trips	8	15	7
Taxi trips	0	8	8
Truck trips (PCEs)	0	0	0
Total	8	23	15

Notes

(1) Car trips equal person trips by car divided by vehicle occupancy.

(2) Because each trip by taxi means both a trip to the site and a trip from the site, the number of trips is doubled.

Traffic

According to the criteria specified in the *CEQR Technical Manual*, the potential for a significant traffic impact exists, and traffic analysis is required, if at least 50 new vehicle trips would be generated by a proposed action during an individual peak hour. As Table 16-3 shows, the proposed action would add 5 vehicle trips during the morning peak hour, 15 during the midday peak hour, and 15 during the evening peak hour. The volume of vehicular traffic generated by the proposed action would not reach the 50-trip threshold during any study peak hour; therefore, additional analysis is not warranted.

Transit

According to the criteria specified in the *CEQR Technical Manual*, the potential for a significant public transit impact exists, and transit analysis is required, if a proposed action would generate at least 200 new subway or bus trips during a peak hour. As Table 16-2 shows, the proposed action would add no transit trips during the morning or evening peak hour and would add two transit trips during the midday peak hour. The number of transit trips (by either subway or bus) generated by the proposed action would not reach the 200-trip threshold during any study peak hour; therefore, additional analysis is not warranted.

Pedestrians

According to the criteria specified in the *CEQR Technical Manual*, the potential for a significant pedestrian impact exists, and pedestrian movement analysis is required, if a proposed action would generate at least 200 new pedestrian trips during a peak hour. As Table 16-2 shows, the proposed action would add a maximum of ten purely pedestrian trips

during any peak hour (during the midday peak hour). Because subway and bus trips would also include pedestrian elements, the maximum number of total added pedestrian trips would be 12, during the midday peak hour. (There are bus stops located at Beach Channel Drive and Beach 92nd Street, proximate to the Project Site, and the closest subway station is at Rockaway Freeway and Beach 90th Street, which is one block to the south and one block to the east of the Project Site.) The number of pedestrian trips generated by the proposed action would not reach the 200-trip threshold during any study peak hour; therefore, additional analysis is not warranted.

Conclusion

The proposed action would not result in 50 or more vehicle trips, 200 or more transit trips, or 200 or more pedestrian trips during any single hour. A significant adverse transportation impact is not anticipated, and no further transportation analysis is warranted.

17. AIR QUALITY

Introduction

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

- Vehicular emissions resulting from increased vehicular traffic and/or changes to traffic pattern.
- Vehicular emissions associated with off-street parking facilities.
- Vehicular emissions generated at an atypical (*e.g.*, not at-grade) roadway.
- Emission from the burning of fossil fuels in the heating, ventilation and air conditioning (HVAC) systems of the proposed developments.
- Air toxics emission released from industrial or manufacturing facilities.
- Stationary source emission of facilities that require Prevention of Significant Deterioration permits (Title V), and facilities which require a state facility permit.
- Facilities' malodorous emissions to unreasonably interfere with the proposed project's occupant's comfortable enjoyment of life or their property.

Project Description

The Affected Area

The Affected Area consists of three lots (23, 24, and 64) on the northern portion of a single block (Block 16125) in the Rockaway Beach area of Queens Community District 14. The proposed action, the mapping of a C2-3 commercial overlay district within an R4-1 residential district, is sought to bring an existing funeral home (Use Group 7) and its accessory parking lot, located at Block 16125, Lots 24 and 64 (91-05 Beach Channel Drive, the Projected Development Site 1), into conformance with zoning.

Existing Conditions

The Applicant's property (Block 16125, Lots 24 and 64, Projected Development Site 1) is improved with a 5,824 sf funeral home (on Lot 64) and an accessory surface parking lot (on Lot 24). Lot 23 is improved with a 1,640 sf two-family home. Collectively, the Affected Area contains two buildings with a total of 7,464 sf: 5,824 sf of commercial floor area and 1,640 sf of residential floor area.

Future No-Action and With-Action Conditions

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

Absent the proposed action, Lot 23 would remain in its current condition, and it is assumed that the nonconforming funeral home would be demolished and that Projected Development Site 1

would be redeveloped with four two-family houses. Collectively, the Affected Area would contain 14,150 sf of residential floor area.

In the future with the proposed action, the Affected Area could theoretically accommodate up to 16,400 sf of commercial space. Under the Reasonable Worst Case Development Scenario (RWCDS) all three tax lots would be merged to form a single 16,400 sf zoning lot. Both the funeral home on Lot 64 and the two-family home on Lot 23 would be demolished. A new 16,400 sf transient hotel would be constructed. The square footage would be provided within a two-story, 30-foot-tall building covering half the site (8,200 sf). The hotel would contain 30 guest rooms. An accessory surface parking lot with 20 spaces would occupy the other half of the property.

Air Pollutants and Applicable Standards and Guidelines

National Air Quality Standards

The U.S. Environmental Protection Agency (EPA) has identified six pollutants, known as criteria pollutants which are being of concern nationwide, and established threshold concentration based upon adverse effect on human health.

As required by the Clean Air Act, National Ambient Air Quality Standards (NAAQS) have been established for the criteria pollutants by EPA, and New York State has adopted the NAAQS as the State ambient air quality standards. The NO_2, $PM_{2.5}$, and SO_2 standards, the pollutants for which a detailed analysis was conducted, together with their health-related averaging periods are presented in Table 17-1.

Table 17-1: National And New York States Ambient Air Quality

Pollutant	Averaging Period	National and State Standards
NO_2	1-Hour Concentration	0.10 ppm (188 µg/m^3)
	Annual Arithmetic Average	0.053 ppm (100 µg/m^3)
$PM_{2.5}$	24-Hour Concentration	35 µg/m^3
	Average of 3 Consecutive Annual Means	12 µg/m^3
SO_2	1-Hour Concentration	196 µg/m3
	Annual	80 µg/m3

Nitrogen oxide (NO_x) emissions from gas combustion consist predominantly of nitric oxide (NO) at the source. The NO_x in these emissions are then gradually converted to NO_2, which is the pollutant of concern, in the atmosphere (in the presence of ozone and sunlight as these emissions travel downwind of a source). The 1-hour NO_2 NAAQS standard of 0.100 ppm (188 ug/m^3) is the 3-year average of the 98th percentile (8th Highest) of daily maximum 1-hour average concentrations in a year.

PM is an abbreviation for Particulate Matter. $PM_{2.5}$ is the abbreviation for fine Particulate Matter with a diameter smaller than 2.5 microns. PM_{10} is the abbreviation for fine Particulate Matter with

a diameter smaller than 10 microns. PM is emitted into the atmosphere from a variety of sources. PM is produced by combustion, including vehicle exhaust, by chemical reactions between gases such as sulfur dioxide, nitrogen oxides, and volatile organic compounds, and abrasive processing operation such as grinding, sanding, and cutting materials.

In addition to the NAAQS, the *CEQR Technical Manual* requires that projects subject to CEQR apply a $PM_{2.5}$ significant impact criteria (based on concentration increments). These criteria are called *de minimis* and they are more stringent than the NAAQS and the state standards, as the criteria set a maximum increase of pollutant concentration that is below the national standard. If the estimated impacts of a proposed project are less than the *de minimis* criteria, the impacts are not considered to be significant. As outlined in the *CEQR Technical Manual*, $PM_{2.5}$ significant impacts (for sources for which a detail analysis was conducted) are evaluated as follows:

- Predicted 24-hour maximum $PM_{2.5}$ concentration increase of more than half the difference between the 24-hour background concentration and the 24-hour standard; or
- Predicted annual average $PM_{2.5}$ concentration increments greater than 0.3 $\mu g/m^3$ at any receptor location for stationary sources.

As mentioned, New York State has adopted the national standard, NAAQS. In addition, the New York State Department of Environmental Conservation (NYSDEC) has established guidelines for maximum allowable concentration of "noncriteria pollutants," which are potentially toxic or carcinogenic pollutants. The maximum allowable guidelines set a maximum 1-hour and annual averaging time concentrations and are published in the DAR-1 AGC/SGC Table, where AGC/SGC refers to Annual and Short-term Guideline Concentrations. The most recent DAR-1 guidelines were created on August 10, 2016.

NYSDEC also regulates pollutants that produce discomfort due to odors, where significant discomfort is evaluated on quantity, characteristic or duration.

Background Concentrations

Determination of significant impact criteria is evaluated by adding the background concentrations, measured at the nearest NYSDEC monitoring station, to the concentrations of criteria pollutants in the ambient air of the existing and planned land uses.

Background concentrations of NO_2 and $PM_{2.5}$—the criteria pollutants for which detailed analysis was conducted—were obtained from the NYSDEC's annual report for 2017 at the nearest monitoring stations. Table 17-2 shows the background concentrations.

Table 17-2: Background Concentration at the Nearest Monitoring Stations (NYSDEC 2016 Report)

Pollutant	Averaging Period	Background Concentration	Monitoring Station
NO_2	1-Hour Concentration	112.2 $\mu g/m^3$	Queens College
	Annual Arithmetic Mean	32.4 $\mu g/m^3$	
$PM_{2.5}$	24-Hour Concentration	18.9 $\mu g/m^3$	Queens College
	Average of 3 Consecutive Annual Means	7.3 $\mu g/m^3$	
SO_2	1-Hour Concentration	18.1 $\mu g/m^3$	Queens College
	Annual	2.0 $\mu g/m^3$	

The *de minimis* criteria for $PM_{2.5}$ was evaluated as described in the NYC Guidelines. The concentrations increments (for sources for which a detail analysis was conducted) are presented below:

- 24-hour $PM_{2.5}$ 8.05 µg/m^3
- Annual $PM_{2.5}$ 0.3 µg/m^3

Mobile Source Analysis

Introduction

Projects may result in significant mobile source impacts when they create mobile sources of pollutants, change traffic pattern, or add new uses near mobile sources of pollutants. Per CEQR guidelines, a detailed analysis is conducted to predict whether the proposed actions could potentially have a significant adverse air quality impact if certain threshold criteria are met or exceeded, while proposed projects that do not meet or exceed the threshold criteria (screen out) are not expected to have a mobile source impact. Projects that require a detailed analysis, model the ambient air CO and PM concentrations—the mobile source pollutants of concern—and compare the modeled concentrations with the applicable air quality standard.

Project-Generated Traffic

Per the *CEQR Technical Manual*, localized increases in CO and PM levels may result from increased vehicular traffic and/or changed traffic patterns in the study area as a consequence of the proposed action. Screening analyses for CO and $PM_{2.5}$ were therefore carried out to determine whether the project-generated traffic have the potential to cause significant impact. For purposes of the screening assessment, "project-generated traffic" refers to the number of additional vehicular trips in any given hour under future with-action conditions, compared with the number under future no-action conditions.

As provided in the Transportation analysis, the proposed action would generate net increases of 5, 18, and 12 (inbound and outbound combined) vehicle trip ends, during the AM, Midday, and PM peak hours, respectively. These net vehicle trip ends include 2, 1, and 0 trucks during the AM, Midday, and PM peak hours, respectively.

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

The maximum trip generation increment between the future no-action and the future with-action scenarios, 18 vehicle trips during the Midday peak hour, does not exceed the threshold of 170 vehicular trips. Therefore, no CO detailed analysis is required.

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

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

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

As the $PM_{2.5}$ screen does not apply to passenger cars, the NYSDEC vehicle population by source type database (part of MOVES2014a database for the county of Queens) was consulted. The database shows that there are 453,895 and 296,515 passenger cars and passenger trucks in Queens. This translates to 60.5% and 39.5% LDGV and LDGT1 distribution. Therefore, the proposed project would generate a total of 3 (1 LDGT1 and 2 HDDVs) vehicle trip ends during the Weekday AM peak hour time period, 8 (7 LDGT1 and 1 HDDVs) vehicle trip ends during the Weekday Midday peak hour time period, and 5 (5 LDGT1 and 0 HDDVs) vehicle trip ends during the Weekday PM peak hour time period. These translate to at most 4 equivalent trucks (during the Midday peak hour) traveling on a paved road with 5,000 vehicles (the most stringent road type), and less than the 12 HDDVs threshold criterion. As such, the peak hour vehicle trip ends pass the $PM_{2.5}$ screening analysis.

Therefore, no detailed air quality analysis was required, and no mobile source significant adverse air quality impacts are expected as a result of the proposed action.

Cross Bay Veterans Memorial Bridge (907l)

According to *CEQR Technical Manual*, projects that would result in new sensitive uses within 200 feet of an atypical roadway may result in significant adverse mobile source air quality impacts. The Affected Area is located 216 feet east from the northbound lane of the Cross Bay Veterans Memorial Bridge. At this location, the northbound on-ramp is above grade; therefore, the roadway is categorized as an atypical roadway. However, the northbound lane of the Cross Bay Veterans Memorial Bridge is more than 200 feet from the Affected Area. Therefore, no detailed air quality analysis was required, and no mobile source significant adverse air quality impacts are expected as a result of the vehicular traffic on the Cross Bay Veterans Memorial Bridge.

Parking Garage

Based on CEQR guidelines, the maximum capacity of parking facilities is evaluated with a threshold capacity to predict whether there is potential for significant adverse air quality impacts. If the maximum capacity of the parking facility is less than the threshold capacity, the vehicular emission is not predicted to result in a significant adverse air quality impact. If the maximum capacity is more than the threshold capacity, there is a potential for a significant adverse air quality impact, and a detailed analysis is conducted.

The RWCDS for the proposed action includes a surface parking lot with 20 spaces. Per CEQR guidelines, the threshold capacity is 85 off-street parking spaces. As the RWCDS would not result in exceedance of the parking spaces threshold capacity, no detailed air quality analysis was required, and no significant adverse air quality impacts are expected as a result of the parking facility.

