ENVIRONMENTAL ASSESSMENT STATEMENT (EAS)
AND
SUPPLEMENTAL STUDIES TO THE EAS

106-02 Rockaway Beach Boulevard Rezoning

106-02 Rockaway Beach Blvd.
Rockaway Beach, NY,11694

Prepared for:
RBB II LLC
1590 Troy Avenue
Brooklyn, NY, 11234

Prepared by:
AECOM
125 Broad Street
New York, NY 10004

AECOM Project No. 60483284

April 2nd, 2021

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* 106-02 Rockaway Beach Blvd. Rezoning

3. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
20DCP111Q	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
180395ZMQ	

4a. *Lead Agency Information*			**4b. *Applicant Information***		
NAME OF LEAD AGENCY New York Dept of City Planning			NAME OF APPLICANT RBB II LLC		
NAME OF LEAD AGENCY CONTACT PERSON Olga Abinader, Director of Environmental Assessment and Review Division			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON Richard Lobel, Sheldon Lobel P.C.		
ADDRESS 120 Broadway, 31st Floor			ADDRESS 18 East 41st St		
CITY New York	STATE NY	ZIP 10271	CITY New York	STATE NY	ZIP 10017
TELEPHONE 212-720-3493	EMAIL oabinad@planning.nyc.gov		TELEPHONE (212) 725-2727	EMAIL rlobel@sheldonlobelpc.com	

5. *Project Description*

The Applicant, RBB II LLC, seeks a zoning map amendment to rezone 106-02 and 106-10 Rockaway Beach Blvd, Block 16178. Lots 1, 50, 60, 65, and p/o 70 (the "Proposed Project Area") in the Rockaway Beach neighborhood of Queens from an R5D/C2-3 zoning district to an M1-3 zoning district. The proposed zoning map amendment will facilitate the development of a Use Group ("UG") 16 six-story plus cellar self-storage facility with a total floor area of approximately 135,719 zoning square feet (5.0 FAR) (138,535 gsf), with a UG 8 public parking garage (attended parking) in the cellar (the "Proposed Development") to be constructed at 106-02 Rockaway Beach Blvd, Block 16178, Lot 65 ("Proposed Development Site). The proposed 5.0 FAR is permitted within an M1-3 zoning district. Lot 65 is the only Lot in the Rezoning Area under applicant ownership.

Project Location

BOROUGH Queens	COMMUNITY DISTRICT(S) 14	STREET ADDRESS 106-02 Rockaway Beach Blvd
TAX BLOCK(S) AND LOT(S) Block 16178, Lots 1, 65, 50, 60 and p/p 70		ZIP CODE 11694
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS Rockaway Beach Blvd., Rockaway Freeway, Beach 108th, Beach 105th		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY R5D/C2-3		ZONING SECTIONAL MAP NUMBER 30A

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.): 123,118

Waterbody area (sq. ft) and type: NA

Roads, buildings, and other paved surfaces (sq. ft.): 123,118

Other, describe (sq. ft.): NA

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): 135,725 gsf

NUMBER OF BUILDINGS: 1

GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 135,725 a

HEIGHT OF EACH BUILDING (ft.): 85 feet

NUMBER OF STORIES OF EACH BUILDING: 6

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: 27,145 sq. feet

The total square feet not owned or controlled by the applicant: 95,973

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: 27,145 sq. ft. (width x length)

VOLUME OF DISTURBANCE: TBD cubic ft. (width x length x depth)

AREA OF PERMANENT DISTURBANCE: 27,145 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.)				138,535 gsf (135,725 zsf)
Type (*e.g.,* retail, office, school)	units			self-storage

Does the proposed project increase the population of residents and/or on-site workers? ☐ YES ☒ NO

If "yes," please specify: NUMBER OF ADDITIONAL RESIDENTS: 0 NUMBER OF ADDITIONAL WORKERS: 9

Provide a brief explanation of how these numbers were determined: Self-Storage Facility- 1 worker per approx. 15,000 sf

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

Has a No-Action scenario been defined for this project that differs from the existing condition? ☐ YES ☒ NO

If "yes," see Chapter 2, "Establishing the Analysis Framework" and describe briefly:

9. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2022

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 18-20

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

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: Environmental Review, ULURP, Financing, Design, Construction, Occupancy, Construction Period would be approximately 18-20 months

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.		
(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.		
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.		
9. *HAZARDOUS MATERIALS*: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	☐	☒
(b) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	☒	☐
(c) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?	☒	☐
(d) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	☐	☒
(e) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (*e.g.*, gas stations, oil storage facilities, heating oil storage)?	☐	☒
(f) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	☐	☒
(g) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	☒	☐
(h) Has a Phase I Environmental Site Assessment been performed for the site?	☒	☐
○ If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: See Supp. Studies	☒	☐
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): 12,150 pounds per week		
○ 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): 87,601,500 MBTUs		
(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?	☐	☐

	YES	NO
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; 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
Max Meltzer, AICP	April 2nd, 2021

SIGNATURE

Max Meltzer

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

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

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

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

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

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

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

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

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

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

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

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

TITLE	LEAD AGENCY
Director, Environmental Assessment and Review Division	City Planning Commission
NAME	DATE
Olga Abinader	April 2, 2021

SIGNATURE



NEGATIVE DECLARATION

Statement of No Significant Effect

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

Reasons Supporting this Determination

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

Land Use, Zoning, and Public Policy

A detailed analysis of land use, zoning, and public policy is included in the EAS. The proposed actions are a zoning map amendment to rezone 106-02 and 106-10 Rockaway Beach Blvd, Block 16178. Lots 1, 50, 60, 65, and p/o 70 (the "Project Area") in the Rockaway Beach neighborhood of Queens from an R5D/C2-3 zoning district to an M1-3 zoning district. The proposed zoning map amendment would facilitate the development of a Use Group (UG) 16 six-story plus cellar self-storage facility with a total floor area of approximately 138,535 gross square feet (gsf), with a UG 8 public parking garage containing attended parking in the cellar, to be constructed at 106-02 Rockaway Beach Blvd, Block 16178, Lot 65. In addition to the applicant's proposed development, as the proposed action would affect other lots in the rezoning area, one potential site, Block 16178 Lot 1, was also assumed for redevelopment, to contain a building with approximately 21,100 gsf of UG 6 commercial retail uses. The proposed actions would not have a significant impact on the extent of conformity with the current zoning in the surrounding area, as there is a manufacturing district with manufacturing uses adjacent to the Project Area. Additionally, it would not adversely affect the viability of conforming uses on nearby properties. The Project Area is also located in a coastal zone, and the analysis finds that the proposed actions are consistent with New York City's Waterfront Revitalization Program Policies. Therefore, significant adverse impacts to land use, zoning and public policy are not anticipated.

Shadows

A detailed analysis related to Shadows is included in this EAS. The proposed action would result in a building greater than 50 feet in height and would be adjacent to sunlight-sensitive resources. Per the CEQR Technical Manual, for open spaces containing natural resources, a minimum of four to six hours of sunlight is generally the minimum requirement to avoid the potential for a significant adverse impact. The development permitted by the proposed action could cause incremental shadows on one sunlight-sensitive resource, the Beach 108th Street median, which is currently under construction and will be completed by June 2022, the same build year as the proposed project. When construction is completed, the medians will include additional trees, plantings and a bike path. The development permitted by the proposed action would cast incremental shadows on the Beach 108th Street Median on three of the analysis dates, with durations ranging from 1 hour and 29 minutes on March 21st, to 3 hours and 18 minutes on June 21st. The December analysis period would not have any incremental shadows. The Median would receive sufficient sunlight during the course of the day and growing season, and no incremental shadows would be cast on the resource past 9:15am. No part of the Median would be in constant shadow, as the shadow would sweep across the Median during the course of the day, and therefore no significant adverse shadows impacts would occur as a result of the proposed action.

Urban Design and Visual Resources

A detailed analysis related to Urban Design and Visual Resources is included in this EAS. The proposed action would result in the construction a new building that is not currently permitted under the existing zoning. The development facilitated by the proposed actions would not block or hinder any bay or ocean views. The Projected and Potential development would not introduce any new building heights into the Project Area that do not already exist. The proposed actions would not diminish or disturb the existing aesthetic continuity, pedestrian features of the community or neighborhood, would not block any view corridors or views to or from any natural areas with rare or defining features, or impact any historical or culturally sensitive community features. The proposed actions are therefore not expected to result in any significant adverse urban design or visual resource related impacts.

Transportation

A Level 1 and Level 2 screening assessment for Transportation is included in this EAS. The proposed action would generate less than 50 total peak hour incremental vehicle trips during the weekday AM, midday, PM and Saturday midday peak hours. There would be no increase in transit or pedestrian trips, and no parking demand would be generated as a result of the proposed action. Therefore, in accordance with the CEQR Technical Manual, the Proposed Action is not expected to result in any significant adverse transportation impacts.

Hazardous Materials, Air Quality, and Noise

An (E) designation (E-215) related to hazardous materials, air quality, and noise, established in connection with the 2008 Rockaway Neighborhoods Rezoning, exists on the affected lots in the proposed rezoning area. The hazardous materials, air quality, and noise analyses conclude that with the existing (E) designation in place, the proposed actions would not result in a significant adverse impact related to hazardous materials, air quality, or noise.

No other significant effects upon the environment that would require the preparation of a Draft Environmental Impact Statement are foreseeable. This Negative Declaration has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law (SEQRA). Should you have any questions pertaining to this Negative Declaration, you may contact Annabelle Meunier at +1 212-720-3426.

Project Name: 106-02 Rockaway Beach Boulevard Rezoning
CEQR # 20DCP111Q
SEQRA Classification: Unlisted

TITLE Director, Environmental Assessment and Review Division	LEAD AGENCY Department of City Planning on behalf of the City Planning Commission 120 Broadway, 31st Fl. New York, NY 10271 | 212.720.3493
NAME Olga Abinader	DATE April 2, 2021
SIGNATURE	
TITLE Chair, City Planning Commission	
NAME Marisa Lago	DATE April 5, 2021
SIGNATURE	

Environment

Prepared for:
RBB II LLC
1590 Troy Avenue
Brooklyn, NY 11234

Prepared by:
AECOM
125 Broad Street
New York, NY 10004

AECOM #60483284

106-02 Rockaway Beach Boulevard Rezoning

Supplemental Studies to the Environmental Assessment Statement

Proposed Development Site:
106-02 Rockaway Beach Blvd, (Block 16178, Lot 65)
Queens, NY

Prepared for:
RBB II LLC
1590 Troy Avenue
Brooklyn, NY 11234

Prepared by:
AECOM
125 Broad Street
New York, NY 10004

Table of Contents

1.0 PROJECT DESCRIPTION 1

1.1 Project Location 1
1.2 Required Approvals and Proposed Actions 4
1.3 Purpose and Need For Propsed Actions 4
1.4 Description of the Proposed Development 5
1.5 Reasonable Worst Case Development Scenario 6
1.6 Required Approvals 8

2.0 ENVIRONMENTAL REVIEW 21

2.1 LAND USE, ZONING AND PUBLIC POLICY 21
2.1.1 Land Use 21
2.1.2 Zoning 24
2.1.3 Public Policy 31
2.2 SHADOWS 35
2.2.1 Preliminary Shadow Screening Assessment 35
2.2.2 Detailed Shadow Analyses 44
2.3 HISTORIC AND CULTURAL RESOURCES 61
2.4 URBAN DESIGN AND VISUAL RESOURCES 62
2.4.1 Preliminary Analysis 62
2.5 NATURAL RESOURCES 67
2.6 HAZARDOUS MATERIALS 69
2.6.1 Background Infformation: (E) Designations- Rockaway Neighborhoods Rezoning 69
2.6.2 Summary of Phase I ESA 70
2.7 WATER AND SEWER INFRASTRUCTURE 72
2.8 TRANSPORTATION 72
2.8.1 Introduction 72
2.8.2 Transportation Thresholds and Access 73
2.8.3 Traffic 77
2.8.4 Transit 78
2.8.5 Pedestrians 78
2.8.6 Parking 78
2.8.7 Construction Impacts 78
2.8.8 Conclusions 79
2.9 AIR QUALITY 79
2.9.1 Mobile Sources 79
2.9.2 Stationary Sources 80
2.9.3 Industiral Source Impact 84
2.10 NOISE 86
2.10.1 Mobile Sources 87
2.10.2 Stationary Sources 87
2.11 NEIGHBORHOOD CHARACTER 88
2.11.1 Existing Conditions 88
2.11.2 Future No-Action Conditions 90
2.11.3 Future With-Action Conditions 90
2.12 CONSTRUCTION 91

Figures

Figure 1-1 Project Site Location 9
Figure 1-2 Tax Map I 10
Figure 1-3 Tax Map II 11
Figure 1-4 Official Zoning Sectional Map 12
Figure 1-5 Photo Key Map 13
Figure 1-6 Photographs of the Site and Surrounding Area 14
Figure 2.1-1 Land Use Map 22

Figure 2.1-2 Zoning Map 27
Figure 2.1-3 Detailed Zoning Map 28
Figure 2.1-4 Zoning Change Map 29
Figure 2.2-1 Tier 1 and 2 Shadow Study 38
Figure 2.2-2a Tier 3 Shadow Screening March 21st 40
Figure 2.2-2b Tier 3 Shadow Screening May 6th 41
Figure 2.2-2c Tier 3 Shadow Screening June 21st 42
Figure 2.2-2d Tier 3 Shadow Screening December 21st 43
Figure 2.2-3a Detailed Shadow Screening -March 21st 7:36am 45
Figure 2.2-3b Detailed Shadow Screening -March 21st 8:30am 46
Figure 2.2-3c Detailed Shadow Screening -March 21st 9:00am 47
Figure 2.2-3d Detailed Shadow Screening -March 21st 9:05am 48
Figure 2.2-3e Detailed Shadow Screening -May 6th 6:27am 49
Figure 2.2-3f Detailed Shadow Screening -May 6th 7:30am 50
Figure 2.2-3g Detailed Shadow Screening -May 6th 8:30am 51
Figure 2.2-3h Detailed Shadow Screening -May 6th 9:00am 52
Figure 2.2-3i Detailed Shadow Screening -May 6th 9:05am 53
Figure 2.2-3j Detailed Shadow Screening -June 21st 5:57am 54
Figure 2.2-3k Detailed Shadow Screening -June 21st 7:00am 55
Figure 2.2-3l Detailed Shadow Screening -June 21st 8:00am 56
Figure 2.2-3m Detailed Shadow Screening -June 21st 9:00am 57
Figure 2.2-3n Detailed Shadow Screening -June 21st 9:05am 58
Figure 2.4-1 No Action/With Action – Projected Development Site 1 and Development Site 1- View 1 65
Figure 2.4-2 No Action/With Action – Projected Development Site 1 and Development Site 1- View 2 66
Figure 2.5-1 Jamaica Bay Watershed 68
Figure 2.8-1 Site Vicinity Map 75
Figure 2.8-2 Public Transportation 76
Figure 2.9-1 Air Quality Graph-Projected Development Site 1 82
Figure 2.9-2 Air Quality Graph-Potential Site 1 83
Figure 2.9-3 Potential Development 1 Site Plan 85

Tables

Table 1 Comparison and Existing and Proposed Zoning 4
Table 2.1-1 Land Use Distribution for Queens Community District 14 23
Table 2.1-2 Summary of Existing Zoning Regulations 29
Table 2.2-1 Detailed Shadow Analysis Summary (Incremental Shadows) 44
Table 2.8-1 Estimated Peak Hour Person Trip Generation Characteristics 77
Table 2.8-2 Estimated Mode Splits for Proposed Use 78
Table 2.8-3 Projected Vehicle Trips 78
Table 2.10-1 Indoor and Outdoor Noise Levels 86

APPENDICES

Appendix A – Site Plans and Zoning Analyses
Appendix B – WRP/Coastal Assessment Form
Appendix C – Correspondence with NYCLPC
Appendix D – Jamaica Bay Watershed Form
Appendix E- CEQR No. 08DCP065Q Revised Negative Declaration
Appendix F – Correspondence with NYCDEP
Appendix G – Phase I ESA
Appendix H- Rockaway WWTP EAS

1.0 PROJECT DESCRIPTION

I. INTRODUCTION

The Applicant, RBB II LLC, seeks a zoning map amendment to rezone 106-02 and 106-10 Rockaway Beach Blvd, Block 16178. Lots 1, 50, 60, 65, and p/o 70 (the "Proposed Project Area" in the Rockaway Beach neighborhood of Queens from an R5D/C2-3 zoning district to an M1-3 zoning district. The proposed zoning map amendment will facilitate the development of a Use Group ("UG") 16 six-story plus cellar self-storage facility with a total floor area of approximately 135,719 zoning square feet (138,535 gsf) of UG 8 public parking garage (attended parking) in the cellar (the "Proposed Development") to be constructed at 106-02 Rockaway Beach Blvd, Block 16178, Lot 65 ("Proposed Development Site). The proposed 5.0 FAR is permitted within an M1-3 zoning district.

The Proposed Development would have a manufacturing floor area of 135,719 zoning square feet representing a combined total FAR of approximately 5.0, which is permitted in an M1-3 District. The Proposed Development Site (Lot 65) is presently controlled by the applicant and has a total lot area of approximately 27,145 square feet and is currently vacant. In absence of the Proposed Actions, under the No-Action scenario, it is assumed that the Project Site would continue to be vacant. In addition to the applicant-controlled lots, the rezoning boundary would include Block 16178, Lots 1, 50, 60, 65, and p/o 70.

This EAS studies the potential for individual and cumulative environmental impacts related to the Proposed Action occurring in a Study Area of approximately 400 feet around the Rezoning Area. This Study Area is generally bound by the midpoint between Beach 108th Street and Beach 105th Street to the south, Beach 105th Street and Rockaway Beach Boulevard to the east, Rockaway Beach Boulevard and Beach 109th Street to the west, and Beach Channel Drive to the north.

II. BACKGROUND AND EXISTING CONDITIONS

1.1 Project Location

The Rezoning Area is located within the Rockaway Beach neighborhood of Queens, as shown in **Figures 1-1** and **1-2,** and consists of Block 16178 (Lots 1, 50, 60, 65, and p/o 70). The projected self-storage facility development would occur on Block 16178, Lot 65, which is currently vacant. The Proposed Project Site is at 106-02 Rockaway Beach Blvd (Block 16178, Lot 65). Lot 65 is a 27,145 sf and is vacant. The Rezoning Area (Project Area) is generally bound by Rockaway Freeway to the north, Beach 106th street to the east, Rockaway Beach Blvd to the south, and Beach 108th street to the west

The Project Site is located within an existing R5D/C2-3 zoning district, which permits a maximum Floor Area Ratio (FAR) of 2.0 for residential uses (Use Group 1 & 2), a maximum FAR of 2.0 for community facility uses (Use Group 3 & 4) and a FAR of 1.0 for local service commercial uses (UG 1 through 9, & 15). The Proposed Project Site is currently unimproved. The combined dimensions of the Proposed Development site are approximately 191 feet by 158 feet, covering a total of approximately 27,145 square feet. The Project Site has a flat topography and is mostly paved. A key to the photographs of the projected development site and surrounding project Study Area are shown in **Figure 1-3**, with photographs of the site and surrounding Study Area displayed in **Figure 1-4**. The Project Site and Rezoning Area (Affected Area) is located within Queens Community District (CD) 14.

<u>Surrounding Area</u>

The Proposed Project Area is in the Rockaway Beach neighborhood of Queens within Community District 14. It is also located within the City's Coastal Zone Boundary and the Jamaica Bay Watershed. The Project Area is within the 1% annual chance floodplain and the Base Flood Elevation (BFE) is 10 feet

Zoning

The area within a 400-foot radius of the Proposed Project Area (the "Surrounding Area") is zoned R3A, R4, R5, R5B, R5B/C1-3, R5D/C2-3, R6A/C2-5, M1-1, and M2-1.

R3A districts are contextual residential districts which allow single- and two-family detached residences with a maximum FAR of 0.5 (FAR may be increased up to 20% for attic allowance). R3A districts require a minimum front yard of 10 feet (which must be at least as deep as an adjacent front yard but not exceed 20 feet), a minimum rear yard of 30 feet, and permit a maximum height of 35 feet. Detached houses must have two side yards totaling eight feet, but there is no minimum width requirement for either one. R3A zoning districts also permit zero lot line buildings, which are set along a side lot line and have one side yard of at least eight feet. One off-street parking space is required for each dwelling unit.

R4 districts are residential districts which allow all types of housing, with a maximum FAR of 0.75 (FAR may be increased up to 20% for attic allowance). R4 districts require a minimum front yard of 10 feet, a minimum rear yard of 30 feet, and permit a maximum height of 35 feet. Detached houses must have two side yards that total at least 13 feet and each one must be at least five feet wide. Semi-detached buildings need one side yard with a minimum width of eight feet. One off-street parking space is required for each dwelling unit.

R5 districts are residential districts which typically produce three- and four-story attached houses and small apartment buildings. Within an R5 district, the maximum permitted FAR is 1.25, the maximum permitted street wall height is 30 feet and the maximum permitted building height is 40 feet. Above a height of 30 feet, a setback of 15 feet is required from the street wall. R5 districts require a minimum front yard of 10 feet and a minimum rear yard of 30 feet. Detached houses must have two side yards that total at least 13 feet, each with a minimum width of five feet. Semi-detached houses require one eight-foot-wide side yard. Apartment buildings require two side yards, each at least eight feet wide. Off-street parking is required for 85% of the dwelling units.

R5B districts are contextual residential districts which typically produce three-story rowhouses. Within an R5B district, the maximum permitted FAR is 1.35, the maximum permitted street wall height is 30 feet and the maximum permitted building height is 33 feet. R5B districts require a minimum front yard of five feet (which must be at least as deep as one adjacent front yard and no deeper than the other but need not exceed 20 feet) and a minimum rear yard of 30 feet. Attached rowhouses do not require side yards, but there must be at least eight feet between the end buildings in a row and buildings on an adjacent zoning lot. Off-street parking is required for 66% of the dwelling units or can be waived if only one space is required.

R5D districts are contextual residential districts characterized by moderate-density, multi-family housing and serve as a transition between lower-density districts and moderate-density districts. Within an R5D district, the maximum permitted FAR is 2.0 and the maximum permitted building height is 40 feet. R5D districts require a minimum front yard of five feet (which must be at least as deep as one adjacent front yard and no deeper than the other but need not exceed 20 feet) and a minimum rear yard of 30 feet. Side yards are not required for lots less than 30 feet wide. For lots at least 30 feet wide, zero lot line buildings require one side yard at least eight feet wide, and a minimum of eight feet is required between buildings on adjacent zoning lots. Off-street parking, which is not permitted in front of the building, is required for 66% of the dwelling units.

R6A districts are contextual residential districts where the Quality Housing bulk regulations are mandatory. These regulations produce high lot coverage, six- or seven-story apartment buildings set at or near the street line. The maximum FAR in an R6A district is 3.0, or 3.6 with inclusionary housing. Above a maximum base height of 60 feet, a 10-foot setback is required on a wide street and a 15 foot setback is required on a narrow street, before rising to a maximum height of 70 feet. Within Queens Community District 14, R6 districts are subject to the accessory off-street parking regulations of an R5 district, which requires off-street parking for 85% of the dwelling units.

C1-3, C2-3, and C2-5 districts are commercial overlay districts mapped within residence districts along streets that serve local retail needs. Typical retail uses include neighborhood grocery stores, restaurants

and beauty parlors. C2 districts permit a slightly wider range of uses, such as funeral homes and repair services. In mixed buildings, commercial uses are limited to one or two floors and must always be located below the residential use. When commercial overlays are mapped in R1 through R5 districts, the maximum commercial FAR is 1.0; when mapped in R6 through R10 districts, the maximum commercial FAR is 2.0. C1-3 and C2-3 overlay districts are mapped to a depth of 150 feet, while C2-5 overlay districts are mapped to a depth of 100 feet. Parking regulations differ across C1-3, C2-3 and C2-5 zoning overlays. In C1-3 and C2-3 overlays, commercial parking varies by use but is typically 1 per 400 gsf of floor area . In C2-5 overlays, parking is not required.

M1-1 districts are manufacturing districts which permit light industrial uses, including woodworking shops, repair shops, and wholesale service and storage facilities. All permitted industrial uses must meet M1 performance standards. Within an M1-1 district, the maximum FAR is 1.0 for industrial and commercial uses and 2.4 for certain community facility uses. Parking varies in M1-1 zoning districts but is based on use and generally one parking space per 300 SF is required.

M2-1 districts are manufacturing districts which occupy the middle ground between light and heavy industrial uses. Industrial uses are permitted within M2 districts; however, hotels and certain commercial uses, as well as community facility uses are prohibited. Within an M2-1 zoning district, the maximum permitted FAR is 2.0. Parking varies in M2-1 zoning districts but is based on use and generally one parking space per 300 SF is required.

Land Uses and Prevailing Built Form

The land uses with the Surrounding Area consist of a variety of uses including industrial/manufacturing, commercial, residential and community facility uses.

Located to the north of the Proposed Project Area, across Rockaway Freeway within the M1-1 zoning district, is the New York City Department of Environmental Protection's Rockaway Wastewater Pollution Control Plant. To the north of that is Beach Channel Drive and further to the north is Jamaica Bay. Located south of the Proposed Project Area, across Rockaway Beach Boulevard within the R5 zoning district, is Dayton Beach Park, a rental and co-op housing complex fronting Shore Front Parkway which contains 1,421 units within six 13-story buildings. To the south of that is Shore Front Parkway and further to the south is Rockaway Beach. The area to the east of the Proposed Development Site, located within the R5D/C2-3 zoning district, consists of vacant land and a one-story vacant commercial building which, according to Department of Buildings records, will be demolished and the site will be redeveloped with a four-story community facility building. The area to the west of the Proposed Project Area, within the R5B zoning district, consists of residential one-, two- and multi-family residential buildings ranging from one to three stories in height. The area to the southwest, consists of a mix of uses including (1) the block recently rezoned to an R6A/C2-5 zoning district pursuant to the Rockaway Beach Boulevard Rezoning to facilitate the construction of a four-story transient hotel, (2) a residential node consisting primarily of one-story residential buildings located within the R3A zoning district, and (3) three- and four-story community facility buildings located within the R4 and R5B zoning districts.

Mass Transit

An elevated subway line is located directly adjacent to the Proposed Project Area to the north, above Rockaway Freeway, which serves the A and S trains at the Beach 105th Street Station. The Proposed Project Area is also located directly adjacent to the Rockaway Beach Boulevard/Beach 106 Street bus stop serving the Q22 line. The Surrounding Area is also accessible by bus service. The Q22, Q52 and Q53 lines stop at the Rockaway Beach Boulevard/Beach 108th Street stop, one block south of the Proposed Project Area, and the Q22, Q52 and QM16 lines stop at the Rockaway Beach Boulevard/Beach 105th Street stop located one block east of the Proposed Project Area. The Q22 bus runs the length of the Rockaway Peninsula from Far Rockaway to Neponset. The Q52 bus runs from Elmhurst in Queens to the Arverne neighborhood in the Rockaways, while the Q53 bus runs from Woodside to Rockaway Park. Additionally, there is NYC Ferry service that runs from 108th Street and Beach Chanel Drive to Wall Street/Pier 11 in Manhattan with an intermediary stop in Sunset Park in Brooklyn.

1.2 Required Approvals and Proposed Actions

The proposed zoning map amendment is a discretionary public action, which is subject to the City Environmental Quality Review (CEQR) as an unlisted action. Through CEQR, agencies review discretionary actions for the purpose of identifying the effects those actions may have on the environment. The proposed zoning map amendment is a discretionary public action, which is subject to public comment under the Uniform Land Use Review Procedure (ULURP). The ULURP process was established to assure adequate opportunity for public review of Proposed Actions. ULURP dictates that every project be presented at four levels: The Community Board; the Borough President; the City Planning Commission; and, in some cases the City Council. The procedures mandate time limits for each stage to ensure a maximum review period of seven months.

The applicant is proposing a zoning map amendment to rezone Queens Block 16178, (Lots 1, 50, 60, 65, and p/o 70) from an R5D/C2-3 District to an M1-3 District. Table 1 below compares the existing and proposed zoning.

Table 1 Comparison and Existing and Proposed Zoning

Zoning District	Type and Use Group (UG)	Floor Area Ratio (FAR)	Parking (Required Spaces)
R-5D	Residential UGs 1-4	2.0 FAR – Residential 2.0 FAR – Community Facility	66% of DU's
C2-3	Commercial Overlay UGs 5-9 & 14	2.0 FAR Commercial Overlay	Based on use but typically one parking space per 400 SF
M1-3 (Proposed)	Light Manufacturing UG 4-14, 16, and 17	5.0 FAR – Manufacturing 5.0 FAR – Commercial 6.5 FAR – Community Facility	1 per 300 sf

1.3 Purpose and Need For Propsed Actions

The Proposed Actions are intended to facilitate a new 6-story, 72-foot, self-storage facility building that would encompass a floor area of 135,719 sf at 106-02 Rockaway Beach Blvd (Block 16178, Lot 65). The purpose of the zoning map amendment is discussed below.

Zoning Map Amendment

Under the current R-5D/C2-3 zoning, the Project Site is restricted to low-density residential (UG 1-2), commercial uses (UG 1-9 &14), community facilities (UG 3-4), and limited to a total FAR of 2.0. The proposed zoning map amendment, which would establish the M1-3 District, would allow the applicant to develop manufacturing use up to the maximum FAR of 5.0, allowing the applicant to develop a manufacturing floor area of 135,719 sf, representing a total FAR of approximately 5.0, which is permitted in an M1-3 zoning district.

The proposed rezoning to an M1-3 zoning district will enable the applicant to develop the Proposed Development Site, which is an underutilized, vacant site, with a self-storage facility consistent with the built character of the Surrounding Area and will provide an important and requested service to the Rockaway community. Whereas area residents could once store possessions in basements, Superstorm Sandy has demonstrated that such storage is neither safe nor practical. A modern facility developed six feet above the flood elevation would be a benefit to the surrounding community, yet this portion of the Rockaways has limited above grade storage space options available.

The proposed M1-3 zoning district is appropriate in terms of use and permitted bulk as the Proposed Development will (1) serve as a transition between the residential buildings to the south and the Water Pollution Control Plant to the north, (2) is consistent with bulk of the 13-story buildings to the south, and (3) will provide the Rockaway neighborhood, a community located within a flood zone, with a desirable and

much-needed storage facility. While the City has proposed limitations on the location of self-storage facilities in Industrial Business Zones (IBZs) to better preserve space for industrial and related uses, the site proposed here is not within an IBZ and is vacant, contributing little or nothing to the community or the City's economy. At other non-IBZ locations, self-storage facilities operate in support of nearby residences that need extra storage space. It is the nature of the self-storage business that such facilities are dispersed near residential communities to provide convenient access, yet this community lacks a flood-proof self-storage facility.