Project HVAC Systems Analysis

Introduction

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

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

Screening Analysis

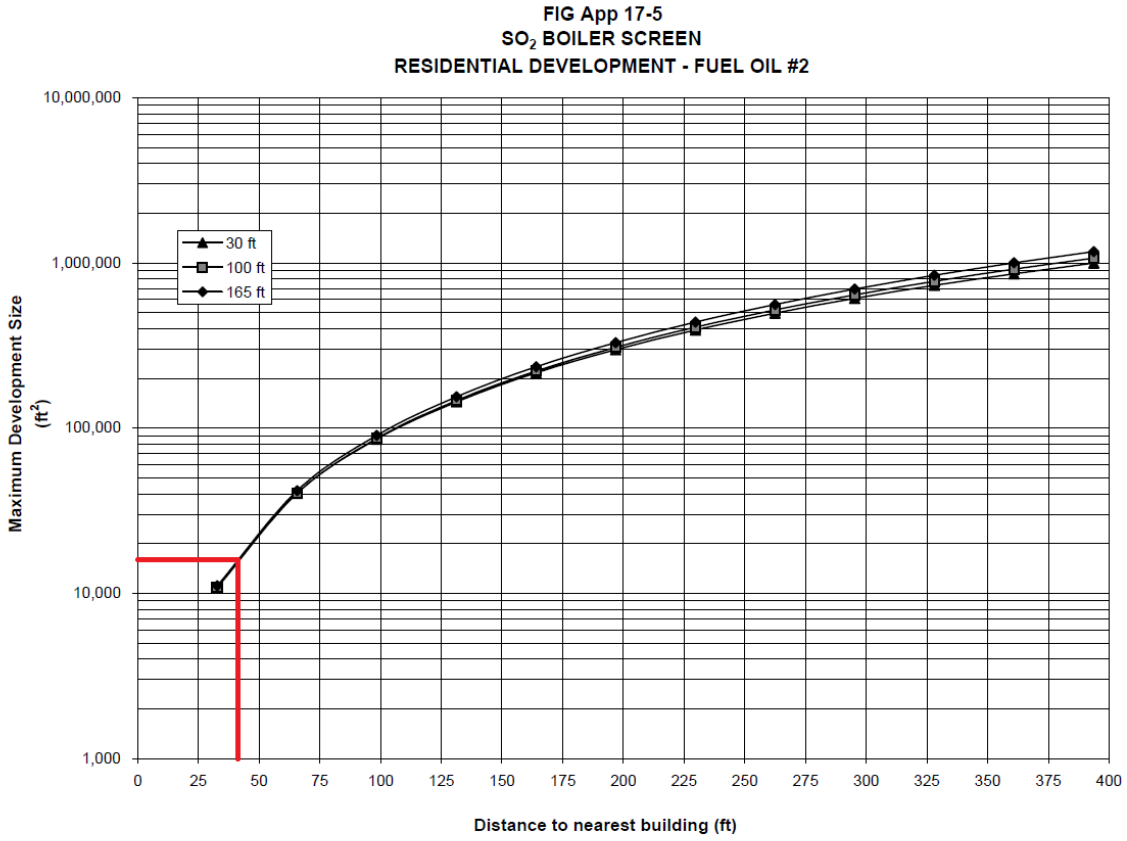
A screening analysis was performed, using the methodology described in the *CEQR Technical Manual*, to determine if the heat and hot water system of the RWCDS building would result in potential air quality impacts to another building in the area. This methodology determines the threshold of development size below which the action would not have a significant impact.

Impacts from boiler emissions are a function of fuel type, stack height, minimum distance from the source to the nearest building of similar or greater height, and the building floor area in gross square feet (gsf).

The anticipated development (RWCDS) within the Affected Area would consist of a hotel building. The proposed development would be approximately 30 feet in height and would contain 16,400 gsf of floor area. As a conservative measure, the proposed commercial development (a hotel building) was considered to be served by an HVAC system of a residential building. According to 15 RCNY 2-15, no new boiler or burner installations may use No. 6 or No. 4 fuel oils. Therefore, the highest-emitting fuel that could be used is No. 2 fuel oil.

This screening analysis was performed with the CEQR nomograph depicted on Figure 17-5 of the *CEQR Technical Manual Appendix*, and a 30-foot stack height was applied. This nomograph depicts the size of the development versus distance below which the potential impact can occur and provides a conservative estimate of the threshold distance. Figure 17-1 shows the screening analysis.

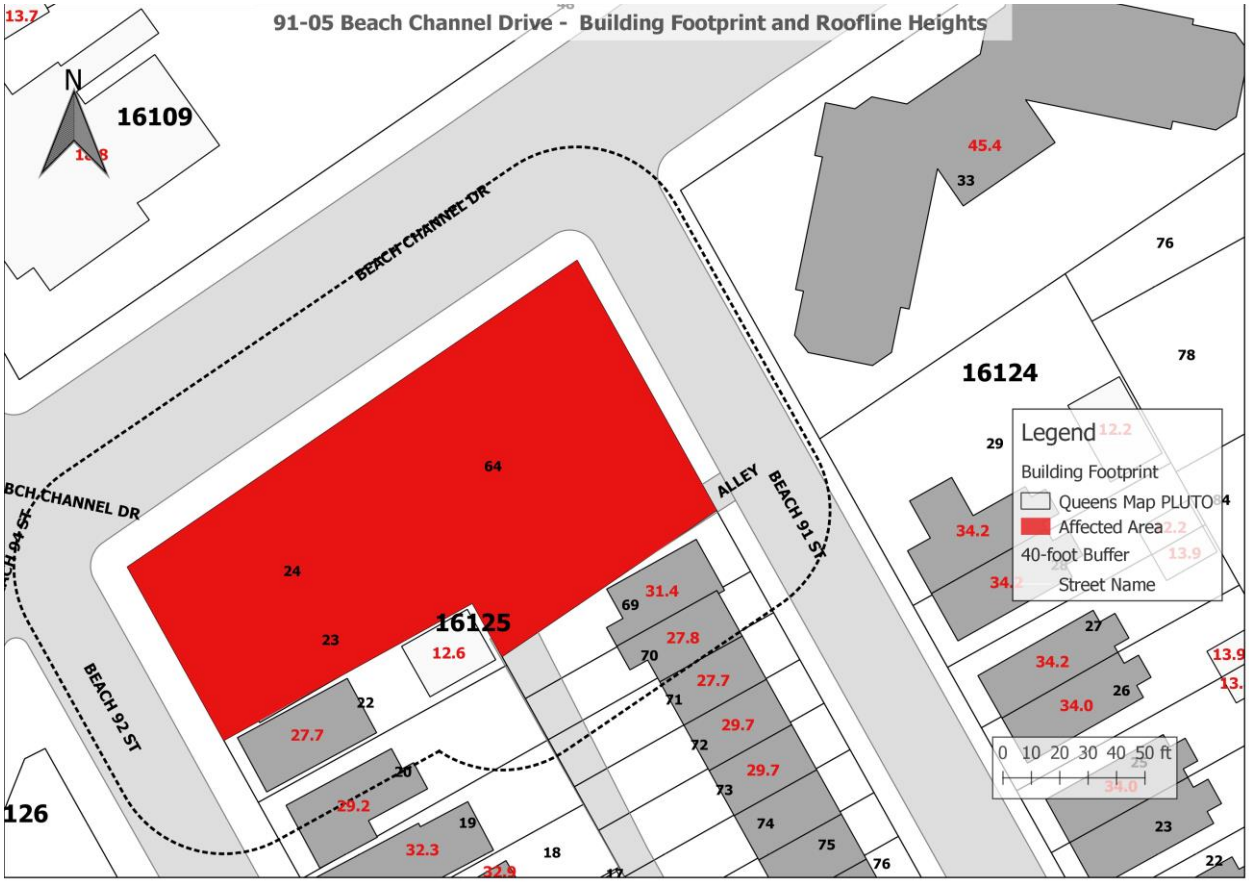
Figure 17-1: The Proposed Action RWCDS - HVAC Screen Natural Gas Nomograph



The screening analysis nomograph shows that a detailed analysis would be required for any existing land uses that is 30 feet or higher and at a distance of less than 40 feet from the Affected Area. Figure 17-2 shows the area within a 40-foot radius plotted on the NYC Building Footprint map, where the buildings' roof heights that are greater than 30 feet are indicted in red colored font. This geo metadata was obtained from the NYC Open Data Building Footprints shapefile.[7]

[7] https://data.cityofnewyork.us/Housing-Development/Building-Footprints/nqwf-w8eh/data.

Figure 17-2: Existing Building Heights within 30 Feet of the Affected Area



As seen in Figure 17-2, the building located at 3-49 Beach 91st Street (Block 16125, Lot 69) is greater in height than the RWCDS building and is less than 30 feet from the Affected Area. Therefore, the screening analysis failed, and a detailed analysis was required to assess the impact on the building located at 3-49 Beach 91st Street. All other existing land uses pass the screening analysis.

Detailed AERMOD Analysis

Methodology

An AERMOD dispersion analysis was run to determine whether exhaust from the anticipated development's HVAC system might have a significant adverse impact on the residential building at 3-49 Beach 91st Street (Block 16125, Lot 69). In accordance with CEQR guidance, this analysis was conducted assuming stack tip downwash, elimination of calms, and population of 2,000,000. Building Profile Input Program (BPIP) was run with the downwash effect enabled, and the model specified flat terrain.

Per the *CEQR Technical Manual*, the pollutants of concern for oil #2 fueled boilers are SO_2 and $PM_{2.5}$. However, NO_2 was also analyzed as a conservative measure. The boiler heat capacity was calculated from the annual fuel usage, the hotel's gross floor area, and the assumption that the hotel's fuel use would resemble that of a residential building. Pertinent values were obtained from the *CEQR Technical Manual Appendix* for residential buildings, and the assumption that all fuel would be consumed during the 100-day (or 2,400 hour) heating season. Emission factors

were obtained from the EPA AP-42 manual. Table 17-3 show the short-term and annual emission rates of the HVAC system of the development.

Table 17-3: Estimated Short-term and Annual Emission Rates of the Development

Fuel Type / CEQR Fuel Factor	Fuel Annual Consumption	Pollutant	Emission Factor	Short term Emission Rate g/sec	Annual Emission Rate g/sec
Oil #2/ 0.43 (gal/ft^2-yr)	7,130 (gal/yr)	NO_2	20 (lb/10^3 gal)	7.49E-03	2.05E-03
		$PM_{2.5}$	2.13 (lb/10^3 gal)	7.97E-04	2.18E-04
		SO_2	15 ppm	1.39E-03	3.80E-04

The diameter of the stack and the exhaust's exit velocity of the RWCDS Proposed Development were assumed to be 0.0 feet and 0.001 meter per second respectively, based on values obtained from the *CEQR Technical Manual*. The stack exit temperature was assumed to be 300°F (423°K), which is appropriate for boilers. The New York City Building Code (Building Code) requires that a rooftop stack should be at least 10 feet away from the edge of the roof and at least 3 feet higher than the roofline[8]. These parameters were specified in the AERMOD models. The HVAC stack of the RWCDS building was located on the building's highest level, 10 feet from the edge of the roof, and as close as possible to the receiving building.

Receptors on the 2-story residential building, located at 3-49 Beach 91 Street (Block 16125, Lot 69), were placed at heights of 6, 16, and 26.4 feet high. The 6 feet high receptors represent a person at grade elevation; the 16 feet high receptors are the 2nd floor level windows, and the 26.4 high receptors are operable windows 5 feet below the roof. Receptors at each level were placed all around the receiving building envelope in 10-foot increments.

All analyses were conducted using the latest five consecutive years of meteorological data (2013-2017). Surface data was obtained from JFK Airport and upper air data was obtained from Brookhaven station, New York. These meteorological data provide hour-by-hour wind speeds and directions, stability states, and temperature inversion elevations over the 5-year period. Meteorological data were combined to develop a 5-year set of meteorological conditions, which was used for the AERMOD modeling runs and Anemometer height of 6.7 meters was specified per Lakes Environmental Software Inc.

The 1-hour NO_2 was modeled with the calculated emission rate, 8th highest output, and with a Tier 1 approach. All other AERMOD models were run with a generic 1 gram per second emission rate for the 1-hour, 24-hour, and annual averaging times, and maximum output concentrations. The predicted concentrations of the 1 gram per second emission rate were multiplied by the boiler calculated emission rates.

Results of the Dispersion Analysis

As previously mentioned, each pollutant averaging time was modeled twice—with building wake effect enabled/disabled. The predicted concentration is the highest concentration of these.

[8]https://www1.nyc.gov/assets/buildings/apps/pdf_viewer/viewer.html?file=2014CC_FGC_Chapter5_Chimneys_and_Vents.pdf&section=conscode_2014

The results are compared with the 24-hour/annual $PM_{2.5}$ significant impact criteria, and the 1-hour/annual NO_2 and SO_2 NAAQS. Result of the dispersion analyses are shown in Table 17-4.

Table 17-4: Detailed HVAC Analysis Results

	1-hr SO_2	Annual SO_2	24-hr $PM_{2.5}$	Annual $PM_{2.5}$	1-hr NO_2	Annual NO_2
	$\mu g/m^3$	$\mu g/m^3$	$\mu g/m^3$	$\mu g/m^3$	$\mu g/m^3$	$\mu g/m^3$
Modeled Concentration	23.9	0.33	2.68	0.19	69.7	1.78
Background Concentration	18.1	2.0	N.A.	N.A.	112.2	32.4
Total concentration	**42**	**2.3**	**2.68**	**0.2**	**182**	**34.2**
NAAQS / ***de minimis***	**196**	**80**	**8.05**	**0.3**	**188**	**100**
Pass / Fail	**Pass**	**Pass**	**Pass**	**Pass**	**Pass**	**Pass**

The $PM_{2.5}$ impacts are less than the significant impacts criteria, and both the 1-hour and annual NO_2 and SO_2 predicted concentrations are less than the NAAQS.

Therefore, with (E) designations in place, the emission of the HVAC system of the RWCDS building would not significantly impact any existing land uses.

(E) Designation

The HVAC analysis for the proposed action concluded that the minimum stack height would have to be specified. An (E) designation (E-534) would be placed on the site. The air quality text would be as follows:

> **Block 16125, Lot 23, 24, 64**
>
> Any new commercial development on the above-referenced property must ensure that the HVAC stack(s) is located at the building's highest level and at least 33 feet above the grade to avoid any potential significant adverse air quality impacts.

Industrial and Major Sources

Introduction

As outlined in the *CEQR Technical Manual*, projects that would introduce new uses near industrial sources, major sources, large sources, and odor producing facilities may result in potentially significant adverse air quality impacts. The analysis considers industrial sources within 400 feet of the Affected Area and major sources, large sources, and odor producing facilities within 1,000 feet of the Affected Area. These sources are categorized as follows:

Industrial sources are identified as commercial, industrial, or processing facilities that are likely to have DEP processing permits.

Major emission sources are identified as those sources located at Title V facilities that require Prevention of Significant Deterioration permits.

Large emission sources are identified as sources located at facilities which require a State facility permit, such as solid waste or medical waste incinerators, asphalt and concrete plants, or large printing facilities.

Odor producing facilities are operations that have the potential to cause discomfort, such as: solid waste management facilities, water pollution control plants (i.e., sewage treatment plants), and incinerators.

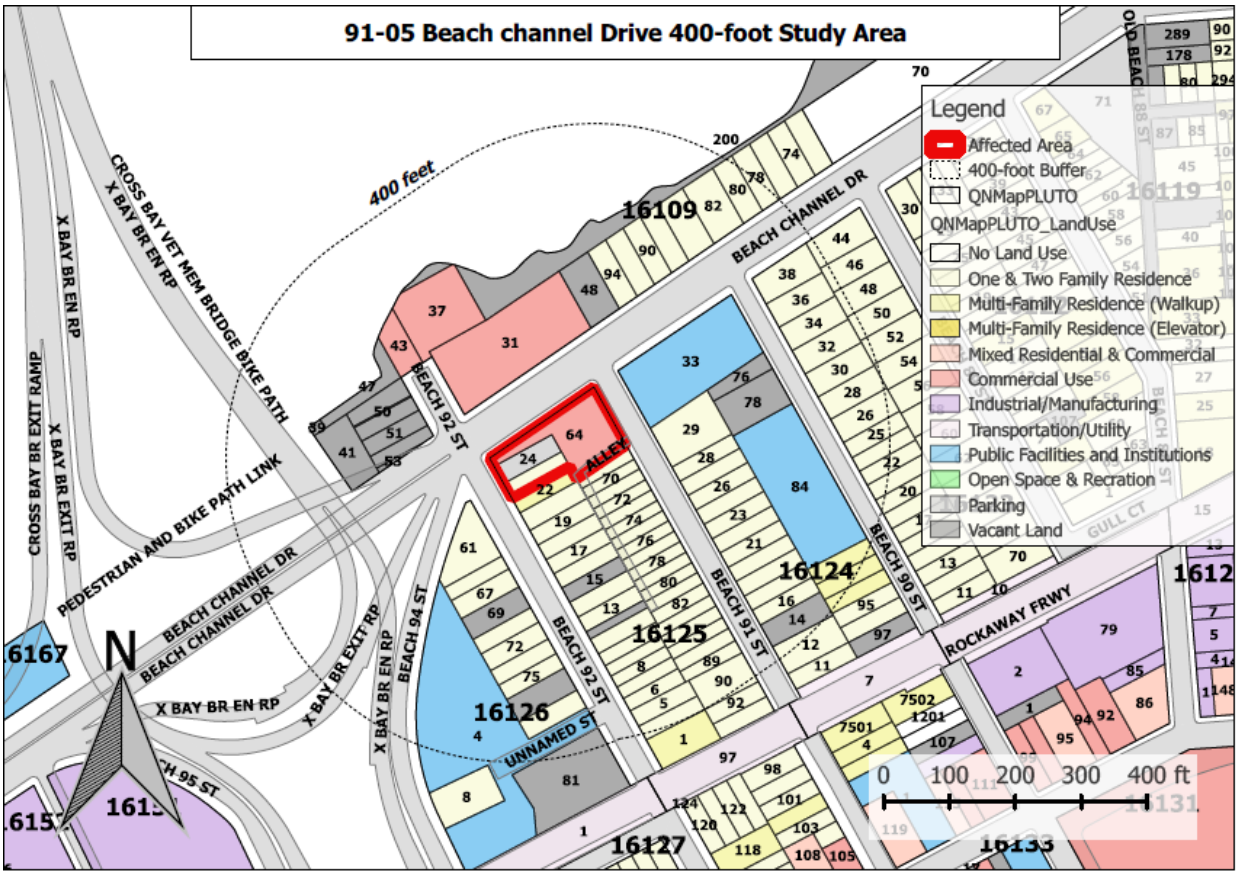
Study Result – Major and Large Sources and Odor Producing Facilities

A review of the NYSDEC Issued Permits databases identified no facility with an Air State Facility permit and no existing large combustion sources, such as power plants, cogeneration facilities, etc., in the 1,000-foot study area. In addition, no odor producing facility was identified in the 1,000-foot study area. Therefore, no analysis was warranted.

Study Result – Industrial Sources Toxic Air Emission

Twenty-seven (27) lots within 400 feet of the Affected Area were identified as nonresidential land uses that could potentially have NYC operational permits. Figure 17-3 shows the Affected Area and the 400-foot study area, for which the land use map was obtained from the NYC Department of City Planning.

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



An online search of the DEP CATS database showed that one nonresidential facility has a DEP operational permit. **Table 17-5** shows the DEP CATS record search results, and the current land

uses identified in the land survey study, where entries are color coded according to their land use category.

Table 17-5: Land Use Survey Results within 400 Feet of the Affected Area

Block	Lot	Address	CATS	Current Use (Land Survey)
16109	200	Beach Channel Drive	No Record	Boardwalk
	51	Beach 92 Street	No Record	Vacant Land
	41	Cross Bay Parkway	No Record	Vacant Land
	150	Beach 92 Street	No Record	Vacant Land
	53	Beach 92 Street	No Record	Vacant Land
	31	91-18 Beach Channel Drive	No Record	McDonald
	49	Beach 92 Street	No Record	Vacant Land
	48	Beach Channel Drive	No Record	Parking
	52	Beach 92 Street	No Record	Vacant Land
	37	377 Beach 92 Street	No Record	Restaurant
	39	Cross Bay Parkway	No Record	Vacant Land
	43	375 Beach 92 Street	No Record	Restaurant; Jet Ski
	50	Beach 92 Street	No Record	Vacant Land
	47	Beach Channel Drive	No Record	Vacant Land
16124	84	3-35 Beach 90 Street	Expired: CB127710	Community Center
	78	3-45 Beach 90 Street	No Record	Vacant Land
	33	90-01 Beach Channel Drive	No Record	Vacant House/mention
	14	Beach 91 Street	No Record	Vacant land
	76	3-47 Beach 90 Street	No Record	Vacant Land
16125	12	Beach 92 Street	No Record	Vacant Land
	24	352 Beach 92 Street	No Record	Development Site
	64	91-05 Beach 91 Street	No Record	Development Site
	15	Beach 92 Street	No Record	Vacant Land
16126	76	321 Beach 92 Street	No Record	2-story residential under construction
	69	333 Beach 92 Street	No Record	Vacant Land
	81	301 Beach 92 Street	No Record	Vacant land
	4	308 Cross Bay Parkway	No Record	Vacant land

As seen in Table 17-5, the nonresidential land uses within 400 feet of the Affected Area are not potential toxic air emitters. The one expired status DEP permit is for a combustion source (starting with a "C"), treated as HVAC systems of existing land uses; hence no analysis is required. In addition, no industrial sources, such as auto body or woodworking facilities, were identified in the 400-foot study area. Therefore, no analysis was warranted, and no significant air quality impacts are predicted from industrial or manufacturing facilities.

Conclusion

The air quality analysis addressed mobile sources, stationary HVAC systems, and air toxics. The results of the analysis are summarized below.

- Emissions from project-related vehicle trips would not cause significant air quality impacts to receptors at the local or neighborhood scale.
- No significant adverse air quality impacts are expected to the proposed project from vehicular emission associated with the traffic on the Cross Bay Veterans Memorial Bridge.

- Emissions from project-related heating, ventilation, and air conditioning systems (HVACs) would not cause significant adverse air quality impacts to receptors at the local scale with (E) - Designations in place.
- No existing industrial sources are located within 400-foot of the Affected Area. Therefore, no significant adverse air quality impacts are anticipated from these types of facilities.
- No existing large or major sources are located within 1,000 feet of the Affected Area. Therefore, no significant adverse air quality impacts are anticipated from these types of facilities.

19. NOISE

Introduction

Purpose of the Assessment

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

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

Reasonable Worst-Case Development Scenario

The Applicant seeks a zoning map amendment to map a C2-3 local service overlay within an R4-1 low density contextual residential district in the Rockaway Beach community in Queens Community District 14. The Affected Area (Block 16125, Lots 23, 24, and 64) measures 16,400 square feet and comprises the northernmost part of Block 16125, which is bounded by Beach Channel Drive to the north, Rockaway Freeway to the south, Beach 91st Street to the east, and Beach 92nd Street to the west. Whereas the current zoning (R4-1) permits residential and community facility uses in Use Groups 1 through 4, the proposed zoning (R4-1/C2-3) would also permit local commercial uses listed in Use Groups 5, 6, 7, 8, 9, and 14.

A funeral home (on Lot 64), its accessory parking lot (on Lots 24 and 64), and two two-family homes (on Lot 23) now occupy the Affected Area. The funeral home is a nonconforming Use Group 7 commercial use. If the proposed rezoning is not approved, the nonconforming use would be removed, and four new two-family homes would replace the funeral home and parking lot.

If the proposed rezoning is approved, under the RWCDS the three tax lots would be merged to form a single 16,400 sf zoning lot. The existing uses would be demolished, and a 16,400 sf, two-story transient hotel with 30 guest rooms would be constructed. An accessory surface parking lot with 20 spaces would occupy the remainder of the site.

Noise Fundamentals

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

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

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

Table 19-1: Noise Levels of Common Sources

Sound Source	SPL (dB(A))
Air Raid Siren at 50 feet	120
Maximum Levels at Rock Concerts (Rear Seats)	110
On Platform by Passing Subway Train	100
On Sidewalk by Passing Heavy Truck or Bus	90
On Sidewalk by Typical Highway	80
On Sidewalk by Passing Automobiles with Mufflers	70
Typical Urban Area	60-70
Typical Suburban Area	50-60
Quiet Suburban Area at Night	40-50
Typical Rural Area at Night	30-40
Isolated Broadcast Studio	20
Audiometric (Hearing Testing) Booth	10
Threshold of Hearing	0
Notes: A change in 3dB(A) is a just noticeable change in SPL. A change in 10 dB(A)Is perceived as a doubling or halving in SPL.	
Source: 2014 CEQR Technical Manual	

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

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

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

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

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

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

Impact Determination and Noise Standards and Guidelines

In 1983, the New York City Department of Environmental Protection (NYCDEP) adopted the City Environmental Protection Order - City Environmental Quality Review (CEPO-CEQR) noise standards at the exterior façade to achieve interior noise levels of 45 dB(A) or below. CEPO-CEQR Noise Exposure Guidelines classify noise exposure into four categories: Acceptable, Marginally Acceptable, Marginally Unacceptable and Clearly Unacceptable. The ranges for each category vary by type of use. The standards are presented in Table 19-2.

For sensitive receptors introduced by the proposed action, the L_{10} noise levels measured directly outside the projected development site are compared with the values in the Noise Exposure Guidelines. If the measured noise levels exceed those in the Marginally Acceptable range, a sufficient level of window/wall noise attenuation is required to prevent a significant adverse impact. The minimum attenuation requirements are presented in Table 19-3.

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

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

Notes:

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

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

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

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

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

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

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

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

Note: [A]The above composite window-wall attenuation values are for residential dwellings and community facility development. Commercial office spaces and meeting rooms would be 5 dBA less in each category. All the above categories require a closed window situation and hence alternate means of ventilation.
[B]Required attenuation values increase by 1 dBA increments for L_{10} values greater than 80 dBA.
Source: New York City Department of Environmental Protection, 2012.

New Stationary Noise Sources

The proposed action would result in the redevelopment of the Project Site with a transient hotel with 30 guest rooms and an accessory parking lot. Unlike playgrounds, truck loading docks, loudspeaker systems, stationary diesel engines, car washes, automotive or machinery repair shops, or similar uses, hotels are not substantial stationary noise sources. All rooftop mechanical equipment, including air conditioner compressors, would be enclosed and would comply with New York City Noise Code requirements, which limit noise levels generated by such equipment to 65 dBA during the daytime (7AM to 10 PM) and 55 dBA during the nighttime. The proposed action would therefore not have the potential to cause a significant adverse stationary source noise impact.

New Mobile Noise Sources

According to the screening analysis in the Transportation section of this report, the hotel would generate a maximum of 19 new vehicular trips during any one hour (the weekday midday peak travel hour). The curb cut for the hotel's accessory parking lot would be onto Beach Channel Drive, a two-way thoroughfare, so hotel-generated traffic would be unlikely to use Beach 91st and Beach 92nd Streets, which are short residential side streets.

A doubling of traffic on a stretch of roadway is required to raise noise levels by 3 decibels, the minimum change that can be detected by the average person. Beach Channel Drive is a major through route carrying traffic across the Rockaway Peninsula, as well as traffic heading onto and off of the peninsula (particularly via Cross Bay Veterans Memorial Bridge, one of only two bridges serving the peninsula, which is located just one block west of the proposed rezoning area). An additional 20 vehicles an hour during a peak traffic period would not be a sufficient increase in traffic volume to raise noise levels significantly. The proposed action would therefore not have the potential to cause a significant adverse mobile source noise impact.

Existing Ambient Noise

Under the RWCDS the proposed action would introduce a new commercial use, a hotel, that is not currently permitted and may be affected by ambient noise levels. Accordingly, an assessment of the potential for adverse effects on hotel occupants from ambient noise is warranted.