Further, absent the Proposed Action, the Proposed Development Site will likely remain vacant contributing to a desolate streetscape. Just a year prior to the 2008 Rockaway Neighborhoods Rezoning (C 080371 ZMQ), a new four-story residential development was built on the block to the east of the Proposed Development Site. This project was damaged in Superstorm Sandy and has subsequently been repaired and reoccupied. However, whether it was in response to the risks that became apparent as a result of the storm, the site location adjacent to the Water Pollution Control Plant or just unforeseen market conditions, the Proposed Development Site has not been redeveloped in the decade-long period since the Rockaway Neighborhoods Rezoning despite the site's soft and vacant condition. Similarly, Lot 1, which had been considered a potential development site within the analysis of the 2008 Rockaway Neighborhoods Rezoning application with the with-action condition assuming the development of a four-story mixed-use residential and commercial building with 91 units and 60 parking spaces, has not been redeveloped. Instead it is occupied by a one-story commercial building (pharmacy), which was constructed just prior to the approval of the Rockaway Neighborhoods Rezoning but does not take advantage of the available floor area or available residential use. The conditions on both properties suggest that on this block, the 2008 zoning changes have been too modest to induce investments. While the use of Lot 1 for a pharmacy serves an important community need, the lack of a meaningful use on Lot 65 is a detriment to the community. The pattern of development, even after the Rockaway Neighborhoods Rezoning, shows that residential use at the Proposed Project Area is both undesirable and infeasible. The Proposed Action will therefore allow for an appropriate development which will serve the needs of the community at the Proposed Development Site.

1.4 Description of the Proposed Development

The proposed rezoning will facilitate the development of a UG 16 six-story plus cellar self-storage facility with approximately 135,719 square feet of floor area (5.0 FAR) at the Proposed Development Site, with a UG 8 public parking garage with 83 attended parking spaces located in the cellar. The public parking garage will be accessed by a new 18'-wide curb cut on Rockaway Beach Boulevard and will be available for community/beach users. At this time, no operator of the garage has been selected. Three loading docks will be located along the eastern side of the building on the ground floor of the building via the Beach 106th Street frontage, and will provide access for users of the storage facility to bring in their goods for storage. 83 parking spaces will be provided in the cellar of the building A new 55'-wide curb cut along Beach 106th Street will provide access to the loading docks. The Proposed Development will be built to the proposed street widening lines along Rockaway Beach Boulevard and Beach 106th Street, will provide a 20-foot rear yard, and will rise to a total height of 72'-0" with no setback.

The Proposed Development is consistent with the built character of the Surrounding Area. As shown on the Area Map, the neighborhood surrounding the Proposed Development Site consists of a wide range of uses. The proposed self-storage facility is a use which will serve as a transition between the residential buildings to the south and the Water Pollution Control Plant to the north. In addition, the self-storage facility is a use needed and sought by the Rockaway community. Existing residential buildings with levels located below the flood elevation flood easily, and homeowners are therefore incurring high flood insurance premiums. Flood regulations now require the elevation of new or substantially improved residential buildings within flood zones (including the Rockaways). Although storage is permitted under the flood elevation, self-storage facilities provide an additional option for homeowners who cannot elevate or flood proof their residences. Upon information and belief, there is only one other self-storage facility on the Rockaways, located at 2-26 Beach 88th Street in Rockaway Beach. This facility on Beach 88th Street is a one- and two-story facility, with many of the storage units located in uncovered metal, container-like structures located at grade within the potential flood zone (category AE). The proposed self-storage facility will provide storage units located

entirely indoors and will meet the needs of Rockaway residents to store their possessions in a safe, flood-proof facility which will be constructed with waterproofed concrete up to the flood plain (six feet above the BFE). The UG 8 public parking garage, which would be dry floodproof will also provide the community with an attended parking lot for community/beach parking.

1.5 Reasonable Worst Case Development Scenario

Future No-Action Scenario

The Proposed Development site is in the Rockaway Beach neighborhood of Queens. Significant new construction was observed within 400 feet of the Proposed Development site, The Rockaway Medical Arts Complex is a new medical facility which has been completed and is approximately 50,490 gsf and is located east of the Project Site. It is located on a lot that used to be a supermarket but was demolished in 2016. Additionally, several vacant lots are present.

The Proposed Development site is unimproved and has a lot area of approximately 27,145 square feet. In the future without the Proposed Action, it is assumed that the existing 27,145 square-foot lot (Lot 65) would remain unimproved in its existing condition. There are no known plans to develop the site and the applicant has intended that he does not plan on developing the site absent the Proposed Action.

Additionally, it is assumed that all lots within the Rezoning Area would remain in their existing condition in the No-Action Scenario, Lots 50, 60, and 70 would remain vacant while Lot 1 would remain occupied with an approximately 16,100 gsf pharmacy and surface parking lot that opened in 2009.

Lot 50 - This parcel at the corner of Beach 108th Street and Rockaway Freeway is a small sliver of land adjacent to the Project Site (Lot 65) on Block 16178. The lot is owned by the New York State Department of Transportation. It is an irregularly shaped lot adjacent to Lot 1 and the Rockaway Freeway. The MTA's "A" and "S" also have elevated train tracks adjacent to the lot. Given the lot's small size (NYC DoITT doesn't indicate sf), irregularly-sliver like shape, and positioning next to the train tracks, it is unlikely that any development would occur on this site in the No-Action Scenario.

Lot 60- This parcel at the corner of Beach 106th Street and Rockaway Freeway is a small sliver of land adjacent to the Project Site (Lot 65) on Block 16178. The lot is owned by the New York State Department of Transportation. It is an irregularly shaped lot adjacent to the Project Site and the Rockaway Freeway. The MTA's "A" and "S" also have elevated train tracks adjacent to the lot. Given the lot's small size (NYC DoITT doesn't indicate sf), irregularly-sliver like shape, and positioning next to the train tracks, it is unlikely that any development would occur on this site in the No-Action Scenario.

p/o Lot 70- Lot 70 is a 40,658-sf lot located underneath the train tracks on the Rockaway Freeway. Less than half of this lot would be included in the Rezoning Area. Rockaway Freeway is currently used as a road for traffic, running parallel to Beach Channel Drive and Rockaway Beach Blvd. It is currently unimproved and owned by the NYC Department of Highways according to DoITT. Due to its position, it is unlikely that any development would occur on this site in the No-Action Scenario.

Lot 1 would remain occupied with an approximately 16,100 gsf pharmacy and surface parking lot that opened in 2009. This pharmacy opened and was constructed immediately following the 2008 Rockaway Neighborhoods Rezoning which permitted the commercial use on the property. No expansion has occurred since the pharmacy was constructed and there are not any known plans to expand, even with the FAR that is currently available. Given that the Walgreen's does well with respect to business (been in business for over twelve years, not another pharmacy within walking distance of the apartment complexes, and separate site visits have confirmed that the parking lot has been well used), it is unlikely that any new development would suddenly occur in the No-Action Scenario.

Future With-Action Scenario

The Future With-Action condition under a Reasonable Worst-Case Scenario requires identification of the type, location, and extent of development anticipated as a result of the Proposed Action along with any potential impacts that may arise from that future development. As directed by CEQR, this analysis requires that the With-Action Condition to be considered a scenario that maximizes the permitted FAR allowed under the proposed rezoning. Under the With-Action scenario, the proposed rezoning would amend the zoning map to change the existing R-5D/C2-3 district to an M1-3 district, which would facilitate the Applicant's Proposed Development (Block 16178, Lot 65) of a six-story, 72-foot, self-storage facility building.

For the purposes of a conservative analysis, the Future With-Action Scenario will include the applicant's Proposed Development Site under a maximized FAR scenario with 83 parking spaces provided in the cellar, three loading docks accessible via beach 106th Street, and a height of 85 feet as opposed to 72 feet as well as those sites, referenced below, within the proposed Rezoning Area projected to develop or the ability too potentially develop based on the new bulk and use allowances under the proposed rezoning, as well as inducement by the proposed Project Site development.

With-Action Build Out

Projected Site 1- (Lot 65-applicant site) assumes a full-build out self-storage UG 16 facility built to 135,725 gsf (138,535 gsf). The FAR of 5.0 is the maximum allowed for self-storage (considered manufacturing) use under the proposed M1-3 zoning district. The applicant plans on providing 83 parking spaces in the cellar, which would be floodproofed. Additionally, there will be three loading docks located on the east side of the building along 108th Street. A height of 85 feet is assumed for the projected development under the With-Action Scenario, which is taller than the applicant's proposed height.

The following lots could potentially see development under the With-Action Scenario and are classified as Potential Sites.

Potential Site 1- Block 16178 Lot 1: This parcel is a 53,315-sf parcel which is currently occupied by a 16,100 sf Walgreen's. The FAR on the site is approximately 0.3, well below the maximum as of right FAR of 2.0 for residential uses, 1.0 for commercial uses, and 2.0 for Community Facility Uses in R5D/C2-3 zoning districts. Given the success of the Walgreen's, its 2009 construction, which came after the passing of the 2008 Rockaway Neighborhood Rezoning, and the Walgreens's reliance on its large existing parking lot, it is reasonable to assume that Lot 1 would not be a Projected Development Site in the With –Action Scenario. Given the site's FAR is not yet maximized, and there are no known plans to increase the size of the Walgreen's or add to the commercial floor area of the parcel, it is not expected that this rezoning would lead to Projected Development.

Furthermore, under the proposed M1-3 zoning, given the approximately 16,100 sf of floor area the Walgreen's currently occupies, it would be required to provide 53 parking spaces on site per M1-3 zoning regulations for retail uses. Since a portion of the lot is utilized for a drive through, and a recent Site Visit confirmed that there were approximately 48 parking spaces on the parcel, this would make development on the site even more unlikely.

Given the Walgreens's recent construction and success in the area, it is unlikely that the entire lot would be developed into something else given the need for parking spaces on the lot for the Walgreen's to stay in business and maintain high levels of usage. In the With-Action Scenario, it is assumed that a store would likely take advantage of the large parking lot currently on the site. It is assumed that some type of food store/food retail establishment would occupy space on Lot 1 build out with approximately 5,000 gsf of retail floor area. This would bring the amount of UG 6 local retail on Lot 1 and bring the total to 21,100 gsf of retail floor area on Lot 1, bring the Lot's FAR up to approximately 0.39. It is reasonable to assume this as more people would be coming to the area with the addition of the Self-Storage facility on Lot 65, and that influx of people could reasonably create an opportunity for a food retail establishment to open adjacent to Projected Site 1, most likely a restaurant. It is assumed the potential restaurant would be a single-story

building and that approximately 70 parking spaces would be available on Lot 1, given a requirement of 1 parking space per 300 sf of floor area. A height of 25 feet is assumed for the expansion, which is congruent to the current height of the existing Walgreen's.

A hotel would not be located on either of the Projected or Potential Sites under the Proposed Action. Hotels within M1 districts require City Planning Commission Special Permits. Additionally, the Department of City Planning's 2017 New York City Hotel Market Analysis did not include this portion of Queens (CD 14) as a place that is conducive for hotel development. Furthermore, while the maximum Community Facility FAR is 6.5 for M1-3 zoning districts, it is unlikely that the Proposed Action would result in any new community facility uses. M1-3 zoning districts only permit UG 4 community facility uses, such as community centers, and houses of worship. The Proposed Action would not result in any new residential uses. Furthermore, there are not any large-scale proposed rezoning's or development projects in the immediate surrounding area that would bring an influx of residents for this portion of Queens, where the need for UG 4 uses would be apparent. Additionally, the Rockaway Medical Arts Complex is currently under construction less than one block away and therefore, it is reasonable to assume that no Community Facility (UG 4) uses would be constructed in the With-Action Scenario.

Other Sites

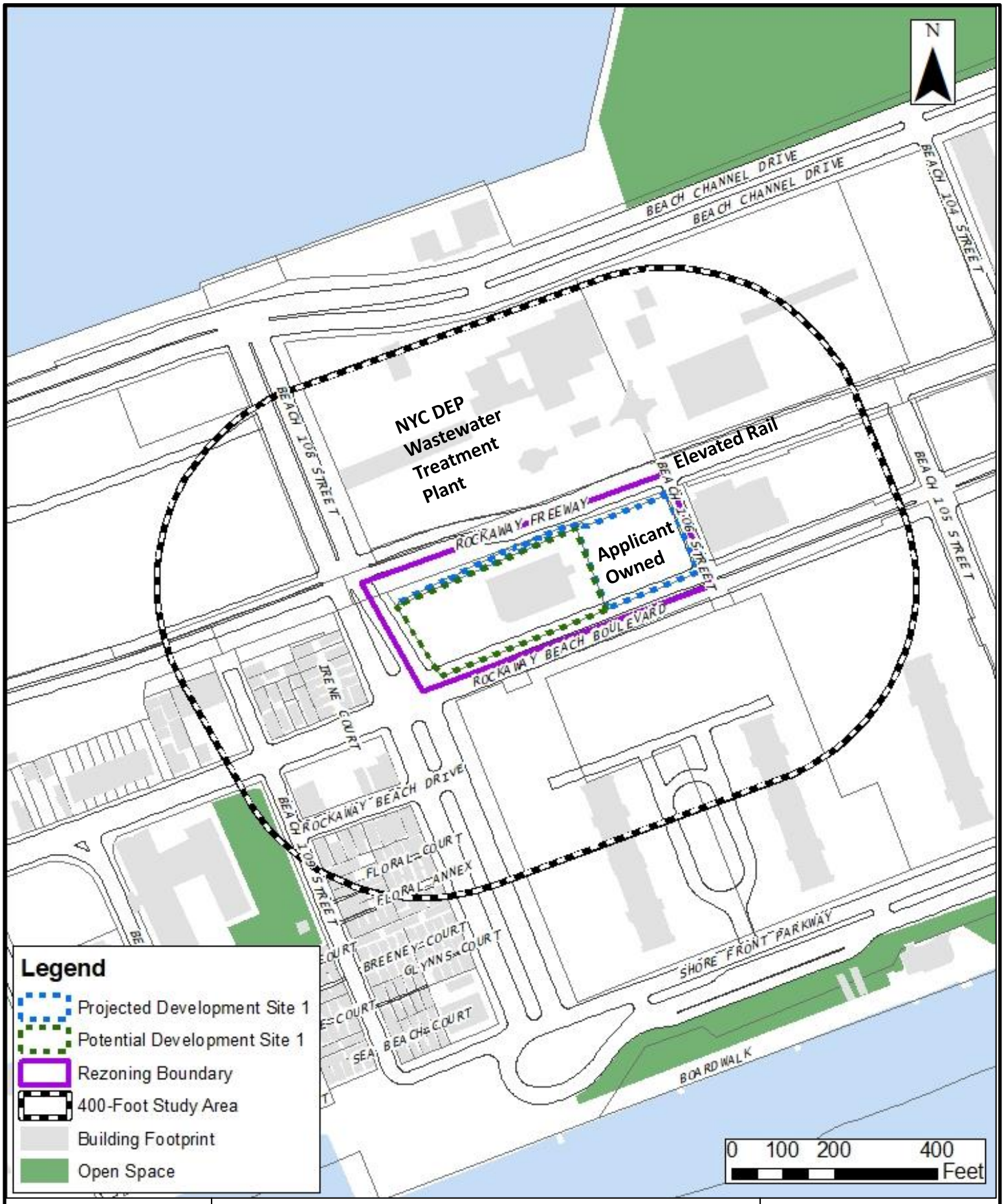
Lot 50 - This parcel at the corner of Beach 108th Street and Rockaway Freeway is a small sliver of land adjacent to the Project Site (Lot 65) on Block 16178. The lot is owned by the New York State Department of Transportation. It is an irregularly shaped lot adjacent to Lot 1 and the Rockaway Freeway. The MTA's "A" and "S" also have elevated train tracks adjacent to the lot. Given the lot's small size (NYC DoITT doesn't indicate sf), irregularly-sliver like shape, and positioning next to the train tracks, it is unlikely that any development would occur on this site under the rezoning due to its limited development potential.

Lot 60- This parcel at the corner of Beach 106th Street and Rockaway Freeway is a small sliver of land adjacent to the Project Site (Lot 65) on Block 16178. The lot is owned by the New York State Department of Transportation. It is an irregularly shaped lot adjacent to the Project Site and the Rockaway Freeway. The MTA's "A" and "S" also have elevated train tracks adjacent to the lot. Given the lot's small size (NYC DoITT doesn't indicate sf), irregularly-sliver like shape, and positioning next to the train tracks, it is unlikely that any development would occur on this site under the rezoning due to its limited development potential

p/o Lot 70- Lot 70 is a 40,658-sf lot located underneath the train tracks on the Rockaway Freeway. Less than half of this lot would be included in the Rezoning Area. Rockaway Freeway is currently used as a road for traffic, running parallel to Beach Channel Drive and Rockaway Beach Blvd. It is currently unimproved and owned by the NYC Department of Highways according to DoITT. Due to its position, it is unlikely that any development would occur on this site under the rezoning due to its limited development potential.

1.6 Required Approvals

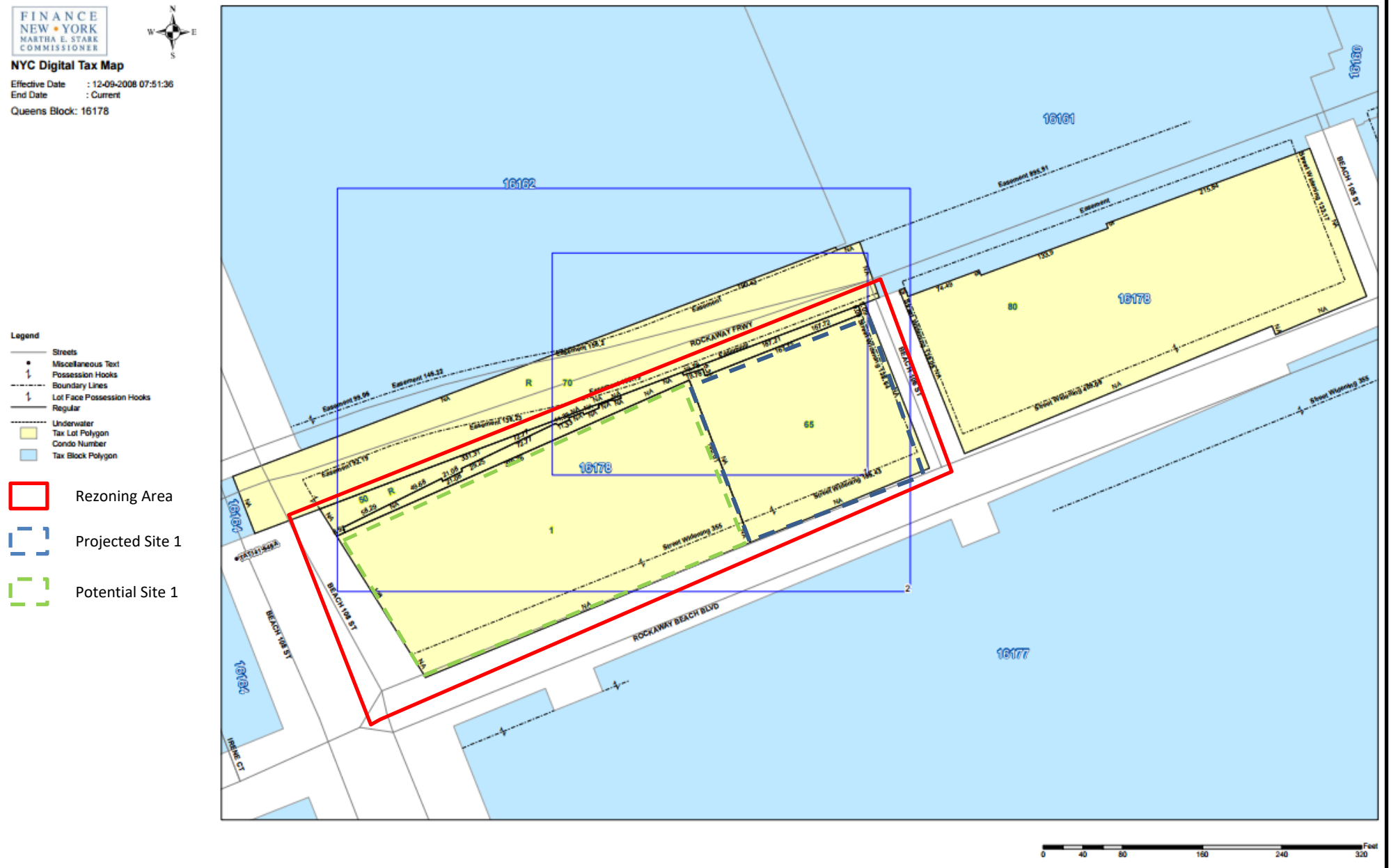
The applicant requires a zoning map amendment. The proposed zoning map amendment is a discretionary public action that is subject to both the Uniform Land Use Review Procedure (ULURP) and CEQR; the requested public funding is a discretionary public action that is subject to CEQR.



AECOM

Environmental Assessment Statement
106-02 Rockaway Beach Blvd. Rezoning
Rockaway Beach, New York

Figure 1-1
Project Site Location



AECOM

Environmental Assessment Statement
106-02 Rockaway Beach Blvd. Rezoning
Rockaway Beach, New York

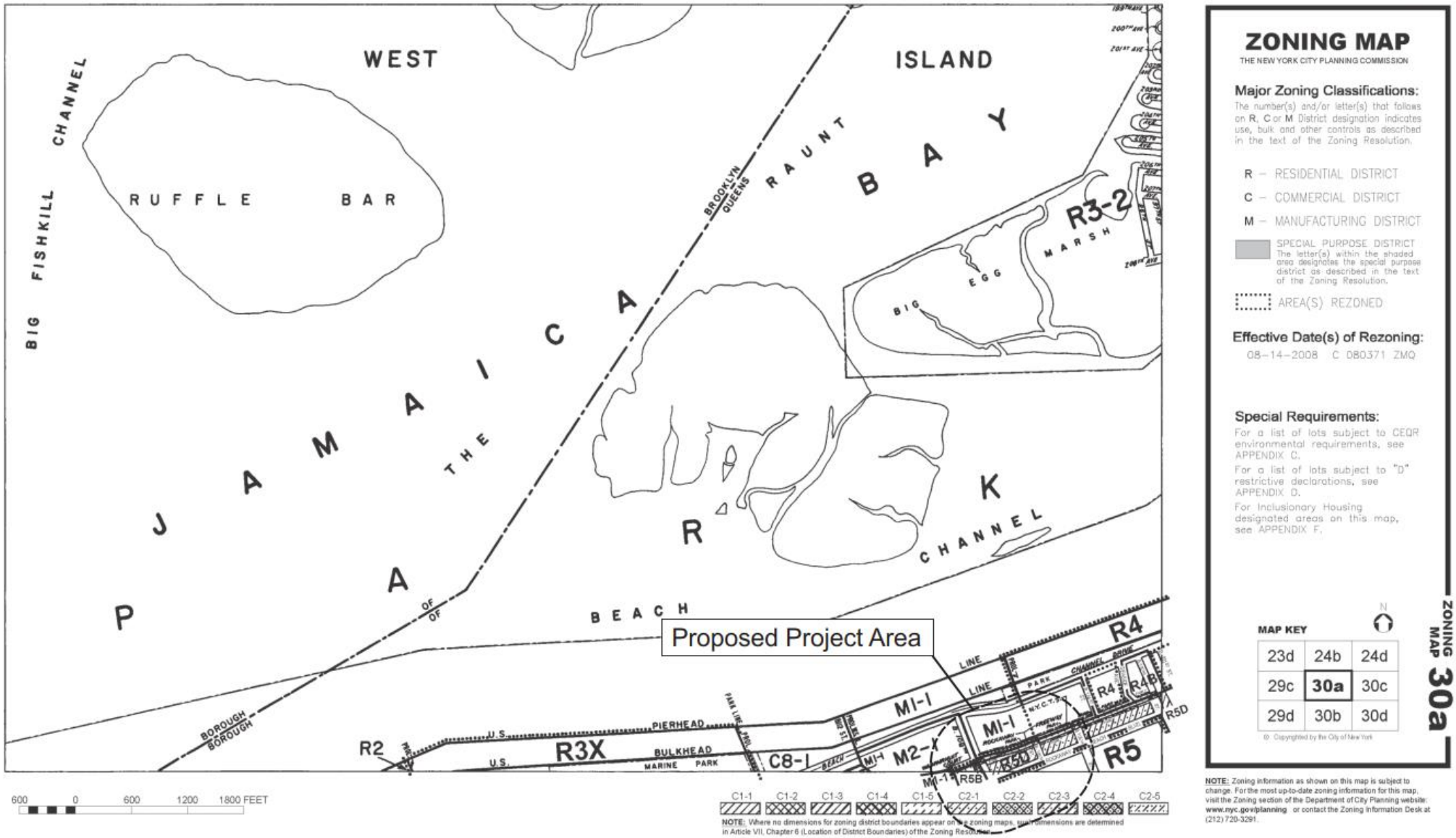
Figure 1-2
Tax Map I



AECOM

Environmental Assessment Statement
106-02 Rockaway Beach Blvd. Rezoning
Rockaway Beach, New York

Figure 1-3
Tax Map II



ZONING MAP

THE NEW YORK CITY PLANNING COMMISSION

Major Zoning Classifications:

The number(s) and/or letter(s) that follows an R, C or M District designation indicates use, bulk and other controls as described in the text of the Zoning Resolution.

R – RESIDENTIAL DISTRICT

C – COMMERCIAL DISTRICT

M – MANUFACTURING DISTRICT

SPECIAL PURPOSE DISTRICT
The letter(s) within the shaded area designates the special purpose district as described in the text of the Zoning Resolution.

AREA(S) REZONED

Effective Date(s) of Rezoning:

08-14-2008 C 080371 ZMQ

Special Requirements:

For a list of lots subject to CEQR environmental requirements, see APPENDIX C.

For a list of lots subject to "D" restrictive declarations, see APPENDIX D.

For Inclusionary Housing designated areas on this map, see APPENDIX F.

MAP KEY

23d	24b	24d
29c	**30a**	30c
29d	30b	30d

© Copyrighted by the City of New York

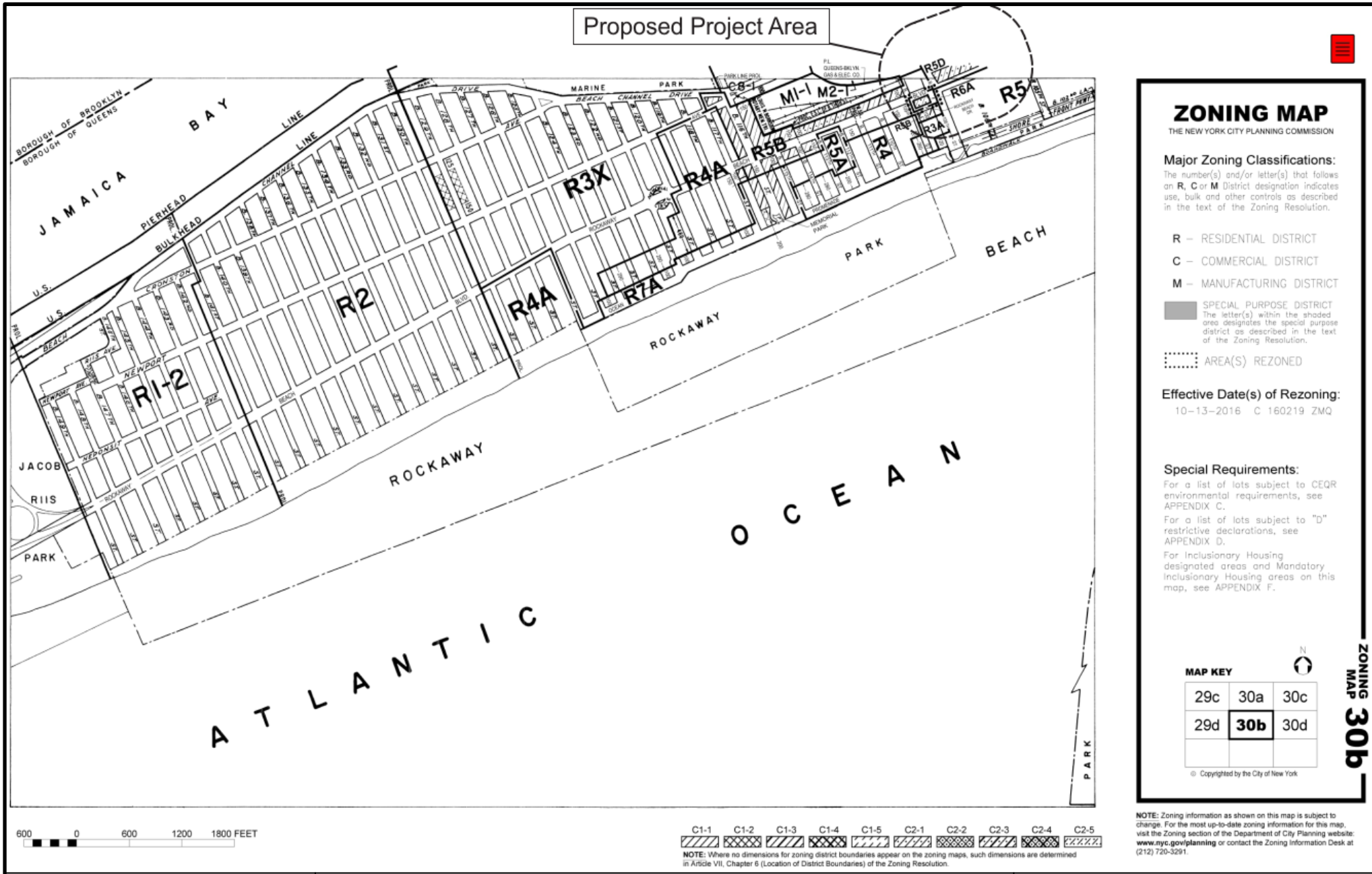
ZONING MAP 30a

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.