Because the predominant noise sources in the area of the proposed project consist of vehicular movements, noise monitoring was conducted during peak vehicular travel periods (AM, Midday, PM

and Saturday). Pursuant to *CEQR Technical Manual* methodology, measurement periods of 1-hour each AM, Midday, and PM peak hours were conducted at the rooftop of the funeral home (Location 1), at the street frontage on Beach Channel Drive in front of the funeral home (Location 2), and at the intersection of Beach Channel Drive and Beach 92nd Street (Location 3). The monitoring locations are identified in Figure 19-1.

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

Figure 19-1: Noise Monitoring Locations



Photo 1: Noise Monitoring Location 1 on the Rooftop of Block 16125 / Lot 64



Photo 2: Noise Monitoring Location 2 on the Street Frontage of Beach Channel Drive



Photo 3: Noise Monitoring Location 3 at Beach Channel Drive and Beach 92nd Street



Monitoring was conducted during typical midweek conditions, on Wednesday, October 3rd, 2018, and Wednesday, November 7, 2018. The weather was dry and wind speeds were moderate during all monitoring periods. The sound meters were calibrated before and after each monitoring session.

Based on the noise measurements taken at the Project Site, the predominant source of noise is vehicular traffic. The level of noise at Location One (1) is moderate. The levels of traffic and the corresponding levels of noise are high at Locations Two (2) and Three (3). Tables 19-4 through 19-6 present the monitoring results for the three locations. L_{10} levels that exceed the Marginally Acceptable levels are shown in bold. Tables 19-7 and 19-8 present the vehicle counts and classifications at the two streetfront locations.

Table 19-4: Monitoring Results at Location 1

Wednesday, October 3rd, 2018			
Time	7:37 – 8:05 am	12:01 – 1:07 pm	4:30 – 5:06 pm
L_{max}	87.6	84.5	87.6
L_{10}	**67**	**64.5**	**66.5**
L_{eq}	64.1	62.4	64.2
L_{50}	59.5	61	61.5
L_{90}	56	55	55.5
L_{min}	50.6	47	49.9

Table 19-5: Monitoring Results at Location 2

Wednesday, October 3rd, 2018			
Time	7:40 – 8:40 am	12:03 – 1:03 pm	4:36 – 5:36 pm
L_{max}	103.7	96.1	102.9
L_{10}	**74.5**	**72.5**	**73**
L_{eq}	**75.1**	70.3	72.3
L_{50}	69	66	66.5
L_{90}	62.5	59	60
L_{min}	55.1	51.6	55.1

Table 19-6: Monitoring Results at Location 3

Wednesday, November 7th, 2018			
Time	7:32 – 8:32 am	12:00 – 1:00 pm	4:30 – 5:30
L_{max}	110.4	119.1	94.8
L_{10}	**74**	**73**	**72**
L_{eq}	73.6	**77**	69.5
L_{50}	68	67	66.5
L_{90}	62	61.5	61.5
L_{min}	52	51.5	54

Table 19-7: Vehicle Counts and Classifications at Location 2

	7:40 – 8:40 am	**12:03 – 1:03 pm**	**4:36 – 5:36 pm**
Car/ Taxi	506	421	494
Van/Light Truck/SUV	792	629	750
Motorcycle	1	2	3
Heavy Truck	59	38	47
Bus	73	40	61
Train	0	0	0

Table 19-8: Vehicle Counts and Classifications at Location 3

	7:32 – 8:32 am	12:00 – 1:00 pm	4:30 – 5:30 pm
Car/ Taxi	275	387	561
Van/Light Truck/SUV	514	468	788
Motorcycle	0	1	0
Heavy Truck	65	65	37
Bus	36	30	58
Train	0	0	0

The highest recorded L_{10} at Location 1 was 67 dB during the morning monitoring period. The highest recorded L_{10} at Location 2 was 74.5 dB, also during the morning monitoring period, and the highest recorded L_{eq} was 75.1 dB. The highest recorded L_{10} at Location 3 was 74 dB, also during the morning monitoring period, and the highest recorded L_{eq} was 77.0 dB. For a hotel use, the Noise Exposure Guidelines identify an L_{10} of between 65 and 70 dB(A) as Marginally Acceptable and an L_{10} of between 70 and 80 dB(A) as Marginally Unacceptable. Ambient noise levels at the site are Marginally Unacceptable, and outdoor-indoor attenuation requirements are based on a level of 77.0 dB(A).

Based on these results and the noise attenuation requirements shown in Table 19-3 above, a window-wall attenuation of 33 dB(A) would be required for a new hotel use on all building facades to achieve an acceptable interior noise exposure level of 45 dB(A). With this level of noise attenuation, there would be no potential for adverse impacts related to noise.

For most other commercial uses, including funeral homes, the noise attenuation requirement would be 5 dB(A) less.

(E) Designation

To ensure that the appropriate level of noise attenuation is provided, an (E) designation (E-534) would be placed on the site. The noise text of E-534 would be as follows:

> **Block 16125, Lots 23, 24 and 64**
>
> To ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed-window condition with a minimum of 33 dBA window/wall attenuation on western façade facing Beach 92nd Street or facades within 50 feet from Beach 92nd Street facing Rockaway Freeway or Beach Channel Drive and 31 dBA of attenuation on all other facades to ensure an interior noise level not greater than 45 dBA for residential and hotel uses and not greater than 50 dBA for commercial uses. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning.

Conclusion

For the reasons cited above, with the (E) designation in place, the proposed action would not result in a significant adverse noise impact, and further analysis is not needed.

Appendices

Appendix 1: Agency Correspondence

Landmarks Preservation Commission

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

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

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / LA-CEQR-Q
Project:
Date received: 12/12/2017

Properties with no Architectural or Archaeological significance:
1) ADDRESS: 352 BEACH 92 STREET, BBL: 4161250024
2) ADDRESS: 91-05 BEACH 91 STREET, BBL: 4161250064

Gina Santucci 12/13/2017

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 32955_FSO_DNP_12132017.doc

NYC Environmental Protection

Vincent Sapienza, P.E.
Commissioner

Angela Licata
Deputy Commissioner of Sustainability

59-17 Junction Blvd.
Flushing, NY 11373

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

February 1, 2019

Laura Kenny
Project Manager
Environmental Assessment and Review Division
New York City Department of City Planning
120 Broadway, 31st Floor
New York, New York 10271

Re: 91-05 Beach Channel Drive Rezoning
Block 16125, Lots 22, p/o 23, p/o 24 and 64
CEQR # 18DCP181Q

Dear Ms. Kenny:

The New York City Department of Environmental Protection, Bureau of Sustainability (DEP) has reviewed the May 2018 Environmental Assessment Statement and the December 2018 Phase I Environmental Site Assessment (Phase I) prepared by Environmental Studies Corporation, on behalf of Denis S. O'Connor Inc., (applicant), for the above referenced project. It is our understanding that the applicant is seeking a zoning map amendment from the New York City Department of City Planning (DCP) to rezone the project area from a R4-1 zoning district to a R4-1/C2-3 zoning district. As currently proposed, the rezoning action would facilitate the legalization of a pre-existing nonconforming funeral home (Use Group 7) and its accessory parking. Under the Reasonable Worst Case Development Scenario, the project site would be expanded to include Lot 23, and all three tax lots would be merged to form a single zoning lot. Both the funeral home on Lot 64 and the homes on Lot 23 would be demolished. A new 16,400 square feet transient hotel would be constructed. It should be noted that the project site is currently improved with the existing funeral home and three two-family homes and is located between Beach 91st Street and Beach 92nd Street in the Rockaway Beach neighborhood of Queens Community District 14.

The December 2018 Phase I report revealed that historical on-site and surrounding area land uses consists of residential uses including a funeral home, International Arts Center, Knights of Columbus Hall, a McDonalds restaurant as well as several residential buildings. Regulatory databases such as the New York State Department of Environmental Conservation SPILLS, Leaking Underground Storage Tank, Leaking Storage Tanks (LTANKS), Resource Conservation and Recovery Act Generators, and Petroleum Bulk Storage (PBS) Underground Storage Tanks (USTs) and PBS Aboveground Storage Tanks (ASTs) identified several sites in close proximity to the project site. The SPILLS database reported 43 SPILLS within a 1/8-mile radius of the project site and the LTANKS database reported 10 LTANKS within a 1/2-mile radius of the project site. The PBS USTs and the PBS ASTs databases reported four USTs and two ASTs within a 1/4-mile radius of the project site. The Phase I also reported one Historical Auto Station within a 1/8-mile radius of the project site which is a former gasoline filling station, approximately 400 feet of the project site.

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

- DEP recommends that an (E) designation for hazardous materials should be placed on the zoning map pursuant to Section 11-15 of the New York City Zoning Resolution for the subject properties. The (E) designation will ensure that testing and mitigation will be provided as necessary before any future development and/or soil disturbance. The applicant should be directed to coordinate further hazardous materials assessments through the Mayor's Office of Environmental Remediation (OER).

Future correspondence and submittals related to this project should include the following CEQR number **18DCP181Q**. If you have any questions, you may contact Ms. Cassandra Scantlebury at (718) 595-6756.

Sincerely,

Wei Yu
Deputy Director, Hazardous Materials

cc: R. Weissbard
T. Estesen
C. Scantlebury
M. Wimbish
R. Lucas
O. Abinader – DCP
M. Bertini - OER

Appendix 2: WRP Consistency Documents

FOR INTERNAL USE ONLY	WRP No. 16-02
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: Denis S. O'Connor, Inc.

Name of Applicant Representative: Hiram A, Rothkrug of Environmental Studies Corp.

Address: 55 Water Mill Road, Great Neck, NY 11021

Telephone: 718 343-0026 Email: hrothkrug@environmentalstudiescorp.com

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 Applicant, Denis S. O'Connor, Inc., seeks a Zoning Map Amendment to establish a C2-3 commercial overlay within within part of an R4-1 district on a 16,450 sf portion of Block 16125 (Lots 22 (p/o), 23 (p/o), 24, and 64) in the Rockaway Beach section of Queens. The rezoning would serve to legalize an existing, nonconforming funeral home on Lot 64 and its accessory parking lot on Lot 24. No redevelopment, enlargement, or change in use is anticipated.

2. Purpose of activity

The funeral home is a Use Group 7 commercial use that is not permitted in an R4-1 residential district. The mapping of a C2 commercial overlay would legalize the use.

C. PROJECT LOCATION

Borough: Queens Tax Block/Lot(s): Block 16125, Lots 24 and 64

Street Address: 91-05 Beach Channel Drive

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

D. REQUIRED ACTIONS OR APPROVALS

Check all that apply.

City Actions/Approvals/Funding

City Planning Commission ☑ Yes ☐ No

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

Board of Standards and Appeals ☐ Yes ☑ No

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

Other City Approvals

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

State Actions/Approvals/Funding

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

Federal Actions/Approvals/Funding

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

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

E. LOCATION QUESTIONS

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

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

F. WRP POLICY ASSESSMENT

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

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

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

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

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

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

G. CERTIFICATION

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

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

Applicant/Agent's Name: Hiram A. Rothkrug of Environmental Studies Corp.

Address: 55 Water Mill Road, Great Neck, NY 11201

Telephone: 718-343-0026 Email: hrothkrug@environmentalstudiescorp.com

Applicant/Agent's Signature: Brian Kintish

Date: 4/10/18

Submission Requirements

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

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

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

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

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

New York City Department of City Planning
Waterfront and Open Space Division
120 Broadway, 31st Floor
New York, New York 10271
212-720-3696
wrp@planning.nyc.gov
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.
- ☑ Policy 6.2 Flood Elevation worksheet, if applicable. For guidance on applicability, refer to the WRP Policy 6.2 Guidance document available at www.nyc.gov/wrp

Attachment to Consistency Assessment Form for 91-05 Beach Channel Drive

Policy 1.1: Encourage commercial and residential redevelopment in appropriate coastal zone areas.

The project site is not within a Special Natural Waterfront Area (SNWA) or Significant Maritime and Industrial Area (SMIA), and it is in a well developed area with substantial residential and commercial development. A commercial development now occupies the Project Site, and a res9idential development occupies the other lot within the Affected Area. The proposed action would therefore be consistent with Policy 1.1.

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

As shown in the New York City Flood Hazard Mapper, the Project Site is within a 100-year-floodplain as designated on FEMA's 2015 preliminary flood maps and is within flood zone A. Any new development or alteration would therefore need to comply with New York City Building Code provisions applicable to such a flood hazard area, and a Certificate of Occupancy would be issued only if "the structure was constructed with methods and practices that minimize flood damage and that are in accordance with approved plans, and with any applicable provisions of Appendix G of the New York City Building Code and ASCE 24."[1] The proposed action would be consistent with Policy 6.

Policy 6.2: Integrate consideration of the latest New York City projections of climate change and sea level rise (as published by the NPCC, or any successor thereof) into the planning and design of projects in the city's Coastal Zone.

The New York City Panel on Climate Change has projected that, relative to sea levels in the year 2000, sea levels at New York City will have risen 4 to 8 inches in the 2020s, 11 to 21 inches in the 2050s, 18 to 39 inches in the 2080s, and 22 to 50 inches by 2100. These changes will increase the frequency and severity of coastal flooding, expand existing flood zones, and increase base flood elevations at locations within existing flood zones.

As shown in the New York City Flood Hazard Mapper, the Affected Area is expected to remain in zone A through the end of the century. The construction methods and practices currently required for the Project Site (that is, those stipulated for zone A) should therefore be sufficient to minimize flood damage throughout the foreseeable future. The proposed action would be consistent with Policy 6.2.

1 NYC Building Code G105.3(2).

NYC Waterfront Revitalization Program - Policy 6.2 Flood Elevation Workhsheet

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

Enter information about the project and site in highlighted cells in Tabs 1-3. HighTab 4 contains primary results. Tab 5, "Future Flood Level Projections" contains background computations. The remaining tabs contain additional results, to be used as relevant.Non-highlighted cells have been locked.