AECOM

Environmental Assessment Statement
106-02 Rockaway Beach Blvd. Rezoning
Rockaway Beach, New York

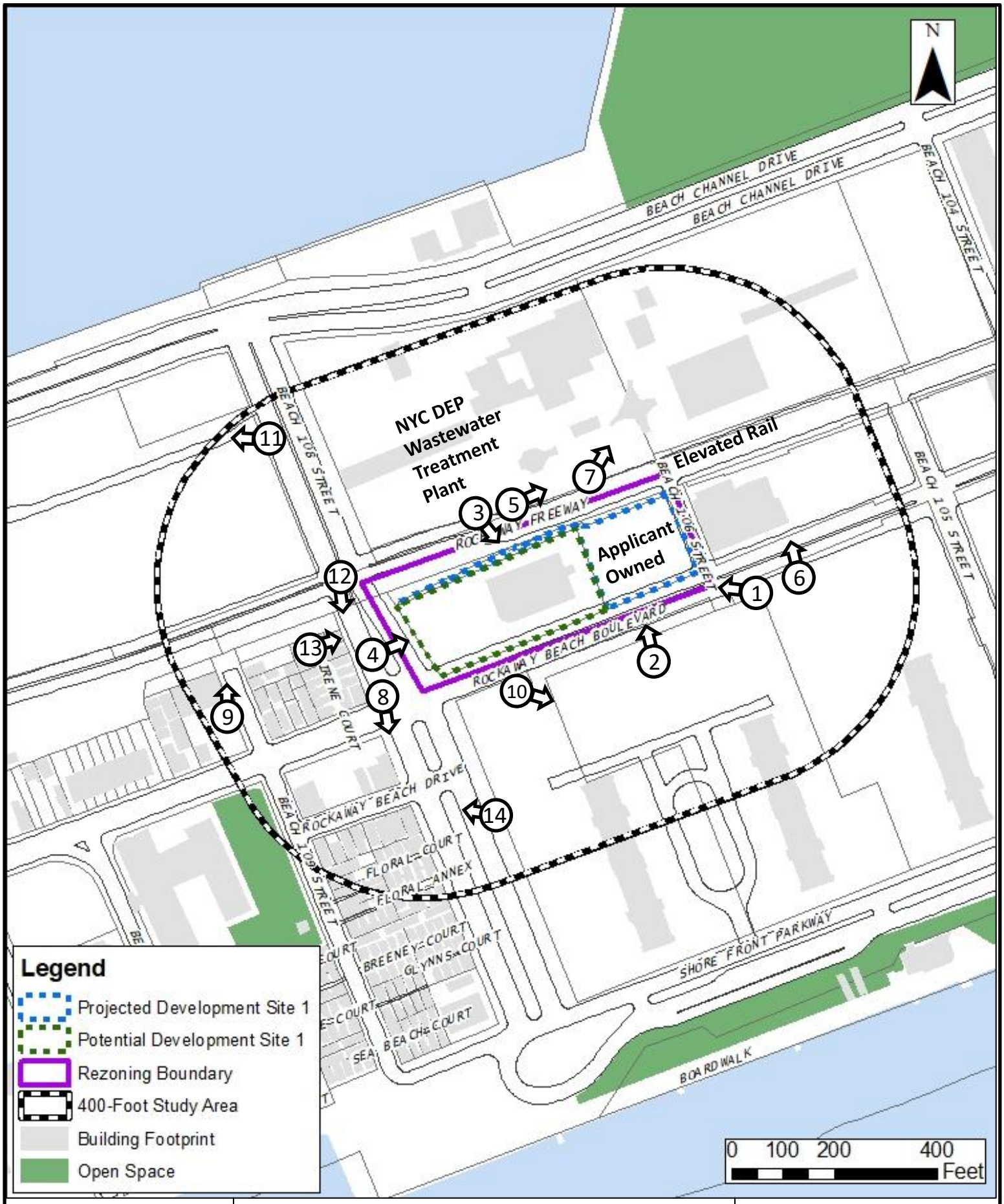
Figure 1-4
Official Zoning Sectional Map



AECOM

Environmental Assessment Statement
106-02 Rockaway Beach Blvd. Rezoning
Rockaway Beach, New York

Figure 1-4
Official Zoning Sectional Map



AECOM

Environmental Assessment Statement
106-02 Rockaway Beach Blvd. Rezoning
Rockaway Beach, New York

Figure 1-5
Photo Key Map

Figure 1-6 Photographs of the Site and Surrounding Area



Photo 1: View of projected development site 1 on the corner of Beach 106 St. looking west



Photo 2: View of projected development site 1 looking north from Rockaway Beach Blvd.



Photo 3: View in the foreground of irregular size lot, and in the background is Potential Development Site 1 from Rockaway Freeway looking south



Photo 4: View of Potential Development Site 1 looking east from Beach 109 St. between Rockaway Freeway and Rockaway Beach Blvd.



Photo 5: View of Rockaway Freeway looking east between Beach 108 St. and Beach 105 St. The elevated MTA "A" train tracks are located on the right and the Wastewater Treatment Plant is located on the left
.



Photo 6: View of new hospital construction site adjacent to Project Site looking north from Rockaway Beach Blvd.



Photo 7: View of the Rockaway Water Pollution Control Plant looking north from Rockaway Freeway between Beach 108 St. and Beach 106 St.



Photo 8: View of commercial use looking south on Rockaway Beach Blvd and Beach 108 St.



Photo 9: View of one and two family homes on Beach 109 St. looking north



Photo 10: View of multi-family residential towers looking south east from Rockaway Beach Blvd.



Photo 11: View of empty lot off of Beach 108 St looking west



Photo 12: View of one and two, and multi-family homes looking south from Beach 108 St.



Photo 13: View of one and two, and multi-family homes looking south from Beach 108 St.



Photo 14: View of one and two, and multi-family homes looking south from Beach 108 St.

2.0 ENVIRONMENTAL REVIEW

The following technical sections are provided as supplemental assessments to the Environmental Assessment Statement ("EAS") Short Form. Part II: Technical Analyses of the EAS forms a series of technical thresholds for each analysis area in the respective chapter of the *CEQR Technical Manual*. If the proposed project was demonstrated not to meet or exceed the threshold, the 'NO' box in that section was checked; thus, additional analyses were not needed. If the proposed project was expected to meet or exceed the threshold, or if this was not able to be determined, the 'YES' box was checked on the EAS Short Form, resulting in a preliminary analysis to determine whether further analyses were needed. For those technical sections, the relevant chapter of the *CEQR Technical Manual* was consulted for guidance on providing additional analyses (and supporting information, if needed) to determine whether detailed analysis was needed.

A 'YES' answer was provided in the following technical analyses areas on the EAS Short Form:

- Land Use, Zoning, and Public Policy
- Shadows
- Urban Design and Visual Resources
- Historic and Cultural Resources
- Natural Resources
- Hazardous Materials
- Water and Sewer Infrastructure
- Transportation
- Air Quality
- Noise
- Neighborhood Character
- Construction

In the following technical sections, where a preliminary or more detailed assessment was necessary, the discussion is divided into Existing Conditions, the Future No-Action Conditions (the Future Without the Proposed Action), and the Future With-Action Conditions (the Future with the Proposed Action).

2.1 LAND USE, ZONING AND PUBLIC POLICY

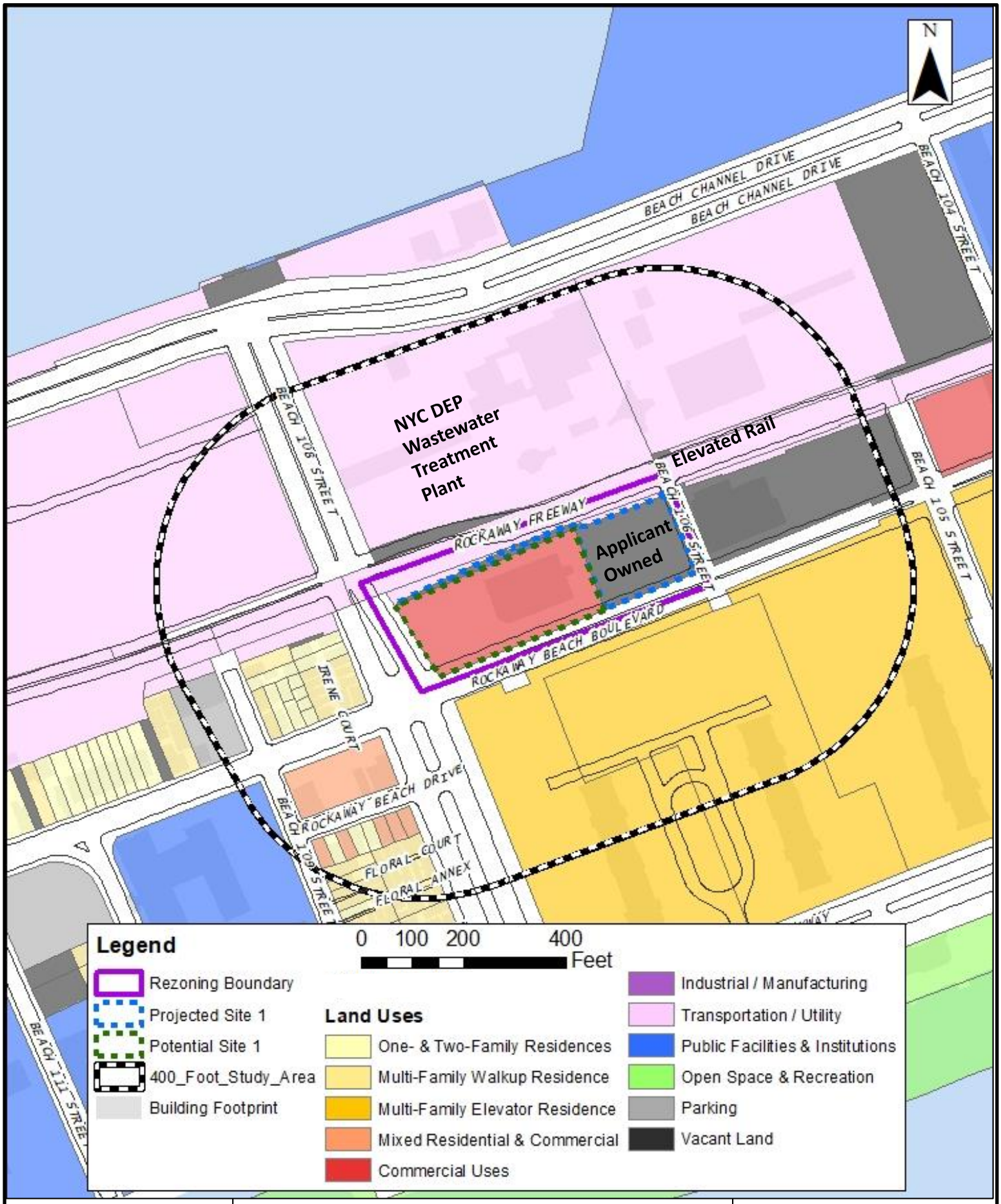
The *CEQR Technical Manual* recommends procedures for analysis of land use, zoning and public policy to ascertain the impacts of a project on the surrounding area. Land use, zoning and public policy are described in detail below.

2.1.1 Land Use

Existing Conditions

Existing land use patterns of city blocks within approximately 400 feet of the Rezoning Area are presented in **Figure 2.1-1**. The *CEQR Technical Manual* suggests that a land use, zoning and public policy Study Area should extend 400 feet from the site of the Proposed Action. This Study Area is generally bound by the midpoint between Beach 108th Street and Beach 105th Street to the south, Beach 105th Street and Rockaway Beach Boulevard to the east, Rockaway Beach Boulevard and Beach 109th Street to the west, and Beach Channel Drive to the north. The Proposed Development site is in the Rockaway Beach neighborhood of Queens.

A field survey was conducted to determine the existing land use patterns and neighborhood characteristics of the Study Area. The existing land uses in the area immediately surrounding the proposed Rezoning Area are a mix of residential, commercial, public facility, transportation/utility, industrial/manufacturing uses, and vacant land. The prevailing built form of the area is a mix of low to high-rise residential buildings, and three to four story public facility buildings.



AECOM

Environmental Assessment Statement
106-02 Rockaway Beach Blvd. Rezoning
Rockaway Beach, New York

Figure 2.1-1
Land Use Map

The Proposed Development site is located on the corner of Rockaway Beach Boulevard, and Beach 106 Street, which area generally consist of commercial, residential, and transportation and utility buildings, as well as vacant lots. The projected manufacturing development would occur on Block 16178, Lot 65 which is currently unimproved. Directly east of the Proposed Development site is a construction site for the Rockaway Medical Arts Complex which is nearly complete. Directly south of the Proposed Development site is a superblock improved with several residential condominium towers (Surfside Park Apartments) and includes a large private outdoor paved parking lot. Directly to the west is an improved commercial lot with a Walgreen's drug store and a paved parking lot with 48 spaces. Directly to the north of the Proposed Development, across Rockaway Freeway is the Rockaway Wastewater Treatment Plant facility. The northern portion of the Study Area is occupied by transportation and utility facilities. The southern portion of the Study Area is occupied by multi-family residential buildings. The western portion of the Study Area contains one-two family households and multifamily households as well as some commercial uses on Rockaway Beach Drive.

The general mix of land uses observed in the project Study Area generally reflects the distribution of land uses observed throughout Queens Community District (CD) 14, which are summarized below in **Table 2.1-1.** The most prominent land use within Queens CD 14 is open space and recreation space, followed by one- to two- family residences and vacant land. Despite the Study Area being in an R5D/C2-3 district, the district is often visited and known for its natural resources and open spaces such as Rockaway Beach and Jacob Riis Park.

Table 2.1-1 Land Use Distribution for Queens Community District 14

LAND USES	PERCENT OF TOTAL
Residential Uses	
1-2 Family	30.61
Multi-Family Walk Up	3.28
Multi-Family Elevator	6.6
Mixed Residential/Commercial	0.72
Subtotal of Residential Uses	*41.26*
Non-Residential Uses	
Commercial / Office	1.72
Industrial	0.61
Transportation/Utility	2.09
Institutions	4.22
Open Space/Recreation	29.98
Parking Facilities	0.76
Vacant Land	17.39
Miscellaneous	1.97
Subtotal of Non-Residential Uses	*58.74*
TOTAL	**100**

Source: *Community District Profiles, New York City Department of City Planning.*

Future No-Action Conditions

The Proposed Development site is in the Rockaway Beach neighborhood of Queens, which is densely developed. One new construction site (Rockaway Medical Arts Complex) was observed within 400 feet of the Rezoning Area. Several vacant lots and abandoned buildings are present. It is assumed that existing conditions would continue in the no-action scenario. It is assumed in the no-action scenario that the existing conditions would continue on all affected lots.

The Projected Development site (Lot 65) has a lot area of 27,145 SF and is unimproved. In the future no-action condition, it is assumed that the Lot would continue to be vacant and unimproved. The Potential Development sites identified in Section 1 to be included as part of the development scenario resulting from the Proposed Action, Block 16178, Lot 1 (53,315 sf) would remain in its existing condition and continue to house an approximately 16,100 gsf pharmacy that opened in 2009.

Future With-Action Conditions

Under the With-Action scenario, the proposed rezoning would amend the zoning map to change the existing R5D/C2-3 zoning district to an M1-3 zoning district. On the Projected Development site (Block 16178 Lot 65) this action would facilitate a reasonable worst-case development scenario with a maximum building height of 85 feet and a maximum developable floor area of 135,725 zoning square feet (138,525 gsf). The RWCDS assumes that this maximum developable floor area would be developed to the maximum of 5.0 FAR and developed with a Use Group ("UG") 16 six-story plus cellar self-storage facility.

It is anticipated that one additional Lot has the potential to develop as a result of the Proposed Action. Potential Development Site 1 (Block 16178, Lot 1) has the potential to expand its existing commercial floor area by 5,000 feet, bringing the total floor area on the Lot to 21,000 gsf. This expansion may be a result of more people driving to the area because of the self-storage facility. The surface parking may have to be re-stripped to accommodate the additional cars coming to the uses on Lot 1. As previously indicated, a total of 7 parking spaces would be needed under M1-3 zoning regulations so approximately 22 more spaces would need to be added for parking on the parcel.

Recent years have seen some commercial, residential and community facility development in proximity to the Rezoning Area. The Proposed Action would reinforce this trend towards a more active residential mixed-use neighborhood, which are common in the residential areas south of the Rezoning Area. Therefore, the Proposed Action is not expected to have any adverse impacts on surrounding land uses.

The area surrounding the Proposed Project Area has been subject to two recent land use approvals. The Rockaway Neighborhoods Rezoning (C 080371 ZMK), approved by the City Planning Commission ("CPC") on July 23, 2008, and adopted by the City Council on August 14, 2008, rezoned 280 blocks of the Rockaway Peninsula to contextual zoning districts to reinforce and protect the special character of the Rockaway neighborhoods and to provide opportunities for new development on underutilized sites. The Proposed Project Area, along with all or portions of 18 blocks, was rezoned to the existing R5D zoning district to provide for moderate growth along major corridors and at locations close to transit. A C2-3 commercial overlay was mapped in certain areas to provide additional locations for retail and service uses and to allow a mix of residential and commercial activities.

The Rockaway Beach Boulevard Rezoning (C 160219 ZMK), approved by the CPC on August 24, 2016, and adopted by the City Council on October 13, 2016, rezoned all of Block 16180 from an R5B/C2-5 zoning district to an R6A/C2-5 zoning district to facilitate the construction of a four-story transient hotel on Block 16180, Lots 1, 2, and 3.

2.1.2 Zoning

The *New York City Zoning Resolution* dictates the use, density and bulk of developments within New York City. Additionally, the Zoning Resolution provides required and permitted accessory parking regulations. The City has three basic zoning district classifications – residential (R), commercial (C), and manufacturing (M). These classifications are further divided into low-, medium-, and high-density districts.

Existing Conditions

Zoning designations within and around the project Study Area are depicted in **Figure 2.1-2**, while **Table 2.1-2** summarizes use, floor area and parking requirements for the zoning districts in the Study Area. The area within a 400-foot radius of the Proposed Project Area is zoned R3A, R4, R5, R5B, R5B/C1-3, R5D/C2-3, R6A/C2-5, M1-1, and M2-1.

R3A districts are contextual residential districts which allow single- and two-family detached residences with a maximum FAR of 0.5 (FAR may be increased up to 20% for attic allowance). R3A districts require a minimum front yard of 10 feet (which must be at least as deep as an adjacent front yard but not exceed 20 feet), a minimum rear yard of 30 feet, and permit a maximum height of 35 feet. Detached houses must have two side yards totaling eight feet, but there is no minimum width requirement for either one. R3A zoning districts also permit zero lot line buildings, which are set along a side lot line and have one side yard of at least eight feet. One off-street parking space is required for each dwelling unit.

R4 districts are residential districts which allow all types of housing, with a maximum FAR of 0.75 (FAR may be increased up to 20% for attic allowance). R4 districts require a minimum front yard of 10 feet, a minimum rear yard of 30 feet, and permit a maximum height of 35 feet. Detached houses must have two side yards that total at least 13 feet and each one must be at least five feet wide. Semi-detached buildings need one side yard with a minimum width of eight feet. One off-street parking space is required for each dwelling unit.

R5 districts are residential districts which typically produce three- and four-story attached houses and small apartment buildings. Within an R5 district, the maximum permitted FAR is 1.25, the maximum permitted street wall height is 30 feet and the maximum permitted building height is 40 feet. Above a height of 30 feet, a setback of 15 feet is required from the street wall. R5 districts require a minimum front yard of 10 feet and a minimum rear yard of 30 feet. Detached houses must have two side yards that total at least 13 feet, each with a minimum width of five feet. Semi-detached houses require one eight-foot-wide side yard. Apartment buildings require two side yards, each at least eight feet wide. Off-street parking is required for 85% of the dwelling units.

R5B districts are contextual residential districts which typically produce three-story rowhouses. Within an R5B district, the maximum permitted FAR is 1.35, the maximum permitted street wall height is 30 feet and the maximum permitted building height is 33 feet. R5B districts require a minimum front yard of five feet (which must be at least as deep as one adjacent front yard and no deeper than the other but need not exceed 20 feet) and a minimum rear yard of 30 feet. Attached rowhouses do not require side yards, but there must be at least eight feet between the end buildings in a row and buildings on an adjacent zoning lot. Off-street parking is required for 66% of the dwelling units or can be waived if only one space is required.

R5D districts are contextual residential districts characterized by moderate-density, multi-family housing and serve as a transition between lower-density districts and moderate-density districts. Within an R5D district, the maximum permitted FAR is 2.0 and the maximum permitted building height is 40 feet. R5D districts require a minimum front yard of five feet (which must be at least as deep as one adjacent front yard and no deeper than the other but need not exceed 20 feet) and a minimum rear yard of 30 feet. Side yards are not required for lots less than 30 feet wide. For lots at least 30 feet wide, zero lot line buildings require one side yard at least eight feet wide, and a minimum of eight feet is required between buildings on adjacent zoning lots. Off-street parking, which is not permitted in front of the building, is required for 66% of the dwelling units.

R6A districts are contextual residential districts where the Quality Housing bulk regulations are mandatory. These regulations produce high lot coverage, six- or seven-story apartment buildings set at or near the street line. The maximum FAR in an R6A district is 3.0, or 3.6 with inclusionary housing. Above a maximum base height of 60 feet, a 10-foot setback is required on a wide street and a 15 foot setback is required on a narrow street, before rising to a maximum height of 70 feet. Within Queens Community District 14, R6 districts are subject to the accessory off-street parking regulations of an R5 district, which requires off-street parking for 85% of the dwelling units.

C1-3, C2-3, and C2-5 districts are commercial overlay districts mapped within residence districts along streets that serve local retail needs. Typical retail uses include neighborhood grocery stores, restaurants and beauty parlors. C2 districts permit a slightly wider range of uses, such as funeral homes and repair services. In mixed buildings, commercial uses are limited to one or two floors and must always be located below the residential use. When commercial overlays are mapped in R1 through R5 districts, the maximum commercial FAR is 1.0; when mapped in R6 through R10 districts, the maximum commercial FAR is 2.0.

C1-3 and C2-3 overlay districts are mapped to a depth of 150 feet, while C2-5 overlay districts are mapped to a depth of 100 feet.

M1-1 districts are manufacturing districts which permit light industrial uses, including woodworking shops, repair shops, and wholesale service and storage facilities. All permitted industrial uses must meet M1 performance standards. Within an M1-1 district, the maximum FAR is 1.0 for industrial and commercial uses and 2.4 for certain community facility uses.

M2-1 districts are manufacturing districts which occupy the middle ground between light and heavy industrial uses. Industrial uses are permitted within M2 districts; however, hotels and certain commercial uses, as well as community facility uses are prohibited. Within an M2-1 zoning district, the maximum permitted FAR is 2.0.

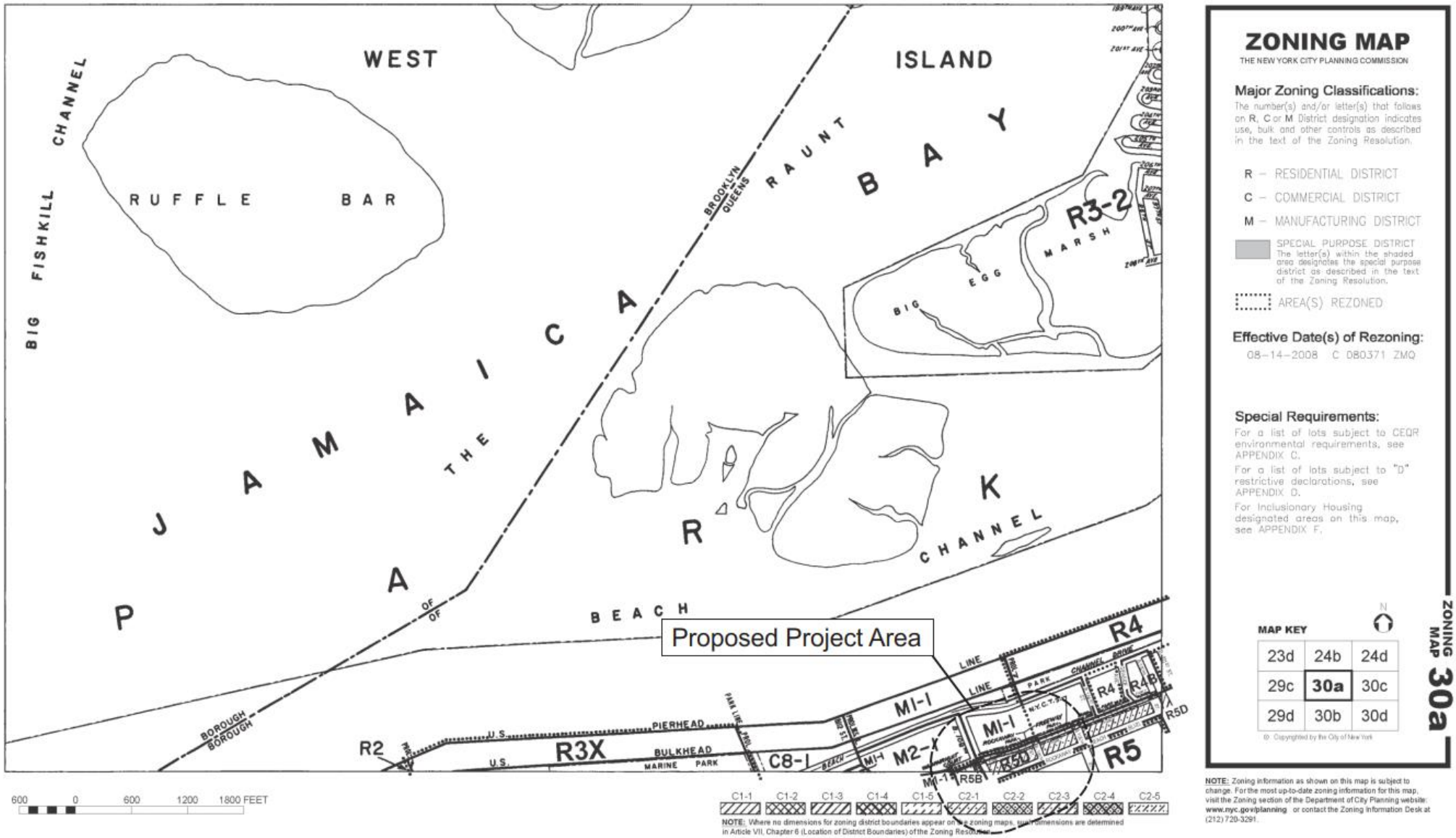
The below text indicates where the zoning districts are in direct relation to the Project Area and briefly summarizes each zoning district, though not as thoroughly as the above text does.

The Rezoning Area is located within an R5D/C2-3 zoning district. The R5D district is a moderately-dense contextual residential zoning district in which Use Groups 1 to 4, are allowed. Residences typically found in this zoning district are three and four story attached houses and small apartment houses. R5D districts permit a FAR for residential uses of up to 2.0, and an FAR for community facilities up to a 2.0. The C2-3 commercial overlay is mapped within residential districts along streets that serve local retail needs. Typical retail uses include neighborhood grocery stores, restaurants and beauty parlors. When mapped in an R5D district, the maximum commercial FAR for a C2-3 overlay is 2.0. South of Rockaway Beach Boulevard, a portion of the 400-foot Study Area is zoned R5. The R5 district contains three, 13-story residential towers that are located just south of the Rezoning Area. The R5 district permits a FAR for residential uses of up to 1.25 and a FAR for community facility uses of up to 2.0. West of the Rezoning Area is a R5B zoning district. R5B zoning districts are contextual and often contain detached and semi-detached buildings. The R5B district permits a residential FAR of up to1.35 and a community facility FAR of up to 2.0. A small portion of the Study Area south of Rockaway Beach Drive is zoned R5B/C1-3, which allows for a commercial FAR of 1.0.

An additional portion of the Study Area south of Rockaway Beach Boulevard is zoned R6A/C2-5, which are mapped in built up, medium density areas of the city. Height factor regulations produce small multifamily buildings on small zoning lots and on larger lots tall buildings that are set back from the street. R6A is a contextual district where the Quality Housing bulk regulations are mandatory and often produce high lot coverage, six- or seven-story apartment buildings set at or near the street line. R6A districts permit a residential FAR of up to 3.6 with MIH and a community facility FAR of 3.0. With the C2-5 Overlay, a commercial FAR of 2.0 is permitted.

North of Rockaway Freeway, a portion of the 400-foot Study Area is zoned M1-1. Use Groups 4 to 14 and 16 and 17 are allowed. M1 districts typically include light industrial uses, such as woodworking shops, repair shops, and wholesale service and storage facilities. M-1 districts permit a FAR for manufacturing uses of up to 1.0, commercial FAR of 1.0 and a FAR for community facilities of up to 2.4. North west of the Rezoning Area is zoned as a M2-1 district. M2 districts are medium manufacturing districts and occupy the middle ground between light and heavy industrial areas. M2 districts allow for Use Groups 6 to14 and 16 and 17. The M2-1 district permits a manufacturing FAR of up to 2.0 and a commercial FAR of up to 2.0.

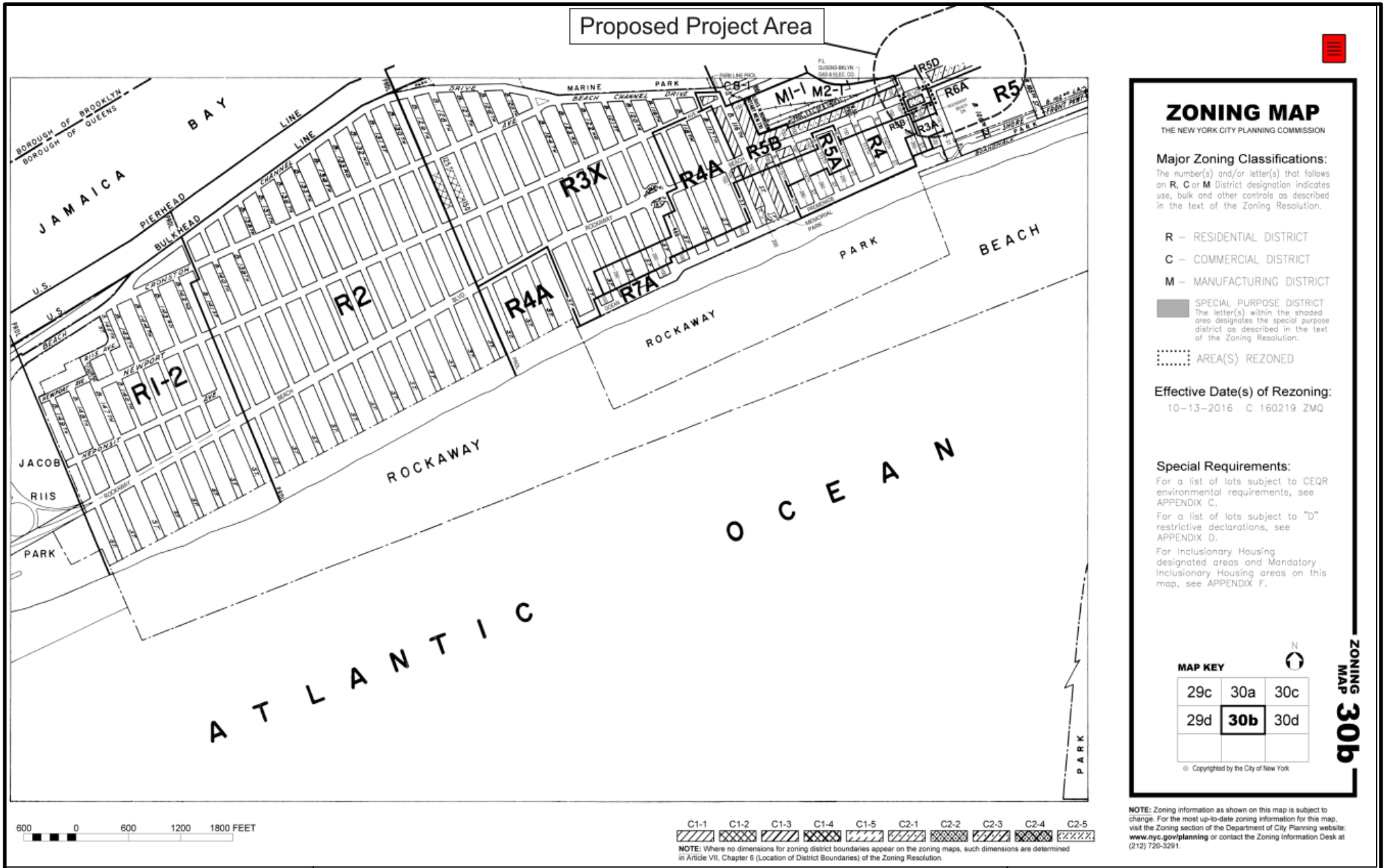
Figure 2.1-3 shows a detailed zoning map while **Figure 2.1-4** shows a zoning change map.



AECOM

Environmental Assessment Statement
106-02 Rockaway Beach Blvd. Rezoning
Rockaway Beach, New York

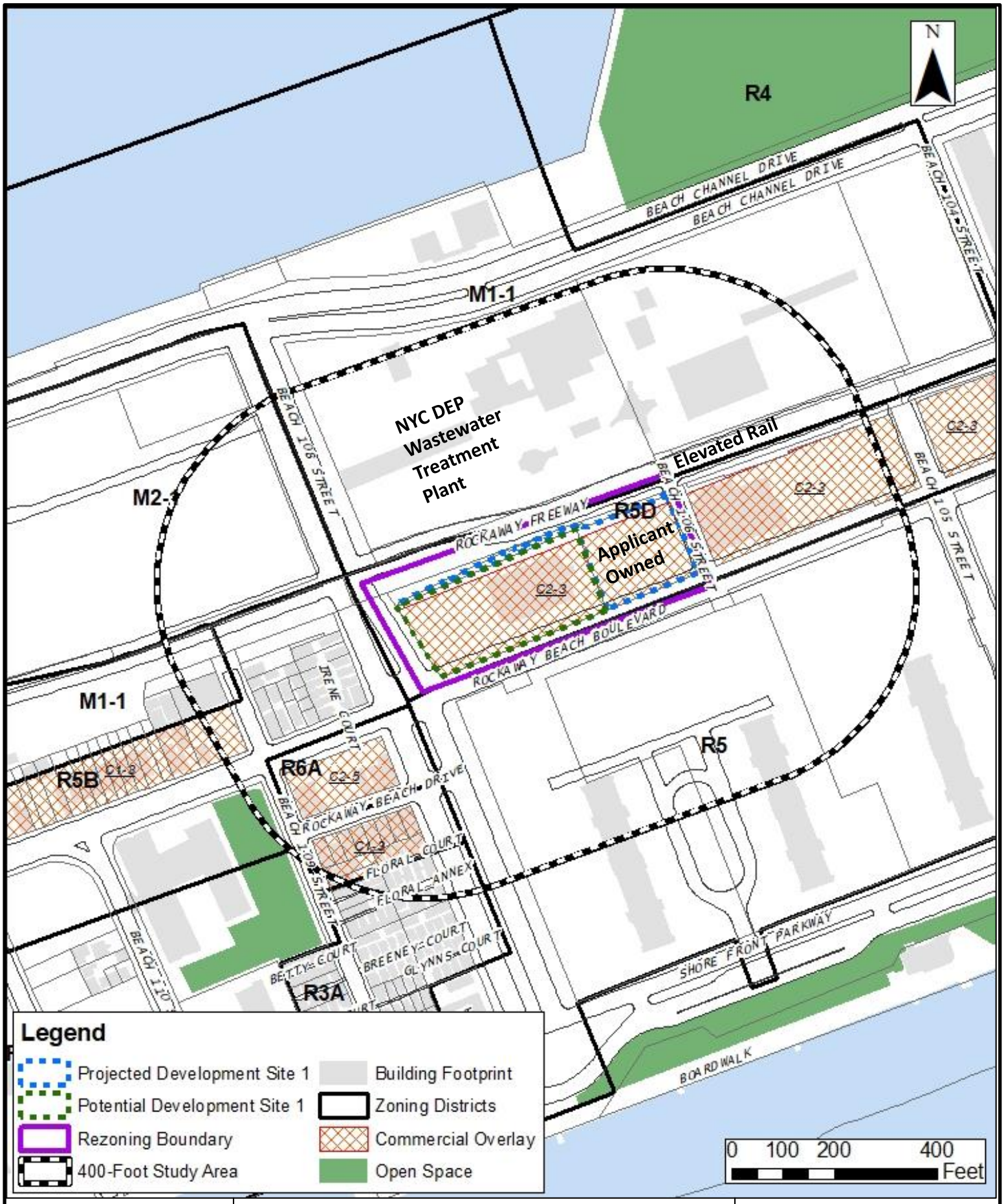
Figure 2.1-2
Zoning Map



AECOM

Environmental Assessment Statement
106-02 Rockaway Beach Blvd. Rezoning
Rockaway Beach, New York

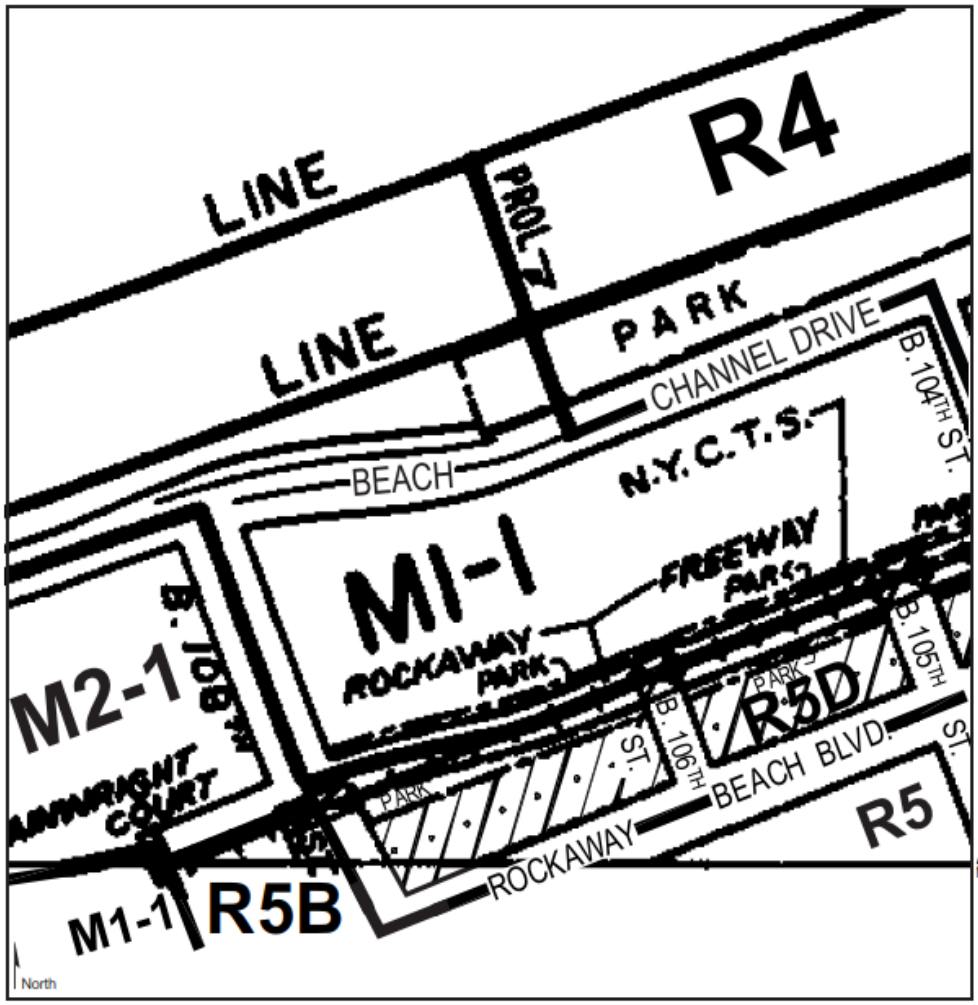
Figure 2.1-2
Zoning Map



AECOM

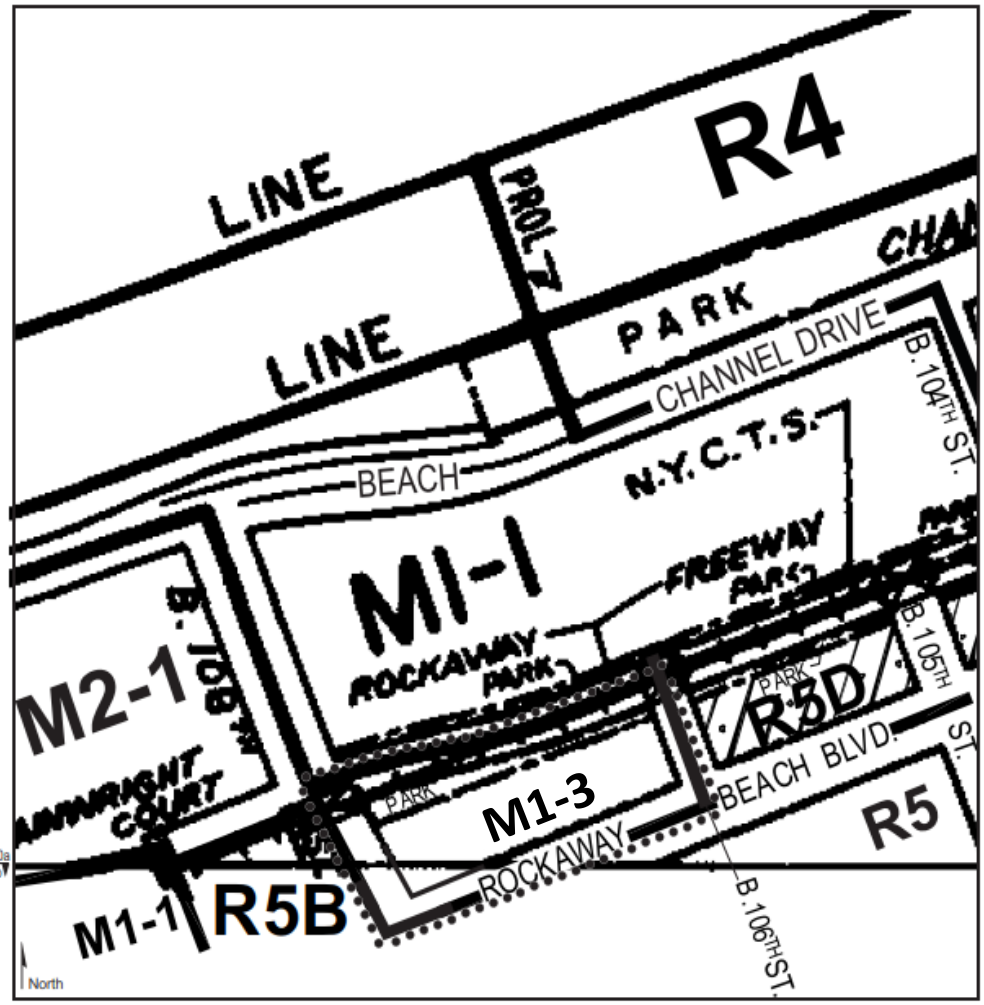
Environmental Assessment Statement
106-02 Rockaway Beach Blvd. Rezoning
Rockaway Beach, New York

Figure 2.1-3
Detailed Zoning Map



Current Zoning Maps (30a & 30b)

Existing



Proposed Zoning Maps (30a & 30b) - Area being rezoned is outlined with dotted lines

Rezoning from R5D/C2-3 to M1-3

Proposed

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

AECOM

Environmental Assessment Statement
106-02 Rockaway Beach Blvd. Rezoning
Rockaway Beach, New York

Figure 2.1-4
Zoning Change Map

Zoning District	Type and Use Group (UG)	Floor Area Ratio (FAR)	Parking (Required Spaces)
M1-1	Light Manufacturing UGs 4-14, 16, 17	1.0 FAR – Manufacturing 1.0 FAR – Commercial 2.4 FAR – Community Facility	Varies by Use, but typically 1 space per 300 square feet
M2-1	Medium Manufacturing UGs 6-14 16, 17	2.0 FAR – Manufacturing 2.0 FAR– Commercial	Varies by Use, but typically 1 space per 300 square feet
R5D/C2-3	Residential UGs 1-4, Local Service Commercial Overlay UGs 5-9 &14	2.0 FAR –Residential 2.0 FAR – Community Facility 2.0 FAR – Commercial	85% of dwelling units, 1 per 300 sq. feet for commercial
R6A/C2-5	Residential UGs 1-4 Local Service Commercial Overlay UGs 5-9 &14	3.6 FAR – Residential (MIH) (QH) 3.0 FAR – Community Facility 2.0 FAR – Commercial	50 percent of dwelling units (waived if 5 or fewer spaces required)
R5	Residential UGs 1-4	1.25 FAR – Residential 2.0 FAR – Community Facility	85% of dwelling units
R5B	Residential UGs 1-4	1.35 FAR – Residential 2.0 FAR – Community Facility	66% of dwelling units
R5B/C1-3	Residential UGs 1-4 Local Retail Commercial Overlay UGs 5-6 & 14	1.35 FAR – Residential 2.0 FAR – Community Facility 1.0 FAR – Commercial	66% of dwelling units, 1 per 300 sq. feet for commercial

Source: Zoning Handbook, New York City Department of City Planning

Future No-Action Conditions

In the future without the Proposed Action, zoning changes are not expected to occur on the Proposed Development site or within the surrounding Study Area. No authorizations, certifications or other approvals would be sought from the CPC relating to the Proposed Development site. Because the Applicant may not construct a new self-storage facility on the Proposed Development site without the proposed zoning map amendment, it is assumed that the No-Action Scenario would remain consistent with existing conditions. Therefore, if the mapping of the requested M1-3 zoning district is not granted, the existing conditions would continue in the future no-action scenario.

No rezoning actions are presently being contemplated by the NYC Department of City Planning (DCP), nor have any BSA variance applications been identified for the Study Area by the project build year of 2022.

Future With-Action Conditions

The proposed zoning map amendment would change the existing R5D/C2-3 district to an M1-3 district over Block 16178, Lots 1, 50, 60, 65 and a portion of 70. Absent the Proposed Action, the applicant would be unable to construct the Proposed Development under the existing floor area and lot coverage requirements of an R5D/C2-3 district. The Proposed Action would not have a significant impact on the extent of conformity with the current zoning in the surrounding area as there is a manufacturing district and manufacturing uses adjacent to the Project Site. Additionally, it would not adversely affect the viability of conforming uses on nearby properties. Therefore, significant adverse impacts to zoning are not anticipated and further zoning analysis is not warranted.

2.1.3 Public Policy

The Proposed Development site is not part of, or subject to, an Urban Renewal Plan (URP), adopted community 197-a Plan, Solid Waste Management Plan, Business Improvement District (BID), Industrial Business Zone (IBZ), or the New York City Landmarks Law. The Project Site is located within an area designated part of the New York State Empire Zone (EZ) program. *The Empire Zone program is closed to new participants as of 2010*. Certified Empire Zone businesses may continue to apply for and receive benefits, but no additional businesses can become certified

Waterfront Revitalization Program

The Project Site is not located within the boundaries of a New York City Department of Housing Preservation and Development (NYCHPD) Urban Renewal Zone or Area, an Economic Development Corporation (EDC) Industrial Business Zone (IBZ) or former In-Place Industrial Park (IPIP). Nor is the Proposed Action subject to an adopted community-based 197-a Plan. However, the Project Site is located within the New York City's Coastal Management Zone (CMZ), and thus the Proposed Action is subject to an assessment for consistency with the City's Local Waterfront Revitalization Program (LWRP).

Waterfront Revitalization Program (WRP) / Coastal Zone Management

The Project Site is located within the City's Coastal Zone. The federal Coastal Zone Management Act of 1972, established to support and protect the nation's coastal areas, sets forth standard policies for the review of proposed projects along coastlines. As part of the Federal Coastal Zone Management Program, New York State has adopted a state Coastal Zone Management Program, designed to achieve a balance between economic development and preservation that would promote waterfront revitalization and water-dependent uses; protect fish, wildlife, open space, scenic areas, public access to the shoreline, and farmland. The program is also designed to minimize adverse changes to ecological systems, erosion, and flood hazards.

The state program contains provisions for local governments to develop their own local waterfront revitalization programs. New York City has adopted such a program (New York City Waterfront Revitalization Program, New York City Department of City Planning, revised 1999). The Local Waterfront Revitalization Program (WRP) establishes the City's Coastal Zone, and includes policies that address the waterfront's economic development, environmental preservation, and public use of the waterfront, while minimizing the conflicts among those objectives.

The New WRP was originally adopted in 1982 as a 197-a Plan in coordination with local, State, and Federal laws and regulations. Prior to its adoption, both local and State programs adhered to a list of 44 state and 12 local policies designated to protect and improve the waterfront. A newly revised, as of February 2016, WRP has streamlined the consistency review process in New York City. The revised WRP addresses ten policy objectives that fall under four broad categories of waterfront functions. A proposed project may be deemed consistent with the WRP when it would not substantially hinder and, where possible, would promote one or more of the ten WRP policies dealing with: (1) residential and commercial development; (2) water-dependent and industrial uses; (3) commercial and recreation boating; (4) coastal ecological systems; (5) water quality; (6) flooding and erosion; (7) solid waste and hazardous substances; (8) public access; (9) scenic resources; and (10) historical and cultural resources.

The proposed project would enable the applicant to construct a UG 16 six-story plus cellar self-storage facility with approximately 138,535 gross square feet of floor area with 83 parking spaces in the cellar. While the Project Site is approximately 250 feet south of Jamaica Bay, the proposed use for the Project Site is not maritime-related.

As indicated on **Figure 1**, the Project Site is located near the waterfront, situated on Rockaway Beach Blvd., and is located within New York City's Coastal Zone. Actions located within the City's Coastal Zone generally require submission of the WRP Consistency Assessment Form (CAF). This form is intended to assist an applicant in certifying that a proposed project is consistent with the WRP. The completed CAF and

accompanying information is used by City and State agencies to review the applicant's certification of consistency. A copy of the completed CAF has been attached to this document (see **Appendix B).**
The CAF requires a Proposed Action to be characterized according to a list of 45 sub-policies that fall under the 10 major policy objectives. For each sub-policy the action is to be characterized as to whether it will "promote," "hinder," or have no relevance to the policy. "Promote" or "Hinder" answers to any of the questions indicate a policy or policies of the WRP may be relevant and would warrant further examination. "N/A" answers indicate the policy is not applicable to the proposed project. Per the CAF, the following policies warranted further assessment: 1.1, 1.3, 1.5, 6.2 and 7.2. Therefore, these policies are addressed below.

POLICY 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.

The Proposed Rezoning Area would attract new business and customers to the area, which would in-turn, enliven the waterfront and attract the public. The Proposed Development on Lot 65 consists of a UG 16 Six-story self –storage facility. The Proposed Action also has the potential to lead to potential development on Lot 1, which would potentially expand its commercial floor area by 5,000 gsf.

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

The Project Site consists of a parcel of unimproved land. The Project Site will be improved with a new six-story self-storage facility. Further, the Project Site is fully served by the water and sewer infrastructure necessary for the operations. Transportation infrastructure is also consistent with the proposed use. The area surrounding the Project Site has good transportation access including the New York City Transit (NYCT) Q22 bus on Rockaway Beach Blvd. The "A" and "S" NYCT subway stop is located approximately one block north of the Project Site on Beach 105th Street. The Project Site contains frontage on both Rockaway Beach Blvd.

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

As the Project Site is located within the FEMA 100-year floodplain, the projected rise in sea level and associated effects drove basic elements of the design building. The approach to sea-level rise has been to keep core functions raised well above the floodplain. Flood barriers will be utilized to protect entrance ways into the building.

The same design goal of keeping the ground free for vehicular movement will allow water from a storm surge event to flow beneath the raised platform. Wherever possible, other accessory functions are kept up and out of the floodplain. Any electrical or mechanical equipment that could be impacted will be above the floodplain. Flood resiliency measures will be considered when designing the facility.

POLICY 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

5.4 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

It is noted that EAS includes the following from the DEP:

"As previously stated, in a DEP memorandum dated May 28, 2019, the proposed development will likely result in an increase of 67% sanitary flow in the adjacent sewers based on the proposed rezoning and estimated in accordance with the City's drainage design criteria."

We do not believe this policy (Policy 5) to be applicable. It is not applicable because the projected development would not fill open waters, wetlands, and/or any regulated adjacent areas. The construction and operation of the facility would not promote any activities that would degrade water quality. The construction of the building would not require new stormwater outfalls, and all stormwater would be conveyed to the city sewer system.

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

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

The proposed project would require the building to incorporate resiliency and Green Building measures within its design, which may include elevating utilities; adding back-up power generation; implementing energy-efficient measures; implementing dry and wet flood-proofing measures; and improving storm water management systems. In addition, the building would comply with "Appendix G: Flood-Resistant Construction" of the New York City Building Code.

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.

Again, as the Project Site is located within the FEMA 100-year floodplain, the projected rise in sea level and associated effects drove basic elements of the design building. The approach to sea-level rise has been to keep core functions raised well above the floodplain. Flood barriers will be utilized to protect entrance ways. The critical building systems generally would be located on the roof of the building

The same design goal of keeping the ground free for vehicular movement will allow water from a storm surge event to flow beneath the raised platform. Wherever possible, other accessory functions are kept up and out of the floodplain. Any electrical or mechanical equipment that could be impacted will be above the floodplain. Flood resiliency measures will be considered when designing the facility.

The critical building systems would remain above the elevation of the 1% annual chance floodplain through 2080 under all projection scenarios.

The cellar is the only feature of the proposed building that is currently below the elevation of the MHHW. As previously noted, the cellar would be used for parking. No other building features would be below the elevation of the MHHW over its lifespan.

The Applicant's Proposed Project is not expected to include additional measures to protect the proposed building from additional coastal hazards such as waves or high winds.

The Proposed Project would not affect the flood protection of adjacent sites, nor would it be expected to increase flooding on adjacent sites or protect upland areas from costal hazards.

Overall, the Proposed Project advances Policy 6.2. The building's critical infrastructure would remain above the future 1% annual chance floodplain and would not be flooded by high tide during the project's expected lifespan.

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

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.

During construction BMPs would be utilized to prevent runoff and all liquids would be stored in appropriate containment devices. All waste products generated would be disposed of in accordance with federal, state, and municipal regulations.

If hazardous materials are encountered or are otherwise discovered during construction, the contractor would implement appropriate safety procedures and remediation strategies as needed to protect human health and the environment. Soils from excavation would be tested and disposed of in accordance with state requirements. Possible locations for hazardous material disposal (if needed) include, but are not necessarily limited to, facilities in Bellmawr, Carteret, Secaucus, Teterboro, or South Kearny, in New Jersey. Any groundwater from possible dewatering activities would also be tested for pollutants, treated (if necessary) in accordance with an individual State Pollutant Discharge Elimination System (SPDES) permit for temporary construction dewatering, and discharged into the city's stormwater system.

Solid waste generated by the proposed project would include trash or garbage from the proposed facility and would be collected for disposal by the city's Department of Sanitation. The recycling program would cover wastes from food and beverage services, such as metal cans and plastic/glass bottles, and paper products, such as high-grade office paper, newspapers, magazines, cardboard, etc., as well as recyclables from guestrooms (e.g., newspaper, paper, bottles, cans).

It is therefore determined that the project is consistent with this policy.

POLICY 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.

The Project Site consists of a parcel of unimproved land. The Project Site will be improved with a new six story self-storage facility. In the applicant's opinion, the projected building would improve the visual quality associated with the waterfront as it would be replacing a derelict, vacant parcel of land and improving it with a new, crisp self-storage facility.

Conclusion

An analysis determined that the Proposed Actions will not have significant adverse impacts related to land use, zoning and public policy. It was determined the Projected Development was consistent with land use trends in the area and that the zoning was appropriate. The Projected Development was also consistent with New York City's Waterfront Revitalization Program Policies. Therefore, no significant adverse impacts are expected, and no further analysis is required.

2.2 SHADOWS

The *CEQR Technical Manual* defines a shadow as the condition that results when a building or other built structure blocks the sunlight that would otherwise directly reach a certain area, space or feature. An incremental shadow is the additional or new shadow that a building or other built structure resulting from a proposed project would cast on a sunlight-sensitive resource during the year. The sunlight-sensitive resources of concern are those resources that depend on sunlight or for which direct sunlight is necessary to maintain the resource's usability or architectural integrity, including public open space, architectural resources and natural resources. Shadows can have impacts on publicly accessible open spaces or natural features by adversely affecting their use and important landscaping and vegetation. In general, increases in shadow coverage make parks feel darker and colder, affecting the experience of park patrons. Shadows can also have impacts on historic resources whose features are sunlight-sensitive, such as stained-glass windows, by obscuring the features or details, which make the resources significant.

Shadows also vary according to time of day and season. Shadows cast during the morning and evening, when the sun is low in the sky, are longer, while midday shadows are shorter in length. Shadows in winter, when the sun arcs low across the southern sky, are also longer throughout the day than at corresponding times in spring and fall seasons. In summer, the high arc of the sun casts shorter shadows than at any other time of year, and early and late shadows during the summer are cast towards the south than shadows cast in early and late winter months.

The *CEQR Technical Manual* states that a shadow assessment considers projects that result in new shadows long enough to reach a sunlight-sensitive resource. Therefore, a shadow assessment is warranted only if the project would either result in: (a) new structures (or additions to existing structures including the addition of rooftop mechanical equipment) of 50 feet or more; or, (b) be located adjacent to, or across the street from, a sunlight-sensitive resource. However, a project located adjacent to or across the street from a sunlight-sensitive open space resource (which is not a designated New York City Landmark or listed on the State/National Registers of Historic Places, or eligible for these programs) may not require a detailed shadow assessment if the project's height increase is ten feet or less.

As noted above, sunlight-sensitive resources of concern are those resources that depend on sunlight or for which direct sunlight is necessary to maintain the resource's usability or integrity. In general, shadows on city streets and sidewalks or on other buildings are not considered significant. Some open spaces also contain facilities that are not sensitive to sunlight. These are usually paved such as handball or basketball courts, contain no seating areas and no vegetation, no unusual or historic plantings, or contain only unusual or historic plantings that are shade tolerant. These types of facilities do not need to be analyzed for shadow impacts. Additionally, it is generally not necessary to assess resources located to the south of projected development sites, as shadows cast by the action-generated development would not be cast in the direction of these resources. Furthermore, shadows occurring within one and one-half hour of sunrise or sunset generally are not considered significant in accordance with the *CEQR Technical Manual*.

The Proposed Action would rezone portions of Queens Block 16178 from an R5D/C2-3 District to an M1-3 District to facilitate the construction of a the development of a Use Group ("UG") 16 six-story plus cellar self-storage facility with a total floor area of approximately 135,725 zoning square feet (5.0 FAR) (138,535 gsf), with a UG 8 public parking garage (attended parking) in the cellar to be constructed at 106-02 Rockaway Beach Blvd, Block 16178, Lot 65. The result of the proposed rezoning action would be to allow for a maximum height of 85 feet for development on Projected Site 1, subject to other related bulk restrictions for M1-3 District. The potential impact of the shadows cast from new development on potentially sensitive resources, such as those described above will be evaluated in the following section.

2.2.1 Preliminary Shadow Screening Assessment

The shadow assessment begins with a preliminary screening assessment to ascertain whether a project's shadow may reach any sunlight-sensitive resources at any time of the year. If the screening assessment does not eliminate this possibility, a detailed shadow analysis may be warranted in order to determine the extent and duration of the net incremental shadow resulting from the project. The effects of shadows on a sunlight-sensitive resource are site-specific; therefore, as directed in the *CEQR Technical Manual*, the

screening assessment was performed for the relevant Projected Development Sites to determine whether they fall within the range of maximum possible shadow cast on potential sunlight sensitive resources as described above. In order to determine this, a map was prepared placing NYC Department of Parks Resources as well as Selected Facilities and Program Sites provided on NYC.gov Department of City Planning GIS portal, as well as a list of park and public spaces provided from NYC.gov DOITT GIS and Mapping Portal, as well as a screen of SHPO and NYC Landmark Listed Properties. It was determined that no sunlight sensitive resources could potentially be impacted by a shadow cast from one of the development sites within the Study Area.

Tier 1 Screening Assessment

The first step in the preliminary shadow screening assessment is a Tier 1 Screening Assessment. A base map is developed that illustrates the projected development sites and Proposed Development site within the proposed Rezoning Area in relationship to any sunlight-sensitive resources. The longest shadow Study Area is then determined, which encompasses the site of the project development sites and a perimeter around the site's boundary with a radius equal to the longest shadow that could be cast by the proposed structure, which is 4.3 times the height of the structure that occurs on December 21st, the winter solstice. To find the longest shadow length, the maximum height of a potential structure (including any rooftop mechanical equipment) is multiplied by the factor of 4.3.

A shadow buffer of 4.3 times the Projected Development Site in the M1-3 District of 85'' was performed, resulting in a shadow radius of 365 feet.

Additionally, a shadow buffer of 4.3 times the height of Potential Site 1 was performed. While the Potential Development Site 1 is expected to be 25 feet in height and only take up a 5,000 sf portion of Lot 1, for purposes of a conservative assessment, it is assume that Potential Site 1 would be constructed to a height of 85 feet and would take up the entirely of Lot 1. This differs from the Reasonable Worse Case Development Scenario in terms of height and square footage and building footprint, but is more conservative for the purposes for performing a shadow analysis. While this type of development would be nearly impossible on Lot 1, due to lot constraints like its location directly adjacent to the elevated A train tracks along Rockaway Freeway, and the presence of the drive through pharmacy, for purposes of a conservative shadows study, this type and size of development is assumed.

The topography of the shadow study area is flat with no changes in elevation, as shown in the photo from the USGS below. As shown in **Figure 2.2-1**, the results of the Tier 1 screening assessment show that one open space resource is located within the Shadow Study Area. (The grassy medians on Beach 108th Street adjacent to the Project Area, which is under Parks Department jurisdiction) No other sunlight-sensitive resources are located within the maximum potential shadow radius. Therefore, a Tier 2 screening was conducted.