Background Information	
Project Name	91-05 Beach Channel Drive Rezoning
Location	Queens CD 14 Block 16125, Lots 22 (p/o), 23 (p/o), 24, 64
Type(s)	☑ Residential, Commercial, Community Facility ☐ Parkland, Open Space, and Natural Areas ☐ Tidal Wetland Restoration ☐ Critical Infrastructure or Facility ☐ Industrial Uses ☐ Over-water Structures ☐ Shoreline Structures ☐ Transportation ☐ Wastewater Treatment/Drainage ☐ Coastal Protection
Description	The applicant, Denis S. O'Connor Inc., seeks a Zoning Map amendment to establish a C2-3 commercial overlay within part of an R4-1 residential district in Rockaway Beach. The rezoning, of a 16,450 sf area, would serve to legalize an existing, nonconforming funeral home on Lot 64 and its accessory parking lot on Lot 24. To be conservative, the RWCDS assumes that Lots 23, 24, and 64 would be merged and redeveloped with a two-story, 16,400 gsf transient hotel with a 20-space accessory parking lot.
Planned Completion date	2020

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

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

Last update: June 7, 2017

Establish current tidal and flood heights.

	FT (NAVD88)	Feet	Datum	Source
MHHW	7.74	**7.74**	**NAVD88**	*NOAA Datums for 8531680, Sandy Hook NJ*
1% flood height	3.90	**3.90**	**NAVD88**	*NYC Flood Hazard Mapper*
As relevant:				
0.2% flood height	-->		**NAVD88**	
MHW	7.41	7.41	**NAVD88**	*NOAA Datums for 8531680, Sandy Hook NJ*
MSL	5.09	5.09	**NAVD88**	*NOAA Datums for 8531680, Sandy Hook NJ*
MLLW	2.51	2.51	**NAVD88**	*NOAA Datums for 8531680, Sandy Hook NJ*

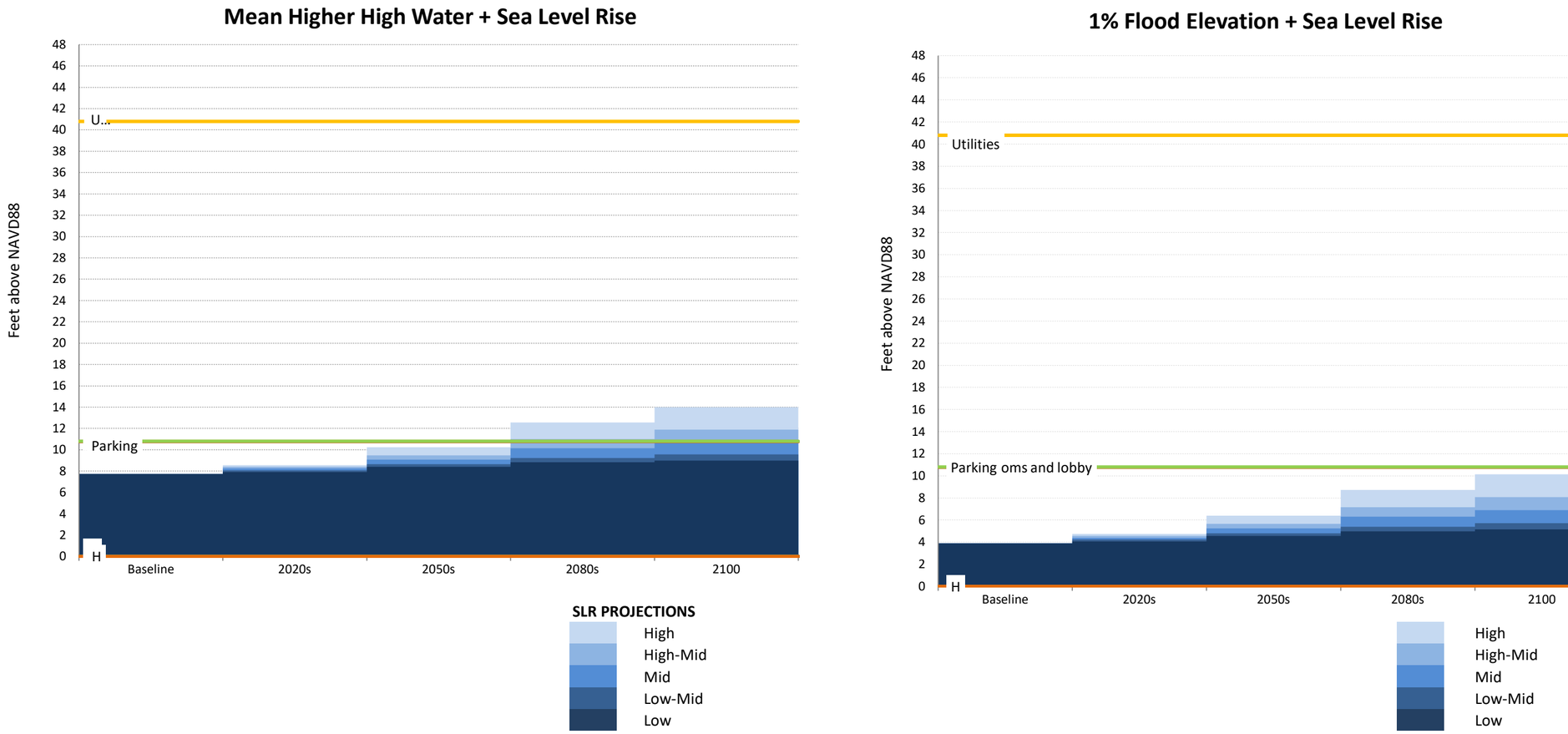
Data will be converted based on the following datums:

Datum	FT (NAVD88)
NAVD88	*0.00*
NGVD29	*-1.10*
Manhattan Datum	*1.65*
Bronx Datum	*1.51*
Brooklyn Datum (Sewer)	*0.61*
Brooklyn Datum (Highway)	*1.45*
Queens Datum	*1.63*
Richmond Datum	*2.09*
Station	5.33
MLLW	2.51

Describe key physical features of the project.

Feature *(enter name)*	Feature Category	Lifespan	Elevation	Units	Datum	Ft	Ft Above NAVD88	Ft Above MHHW	Ft Above 1% flood height	Ft Above 0.2% flood height
Hotel rooms and lobby	☑ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other	2100	10.8	Feet	NAVD88	*10.8*	*10.8*	*3.0*	*6.9*	*#VALUE!*
First habitable floor, which is the ground floor.										
Utilities	☐ Vulnerable ☑ Critical ☐ Potentially Hazardous ☐ Other	2100	40.8		NAVD88	*3.4*	*3.4*	*-4.3*	*-0.5*	*#VALUE!*
Rooftop										
Parking	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☑ Other	2100	10.8	Feet	NAVD88	*10.8*	*10.8*	*3.1*	*6.9*	*#VALUE!*
Paved surface parking lot										
D	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88					
Description of Planned Uses and Materials										
E	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88					
Description of Planned Uses and Materials										
F	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88					
Description of Planned Uses and Materials										
G	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88					
Description of Planned Uses and Materials										
H	☐ Vulnerable ☐ Critical ☑ Potentially Hazardous ☐ Other			Feet	NAVD88					
Description of Planned Uses and Materials										

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



	SLR (ft)					
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**	
Baseline	0.00	0.00	0.00	0.00	0.00	**2014**
2020s	0.17	0.33	0.50	0.67	0.83	**2020s**
2050s	0.67	0.92	1.33	1.75	2.50	**2050s**
2080s	1.08	1.50	2.42	3.25	4.83	**2080s**
2100	1.25	1.83	3.00	4.17	6.25	**2100**

	MHHW+SLR (ft above NAVD88)					
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**	
Baseline	7.74	7.74	7.74	7.74	7.74	**Baseline**
2020s	7.91	8.07	8.24	8.41	8.57	**2020s**
2050s	8.41	8.66	9.07	9.49	10.24	**2050s**
2080s	8.82	9.24	10.16	10.99	12.57	**2080s**
2100	8.99	9.57	10.74	11.91	13.99	**2100**

	1%+SLR (ft above NAVD88)					
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**	
Baseline	3.90	3.90	3.90	3.90	3.90	**Baseline**
2020s	4.07	4.23	4.40	4.57	4.73	**2020s**
2050s	4.57	4.82	5.23	5.65	6.40	**2050s**
2080s	4.98	5.40	6.32	7.15	8.73	**2080s**
2100	5.15	5.73	6.90	8.07	10.15	**2100**

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

	0	1
Hotel rooms and lobby	11	10.78
Utilities	41	40.8
Parking	10.8	10.8
D	0	0
E	0	0
F	0	0
G	0	0
H	0	0

SLR (in)

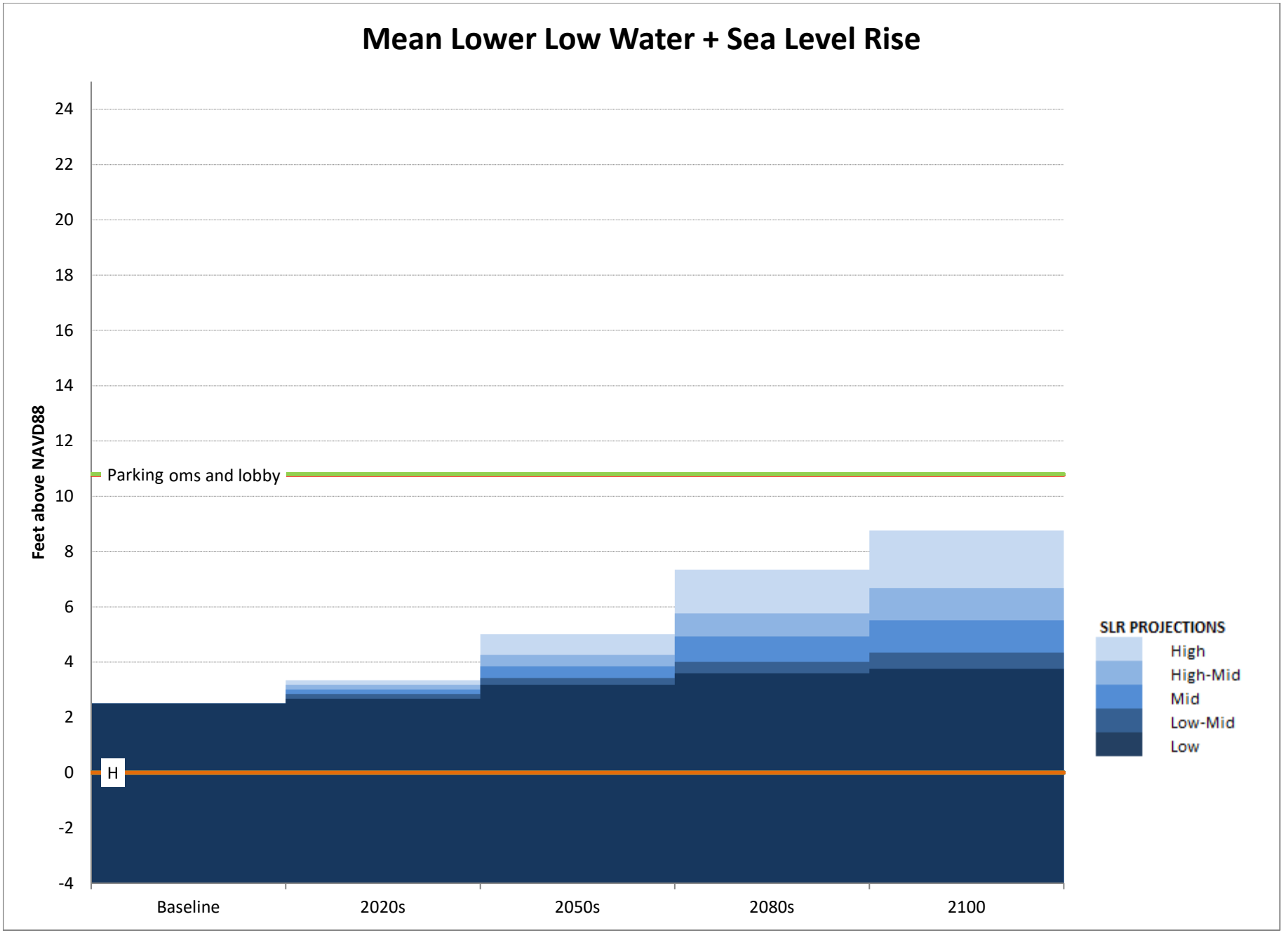
Low	Low-Mid	Mid	High-Mid	High
0	0	0	0	0
2	4	6	8	10
8	11	16	21	30
13	18	29	39	58
15	22	36	50	75