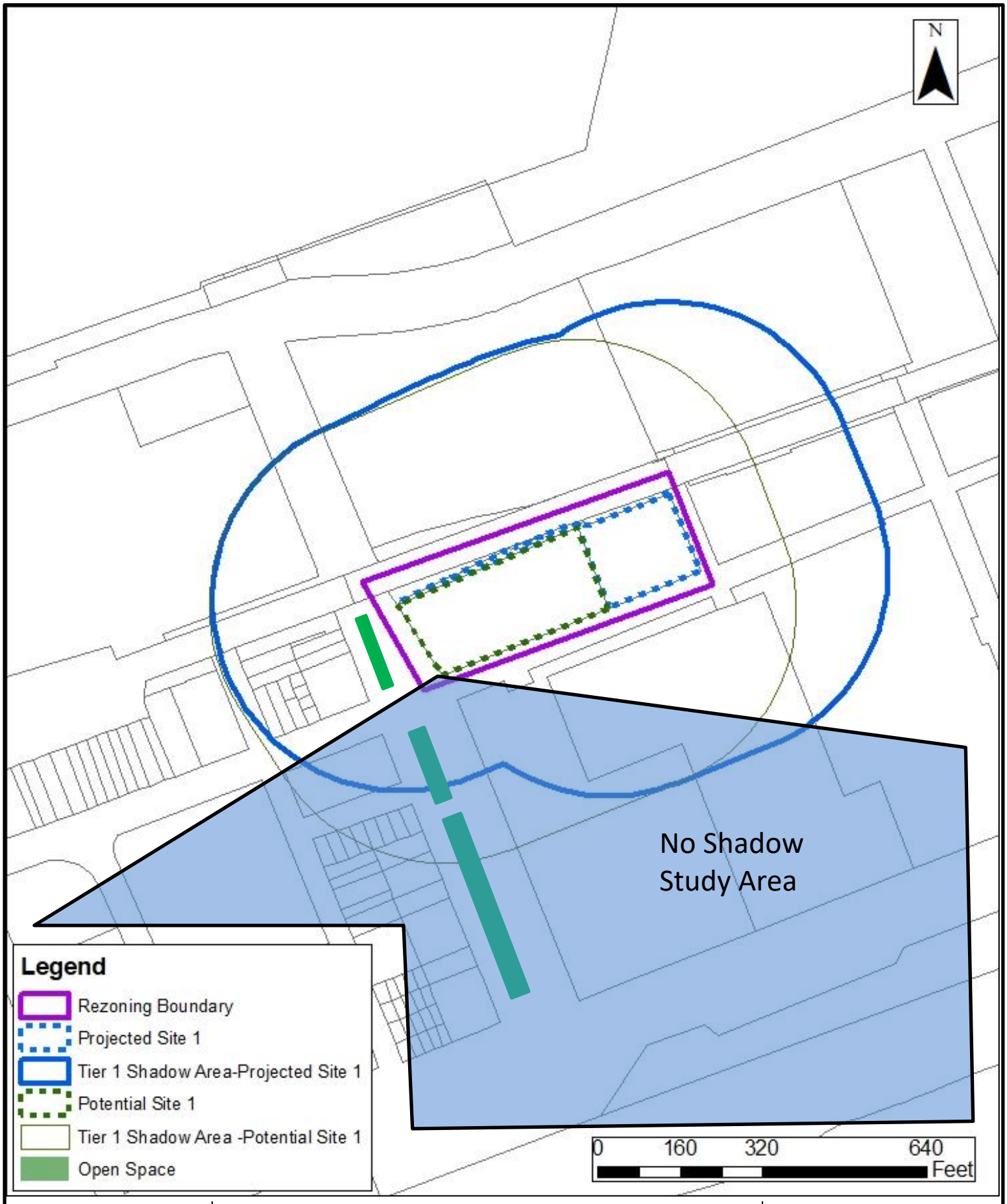
The *CEQR Technical Manual* states that if any portion of a sunlight-sensitive resource lies within the longest shadow Study Area, a Tier 2 screening assessment should be performed. Because of the path that the sun travels across the sky in the northern hemisphere, no shadow can be cast in a triangular area south of any given Project Site. In New York City, this area lies between -108 and +108 degrees from true north. For a Tier 2 screening assessment, sunlight sensitive resources within the triangular area that cannot be shaded by the Proposed Project Site, starting from the southernmost portion of the site covering the area between -108° degrees from true north and +108 degrees from true north, are screened out. The complementing portion to the north within the longest shadow Study Area is the area that can be shaded by the Proposed Project. Per CEQR guidance, if an architectural resource's sunlight-sensitive is located on a façade that faces directly away from a Project Site, no further shadow assessment is needed for that particular resource because no shadows from the project could fall on that sunlight-sensitive face.

As also shown in **Figure 2.2-1**, the results of the Tier 2 screening assessment indicate that the grassy medians on Beach 108th street are within the Tier 2 area, and as such, would still have the potential to be covered by shadows from the Proposed Action. Consequently, a Tier 3 assessment is warranted.

United States Geological Survey USGS) Topography Map showing elevation changes



Area of Shadow Study



AECOM

Environmental Assessment Statement
106-02 Rockaway Beach Blvd. Rezoning
Rockaway Beach, New York

Figure 2.4-1
Tier 1 and 2
Shadow Screen

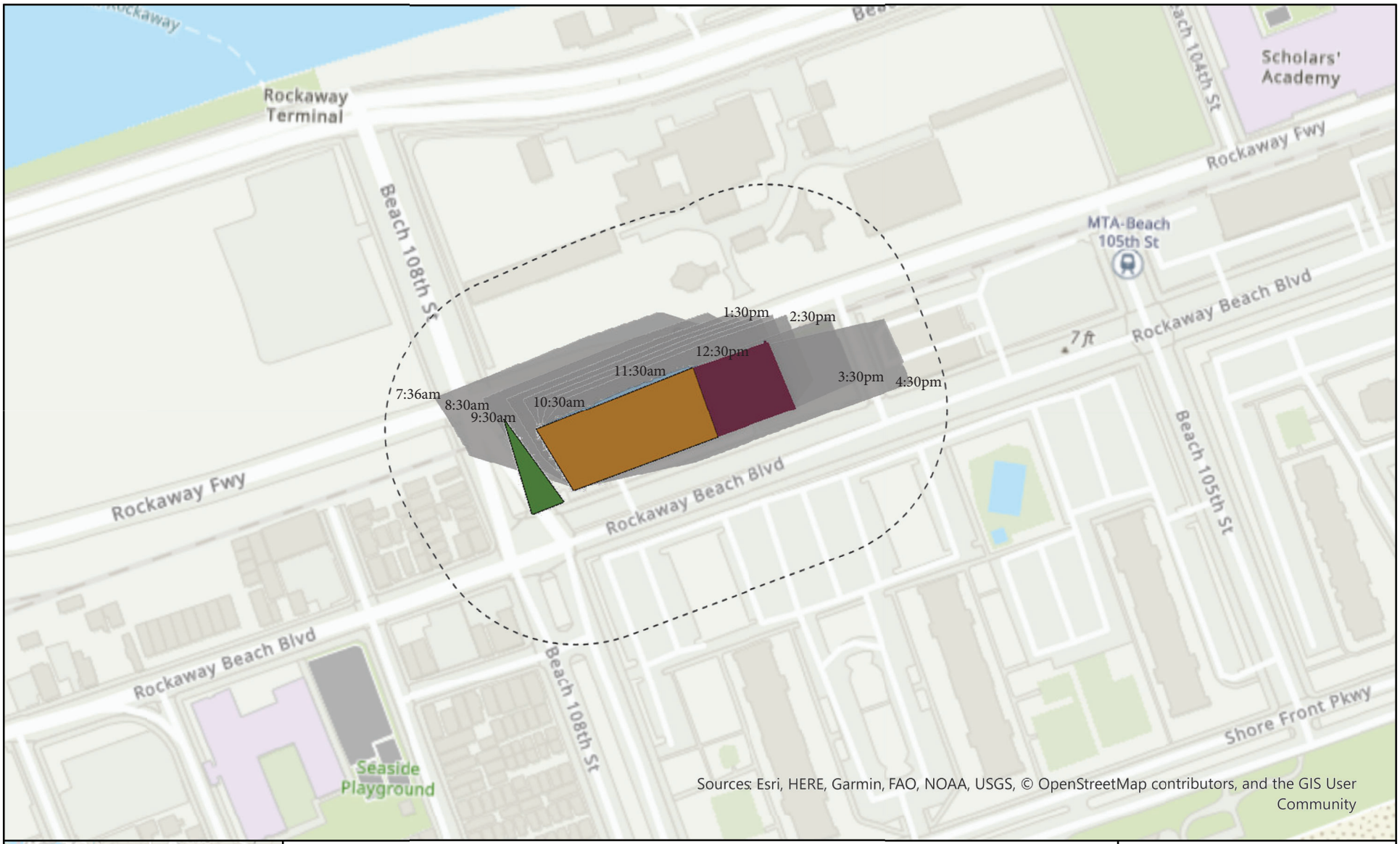
A Tier 3 screening assessment is used to determine if shadows resulting from the Proposed Action can reach a sunlight-sensitive resource. In order to determine whether the sun-sensitive features of the nearby open space resources would potentially be affected by shadows cast from the proposed building, three dimensional models were created surrounding the Tier 3 identified resources of concern.

The *CEQR Technical Manual* states that for the New York City area, the months of interest for an open space resource encompass the growing season (March through October) and one month between November and February (usually December) representing a cold-weather month.

Representative days for the growing season are generally the vernal equinox (or the autumnal equinox, which is approximately the same), the summer solstice, and a spring or summer day halfway between the summer solstice and equinox. For the cold-weather months, the winter solstice is usually included to demonstrate conditions during cold-weather when people who do use open spaces rely most heavily on available sunlight for warmth. As representative of the full range of possible shadows, these months and days are used for assessing shadows on historic or sunlight-sensitive resources.

Assessments of the incremental shadows cast during four representative dates were made in accordance with the *CEQR Technical Manual* to encompass the growing season and December, representing a cold weather month (and the longest shadow of the year), with the following dates: March 21; May 6; June 21; and December 21. On these dates, shadows occurring within one and one-half hour of sunrise or sunset generally are not considered significant in accordance with the *CEQR Technical Manual*, and thus were not included in the screening assessment.

The results of the Tier 3 screening, shown in **Figures 2.2-2a** through **2.2-2d**, indicate that shadows have the potential to reach into the Beach 108th Street Median on three of the four analysis dates (March 21; May 6; June 21). Therefore, detailed shadow analyses were undertaken.



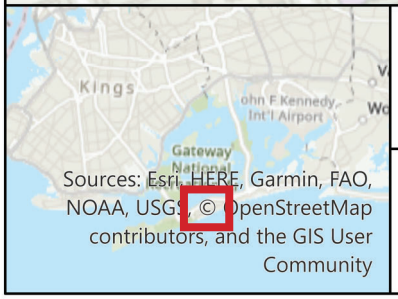


Figure 2.2-2a
Tier 3 Shadow Screen, March 21st

N

0 125 250 500 Feet

Legend

- Site 1
- Site 2
- Sunlight Sensitive Resource
- Shadows

AECOM

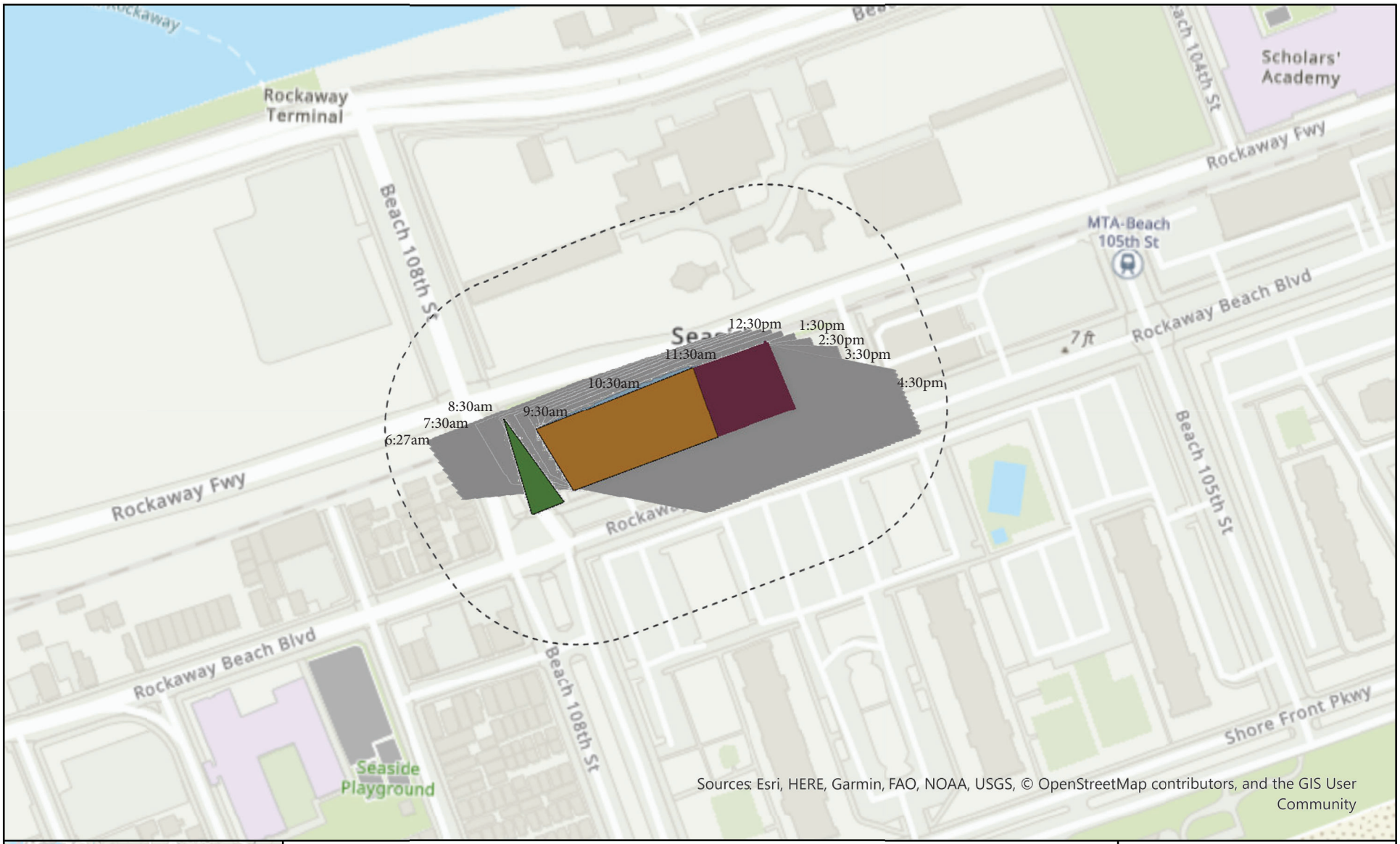


Figure 2.2-2b
Tier 3 Shadow Screen- May 6th

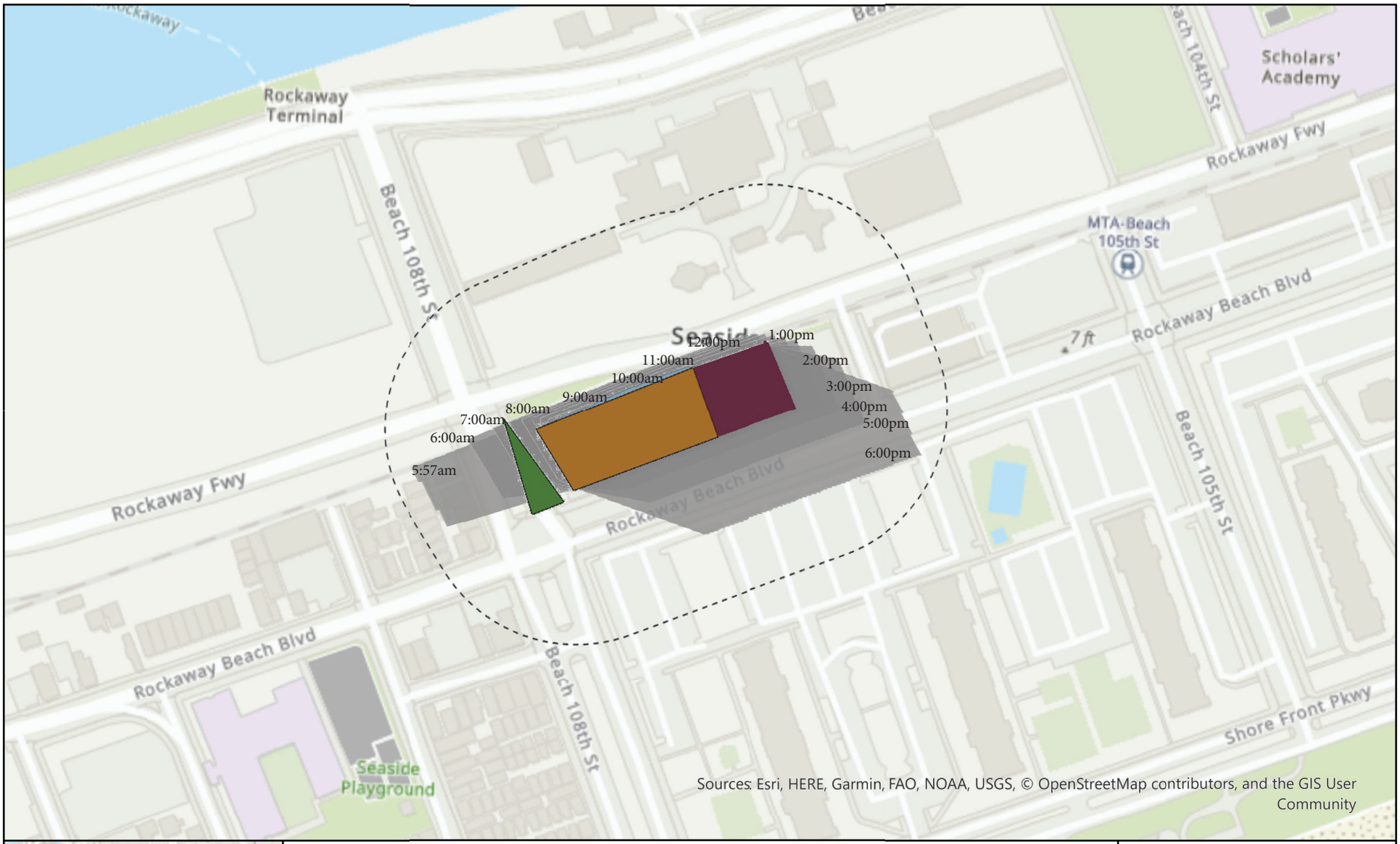
N

0 125 250 500 Feet

Legend

- Site 1
- Site 2
- Sunlight Sensitive Resource
- Shadows

AECOM



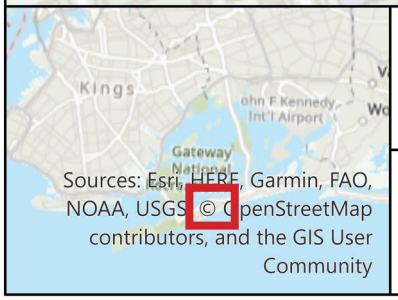


Figure 2.2-2c
Tier 3 Shadow Screen , June 21st

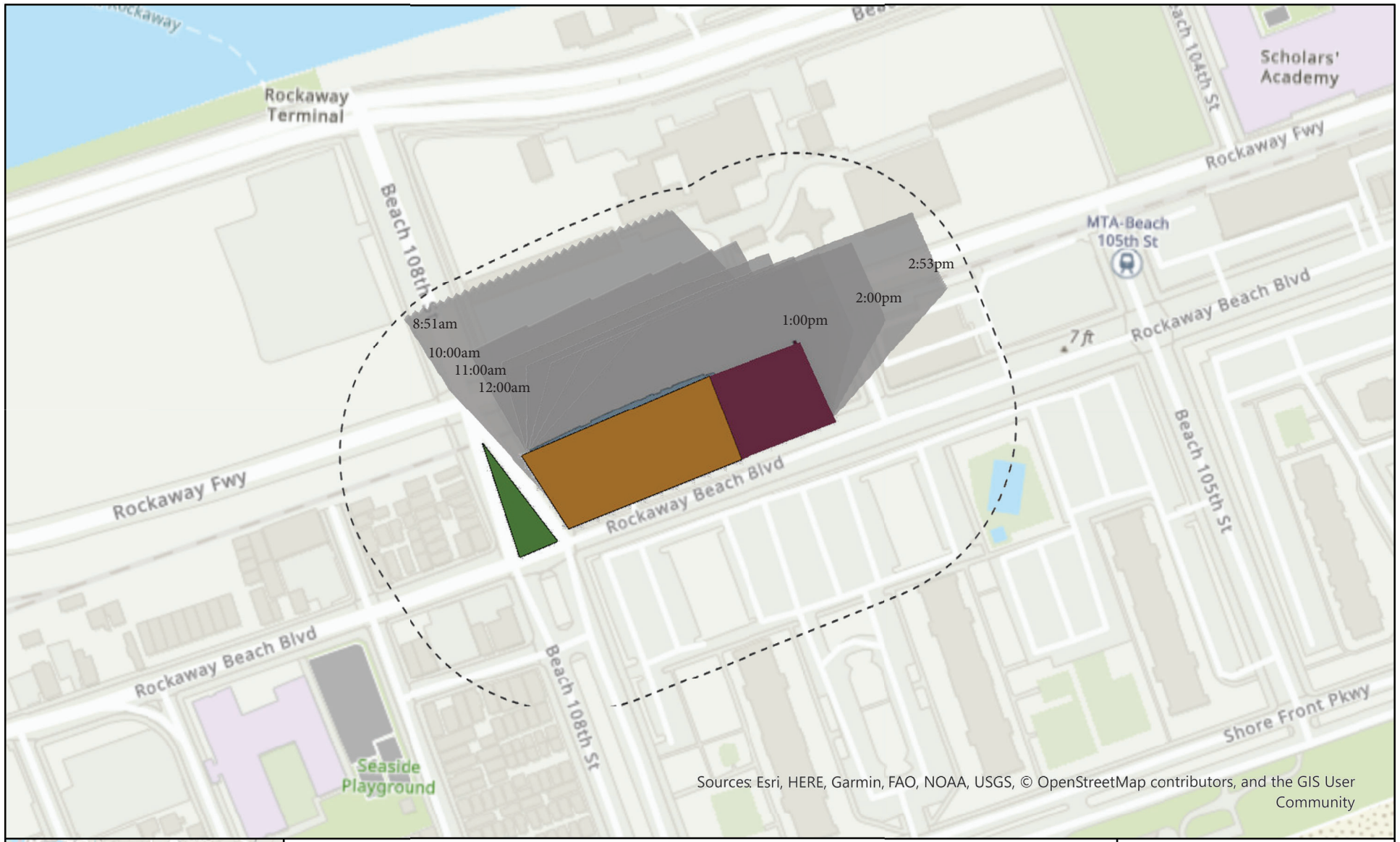
N

0 125 250 500 Feet

Legend

- Site 1
- Site 2
- Sunlight Sensitive Resource
- Shadows

AECOM



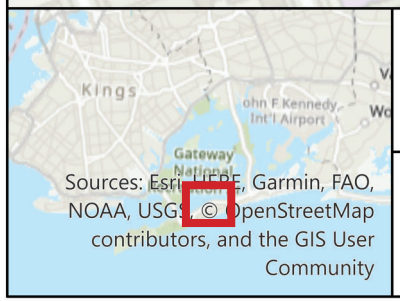


Figure 2.2-2d
Tier 3 Shadow Screen, December 21st

N

0 125 250 500 Feet

Legend

- Site 1
- Site 2
- Sunlight Sensitive Resource
- Shadows

AECOM

2.2.2 Detailed Shadow Analyses

The *CEQR Technical Manual* states that a detailed shadow analysis is warranted when the screening analysis does not rule out the possibility that project-generated shadows would reach any sunlight sensitive resources. The purpose of the detailed analysis is to determine the extent and duration of new incremental shadows that fall on a sunlight-sensitive resource as a result of the Proposed Action.

To evaluate the extent and duration of a new shadow that would be added to a sunlight-sensitive resource as a result of the Proposed Action, shadows from the site that would exist under the Future No-Action Condition were defined. In the future without the Proposed Action, the existing building, vacant areas and surface parking lot would remain on the site and shadow conditions would not change, as no new structures would be built on the site. As such, existing shadow conditions would remain the same under the Future No-Action Condition. The results of the detailed shadow analyses are noted in **Table 2.2-1.** The table presents the times when net new incremental shadows enter and exit each open space resource, as well as the duration of the shadow during each analysis date. Results are further described below. The analysis results are graphically illustrated in **Figures 2.2-3a through 2.2-3n**, showing net incremental shadow durations and enter and exit times at the.

Table 2.2-1 Detailed Shadow Analysis Summary (Incremental Shadows)

Beach 108th Street Green Median	December 21st	March/September 21st	May/August 6th	June 21st
	8:51am - 2:53pm	7:36 am - 4:29pm	6:27am - 5:18pm	5:57am - 6:01pm
Shadow Enter	n/a	7:36 AM	6:27 AM	5:57 AM
Shadow Exit	n/a	9:05 AM	9:05 AM	9:15 AM
Duration (hh:mm)	n/a	1:29	2:38	3:18

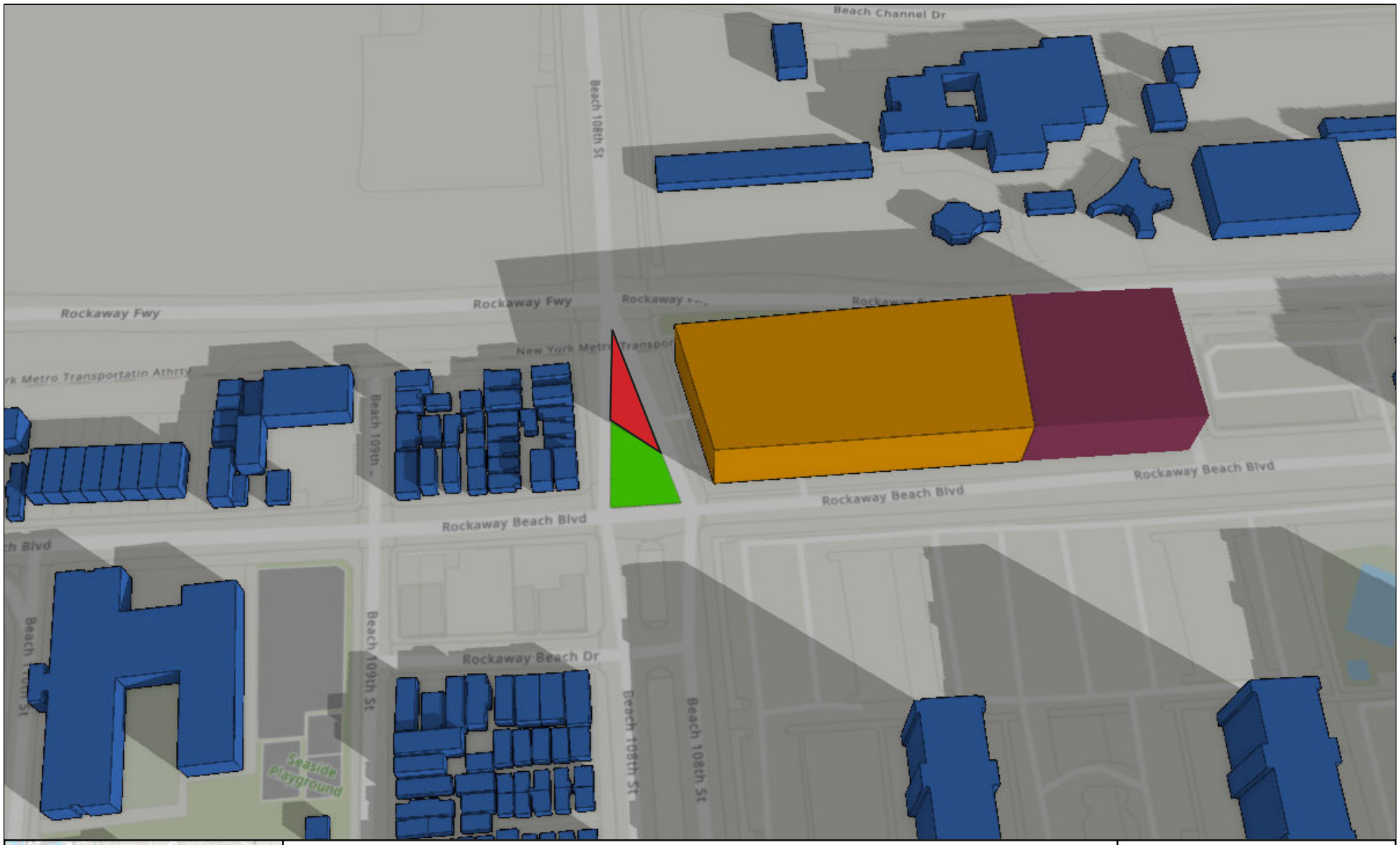
Beach 108th Street Green Median

On March 21, the project-generated shadow would enter the Beach 108th Street Median at 7:36 a.m. and exit at 9:05 a.m., for a total duration of approximately 1 hour and 29 minutes. The shadow cast on this resource at 7:36 a.m. represents the maximum extent of the project-generated shadow on the site. After this point, the shadow recedes off the site and ultimately exits the resource at about 9:05 a.m.

On May 6, the project-generated shadow would enter Beach 108th Street Median at 6:27 a.m. and exit at 9:05 a.m., for a total duration of approximately 1 hour and 29 minutes. The shadow cast on this resource at approximately 6:27 a.m. represents the maximum extent of the project-generated shadow on the site. After this point, the shadow recedes off the site and ultimately exits the resource at 10:00 a.m.

On June 21, the project-generated shadow would enter the Beach 108th Street Median at 5:57am and exit at 9:15am, for a duration of approximately 3 hour and 18 minutes. The shadow cast on this resource at 5:57 am represents the maximum extent of the projected -generated shadows on the Median. After this point, the shadow begins to recede off the Media and ultimately exits the resources at 9:15 am.

On December 21, there would be no project-generated shadow cast onto Beach 108th Street Greed Median



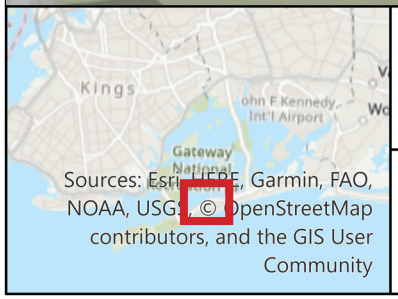


Figure 2.2-3a
Detailed Shadow Analysis - 7:36am, March 21st

N
0 125 250 500
Feet

Legend

- Incremental Shadow
- Site 1
- Site 2
- Sunlight Sensitive Resource
- Shadows

AECOM



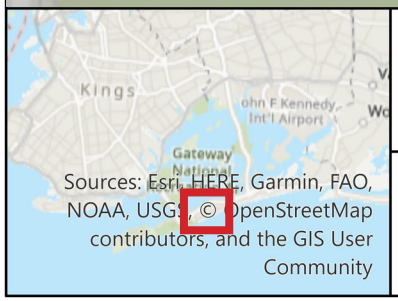


Figure 2.3-3b
Detailed Shadow Analysis - 8:30am, March 21st

N
0 125 250 500
Feet

Legend

- Incremental Shadow
- Site 1
- Site 2
- Sunlight Sensitive Resource
- Shadows

AECOM



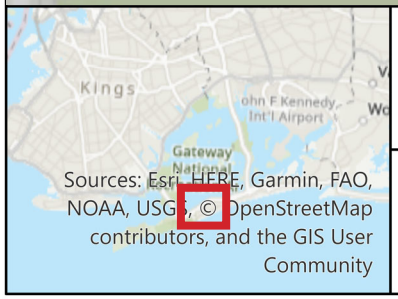


Figure 2.2.-3c
Detailed Shadow Analysis - 9:00am, March 21st

N

0 125 250 500 Feet

Legend

- Incremental Shadow
- Site 1
- Site 2
- Sunlight Sensitive Resource
- Shadows

AECOM



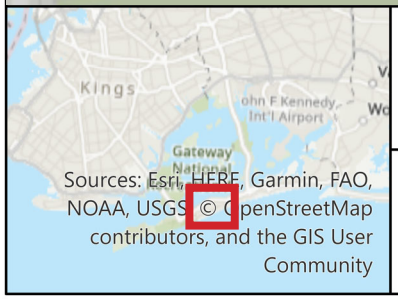


Figure 2.2-3d
Detailed Shadow Analysis - 9:05am, March 21st

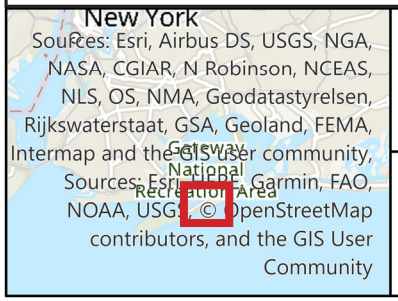
N
0 125 250 500
Feet

Legend

- Incremental Shadow
- Site 1
- Site 2
- Sunlight Sensitive Resource
- Shadows

AECOM





Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community, Sources: Esri, DeLorme, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Figure 2.2.-3e
Detailed Shadow Analysis - 6:27am, May 6th

N

0 50 100 200 Feet

Legend

- Incremental Shadow
- Site 1
- Site 2
- Sunlight Sensitive Resource
- Shadows

AECOM



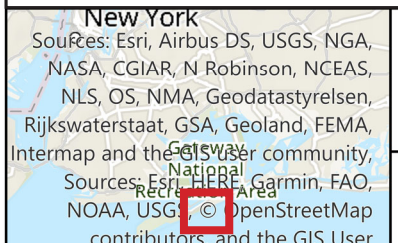


Figure 2.2-3f
Detailed Shadow Analysis - 7:30am, May 6th

N

0 50 100 200 Feet

Legend

- Incremental Shadow
- Site 1
- Site 2
- Sunlight Sensitive Resource
- Shadows

AECOM



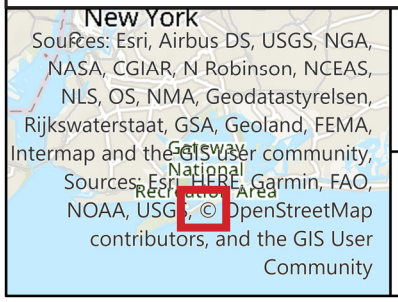


Figure 2.2-3g
Detailed Shadow Analysis - 8:30am, May 6th

N

0 50 100 200 Feet

Legend

- Incremental Shadow
- Site 1
- Site 2
- Sunlight Sensitive Resource
- Shadows

AECOM



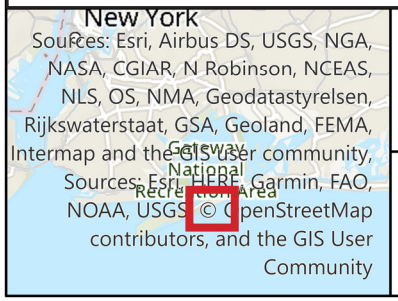


Figure 2.2-3h
Detailed Shadow Analysis - 9:00am, May 6th

N

0 50 100 200 Feet

Legend

- Incremental Shadow
- Site 1
- Site 2
- Sunlight Sensitive Resource
- Shadows

AECOM



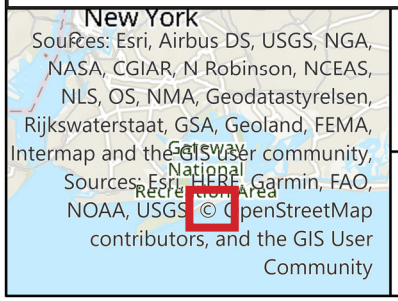


Figure 2.2-3i
Detailed Shadow Analysis - 9:05am, May 6th

N

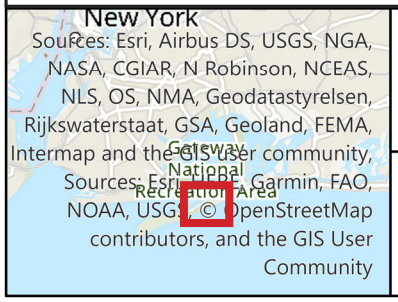
0 50 100 200 Feet

Legend

- Incremental Shadow
- Site 1
- Site 2
- Sunlight Sensitive Resource
- Shadows

AECOM





Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community, Sources: Esri, DeLorme, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Figure 2.2-3j
Detailed Shadow Analysis - 5:57am, June 21st

N

0 50 100 200 Feet

Legend

- Incremental Shadow
- Site 1
- Site 2
- Sunlight Sensitive Resource
- Shadows

AECOM



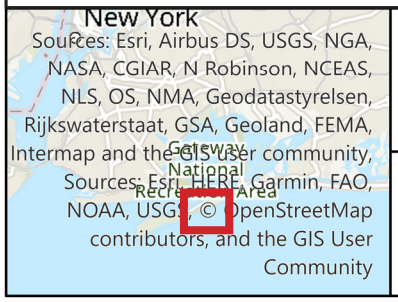


Figure 2.2-3k
Detailed Shadow Analysis - 7:00am, June 21st

N

0 50 100 200 Feet

Legend

- Incremental Shadow
- Site 1
- Site 2
- Sunlight Sensitive Resource
- Shadows

AECOM



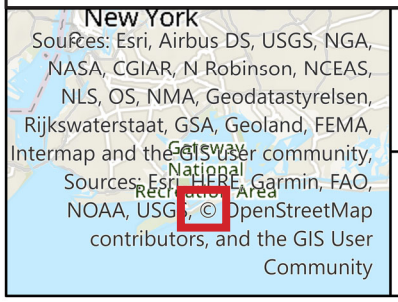


Figure 2.2-3l
Detailed Shadow Analysis - 8:00am, June 21st

N

0 50 100 200 Feet

Legend

- Incremental Shadow
- Site 1
- Site 2
- Sunlight Sensitive Resource
- Shadows

AECOM



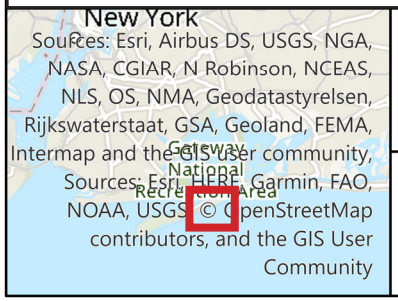


Figure 2.2-3m
Detailed Shadow Analysis - 9:00am, June 21st

N

0 50 100 200 Feet

Legend

- Incremental Shadow
- Site 1
- Site 2
- Sunlight Sensitive Resource
- Shadows

AECOM



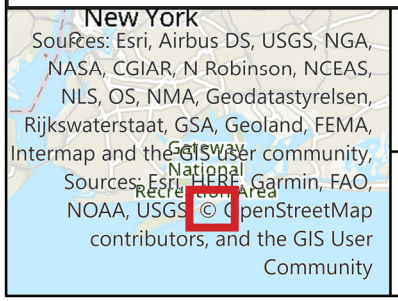


Figure 2.2-3n
Detailed Shadow Analysis - 9:15am, June 21st

N

0 50 100 200 Feet

Legend

- Incremental Shadow
- Site 1
- Site 2
- Sunlight Sensitive Resource
- Shadows

AECOM

Conclusions

The *CEQR Technical Manual* states that the determination of significance of shadow on a sunlight-sensitive resource is based on: (1) the information resulting from the detailed shadow analysis describing the extent and duration of incremental shadows; and (2) an analysis of the resource's sensitivity to reduced sunlight. The goal of the assessment is to determine whether the effects of incremental shadows on a sunlight-sensitive resource are significant under CEQR. A shadow impact occurs when the incremental shadow from a proposed project falls on a sunlight-sensitive resource or feature and reduces its direct sunlight exposure. Determining whether this impact is significant or not, under CEQR, depends on the extent and duration of the incremental shadow and the specific context in which the impact occurs.

For open space and natural resources, the uses and features of a resource is an indicator of its sensitivity to shadows. Shadows occurring during the cold-weather months of interest generally do not affect the growing season of outdoor vegetation; however, effects on other uses and activities should be assessed. This sensitivity is assessed for warm-weather-dependent features (such as wading pools and sand boxes) or vegetation that could be affected by a loss of sunlight during the growing season, and for features (such as benches) that could be affected by a loss of winter sunlight. Vegetation requiring direct sunlight includes the tree canopy, flowering plants and plots in community gardens. Generally, four to six hours a day of sunlight, particularly in the growing season, is often a minimum requirement. Where the incremental shadows from the project fall on sunlight-sensitive features or uses, the analysis assesses the loss of sunlight relative to sunlight that would be available without the project.

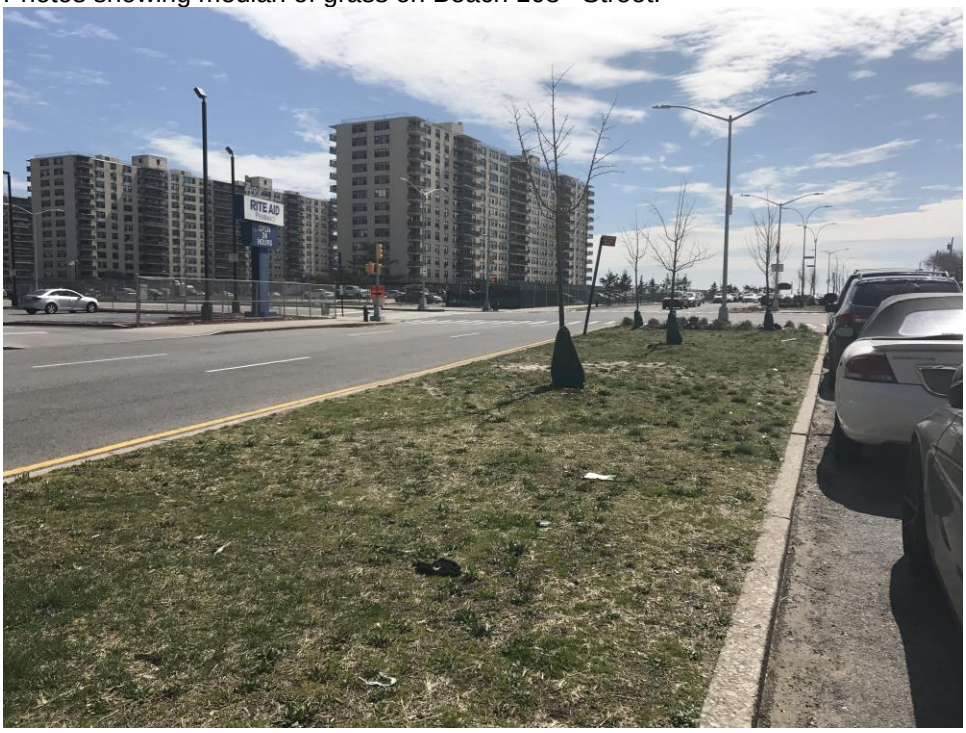
As discussed above, the Proposed Action would cast incremental shadows on the Beach 108th Street Median on three of the analysis dates, with durations ranging from 1 hour and 29 minutes on March 21st, to 3 hours and 18 minutes on June 21st. The December analysis period would not have any incremental shadows.

The Beach 108th street medians are currently under construction and construction will be completed by June 2022 (the same build year as the proposed project). When construction is completed, the medians will include additional trees, plantings and a bike path.

However, no part of the Median would be in constant shadow, as the shadow would sweep across the Median during the course of the day. As a result, the Median would receive sufficient sunlight during the course of the day and growing season, and no incremental shadows would be cast on the resource past 9:15am.

Therefore, significant adverse impacts will not result from shadows cast from the Proposed Development site or projected development sites and further shadow analyses are not warranted.

Photos showing median of grass on Beach 108th Street.



1. Looking south



2. Looking northwest

2.3 HISTORIC AND CULTURAL RESOURCES

An assessment of historic and cultural resources is usually necessary for projects that are located in close proximity to historic or landmark structures or districts, or for projects that require in-ground disturbance, unless such disturbance occurs in an area that has been formerly excavated.

The term “historic resources” defines districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, architectural and archaeological importance. In assessing both historic and cultural resources, the findings of the appropriate city, state, and federal agencies are consulted. Historic resources include: the New York City Landmarks Preservation Commission (LPC)-designated landmarks, interior landmarks, scenic landmarks, and historic districts; locations being considered for landmark status by the LPC; properties/districts listed on, or formally determined eligible for, inclusion on the State and/or National Register (S/NR) of Historic Places; locations recommended by the New York State Board for Listings on the State and/or National Register of Historic Places and National Historic Landmarks.

Architectural Resources

According to *CEQR Technical Manual* guidelines, impacts on historic resources are considered on those sites affected by the Proposed Action and in the area surrounding identified development sites. The historic resources Study Area is therefore defined as the proposed Rezoning Area plus a 400-foot radius around the Proposed Action area.

The projected development site is not a designated local or S/NR historic resource or property, nor is the site part of any designated historic district. The LPC was contacted for their initial review of the project’s potential to impact nearby historic and cultural resources, and a response was received on March 9th, 2017, indicating that no sites within the rezoning area have any architectural significance (see **Appendix C**).

In order to determine whether the projected development has the potential to affect nearby off-site historic or architectural resources, the Study Area was screened for historic and architectural resources. No historic or architectural resources were identified within the 400-foot Study Area. Therefore, no significant adverse impacts on historic or architectural resources are expected as a result of the Proposed Action, and further assessment is not warranted.

Cultural and Archaeological Resources

Unlike the architectural evaluation of a Study Area that extends beyond the footprint of a project’s block and lot lines, the analysis of potential and/or projected impacts to archaeological resources is controlled by the actual footprint of the limits of soil disturbance. Archeological resources are physical remains, usually subsurface, of the prehistoric and historic periods such as burials, foundations, artifacts, wells and privies. The *CEQR Technical Manual* recommends a detailed evaluation of a project’s potential effect on the archeological resources if it would potentially result in an in-ground disturbance to an area not previously excavated.

The existing Rezoning Area has not been recently disturbed and no recent or distant cultural or archaeological significance have been attached to this area. Further, utilizing the NYS Office of Parks, Recreation and Historic Preservation’s “Cultural Resource Information System” (CRIS) mapper, the Rezoning Area does not fall within an archaeologically sensitive area. Based on both current and historic photoreconnaissance of the Rezoning Area, there is little potential for impact to any known or unknown resource due to development. The LPC was contacted for their initial review of the project’s potential to impact on-site or nearby historic and cultural resources, and a response was received on March 9th, 2017 (see **Appendix C**). The LPC has indicated that no cultural resource, architectural or archaeological significance is associated with the Rezoning Area. Therefore, significant adverse impacts to archaeological resources are not expected as a result of the Proposed Action, and further analysis is not warranted.

2.4 URBAN DESIGN AND VISUAL RESOURCES

According to the *CEQR Technical Manual*, urban design is the totality of components that may affect a pedestrian's experience of public space. Elements that play an important role in the pedestrian's experience include streets, buildings, visual resources, open space, and natural features, as well as wind as it relates to channelization and downwash pressure from tall buildings.

The *CEQR Technical Manual* notes an urban design assessment considers whether and how a project may change the experience of a pedestrian in the Study Area. The assessment focuses on the components of a proposed project that may have the potential to alter the arrangement, appearance, and functionality of the built environment. In general, an assessment of urban design is needed when the project may have effects on one or more of the elements that contribute to the pedestrian experience (e.g., streets, buildings, visual resources, open space, natural features, wind, etc.). An urban design analysis is not warranted if a proposed project would be constructed within existing zoning envelopes and would not result in physical changes beyond the bulk and form permitted "as-of-right" with the zoning district.

As the Proposed Action would result in the construction a new building that is not allowed "as-of-right" per existing zoning, a preliminary analysis was conducted.

2.4.1 Preliminary Analysis

As stated in the *CEQR Technical Manual*, the Study Area for urban design is the area where the project may influence land use patterns and the built environment and is generally consistent with the Study Area used for the land use analysis (i.e., 400 feet around the proposed Rezoning Area). For visual resources, existing publicly accessible view corridors within the Study Area should be identified. The purpose of the preliminary assessment is to determine whether any physical changes proposed by a project may raise the potential to significantly and adversely affect elements of urban design, which would warrant the need for a detailed urban design and visual resources assessment.

Existing Conditions

The Study Area is located in the Rockaway Beach neighborhood of Queens. A ground level photograph map key is provided in the previously presented **Figure 1-5**, with ground-level photographs of the projected development site and the immediate surrounding area are provided in previously presented **Figure 1-6**.

The architecture throughout the Study Area is eclectic, with no unity of form to tie the built environment together visually. As noted in **Chapter 2.1-1**, the area is characterized by a mix of uses, including transportation utility uses, commercial retail and restaurants, one- and two-family homes, and multi-family residential walkups and larger, residential towers. Residences within the area are generally one- to two-family, homes or multi-family buildings with heights averaging between 30 and 40 feet and a FAR around 2.0. Most buildings within the Study Area are arranged regular (parallel) with respect to their lot placement. Buildings along key corridors and side streets within the area are generally built out to their lot lines, and many residential buildings are free-standing detached buildings.

There are few streetscape elements within the Study Area. Along Beach 108 Street, one of the main streets abutting the Rezoning Area, there are a few scattered medians which contain grass and young trees that lead to the beach on what otherwise is a basic streetscape lined with wide sidewalks, scattered street lighting and little in the way of visual interest. These scattered medians are part of a New York City Department of Design and Construction Improvement project, in partnership with the Parks Department. The medians will include additional trees, plantings and a bike path. Along Rockaway Beach Boulevard, the quality of the pedestrian environment is even starker, as the street is absent of seating, trees, or other plantings. Behind the Rezoning Area is Rockaway Freeway which has little to no sidewalk to walk on and there are no opportunities for pedestrians to cross the street safely. No other notable streetscape elements (e.g. benches), lighting, or any form of pocket parks are located within the Study Area.

The street hierarchy of the Study Area includes several different functional classifications. Rockaway Beach Boulevard, which is south of the rezoning area and Beach 108th Street which is west of the Rezoning Area,

and Rockaway Freeway north of the rezoning site are classified as Minor Arterial Roadways under the Surface Transportation Program. All other roadways in the Study Area are classified as local. No natural features or community features lie within the Study Area.

Future No-Action Condition

Under the Future No-Action Condition, significant changes to the Study Area are not expected by the final analysis year of 2022. It is expected that the tenant (pharmacy) on Lot 1 would remain and Lot 65 (Applicant site) would continue to remain unimproved. While retail establishments and other buildings may change, the overall use of these buildings within the Study Area would remain the same, and any physical changes to buildings in the Study Area would comply with designated zoning regulations and other surrounding districts. No significant adverse changes to the area's urban character are anticipated. No changes to the area's views will occur.

Future With-Action Condition

According to the *CEQR Technical Manual*, if a preliminary assessment determines that changes to the pedestrian environment are sufficiently significant to require greater explanation and further study, then a detailed urban design and visual resources analysis is appropriate. Detailed analyses are generally appropriate for all area-wide rezoning applications that include an increase in permitted floor area or changes in height and setback requirements, general large-scale developments, or projects that would result in substantial changes to the built environment of a historic district, or components of an historic building that contribute to the resource's historic significance. Conditions that merit consideration for further analysis of visual resources include when the project partially or totally blocks a view corridor or a natural or built rare or defining visual resource. Further conditions that merit consideration are when the project changes urban design features so that the context of a natural or built visual resource is altered, such as if a project alters the street grid so that the approach to the resource changes, or if a project changes the scale of surrounding buildings so that the context changes.

Projected Development

The Projected Development Site, totaling 27,145 square feet is located on one tax lot (Block 16178, Lot 65) and is unimproved.

Under the Future With-Action Condition, the proposed rezoning would allow for the construction of the projected 6-story, 85-foot self-storage facility with maximum FAR of 5.0. A three-dimensional representation of an approximate building envelope allowed under a reasonable worst-case development scenario for the Proposed Development site is overlaid a photograph of the street under existing conditions in **Figure 2.4.1.**

While the proposed building would change views to the site and alter the scale of the existing built fabric as witnessed from pedestrians on Rockaway Beach Blvd, significant negative impacts to pedestrian or visual resources would not occur. Development on the site per the M1-3 rezoning has the potential to reinforce the street edge and improve pedestrian amenities while enhancing the overall quality of the built aesthetic. No aesthetic visual corridors or view sheds from or to the site exist naturally or otherwise under current conditions. The Proposed Action would not result in any of the above conditions that would merit further detailed assessment of urban design and visual resources. While the Proposed Action (under a reasonable worse case development scenario) could result in the construction of a new six-story self-storage facility which is not permitted "as-of-right" under the existing R5D/C2-3 District (see **Chapter 2.1**), the new building would not be out-of-context with the surrounding buildings within the broader Study Area. Just south of the Project Site across Rockaway Beach Blvd are three 13- story apartment buildings, each of which has over 290,000 gross square feet of residential floor area. Just to the north of the development site is a large NYCDEP wastewater treatment plant facility. The additional use induced from the Proposed Rezoning would reinforce and enhance the overall quality of the Study Area and would be consistent with neighborhood trends, with development occurring within walking distance of the Project Site. The immediate adjacent residential is high rise, multi-family elevator buildings. Several other mid to high-rise buildings are found in the broader Study Area to the west of the Study Area. However, Beach 108th Street serves as a

large “buffer”, separating the denser development on the eastern side of Beach 108th Street, from the less dense development on the western side of Beach 108th Street.

In addition, the Proposed Action would not alter or result in substantial changes to the built environment of a historic district, which are not found within 400 feet of the Study Area.

Projected Development Site 1 (Applicant Site)

Under the With-Action Scenario, it is assumed that Block 16178, Lot 65 would be developed to the maximum FAR of 5.0. On a 27,145 square-foot lot, it is assumed that the Proposed Action would result in approximately 134,725 zoning square feet of Use Group 17 manufacturing floor area to be used as a self-storage facility. It is also assumed that the building would be constructed to the maximum allowable height, as the building cannot penetrate the sky exposure plane, which begins 85 feet above the street line in an M1-3 district. Parking would not be required per M1-3 zoning district guidelines. The applicant plans on providing 83 parking spaces in the cellar, which would be floodproofed

This site, which is currently vacant and unimproved, would bring activity and new design onto an otherwise barren site. The use would be similar to other adjacent land uses in the area and would fit in atheistically on Rockaway Beach Blvd as it is a very wide thoroughfare.

Potential Site 1

Block 16178 Lot 1: This parcel is a 53,315-sf parcel which is currently occupied by a 16,100 sf Walgreen’s. The FAR on the site is approximately 0.3, well below the maximum as of right FAR of 2.0 for residential uses, 1.0 for commercial uses, and 2.0 for Community Facility Uses in R5D/C2-3 zoning districts.

Given the Walgreens’s recent construction and success in the area, it is unlikely that the entire lot would be developed into something else given the need for parking spaces on the lot for the Walgreen’s to stay in business and maintain high levels of usage. In the With-Action Scenario, it is assumed that a store would likely take advantage of the large parking lot currently on the site. It is assumed that some type of food store/food retail establishment would occupy space on Lot 1 build out with approximately 5,000 gsf of retail floor area. This would bring the amount of UG 6 local retail on Lot 1 and bring the total to 21,100 gsf of retail floor area on Lot 1, bring the Lot’s FAR up to approximately 0.39. It is assumed the potential restaurant would be a single-story building and that approximately 70 parking spaces would be available on Lot 1, given a requirement of 1 parking space per 300 sf of floor area. A height of 25 feet is assumed for the expansion, which is congruent to the current height of the existing Walgreen’s.

The Projected Development and Potential under the With-Action Scenario would not block or hinder any bay or beach/ ocean views. The Projected and Potential development would not introduce any new building heights into the Project Area that don’t already exist within the 400-foot Study Area. As the Proposed Action would not diminish or disturb the existing aesthetic continuity, pedestrian features of the community or neighborhood, and as the Proposed Action would not block any view corridors or views to/from any natural areas with rare or defining features, nor would the Proposed Action impact an historical or culturally sensitive community features, the Proposed Action is not expected to result in any significant adverse urban design or visual resource related impacts and no additional analysis is required or warranted.





AECOM

Environmental Assessment Statement
Queens Block 16178 Rezoning
Rockaway Beach, NY

Figure 2.4-1
No-Action/With-Action
Site 1
Facing West on Rockaway Blvd
West of Beach 106th Street





AECOM

Environmental Assessment Statement
Queens Block 16178 Rezoning
Rockaway Beach, NY

Figure 2.4-2
No-Action/With-Action
Site 1
Facing East on Rockaway Blvd
East of Beach 108th Street

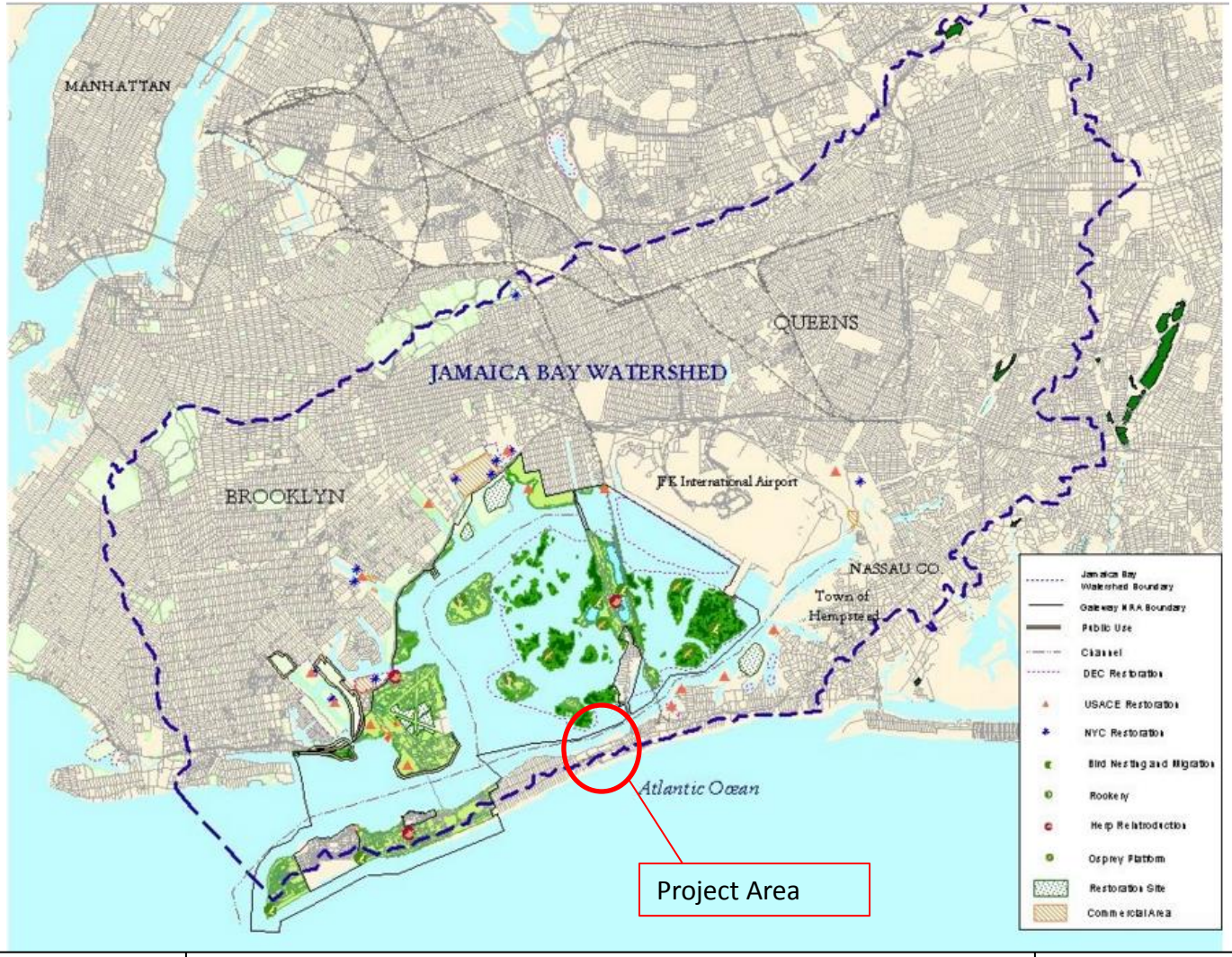
2.5 NATURAL RESOURCES

An assessment of a proposed project's impact on natural resources is typically performed for projects that either would occur on or near natural resources (e.g., wetlands, woodlands, meadows, etc.), or for projects that would result in either the direct or indirect disturbance of such resources. The specific Project Site (including vacant side lots) is a disturbed urban environment and no natural resource impacts are anticipated.

As no significant adverse impacts with regards to natural resources are anticipated, and Project Site and Rezoning Area are not directly adjacent to or located on a natural resource, no additional analysis is required.

Since the Project Area, falls within the Jamaica Bay Watershed, the Jamaica Bay Watershed tracking Form was filled out. See below text for additional on the form.

According to the *CEQR Technical Manual*, the Project Site, which is located less than 100 feet from the waterfront, and Rockaway Beach, is located within the Jamaica Bay Watershed (see **Figure 2.5-1** below. As such, the Jamaica Bay Watershed Protection Plan, Project Tracking Form was completed (see **Appendix D**).The Jamaica Bay Watershed Protection Plan, developed pursuant to Local Law 71 of 2005, mandates 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 which are subject to CEQR, in order to monitor growth and trends. If a project is in the Jamaica Bay Watershed, the applicant should complete the Project Tracking Form and submit it to DEP and MOEC. The information in the form is to be used for tracking purposes only. It is not intended to indicate whether further CEQR analysis is needed or to substitute for the guidance offered in the relevant chapters of the *CEQR Technical Manual*.