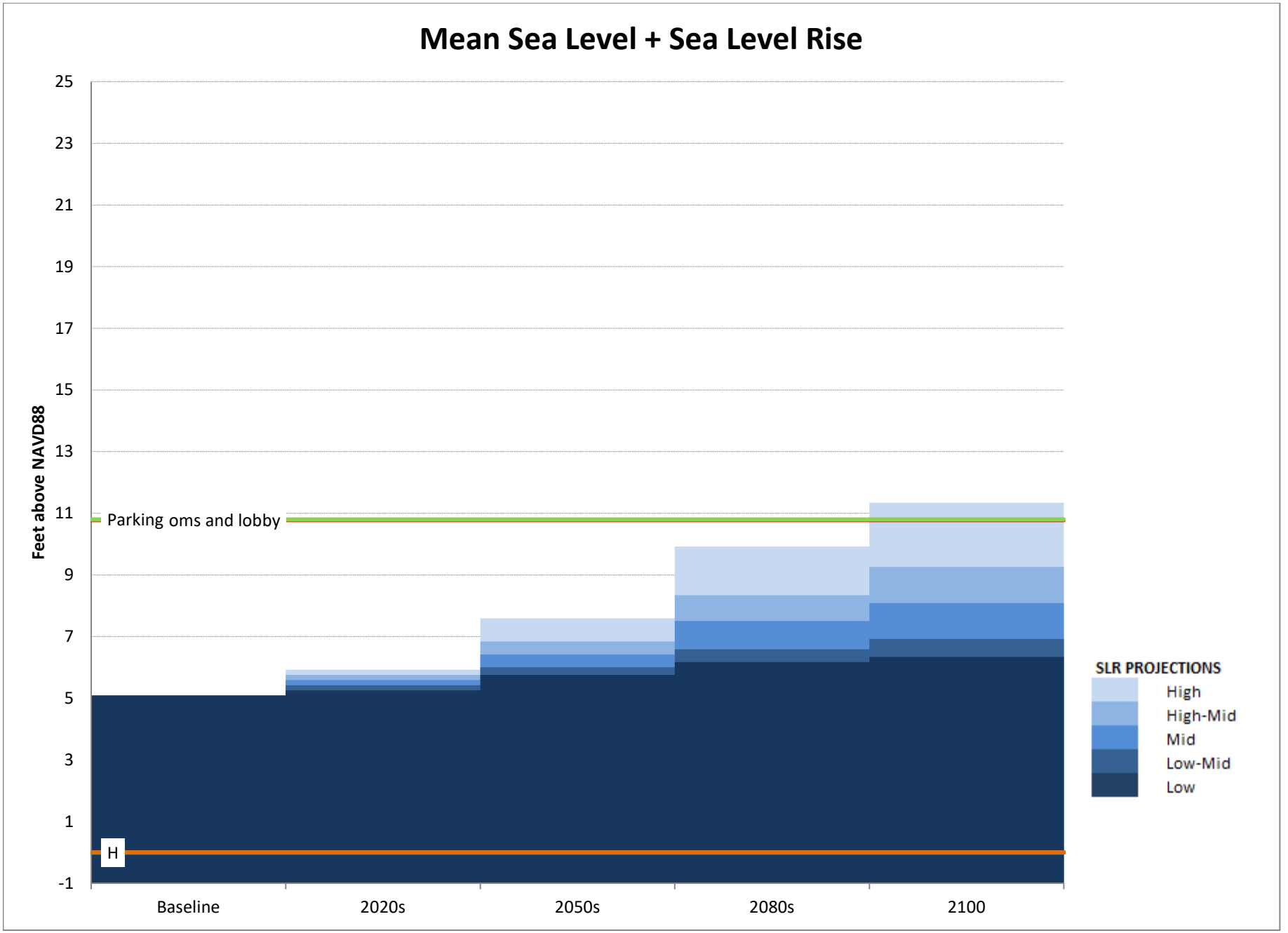
MLLW+SLR (ft above NAVD88)

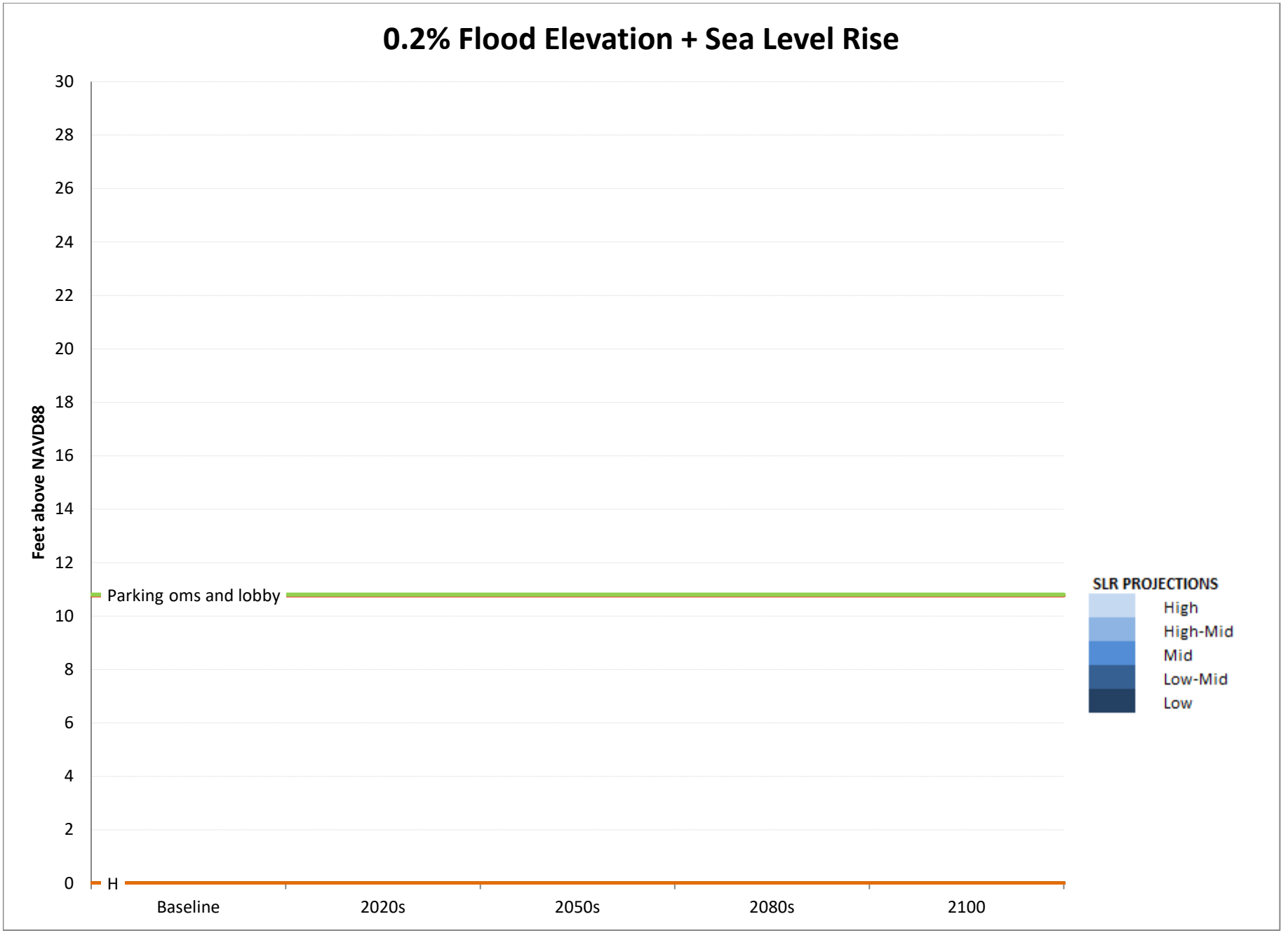
Low	Low-Mid	Mid	High-Mid	High
2.51	2.51	2.51	2.51	2.51
2.68	2.84	3.01	3.18	3.34
3.18	3.43	3.84	4.26	5.01
3.59	4.01	4.93	5.76	7.34
3.76	4.34	5.51	6.68	8.76

MSL+SLR (ft above NAVD88)

Low	Low-Mid	Mid	High-Mid	High
5.09	5.09	5.09	5.09	5.09
5.26	5.42	5.59	5.76	5.92
5.76	6.01	6.42	6.84	7.59
6.17	6.59	7.51	8.34	9.92
6.34	6.92	8.09	9.26	11.34


Mean Lower Low Water + Sea Level Rise
Feet above NAVD88
24
22
20
18
16
14
12
10
8
6
4
2
0
-2
-4
Parking oms and lobby
H
Baseline
2020s
2050s
2080s
2100
SLR PROJECTIONS
High
High-Mid
Mid
Low-Mid
Low


Mean Sea Level + Sea Level Rise
Feet above NAVD88
25
23
21
19
17
15
13
11
9
7
5
3
1
-1
Parking oms and lobby
H
Baseline
2020s
2050s
2080s
2100
SLR PROJECTIONS
High
High-Mid
Mid
Low-Mid
Low


0.2% Flood Elevation + Sea Level Rise
Feet above NAVD88
30
28
26
24
22
20
18
16
14
12
10
8
6
4
2
0
Parking oms and lobby
H
Baseline
2020s
2050s
2080s
2100
SLR PROJECTIONS
High
High-Mid
Mid
Low-Mid
Low

Appendix 3: Illustrative Architectural Plans

ZONING ANALYSIS
91-01 BEACH CHANNEL DRIVE
QUEENS, NY 11693

BLOCK:16125
LOT:64 & 24
ZONING DISTRICT: C2-3 IN R4-1
MAP: 30C
USE GROUP: 7B & 7E
OCCUPANCY CLASS: A-3

USE REGULATIONS
THE PROPOSED USE, FUNERAL HOME (U.G. 7B) AND ACCESSORY USES (U.G. 7B), ARE PERMITTED AS PER SECTION 32-16 Z.R.

BULK REGULATIONS
LOT AREA = 13,900 S.F.

FLOOR AREA (ALL COMMERCIAL) (TO BE LEGALIZED)

FLOOR	EXISTING	ENLARGEMENT	PROPOSED
1st	2761	2087	4848
2nd	976	0	976
TOTAL	3737	2087	5824

FLOOR AREA RATIO = (13,900-5824)/13,900 = 0.58 < 1.0%
THEREFORE O.K. AS PER SEC. Z.R. 33-121.

YARD	REQUIRED	EXISTING	
FRONT YARD 1	0"	114'-8"	NONE
FRONT YARD 2	0"	15'-0"	NONE
FRONT YARD 3	0"	5'-9"	NONE
SIDE YARD 1	8'-0"	14'-8"	33-25 Z.R.
SIDE YARD 2	8'-0"	10'-11"	33-25 Z.R.

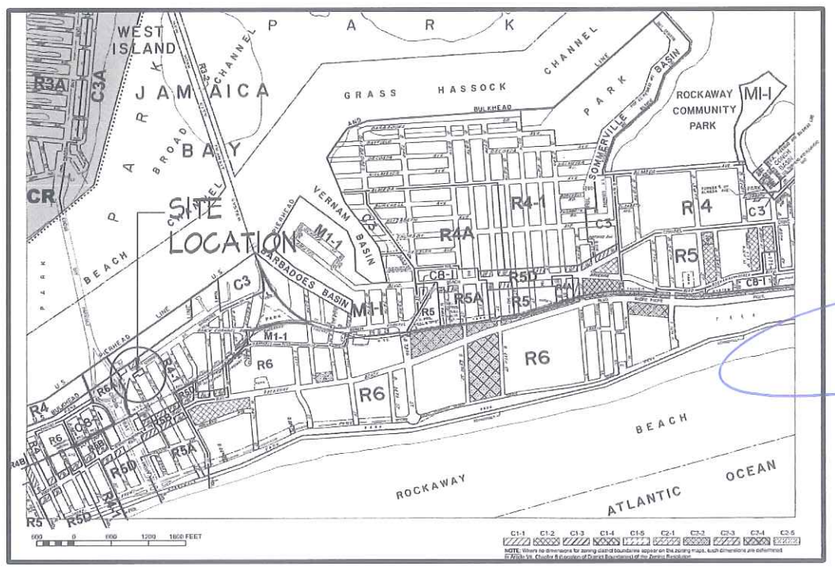
HEIGHT AND SET BACK
MAX. HEIGHT OF FRONT WALL HEIGHT = 30' OR TWO STORIES AS PER SEC 33-431 Z.R.
SLOPE OVER ZONING LOT 1:1 AS PER SEC. 33-431 Z.R.

PARKING REGULATIONS
NOT ALL EXISTING OFF-STREET ACCESSORY PARKING IS REQUIRED.
ONE ACCESSORY OFF-STREET PARKING SPACE PER 600 S.F. OF FLOOR AREA REQUIRED AS PER SECTION 36-21 Z.R.
THEREFORE, 2087/600= 3 ACCESSORY OFF-STREET PARKING SPACES FOR NEW DEVELOPMENT (ENLARGEMENT TO BE LEGALIZED) HOWEVER, 3<25 THEREFORE ALL PARKING SPACES ARE VARIED AS PER SECTION 36-231 Z.R.

PROPOSED 10 ACCESSORY OFF-STREET PARKING.
10<150 THEREFORE OK AS PER SECTION 36-12 Z.R.

300 S.F. REQUIRED PER PARKING SPACE
300x10= 3000S.F. = 3000 S.F. EXISTING, THEREFORE OK AS PER 36-521 Z.R.

PARKING SCREENING
ALL OPEN OFF-STREET PARKING AREAS
WITH 10 SPACES OR MORE, WHICH ARE LOCATED ON ZONING LOTS ADJACENT TO THE BOUNDARY OF A RESIDENCE DISTRICT, SHALL BE SCREENED FROM ALL ADJOINING ZONING LOTS IN RESIDENCE DISTRICTS, INCLUDING SUCH ZONING LOTS SITUATED ACROSS A STREET AS PER 36-56 Z.R.