AECOM

Environmental Assessment Statement
106-02 Rockaway Beach Blvd.
Rezoning Rockaway Beach, New York

Figure 2.5-1
Jamaica Bay Watershed

2.6 HAZARDOUS MATERIALS

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

2.6.1 Background Infformation: (E) Designations- Rockaway Neighborhoods Rezoning

The Projected Development Site and the Potential Development Site were both rezoned under the 2008 Rockaway Neighborhoods Rezoning. Block 16178, Lot 65 was Potential Development Site 25 while Block 16178, Lot 1 was Potential Development Site 24. Both sites had (E) Designations placed on them when the Rezoning and adopted and the negative declaration was issued.

The text below discusses information regarding the (E) Designations on Projected Development Site 1 and Potential Development Site 1.

Rockaway Neighborhoods Rezoning (CEQR No. 08DCP065Q)

A Negative Declaration was issued for the above-referenced action on April 21, 2008. The Negative Declaration included an (E) Designation (E-215) for hazardous materials and air quality. (**Appendix E**) The text for the (E) designations is as follows:

To avoid the potential for impacts related to hazardous materials, the proposed rezoning includes (E) designations (E-215):

Task 1- Sampling Protocol

A. Petroleum

A soil, soil gas, and groundwater testing protocol (including a description of methods) and a site map with all sampling location represented clearly and precisely, must be submitted to the New York City Office of Environmental Remediation (NYCOER) by the fee owner(s) of the lot which is restricted by this (E) designation, for review and approval.

A site map with sampling locations clearly identified and a testing protocol with a description of methods for soil, soil, gas, and groundwater, must be submitted by the fee owner(s) of the lot which is restricted by the (E) designation to the NYCOER for review and approval.

B. Non-Petroleum

The fee owner(s) of the lot restricted by this (E) designation will be required to prepare a scope of work for any sampling and testing needed to determine if contamination exists and to what the extent remediation may be required. The scope of work will include all relevant supporting documentation, including site plans and sampling locations. This scope of work will be submitted to NYCOER for review and approval prior to implementation. IT will be reviewed to ensure that an adequate number of samples will be collected and that appropriate parameters are selected for laboratory analysis. For all non-petroleum (E) designated sites, the three generic NYCOER soil and groundwater sampling protocols should be followed.

A scope of work for any sampling an testing to be completed, which will determine the extent of the on-site contamination and the required remediation, must be prepared by the fee owner(s) of the lot restricted by this (E) designation. The scope of work will include the following: site plans, sampling locations, and all other relevant supporting documentation. The scope of work must be submitted to the NYCOER for review

and confirmation that an adequate testing protocol (number of samples collected, appropriate parameters for laboratory analysis) has been prepared. The NYCOER must approve the scope of work before it can be implemented.
For non-petroleum (E) designated sites, one of the three generic soil and groundwater sampling protocols prepared by the NYCOER should be followed.

The protocols are based on the three types of releases to soil and groundwater sampling protocols prepared by the NYCOER should be followed.

The protocols are based on three types of releases to soil and groundwater, including: the release of a solid hazardous material to ground surface; the release of a liquid hazardous material to the ground surface; and the release of a hazardous material to the subsurface (i.e., storage tank or piping). The type of release defines the areas of soil to be sampled from surface, near-surface, to subsurface. Additionally, it determines the need for groundwater sampling.

A written approval of the sampling protocol must be received from the NYCOER before commencement of sampling activities. Sample site quantity and location should be determined so as to adequately characterize the site, the source of contamination, and the condition of the remainder of the site. After review of the sampling data, the characterization should have been complete enough to adequately determine what remediation strategy (if any) is necessary. Upon request, NYCOER will provide guidelines and criteria for choosing sampling sites and performing sampling.

Finally, a Health and Safety Plan must be devised and approved by the NYCOER before the commencement of any on-site activities.

Task 2-Remediation Determination and Protocol

After sample collection and laboratory analysis have been completed on the soil and/or groundwater samples collected in Task 1, a summary of the data and findings in the form of a written report must be presented to the NYCOER for review and approval. The NYCOER will provide a determination as to whether remediation is necessary.

If it is determined that no remediation activities are necessary, a written notice will be released to that effect. However, if it is the NYCOER ‘s determination that remediation is necessary, the fee owner(s) of the lot restricted by the (E) designation must submit a proposed remediation plan to the NYCOER for review and approval. Once approval has been obtained, and the work completed, the fee owner(s) of the lot restricted by the (E) designation must provide proof to the NYCOER that the work has been completed satisfactorily.

2.6.2 Summary of Phase I ESA

RBB II LLC contracted with AECOM Technical Services, Inc. (AECOM) to perform a Phase I Environmental Site Assessment (ESA) of an unoccupied lot located at 10610 Rockaway Beach Boulevard in the central portion of the Rockaway Peninsula in the Borough of Queens, New York (subject property). This Phase I ESA was performed in general accordance with the scope and limitations of ASTM Standard Practice Designation E 1527-13 for ESAs. Exceptions to, or deletions from, this practice are described in this report.

The site visit occurred on August 20, 2019. The subject property, which is owned by LG, is an approximately 25,690 square-foot (approximately 0.59-acre) lot currently paved with asphalt and surrounded by a chain-link fence. The lot is overgrown with vegetation along the perimeter as well as within various fractures within the asphalt pavement. The western portion of the subject property contains a mound of asphalt millings approximately 100 feet by 50 feet in size. A weathered wooden box is located along the eastern portion of the subject property and contains debris, wire fencing, and metal rebar, and a shipping container is located along the northern portion of the property that contains miscellaneous construction equipment including wheelbarrows, ladders, concrete dumpsters, a concrete sluice, and scaffolding. Plywood sheets and wooden posts used for the scaffolding are stored adjacent to the shipping container. Miscellaneous trash and debris were scattered throughout the subject property. No visual evidence of underground storage tanks (USTs, e.g., vent pipes, fill ports), potable water wells, monitoring wells, dry wells, clarifiers, septic

tanks, or leach fields was observed on the subject property during the site visit.

The subject property is a rectangular-shaped parcel with a narrow strip of land strip of land extending westward approximately 300 feet along the northern border of the subject property. The subject property is in a commercial and residential neighborhood in the Far Rockaway neighborhood of the Borough of Queens. The subject property is bordered to the north by a New York City Subway elevated rail line with Rockaway Freeway below the elevated rail line. Beyond these two transit systems is the Rockaway Sewage Treatment Plant operated by the New York City Department of Environmental Protection (NYCDEP). East of the subject property is Beach 106th Street, beyond which is a parking lot for an office building which is under construction. South of the subject property is Rockaway Beach Boulevard, beyond which are greenspace, automobile parking, and Surfside Park Apartments. Southwest and west of the subject property is a Walgreen's pharmacy. Gasoline service stations and dry cleaners were not observed in the immediate vicinity (approximately 500 feet) of the subject property. Other off-site sources of concern were not identified in the immediate vicinity.

According to the historical sources reviewed, the subject property was primarily vacant with a stable located along the northern property boundary in 1894. There are no changes to the subject property until 1912 when the stable was no longer present, and a warehouse and several residential dwellings had been constructed on-site. In addition, Wainwright Avenue is depicted on-site along the northern property boundary. By 1933, Wainwright Avenue and the warehouse were no longer present, but several additional residential dwellings were present on the subject property. There are no significant changes to the subject property until 1961 when the subject property is depicted as a vacant lot. The 1966 Sanborn Map depicts numerous dirt piles on the central and southern portions of the property. By 1975, the subject property appears to be paved with two unidentifiable dark areas located in the center of the property. One dark area remains present in the center of the subject property in the 1984 aerial photograph. Between 1994 and 2013, the subject property is depicted as a paved lot occupied with motor vehicles, trailers, and a unidentifiable circular structure (2013 aerial photograph only). By 2017, the subject property was once again depicted as a vacant lot with no vehicles, structures or soil piles.

It should also be noted that the area has been significantly impacted over time by several hurricanes, including Hurricane Donna in 1960 and Superstorm Sandy in 2012. Both storms caused severe damage to the area including potential environmental impacts from damaged buildings.

The subject property is identified on the New York City Environmental Designation (E-Designation) database. The E-Designation requires that environmental sampling and possible remediation take place on a subject property. The E-Designation would require that the owner of the subject property conduct a testing and sampling protocol, and remediation where appropriate, to the satisfaction of the NYCDEP before the issuance of a building permit by the Department of Buildings (DOB). The listing also includes a mandatory construction-related health and safety plan which must be approved by NYCDEP. This database listing is compliance-related and is not considered a recognized environmental condition (REC), in AECOM's opinion.

Several surrounding sites were identified in the environmental database search report. Several of these properties were listed on either contamination-related databases or on databases which indicate a historic operation that has the potential to impact the subject property. Based on AECOM's review and analysis of the database listings, the surrounding sites are not expected to present a REC to the subject property, based on their distance (generally greater than 500 feet), regulatory status (i.e. regulatory closure, no violations found), media impacted (soil only), and/or topographical position relative to the subject property (i.e. down-gradient or cross-gradient).

The following REC was identified during this assessment:

- Due to the history of area, including the potential for urban fill, spills and uncontrolled discharges of petroleum and/or hazardous materials due to impacts from severe storms which have damaged the surrounding area such as Hurricane Donna and Superstorm Sandy), and the possible discharge of motor fluids from vehicles and equipment known to have been present, the possibility exists for subsurface contamination on and in the immediate vicinity of subject property to be present.

Based on the above-described activities, no controlled RECs (CRECs) or historical RECs (HRECs) were identified in connection with the subject property.

The following de minimis condition (DMC) was identified:

- De minimis trash and miscellaneous debris (i.e. paper products, empty cans and bottles, etc.) were observed to be scattered throughout the subject property. No staining was observed in the vicinity of this debris; therefore, this solid waste debris is considered a DMC, in AECOM's opinion.
- The western portion of the subject property contains a mound of asphalt millings approximately 100 feet by 50 feet in size. No staining was observed in the vicinity of the asphalt millings; therefore, this material is considered a DMC, in AECOM's opinion.

Since Block 16178, Lots 1 and 65 are mapped with an (E) designation (E-215) for hazardous materials from the Rockaway Neighborhoods Rezoning (08DCP065Q). The (E) designation will ensure that testing and mitigation will be provided as necessary before any future development and/or soil disturbance. Therefore, it is not necessary to map another (E) designation for hazardous materials on top of the existing (E) designation as described in the EAS for the proposed project.

With the existing (E) designation in place, no significant adverse impacts with regards to hazardous materials are expected and no further analysis is required.

2.7 WATER AND SEWER INFRASTRUCTURE

The *CEQR Technical Manual* outlines thresholds for analysis of a project's water demand and its generation of wastewater and stormwater. For the Proposed Action, an analysis of water supply is warranted as the Project Site is in an area that experiences low water pressure. A preliminary water supply assessment will be prepared as part of the EAS, pursuant to *CEQR Technical Manual* guidance. However, this EAS assumes that the existing system has enough capacity for the projected growth associated with the Future With-Action conditions on the Project Site.

A preliminary assessment of the effects on wastewater and stormwater infrastructure is warranted because the proposed project would result in the development of more than 100,000 square feet of floor area in a separately sewered area of the city. However, it is unlikely that that Proposed Action would have significant adverse impacts on the existing infrastructure.

The proposed With- Actions projected sewage generation is projected to be approximately 37,260 gallons per day. Given the capacity of the Rockaway Wastewater Treatment Plant (45 MGD), the plant would be able to accommodate the infrastructure needs of the With-Action project. Therefore, significant effects related to Water and Sewer Infrastructure are unlikely and a further analysis is not required.

Furthermore, the increment of the 138,535 gsf of self-storage floor area would not require a significant increase in water to operate. The storage facility would not generate more sanitary flow than an actual mixed-use development which would be permitted as-of-right, though not assumed in this assessment's No-Action Scenario. The applicant plans only call for two bathrooms which would likely require less than 200 gallons of water a day to operate. Floors 2 -6 of the self-storage facility are comprised entirely of self-storage space, which will not require extensive water usage. Given the existing capacity of the Rockaway Wastewater Treatment Plant of 45 MGD, it is unlikely that the proposed self-storage facility would have any significant adverse impacts on water supply and no further analysis is therefore required. Please See **Appendix F** for correspondence with the New York City Department of Environmental Protection (NYCDEP) indicating existing infrastructure should be capable of handling the estimate water demand of the Projected Development.

2.8 TRANSPORTATION

2.8.1 Introduction

This section assesses the potential for transportation impacts as a result of the Proposed Action. The Proposed Action involves the granting of a zoning map amendment on Queens Block 16178 to allow

development to occur on multiple sites comprised of Lot 65 and 1. Block 16178 is bounded by Beach 108th Street to the west, Rockaway Beach Blvd to the south, Rockaway Freeway to the north, and Beach 105th Street to the east. The Proposed Action would include development of 135,725 square feet of self-storage floor area. The Proposed Action also has the potential to induce development on Block 16178, Lot 1, bringing the total floor area on Lot 1 to approximately 21,100 gsf. However, this is not analyzed in this section as it is only a potential site.

This analysis presents AECOM's transportation planning assumptions and analysis for the proposed rezoning of Block 16178, Lots 1, 50, 60, 65 and part of 70, in the Rockaway Beach neighborhood of Queens Community District 14 and has been revised to reflect the latest Reasonable Worst-Case Development Scenario (RWCDS) as of March 2019.

This analysis (based on our preliminary assessment) the proposed level of assessment that will be provided for each of the four transportation elements—Traffic, Parking, Transit, and Pedestrians—as well as Construction Traffic, in the environmental assessment for the proposed project. Our assessment was performed according to the Level 1 and Level 2 screening assessment criteria presented in the March 2014 *CEQR Technical Manual*. Also included as part of this memorandum are the findings of our assignment of incremental site-generated traffic and pedestrians throughout the study area.

The proposed rezoning to an M1-3 zoning district will facilitate the development of a six-story plus cellar self-storage facility with approximately 135,725 zoning square feet (138,525 gsf) of floor area (5.0 FAR) at the Proposed Development Site, with a public parking garage with 83 attended parking spaces located in the cellar. Three loading docks will be located along the eastern side of the building, along the Beach 106th Street frontage. A new curb cut will be located along Rockaway Beach Boulevard to provide access to the cellar level parking, and a new curb cut on Beach 106th Street will provide access to the loading docks. The Proposed Development will be built to the proposed street widening lines along Rockaway Beach Boulevard and Beach 106th Street, will provide a 20-foot rear yard, and will rise to a total height maximum projected height of 85 feet.

2.8.2 Transportation Thresholds and Access

According to the *CEQR Technical Manual*, interrelationships between the key technical areas of the transportation system – traffic, transit, pedestrians, and parking – should be considered in any assessment. Furthermore, the individual technical areas should be separately assessed to determine whether a project has the potential to adversely and significantly affect a specific area of the transportation system. The *CEQR Technical Manual* states that a preliminary trip generation assessment should be prepared to determine whether a quantified analysis of any technical areas of the transportation system is necessary. Except in unusual circumstances, a further quantified analysis would typically not be needed for a technical area if the Proposed Development would result in fewer than the following increments, based on a Level 1 screening assessment:

- 50 peak hour vehicle trips;
- 200 peak hour subway/rail or bus transit riders; or
- 200 peak hour pedestrian trips.

The *CEQR Technical Manual* also states that if the threshold for traffic is not surpassed, it is likely that further parking assessment is also not needed.

If the Level 1 trip generation thresholds identified above are exceeded, a Level 2 screening assessment is then conducted. The *CEQR Technical Manual* states that, based on the Level 2 screening assessment:

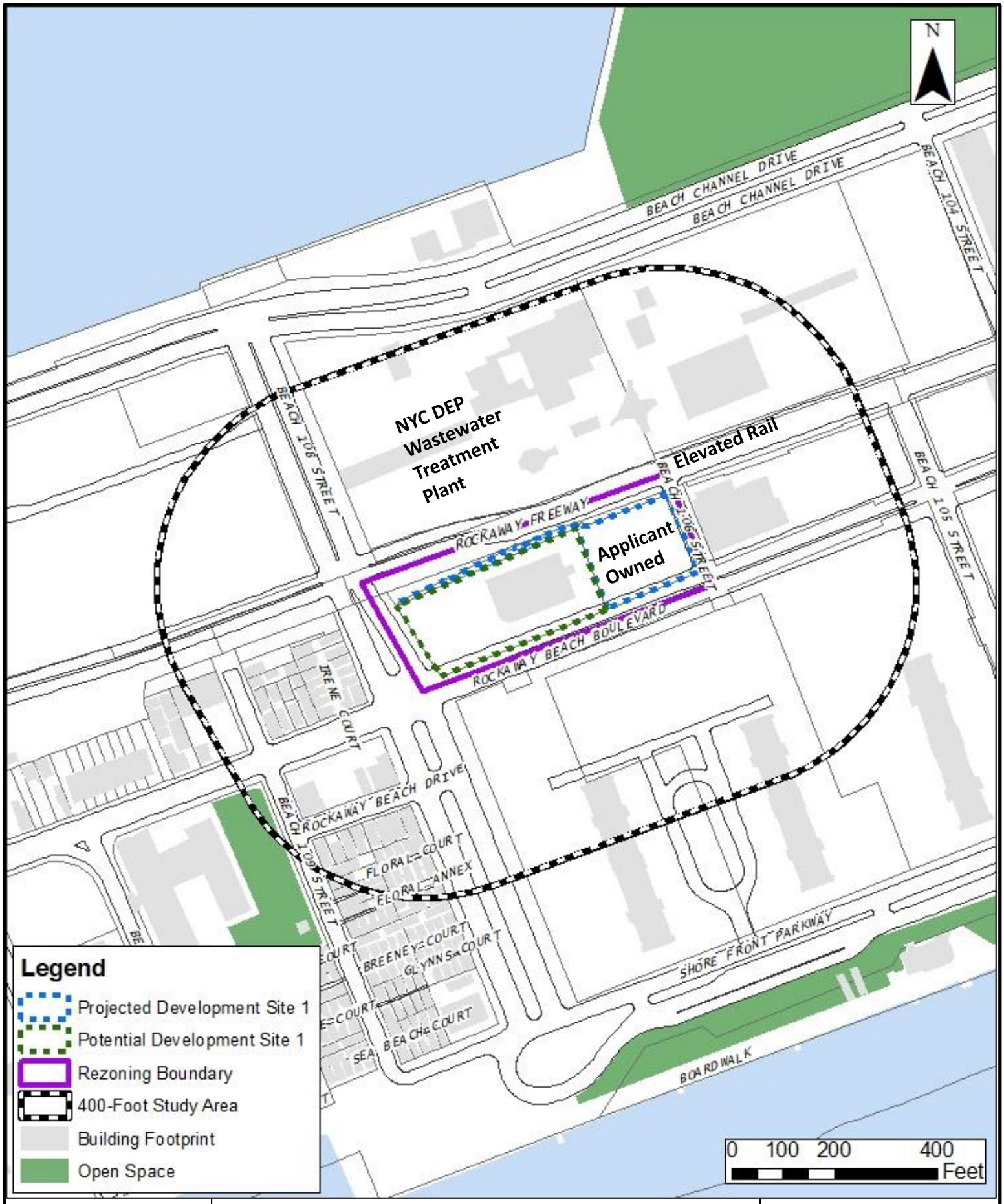
- Intersections with fewer than 50 vehicle trips during the analysis peak hour may likely be screened out, and no further analysis would be needed for those intersections;
- Bus routes with fewer than 50 bus passengers assigned to a single bus line (in one direction) would likely be screened out;
- Subway stations or subway lines with fewer than 200 passengers would likely be screened out; and

- Projected pedestrian volume increases of fewer than 200 pedestrians per hour at any sidewalk, crosswalk, or intersection corner would not typically be considered a significant impact and would not require a detailed analysis because that level of increase would not generally be perceptible.

The Project Area is in the Rockaway Beach neighborhood of Queens Community District 14 and is generally bounded by Rockaway Freeway to the north, Rockaway Beach Boulevard to the south, Beach 106th Street to the east, and Beach 108th Street to the west (see **Figure 2.8-1**).

The area in the vicinity of the development site is well served by highway access with the Marine Parkway Bridge and the Cross Bay Veterans Memorial Bridge located to the west and east of the Project Site, respectively, connecting the peninsula with the Boroughs of Brooklyn and Queens. Rockaway Beach Boulevard continues eastwardly through the communities of Arverne, Edgemere, Far Rockaway and western Nassau County.

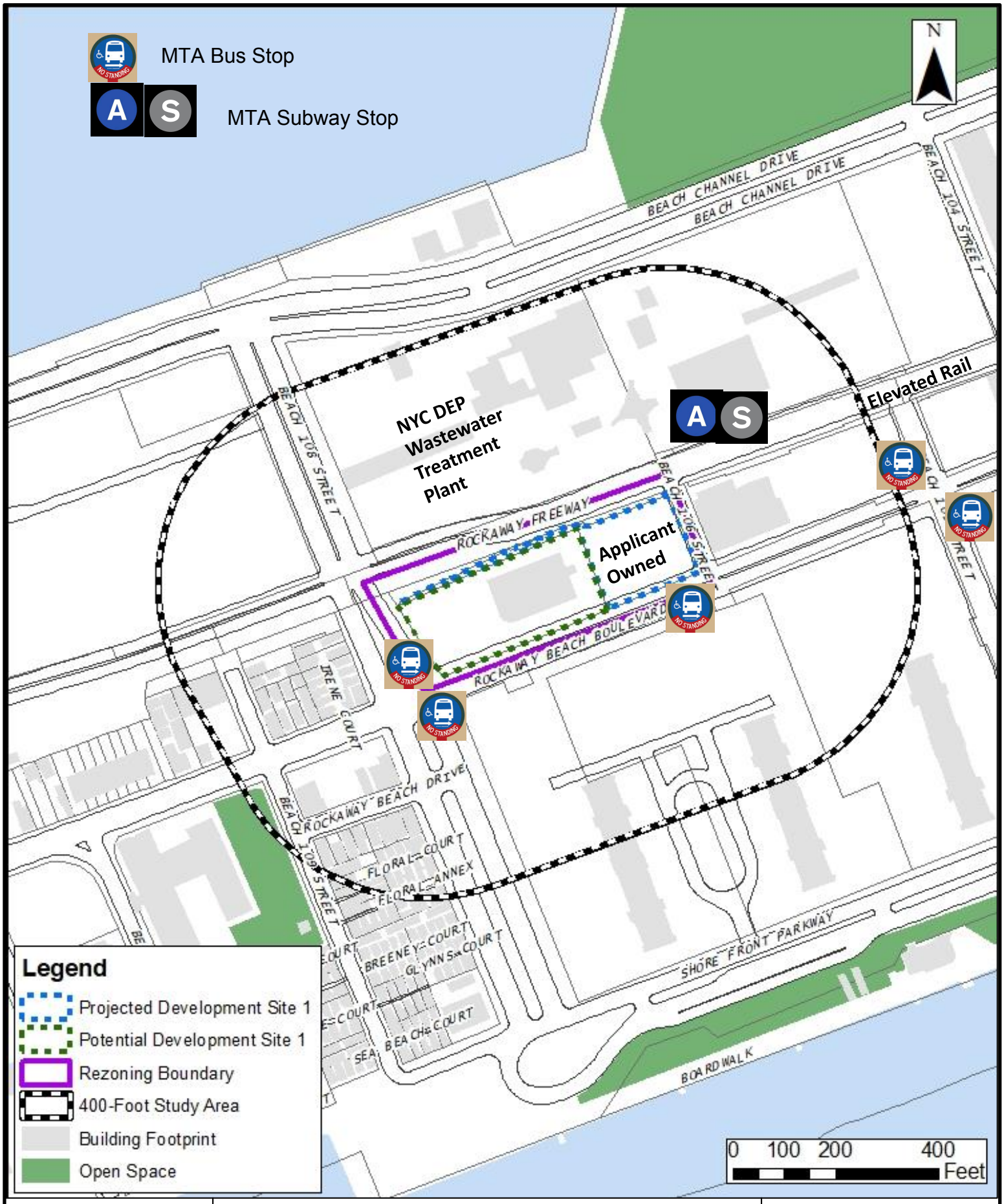
The nearest subway station to the site is the Beach 105th Street station serving the "A" subway line. Several bus lines also serve the area, including the Q22 and QM16 which run in both directions along Rockaway Beach Boulevard; and the Q53 SBS bus route which runs Rockaway Beach Boulevard, Beach 116th Street, Beach Channel Drive and Beach 108th Street in the vicinity of the site. **Figure 2.8-2** shows the public transportation services in the area. The LIRR Far Rockaway station is located approximately 4.5 miles north-east of the site.



AECOM

Environmental Assessment Statement
106-02 Rockaway Beach Blvd. Rezoning
Rockaway Beach, New York

Figure 2.8-1
Site Vicinity Map



AECOM

Environmental Assessment Statement
106-02 Rockaway Beach Blvd. Rezoning
Rockaway Beach, New York

Figure 2.8-2 Public Transportation Map

Based on our preliminary assessment, the section documents the proposed level of analysis that will be provided for each of the four transportation elements—Traffic, Parking, Transit, and Pedestrian—for the proposed project. Our assessment was performed according to the Level 1 and Level 2 screening assessment criteria presented in the March 2014 *CEQR Technical Manual*.

2.8.3 Traffic

The preliminary screening thresholds in the March 2014 *CEQR Technical Manual* suggests that any project which generates 50 or more peak hour incremental vehicle trips through a single intersection in any given peak hour is likely to warrant a detailed traffic operations analysis. Conversely, projects that are anticipated to generate fewer than 50 peak hour incremental vehicle trips through a single intersection generally do not warrant detailed traffic assessments, and potential traffic impacts are not expected.

Estimated Trip Generation Characteristics

In order to determine the change in trip generation associated with the Proposed Action, a trip generation estimate was prepared for the incremental land uses shown.

The trip generation estimates were prepared using the following sources:

- *CEQR Technical Manual* (March 2014)
- ACS 2016 Reverse journey-to-work census data for tracts 928, 934.01, 934.02, 938, 942.01, 942.02 and 942.03.
- East New York Rezoning Transportation Planning Factors and Travel Demand Forecast Memorandum

Tables 2.8-1, 2.8-2, and 2.8-3 show the estimated person-trips, mode splits, and vehicle-trips, respectively, for the Proposed Action during the weekday AM, weekday midday, weekday PM, and Saturday midday peak hours, as well as the associated transportation planning assumptions. As shown in **Table 4,** the Proposed Action is estimated to generate vehicle trips as follows:

- Weekday AM peak hour: 20 vehicle trips (10 inbound and 10 outbound)
- Weekday midday peak hour: 28 vehicle trips (15 inbound and 13 outbound)
- Weekday PM peak hour: 15 vehicle trips (7 inbound and 8 outbound)
- Saturday midday peak hour: 30 vehicle trips (17 inbound and 13 outbound)

As shown in **Table 2.8-3**, the Proposed Action is projected to generate less than 50 total peak hour incremental vehicle trips during the weekday AM, midday, PM and Saturday midday peak hours. Therefore, in accordance with the CEQR Technical Manual, the Proposed Action is not expected to result in any significant traffic and no further analysis is required.

Table 2.8-1 Estimated Peak Hour Person Trip Generation Characteristics

Estimated Peak Hour Person-Trip Generation Characteristics
Queens Block 16178 Rezoning
Future With-Action Condition

Lot 65

Land Use	Size	Weekday Daily Person-Trip Rate	Saturday Daily Person-Trip Rate	Temporal Distribution (%)				Estimated Person-Trips			
				Weekday AM	Weekday MD	Weekday PM	Saturday MD	Weekday AM	Weekday MD	Weekday PM	Saturday MD
Self Storage	135,725 SF	1.42	2.34	4.3%	12.3%	8.6%	11.3%	8	24	17	36
							TOTAL PERSON-TRIPS =	**8**	**24**	**17**	**36**

*Self-Storage trip rates and temporal distribution based on Self Storage Text Amendment FEIS, 2017.

Table 2.8-2 Estimated Mode Splits for Proposed Use

Lot 65

Land Use	Size	Estimated Mode Split (AM, PM, SAT)						
		Auto	Taxi	Sub-way	Rail-road	Bus	Walk	Total
Self Storage	135,725	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

*Self-Storage Mode splits, temporal distribution, and auto occupancy calculated from NYCDCP Self Storage Text Amendment FEIS, 2017.

Table 2.8-3 Projected Vehicle Trips

Lot 65

Land Use	Size	Estimated Vehicle-Trips											
		Weekday AM			Weekday MD			Weekday PM			Saturday MD		
		Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out
Self Storage	135,725	20	10	9	28	15	13	15	7	7	30	17	13
TOTAL =		**20**	**10**	**9**	**28**	**15**	**13**	**15**	**7**	**7**	**30**	**17**	**13**

2.8.4 Transit

Subway and Bus

As was previously discussed, all new trips made to the Project Site would be made by automobile. Therefore, the Proposed Action is not expected to have any significant adverse impacts on the existing public transit network.

2.8.5 Pedestrians

The March 2014 *CEQR Technical Manual* indicates that a detailed pedestrian analysis be performed for projects that are likely to generate 200 or more net incremental pedestrian trips during any peak hour on any one pedestrian element (i.e., a sidewalk, crosswalk, or corner).

All trips to the Project Site would be made via automobile. Therefore, no new pedestrian trips are expected to be generated and no pedestrian element will experience significant adverse impacts. Therefore, no further analysis is warranted, and no impacts are expected.

2.8.6 Parking

The *CEQR Technical Manual* indicates that parking analyses may be needed if the proposed project results in a need for quantified traffic analysis based on the Levels 1 and 2 screening assessments. With respect to the Proposed Action, no quantified traffic analysis is warranted based on these screening assessments; therefore, no parking analysis is warranted. Furthermore, the Proposed Development site is going to be providing onsite parking for vehicles arriving to the Site. Therefore, no significant adverse parking impacts are projected, and no detailed parking analysis is warranted.

2.8.7 Construction Impacts

Because construction of the proposed development is projected to take less than two years, no construction traffic analysis is required in accordance with *CEQR Technical Manual* guidance. Therefore, no impacts with regards to construction related traffic impacts would occur and no analysis is required.

2.8.8 Conclusions

Based on the above discussion and in accordance with *CEQR Technical Manual* guidelines, it was determined that:

- Detailed Traffic analysis is not needed.
- Detailed Transit (subway) analysis is not needed
- Detailed Transit (bus) analysis is not needed.
- Detailed Pedestrian analysis is not needed.
- Detailed traffic analyses During Construction is not needed.

Accordingly, the proposed rezoning action is not expected to result in significant adverse impacts on the transportation system in the area and further analysis is not necessary.