MIELE ASSOCIATES, LLP
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A.I.A.
P.O. BOX 140217
HOWARD BEACH, N.Y. 11414
WWW.MIELEASSOCIATES.COM
TEL. 718-894-2222

CLIENT
VINCENT D. O'CONNOR

PROJECT
PROPOSE TO LEGALIZE THE EXISTING BUILDING AND REZONE SITE FROM R4-1 TO C2-3 IN R4-1

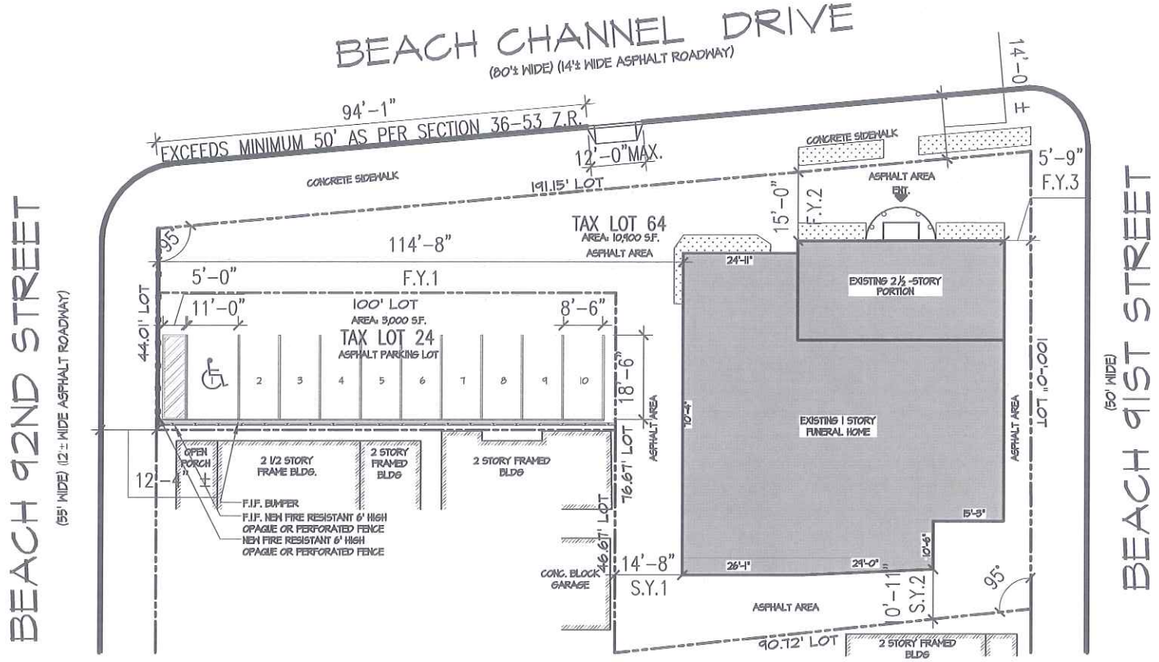
91-05 BEACH CHANNEL DRIVE, ROCKAWAY BEACH, NY 11693

DOB APPLICATION NO.

STATE OF NEW YORK JOSEPH A. MIELE 085432 LICENSED PROFESSIONAL ENGINEER
11/9/17

DATE: 11/2/2017
PROJECT NO: 8110
DRAWING BY: A.K.
CHK'D BY: J.A.M.
DWG NO: Z-101
CAD FILE NO.: DCP DRAWINGS.DWG
1 OF 10

SHEET TITLE
ZONING ANALYSIS



PROPOSED SITE PLAN

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

0 25' 50' 100'

1/8" = 1'-0"

N

LOT LINE

EXISTING BUILDING

PLANTED AREAH

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CLIENT

VINCENT D. O'CONNOR

PROJECT

PROPOSE TO LEGALIZE THE EXISTING BUILDING AND REZONE SITE FROM R4-1 TO C2-3 IN R4-1

91-05 BEACH CHANNEL DRIVE, ROCKAWAY BEACH, NY 11693

DOB APPLICATION NO.

STATE OF NEW YORK JOSEPH A. MIELE 19402 LICENSED PROFESSIONAL ENGINEER

11/2/17

DATE: 11/2/2017
PROJECT NO: 8110
DRAWING BY: A.K.
CHK'D BY: J.A.M.

DWG NO:

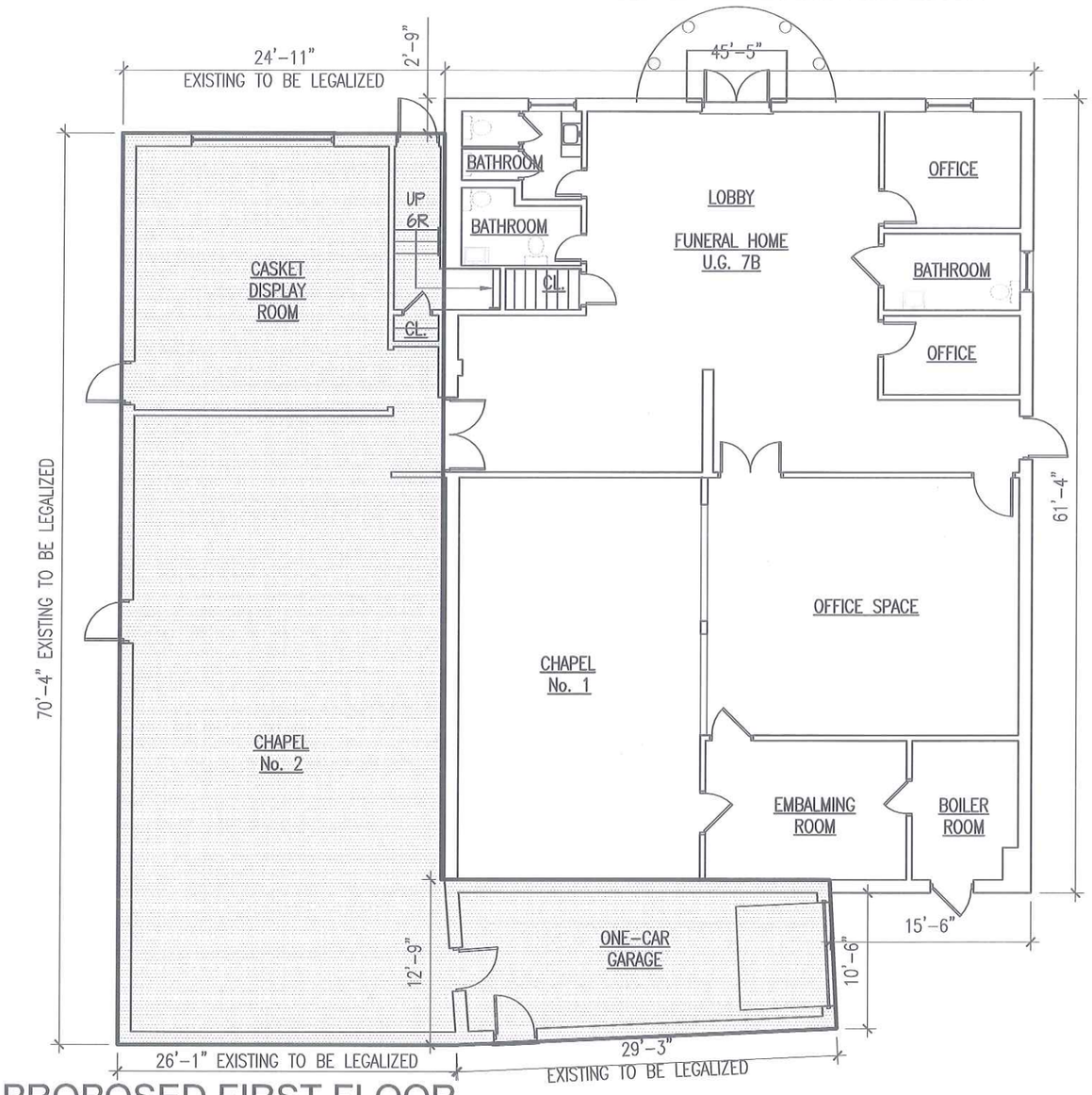
A-102

CAD FILE NO.: DCP DRAWINGS.DWG

3 OF 10

SHEET TITLE

PROPOSED SITE PLAN



EXISTING/ PROPOSED FIRST FLOOR

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

0 15' 30'

3/32" = 1'-0"

N

LEGEND

DENOTES EXISTING CONSTRUCTION TO REMAIN

DENOTES PROPOSED TO BE LEGALIZED PORTION

FLOOR AREAS:
GROSS FLOOR AREA: 4848 S.F.
EXISTING AREA: 2761 S.F.
PROPOSED TO BE LEGALIZED: 2087 S.F.
COMMERCIAL FLOOR AREA: 4848 S.F.
ACCESSORY STORAGE FLOOR AREA: 0 S.F.

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CLIENT

VINCENT D. O'CONNOR

PROJECT

PROPOSE TO LEGALIZE THE EXISTING BUILDING AND REZONE SITE FROM R4-1 TO C2-3 IN R4-1

91-05 BEACH CHANNEL DRIVE, ROCKAWAY BEACH, NY 11693

DOB APPLICATION NO.

STATE OF NEW YORK JOEL A. MIELE JR. LICENSED PROFESSIONAL ENGINEER NO. 090492

11/2/17

DATE: 11/2/2017
PROJECT NO: 8110
DRAWING BY: A.K.
CHK'D BY: J.A.M.

DWG NO:

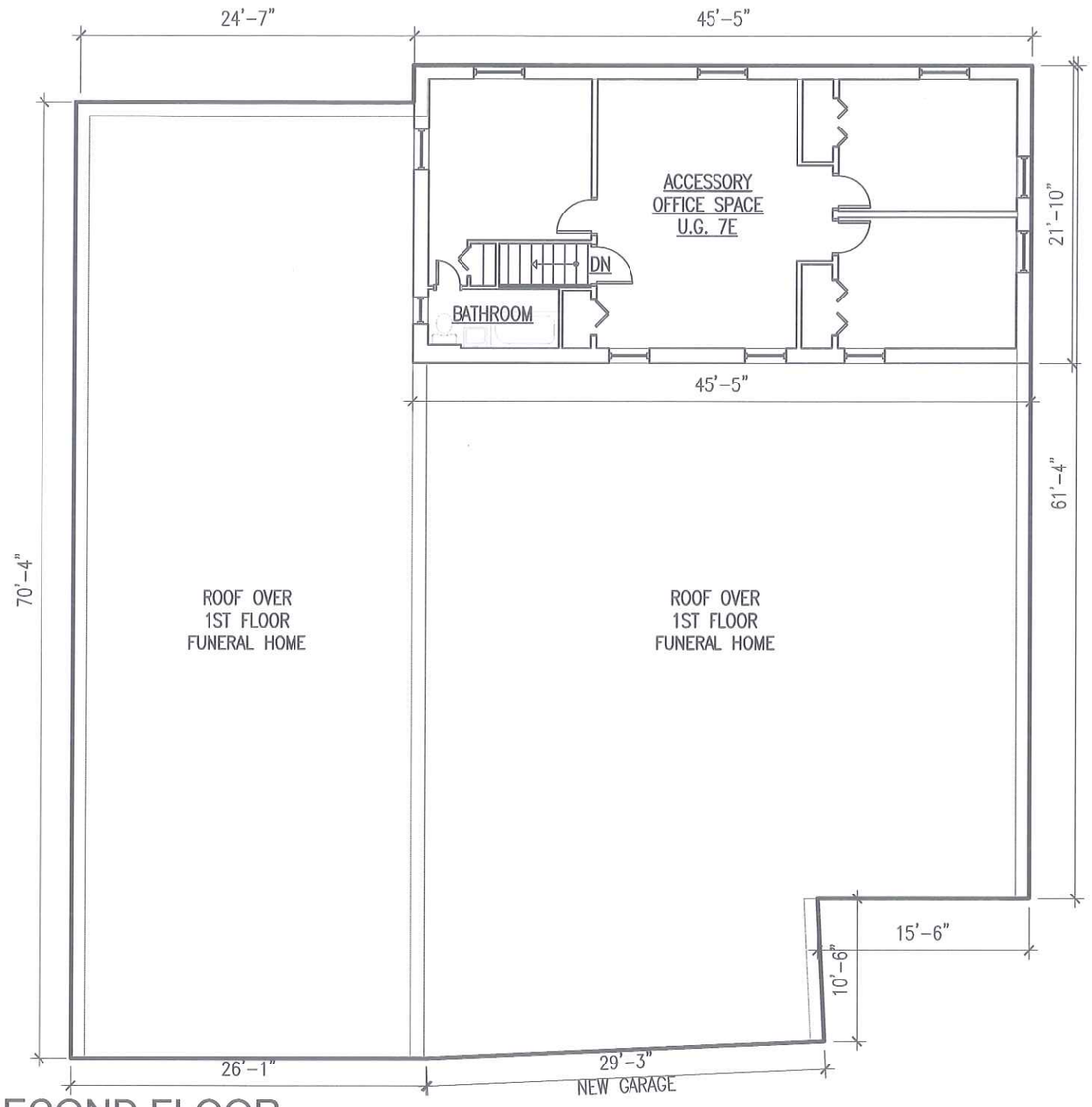
A-103

CAD FILE NO.: DCP DRAWINGS.DWG

4 OF 10

SHEET TITLE

FIRST FLOOR PLAN



PROPOSED SECOND FLOOR

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

0 15' 30'

3/32" = 1'-0"

N

LEGEND

DENOTES EXISTING CONSTRUCTION TO REMAIN

FLOOR AREAS;
GROSS FLOOR AREA: 976 S.F.
EXISTING AREA: 976 S.F.
PROPOSED TO BE LEGALIZED: 0 S.F.
COMMERCIAL FLOOR AREA: 0 S.F.
ACCESSORY ~~STORAGE~~ OFFICE FLOOR AREA: 976 S.F.

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CLIENT

VINCENT D. O'CONNOR

PROJECT

PROPOSE TO LEGALIZE THE EXISTING BUILDING AND REZONE SITE FROM R4-1 TO C2-3 IN R4-1

91-05 BEACH CHANNEL DRIVE, ROCKAWAY BEACH, NY 11693

DOB APPLICATION NO.

STATE OF NEW YORK JOSEPH A. MIELE 049432 LICENSED PROFESSIONAL ENGINEER

11/9/17

DATE: 11/2/2017
PROJECT NO: 8110
DRAWING BY: A.K.
CHK'D BY: J.A.M.

DWG NO:

A-104

CAD FILE NO.: DCP DRAWINGS.DWG

5 OF 10

SHEET TITLE

2nd FLOOR PLAN



NORTH ELEVATION

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

0 15' 30'

3/32" = 1'-0"

N

LEGEND

DENOTES PROPOSED TO BE LEGALIZED PORTION

MIELE ASSOCIATES, LLP

ARCHITECTS ENGINEERS PLANNERS

A.I.A.

P.O. BOX 140217
HOWARD BEACH, N.Y. 11414
WWW.MIELEASSOCIATES.COM
TEL. 718-894-2222

CLIENT

VINCENT D. O'CONNOR

PROJECT

PROPOSE TO LEGALIZE THE EXISTING BUILDING AND REZONE SITE FROM R4-1 TO C2-3 IN R4-1

91-05 BEACH CHANNEL DRIVE, ROCKAWAY BEACH, NY 11693

DOB APPLICATION NO.

STATE OF NEW YORK JOHN A. MIELE 065462 LICENSED PROFESSIONAL ENGINEER 11/9/17

DATE: 11/2/2017
PROJECT NO: 8110
DRAWING BY: A.K.
CHK'D BY: J.A.M.

DWG NO:

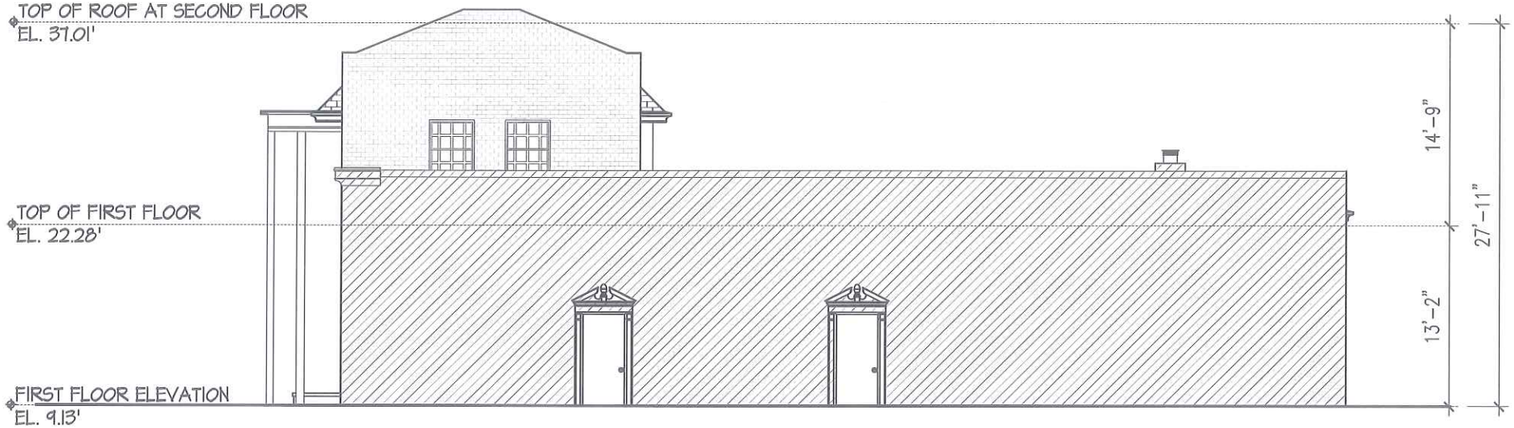
A-201

CAD FILE NO.: DCP DRAWINGS.DWG

6 OF 10

SHEET TITLE

NORTH ELEVATION



EAST ELEVATION

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

0 15' 30'

3/32" = 1'-0"

N

LEGEND

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DOB APPLICATION NO.

STATE OF NEW YORK JOEL A. MIELE JR. 050482 LICENSED PROFESSIONAL ENGINEER

11/2/17

DATE: 11/2/2017
PROJECT NO: 8110
DRAWING BY: A.K.
CHK'D BY: J.A.M.

DWG NO:

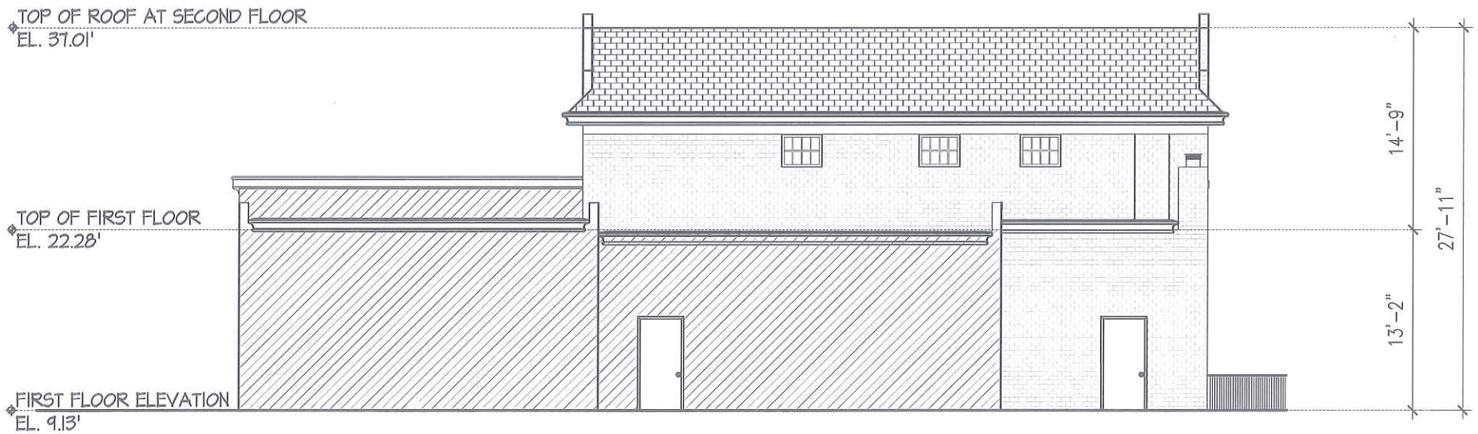
A-202

CAD FILE NO.: DCP DRAWINGS.DWG

7 OF 10

SHEET TITLE

EAST ELEVATION



SOUTH ELEVATION

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

0 15' 30'

3/32" = 1'-0"

N

LEGEND

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P/E

CLIENT

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91-05 BEACH CHANNEL DRIVE, ROCKAWAY BEACH, NY 11693

DOB APPLICATION NO.

STATE OF NEW YORK JOEL A. MIELE 11/9/17

DATE:	11/2/2017
PROJECT NO:	8110
DRAWING BY:	A.K.
CHK'D BY:	J.A.M.

DWG NO:

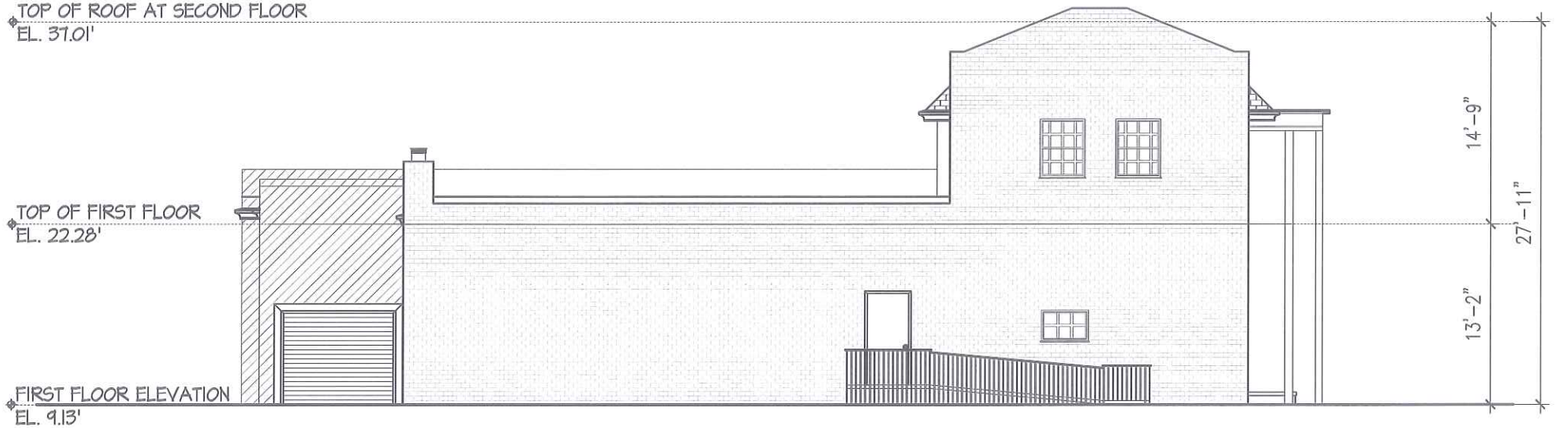
A-203

CAD FILE NO.: DCP DRAWINGS.DWG

8 OF 10

SHEET TITLE

SOUTH ELEVATION



WEST ELEVATION

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

0 15' 30'

3/32" = 1'-0"

N

LEGEND

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91-05 BEACH CHANNEL DRIVE, ROCKAWAY BEACH, NY 11693

DOB APPLICATION NO.

DATE:	11/2/2017
PROJECT NO:	8110
DRAWING BY:	A.K.
CHK'D BY:	J.A.M.

DWG NO:

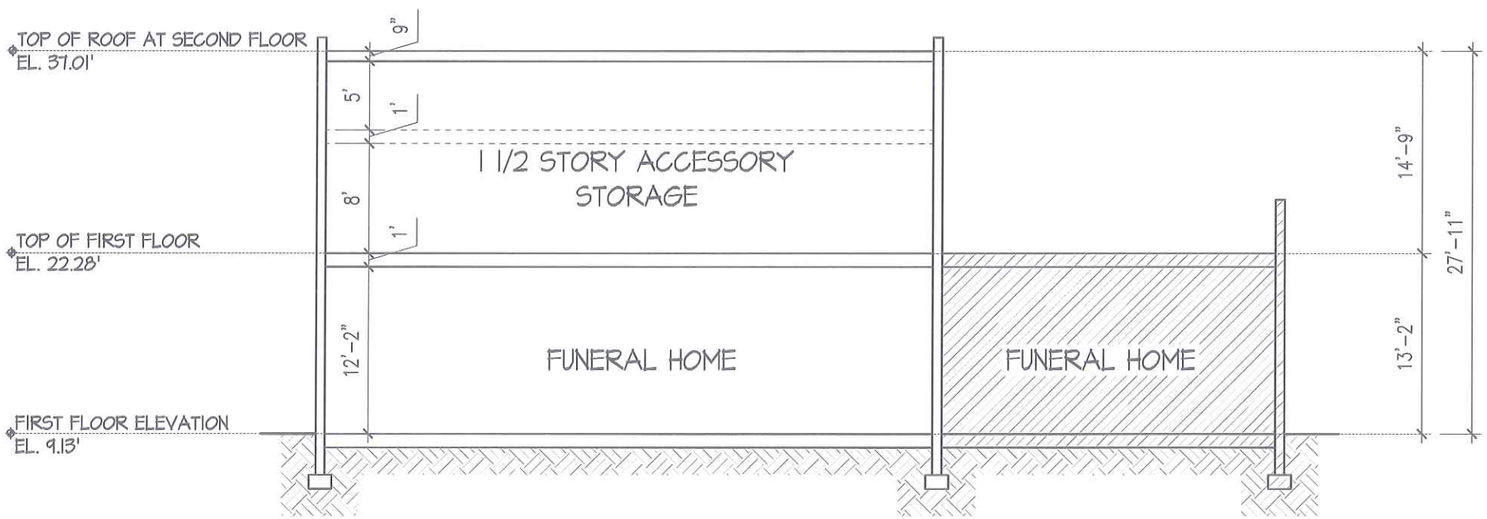
A-204

CAD FILE NO.: DCP DRAWINGS.DWG

9 OF 10

SHEET TITLE

WEST ELEVATION



PROPOSED SECOND FLOOR

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

0 15' 30'

3/32" = 1'-0"

N

LEGEND

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DOB APPLICATION NO.

11/2/17

DATE: 11/2/2017
PROJECT NO: 8110
DRAWING BY: A.K.
CHK'D BY: J.A.M.

DWG NO:

A-301

CAD FILE NO.: DCP DRAWINGS.DWG

10 OF 10

SHEET TITLE

SECTION A-A

Appendix 4: Jamaica Bay Watershed Protection Plan

Project Tracking Form

Print Form

Jamaica Bay Watershed Protection Plan
Project Tracking Form

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

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

A. GENERAL PROJECT INFORMATION

1. CEQR Number: 18DCP181Q 1a. Modification ☐
2. Project Name: 91-05 Beach Channel Drive Rezoning
3. Project Description:

   The applicant is seeking a zoning map amendment to map a C2-3 local service overlay within an R4-1 residential district. The proposed action is sought to legalize an existing funeral home, but the EAS assumes a two-story, 16,400 gsf, 30-room transient hotel with a 20-space accessory parking lot.

4. Project Sponsor: Denis S. O'Connor, Inc.
5. Required approvals: zoning map amendment
6. Project schedule (build year and construction schedule): 2021

B. PROJECT LOCATION:

1. Street address: 91-05 Beach Channel Drive
2. Tax block(s): 16125 Tax Lot(s): 23, 24, and 64
3. Identify existing land use and zoning on the project site: funeral home and 2 2-family homes; R4-1
4. Identify proposed land use and zoning on the project site: hotel; R4-1/C2-3
5. Identify land use of adjacent sites (include any open space): 1- and 2-family homes
6. Describe existing density on the project site and the proposed density:

Existing Condition	Proposed Condition
0.55 FAR	1.00 FAR

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

C. GROUND AND GROUNDWATER

1. Total area of in-ground disturbance, if any (in square feet): 8,200
2. Will soil be removed (if so, what is the volume in cubic yards)? 1,800
3. Subsurface soil classification:
   (per the New York City Soil and Water Conservation Board): UsA
4. If project would change site grade, provide land contours (**attach** map showing existing in 1' contours and proposed in 1' contours).
5. Will groundwater be used (list volumes/rates)? ☐ **Yes** ☒ **No**

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

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

   Unknown

D. HABITAT

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

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

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

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

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

E. SURFACE COVERAGE AND CHARACTERISTICS

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

	Existing Condition	Proposed Condition
1. ***Surface area:***		
Roof:	6,848	8,200
Pavement/walkway:	9,452	7,200
Grass/softscape:	100	1,000
Other (describe):	NA	NA
2. ***Wetland*** (regulated or non-regulated) area and classification:	NA	NA
3. ***Water surface area:***	NA	NA

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

Existing – how is the site drained?

Combined sewer system

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

Combined sewer system