2.9 AIR QUALITY

When assessing the potential for air quality significant impacts, the *CEQR Technical Manual* seeks to determine a Proposed Action's effect on ambient air quality, or the quality of the surrounding air. Ambient air can be affected by motor vehicles, referred to as "mobile sources," or by fixed facilities, referred to as "stationary sources." This can occur during operation and/or construction of a project being proposed. The pollutants of most concern are carbon monoxide, lead, nitrogen dioxide, ozone, relatively coarse inhalable particulates (PM_{10}), fine particulate matter ($PM_{2.5}$), and sulfur dioxide.

The *CEQR Technical Manual* generally recommends an assessment of the potential impact of mobile sources on air quality when an action increases traffic or causes a redistribution of traffic flows, creates any other mobile sources of pollutants (such as diesel train usage), or adds new uses near mobile sources (e.g., roadways, parking lots, garages). The *CEQR Technical Manual* generally recommends assessments when new stationary sources of pollutants are created, when a new use might be affected by existing stationary sources, or when stationary sources are added near existing sources and the combined dispersion of emissions would impact surrounding areas.

2.9.1 Mobile Sources

According to the *CEQR Technical Manual*, projects, whether site-specific or generic, may result in significant mobile source air quality impacts when they increase or cause a redistribution of traffic; create any other mobile sources of pollutants (such as diesel trains, helicopters etc.); or add new uses near mobile sources (roadways, garages, parking lots, etc.). Projects requiring further assessment include:

- Projects that would result in placement of operable windows, balconies, air intakes or intake vents generally within 200 feet of an atypical source of vehicular pollutants.
- Projects that would result in the creation of a fully or partially covered roadway, would exacerbate traffic conditions on such a roadway, or would add new uses near such a roadway.
- Projects that would generate peak hour auto traffic or divert existing peak hour traffic of 170 or more auto trips in this area of the City.
- Projects that would generate peak hour heavy-duty diesel vehicle traffic or its equivalent in vehicular emissions resulting from 12 or more heavy-duty diesel vehicles (HDDVs) for paved roads with average daily traffic of fewer than 5,000 vehicles, 19 or more HDDVs for collector roads, 23 or more HDDVs for principal and minor arterials, or 23 or more HDDVs for expressways and limited-access roads.
- Projects that would result in new sensitive uses (e.g., schools or hospitals) adjacent to large existing parking facilities or parking garage exhaust vents.

- Projects that would result in parking facilities or applications requesting the grant of a special permit or authorization for parking facilities; or projects that would result in a sizable number of other mobile sources of pollution (e.g., a heliport or a new railroad terminal).
- Projects that would substantially increase the vehicle miles traveled in a large area.

The Proposed Action would not result in any of the above thresholds being crossed and would not require further mobile source assessment. The Proposed Action would not result in the placement of new operable windows within 200 feet of any atypical vehicular source of pollutants, nor would it result in the creation of a fully or partially covered roadway, generate over 170 or more net new increment auto trips or notable heavy-duty diesel vehicle traffic, place new sensitive uses adjacent to a large parking facility, result in other mobile sources of pollution, or substantially increase vehicle miles traveled.

PM 2.5 Screen

According to the CEQR Technical Manual, the threshold for detailed PM2.5 impact analysis is 12 to 23 HDDV or its equivalent vehicular emissions based on the type of the road. Per the functional classification provided by DOT, Rockaway Beach Blvd is considered a minor arterial road. Per Transportation Chapter Table 2.8-3 as previously discussed, the proposed action would generate at most of 30 incremental vehicle trip-ends during Saturday Midday peak hour. Using the NYS DOT Highway Functional Classification and the worksheet provided in CEQR TM Section 210, 30 vehicle trip-ends is equivalent to 1 HDDV trip-end for minor arterial roads, which is under the screening threshold of 23 and a detailed mobile source impact analysis for traffic is not required.

2.9.2 Stationary Sources

According to the *CEQR Technical Manual*, projects may result in stationary source air quality impacts when one or more of the following occurs:

- New stationary sources of pollutants are created (e.g., emission stacks for industrial plants, hospitals, other large institutional uses).
- Certain new uses near existing (or planned future) emissions stacks are introduced that may affect the use.
- Structures near such stacks are introduced so that the structures may change the dispersion of emissions from the stacks so that surrounding uses are affected.
- Fossil fuels (fuel oil or natural gas) for heating/hot water, ventilation, and air conditioning systems are used.
- Large emission sources are created (e.g., solid waste or medical-waste incinerators, cogeneration facilities, asphalt/concrete plants, or power-generating plants, etc.).
- New sensitive uses are located near a large emission source.
- Medical, chemical, or research labs are created or result in new uses being located near them.
- Operation of manufacturing or processing facilities is created.
- New sensitive uses created within 400 feet of manufacturing or processing facilities.
- New uses created within 400 feet of a stack associated with commercial, institutional, or residential developments (and the height of the new structures would be similar to or greater than the height of the emission stack).
- Potentially significant odors are created.
- New uses near an odor-producing facility are created.
- “Non-point” sources that could result in fugitive dust are created.
- New uses near non-point sources are created.
- A generic or programmatic action is introduced that would change or create a stationary source or that would expose new populations to such a stationary source.

Results of these screening analyses are presented below.

HVAC and Hot Water Boiler Emissions Screening

Impacts from boiler emissions at the Proposed Development site are a function of fuel oil type, stack height, minimum distance from the source to the nearest building, and square footage of the development. The Projected Development Site 1 stack height and development size was plotted on the graph for commercial and non-residential developments provided in the air quality appendices in the *CEQR Technical Manual*, as shown in **Figure 2.9-1**. This graph indicates the minimum distance between the projected development and buildings of a similar or greater height in order to avoid a potential air quality impact. The nearest existing building of similar or greater height to Projected Development Site 1 is the approximately 293,000 square foot, 13-story building that is located at 107-10 Shorefront Parkway, between Beach 108th and Beach 105th Streets. Stack height for the emissions vent was estimated as three feet higher than the proposed building height, utilizing the 30-foot curve. For a building of approximately this size, the emissions vents should be at least 85 feet away from the nearest building of equal or greater height. The above identified nearest receptor of equal or greater height is located approximately 275 feet south of the Projected Development Site 1 site at 106-02 Rockaway Beach Blvd. As such, the operation of the building is not expected to result in any stationary source air quality impacts.

The Potential Development Site 1 stack height and development size was plotted on the graph for commercial and non-residential developments provided in the air quality appendices in the *CEQR Technical Manual*, as shown in **Figure 2.9-2**. This graph indicates the minimum distance between the projected development and buildings of a similar or greater height in order to avoid a potential air quality impact (buildings with sensitive receptors). The nearest existing building of similar height or greater with sensitive receptors to Potential Development Site 1 is the approximately 48,200 square foot, 6-story Rockaway Hotel that is located at 108-02 Rockaway Beach Blvd (Block 16189, Lot 1), approximately 200 feet southwest of Potential Development Site 1. Stack height for the emissions vent was estimated as 30 feet, which is five feet higher than the potential building height of Potential Development Site 1, which is 25 feet. Utilizing the 30-foot curve, for a building of approximately this size, the emissions vents should be at least 30 feet away from the nearest building of equal or greater height. The above identified nearest receptor of equal or greater height is located approximately 200 feet southwest of Potential Development Site 1 at 108-02 Rockaway Beach Blvd (Block 16189, Lot 1). As such, the operation of the building is not expected to result in any stationary source air quality impacts.

Prior E Designations

Rockaway Neighborhoods Rezoning (CEQR No. 08DCP065Q)

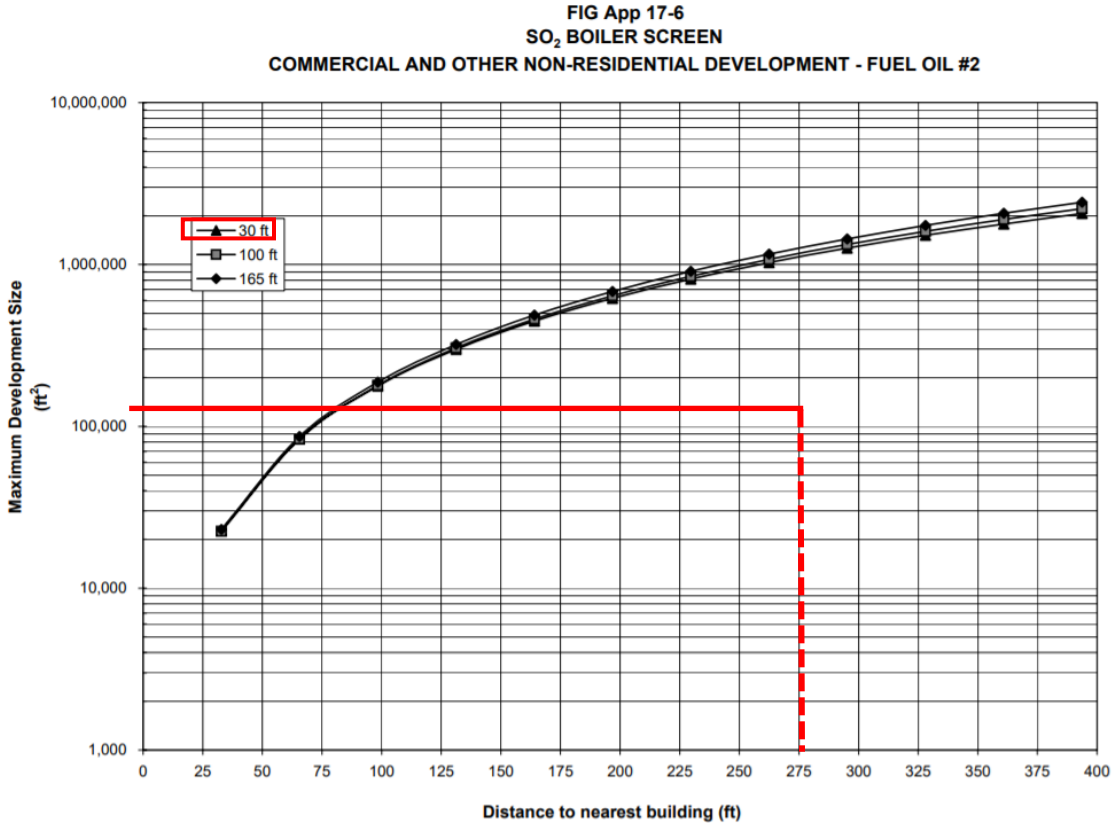
A Negative Declaration was issued for the above-referenced action on April 21, 2008. The Negative Declaration included an (E) Designation (E-215) for hazardous materials and air quality. To avoid the potential for impacts related to air quality, (E) designations were mapped on Lots 1 and 65 on Block 16178.

The text for the (E) designations is as follows:

Block 16178 Lot 65 (Projected Development Site 1): Any new self-storage development on the above-referenced property must ensure the heating, ventilating, and air conditioning (HVAC) system and hot water equipment stack is located at the highest tier and at least 75 feet above grade to avoid any potential significant adverse air quality impact.

Block 16178 Lot 1 (Potential Development Site 1): Any new commercial and/or retail development on the above-referenced property must ensure the heating, ventilating, and air conditioning (HVAC) system and hot water equipment stack is located at the highest tier and at least 28 feet above grade to avoid any potential significant adverse air quality impact.

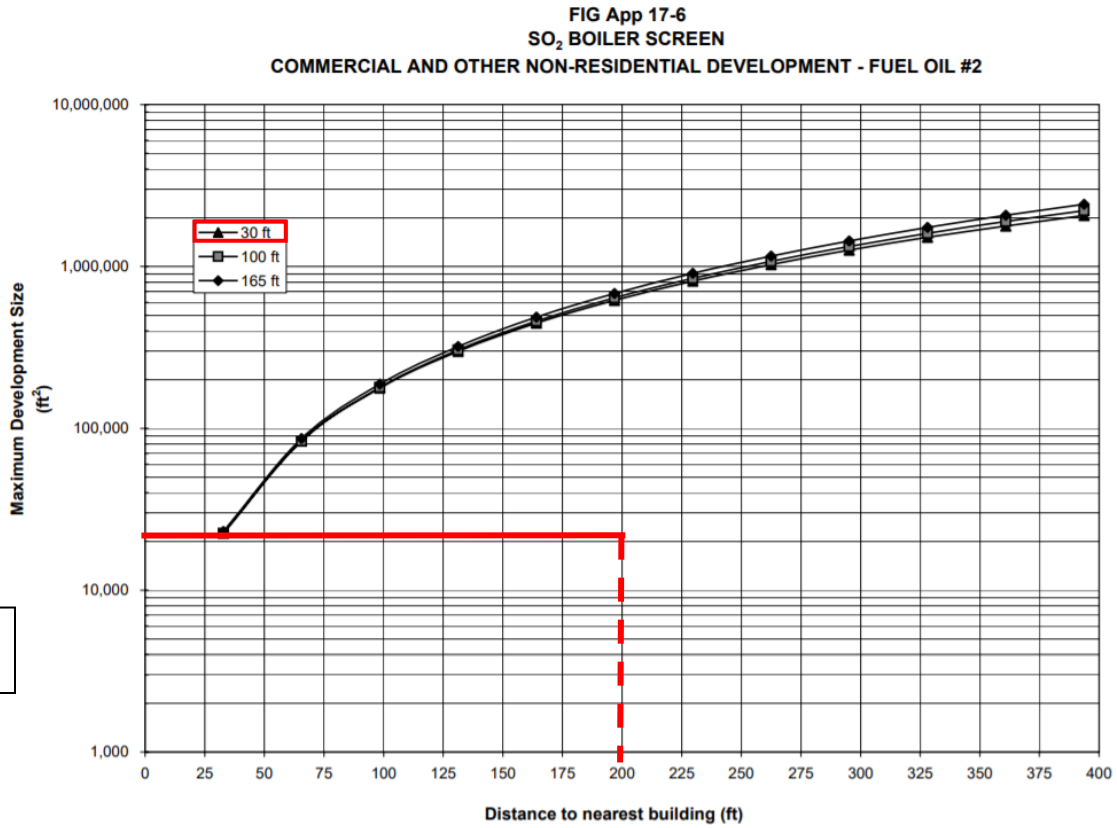
Figure 2.9-1 Air Quality Graph-Projected Development Site 1



Approx. 138,535 SF Building

Nearest building of equal or similar height with sensitive receptors are the 13-story residential building located 107-10 Shorefront Parkway, approximately 275 feet to the south

Figure 2.9-2 Air Quality Graph-Potential Site 1



Approx. 21,100 SF Building

Nearest building of equal or similar height with sensitive receptors is the 48,200 gsf 6-story hotel located 200 feet southwest at 108-40 Rockaway Beach Blvd.

2.9.3 Industiral Source Impact

Per the Rockaway WWTP EAS (CEQR No.16DEP007Q), no potential significant adverse air quality impacts are anticipated on the nearby sensitive receptors resulting from the nearby Rockaway Waste Water Treatment Plant emissions. According to DOB, the Walgreens building has been occupied since 2009, which was prior to the publishing of Rockaway WWTP EAS.

According to the aforementioned EAS:

“BNR upgrades enhance the wastewater treatment process resulting in changes to the biological processes occurring within the plant. These changes could alter the concentration and volume of the volatile organic compounds (VOCs) and hazardous air pollutants (HAPs) emissions. Modeling was not required to assess the VOCs and HAPs emissions attributable to the BNR process upgrade at the Rockaway WWTP, as analyses for similar projects are larger WWTP’s revealed that these projects did not result in an impact.

Therefore, no modeling was performed and no potential significant adverse air quality impacts are anticipated.

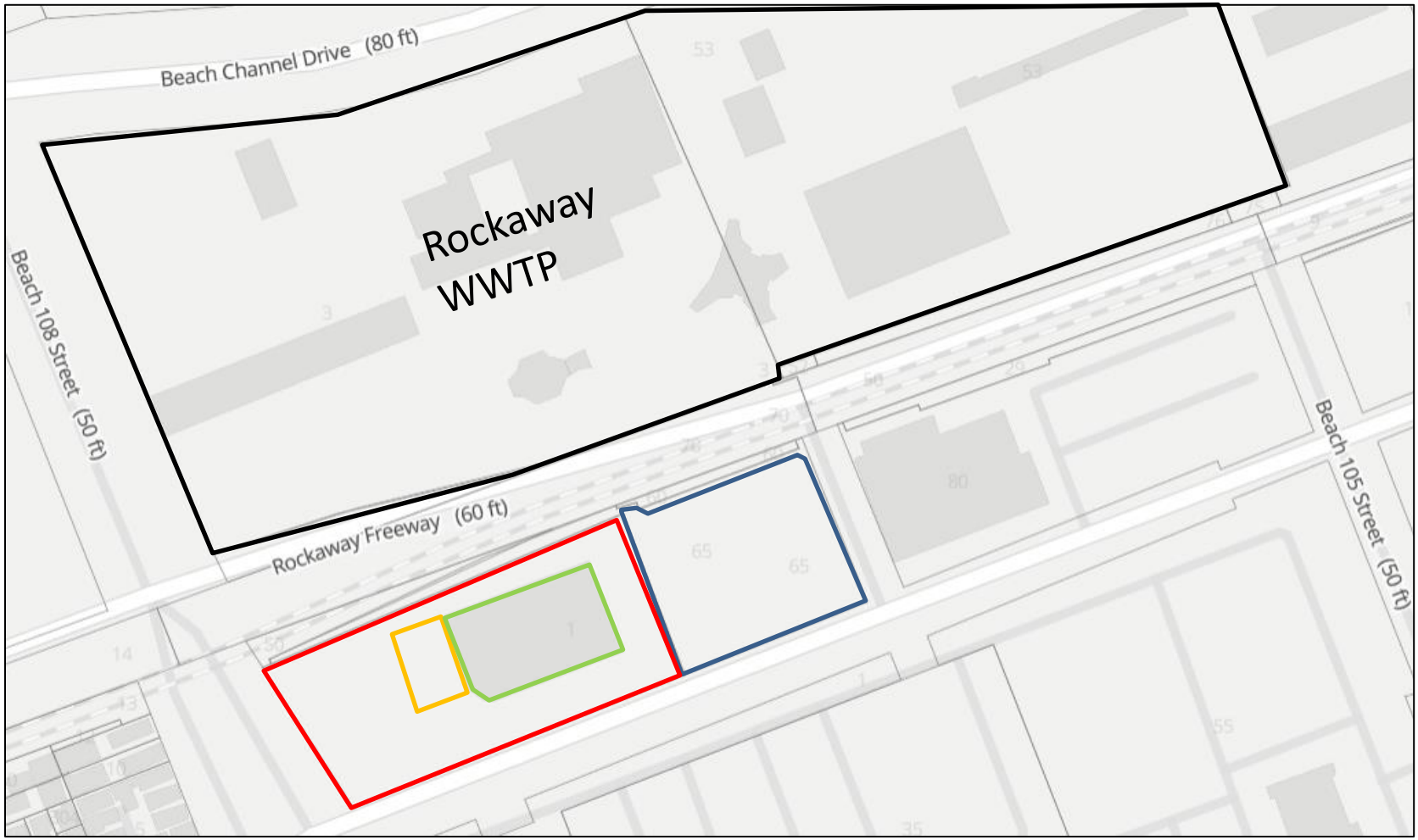
The distance between the potential 5,000 gsf retail expansion and the Rockaway WWTP would be the same as the distance between the existing Walgreens and the Rockaway WWTP (see site plan below), as the potential expansion would be directly adjacent to the existing Walgreens in order to preserve parking on the lot. Therefore, since Potential Site 1 and the Walgreens would be the same distance to the Rockaway WWTP, and no impacts from the WWTP on the Walgreens were found in the Rockaway WWTP EAS, it is reasonable to assume that there would not be any significant adverse impacts from the WWTP on Potential Site 1 and no detailed major source impact analysis would be warranted.

Permit Search

A screen for air toxics and industrial source emissions, 400’ and 1,000’search areas respectively from the Rezoning Area, was conducted. The screen found that there were no air toxic or industrial source permits within the search areas using the same databases as mentioned in the previous section that would potential impact the new sensitive receptors on Potential Development Site 1. Therefore, no impacts with regard to air toxics or industrial source emissions are expected in the With-Action Scenario and no further analysis is required.

Conclusion

Since the Proposed Actions would not lead to any significant adverse impacts related to air quality with regards to mobile or stationary sources, not further analysis is needed and no significant adverse impacts relating to air quality are anticipated.



Projected Development Site 1

Potential Development Site 1

Location of Potential Retail Expansion

Location of Existing Walgreens

AECOM

Environmental Assessment Statement
Queens Block 16178 Rezoning
Rockaway Beach, New York

Figure 2.9-2
Site Layout-Potential Site 1

2.10 NOISE

Noise is defined as any unwanted sound, and sound is defined as any air pressure variation that the human ear can detect. Human beings can detect a large range of sound pressures ranging 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.

In terms of hearing, humans are less sensitive to low frequencies (<250 Hz) than mid-frequencies (500-1,000 Hz). Humans are most sensitive to frequencies in the 1,000 to 5,000 Hz range. Since ambient noise contains many different frequencies all mixed together, measures of human response to noise assign more weight to frequencies in this range. This is known as the A-weighted sound level.

Noise is measured in sound pressure level (SPL), which is converted to a decibel scale. The decibel is a relative measure of the sound level pressure with respect to a standardized reference quantity. Decibels on the A-weighted scale are termed "dB(A)." The A-weighted scale is used for evaluating the effects of noise in the environment because it most closely approximates the response of the human ear. On this scale, the threshold of discomfort is 120 dB(A), and the threshold of pain is about 140 dB(A). **Table 2.10-1** shows the range of noise levels for a variety of indoor and outdoor noise levels.

Table 2.10-1 Indoor and Outdoor Noise Levels

Noise Level dB(A)	**Subjective Impression**	**Typical Sources**		**Relative Loudness** (Human Response)
		Outdoor	**Indoor**	
120-130	Uncomfortably Loud	Air raid siren at 50 feet (threshold of pain)	Oxygen torch	32 times as loud
110-120	Uncomfortably Loud	Turbo-fan aircraft at take-off power at 200 feet	Riveting machine Rock band	16 times as loud
100-110	Uncomfortably Loud	Jackhammer at 3 feet		8 times as loud
90-100	Very Loud	Gas lawn mower at 3 feet Subway train at 30 feet Train whistle at crossing Wood chipper shredding trees Chain saw cutting trees at 10 feet	Newspaper press	4 times as loud
80-90	Very Loud	Passing freight train at 30 feet Steamroller at 30 feet Leaf blower at 5 feet Power lawn mower at 5 feet	Food blender Milling machine Garbage disposal Crowd noise at sports event	2 times as loud
70-80	Moderately Loud	NJ Turnpike at 50 feet Truck idling at 30 feet Traffic in downtown urban area	Loud stereo Vacuum cleaner Food blender	Reference loudness (70 dB(A))
60-70	Moderately Loud	Residential air conditioner at 100 feet Gas lawn mower at 100 feet Waves breaking on beach at 65 feet	Cash register Dishwasher Theater lobby Normal speech at 3 feet	2 times as loud
50-60	Quiet	Large transformers at 100 feet Traffic in suburban area	Living room with TV on Classroom Business office Dehumidifier Normal speech at 10 feet	1/4 as loud
40-50	Quiet	Bird calls Trees rustling Crickets Water flowing in brook	Folding clothes Using computer	1/8 as loud

30-40	Very quiet		Walking on carpet Clock ticking in adjacent room	1/16 as loud
20-30	Very quiet		Bedroom at night	1/32 as loud
10-20	Extremely quiet		Broadcast and recording studio	
0-10	Threshold of Hearing			

Because the scale is logarithmic, a relative increase of 10 decibels represents a sound pressure level that is 10 times higher. However, humans do not perceive a 10 dB(A) increase as 10 times louder; they perceive it as twice as loud. The following are typical human perceptions of dB(A) relative to changes in noise level:

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

As a change in land use may result in a change in type and intensity of noise perceived by residents, patrons and employees of a neighborhood, the *CEQR Technical Manual* recommends an analysis of two principal types of noise sources: mobile sources; and stationary sources. Both types of noise sources are examined in the following sections.

2.10.1 Mobile Sources

Mobile noise sources are those which move in relation to receptors. The mobile source screening analysis addresses potential noise impacts associated with vehicular traffic generated by the Proposed Action.

According to *CEQR* guidelines, a project would typically need to double the traffic on adjacent streets in order to produce an audible change in noise levels and create a significant adverse mobile source noise impact. With the relatively moderate to high numbers of vehicles in the immediate area, the proposed action would not likely result in a doubling of traffic levels to cause a 3 dBA increase in noise levels and cause significant adverse impact to existing receptors. Furthermore, the Proposed Action would not introduce any new noise-sensitive receptors to warrant the monitoring of background noise levels. As such, detailed noise assessments are not expected to be warranted for this project

2.10.2 Stationary Sources

The *CEQR Technical Manual* states that based upon previous studies, unless existing ambient noise levels are very low and/or stationary source levels are very high (and there are no structures that provide shielding), it is unusual for stationary sources to have significant impacts at distances beyond 1,500 feet. A detailed analysis may be appropriate if the proposed project would: cause a substantial stationary source (i.e., unenclosed mechanical equipment for manufacturing or building ventilation purposes, playground, etc.) to be operating within 1,500 feet of a receptor, with a direct line of sight to that receptor; or introduce a receptor in an area with high ambient noise levels resulting from stationary sources, such as unenclosed manufacturing activities or other loud uses. Machinery, mechanical equipment, heating, ventilating and air-conditioning units, loudspeakers, new loading docks, and other noise associated with building structures may also be considered in a stationary source noise analysis. Impacts may occur when a stationary noise source is near a sensitive receptor and is unenclosed.

However, although the Rezoning Area is in an existing manufacturing district, the greater Project Area includes residential uses with a mix of enclosed commercial, storage and/or light manufacturing uses, and no unenclosed stationary noise sources of concern were observed during field inspection. As the Projected Development Site is not subject to high ambient noise levels from any nearby stationary source, no stationary source noise impacts from surrounding uses are anticipated. Additionally, as the Proposed Action would not introduce a new stationary noise source, no significant adverse stationary source impacts are anticipated as a result of the Proposed Action, and no further analysis is warranted.

Conclusion

The self-storage facility, a UG 16 facility, does not qualify as a sensitive receptor. As such, detailed noise assessments are not expected to be warranted for this project. The Proposed Action would not introduce a new stationary noise source. Since no mobile and no stationary source impacts are expected as a result of the Proposed Actions, no significant noise impacts are expected, and no further analysis is required.

2.11 NEIGHBORHOOD CHARACTER

Neighborhood character, as defined in the *CEQR Technical Manual,* is an amalgam of the various elements that give a neighborhood its distinct personality. These elements include land use, socioeconomic conditions, historic and cultural resources, urban design and visual resources, transportation, noise, open space and shadows, as well as any other physical or social characteristics that help to define a community. Not all of these elements affect neighborhood character in all cases; a neighborhood usually draws its distinctive character from a few defining features.

According to the *CEQR Technical Manual,* if a project has the potential to result in any significant adverse impacts on any of the above technical areas, a preliminary assessment of neighborhood character may be appropriate. A significant impact identified in one of these technical areas is not automatically equivalent to a significant impact on neighborhood character; rather, it serves as an indication that neighborhood character should be examined.

In addition, depending on the project, a combination of moderate changes in several of these technical areas may potentially have a significant effect on neighborhood character. As stated in the *CEQR Technical Manual*, a "moderate" effect is generally defined as an effect considered reasonably close to the significant adverse impact threshold for a technical analysis area. When considered together, elements may have the potential to significantly affect neighborhood character. Moderate effects on several elements may affect defining features of a neighborhood and, in turn, a pedestrian's overall experience. If it is determined that two or more categories may have potential 'moderate effects' on the environment, CEQR states that an assessment should be conducted to determine if the proposed project result in a combination of moderate effects to several elements that cumulatively may affect neighborhood character. If a project would result in only slight effects in several analysis categories, then further analysis is generally not needed.

This chapter reviews the defining features of the neighborhood and examines the Proposed Action's potential to affect the neighborhood character of the surrounding Study Area. The Study Area is generally coterminous with the Study Area used for the land use and zoning analysis in **Chapter 2.1**. The impact analysis of neighborhood character that follows below focuses on changes to the technical areas listed above that exceeded CEQR preliminary screening thresholds that were assessed in this EAS Short Form.

The assessment begins with a review of existing conditions and the neighborhood of the Study Area. The information is drawn from the preceding sections of this EAS but is presented in a more integrated way. While the other sections present all relevant details about aspects of the environmental setting, the discussion for neighborhood character focuses on a limited number of important features that gives the neighborhood its own sense of place and that distinguish them from other parts of the city. A concise discussion of the changes anticipated by the 2022 analysis year under the Future No-Action Condition is then included. A brief overview of the Proposed Action is then presented, along with an analysis of whether any anticipated significant adverse impacts and moderate adverse effects, regarding the relevant technical CEQR assessment categories for neighborhood character, would adversely affect any of the defining features.

2.11.1 Existing Conditions

Land Use, Zoning and Public Policy

The existing land uses immediately surrounding the proposed Rezoning Area are a mix of city- owned utility and transportation facilities, commercial uses and residential buildings. The commercial uses comprise restaurants, and retail/pharmacy. The prevailing built form of the area is a mix of low detached residential buildings and 13-

story residential buildings. Block 16178 contains mostly vacant lots, but Lots 50 and 60 are small sliver parcels, not likely to be developed. Lot 80 is under construction and Lot 65 is unimproved.

The Proposed Development site is located on Rockaway Beach Boulevard between Beach 106 St and Rockaway Freeway, which generally consist of commercial and utility and transportation facilities. The projected manufacturing development to facilitate a self-storage facility would occur on Block 16178, Lot 65, which is presently unimproved.

Directly east of the Proposed Development site, on Lot 80, is where The Rockaway Medical Arts Complex is under construction. Directly south of the Proposed Development site is a residential superblock improved with three 13-story towers and includes several private parking lots. Directly to the north of the Rezoning Area are the Rockaway Freeway and the elevated MTA subway tracks, as well as a Wastewater treatment plant just beyond the elevated MTA tracks. To the west of the Rezoning Area, across Beach 108th Street are one- and two-family buildings.

The Rezoning Area is located within an existing R5D/C2-3 zoning district. A variety of study districts are located within 400 feet of the Project Site including R3A, R4, R5, R5B, R5B/C1-3, R5D/C2-3, R6A/C2-5, M1-1, and M2-1.

Transportation

An elevated subway line is located directly adjacent to the Proposed Project Area to the north, above Rockaway Freeway, which serves the A and S trains. The Proposed Project Area is also located directly adjacent to the Rockaway Beach Boulevard/Beach 106 Street bus stop serving the Q22 line. The Surrounding Area is also accessible by bus service. The Q22, Q52 and Q53 lines stop at the Rockaway Beach Boulevard/Beach 108th Street stop, one block south of the Proposed Project Area, and the Q22, Q52 and QM16 bus stops at the Rockaway Beach Boulevard/Beach 105th Street stop located one block east of the Proposed Project Area.

Existing Conditions

The Study Area is in the Rockaway Beach neighborhood of Queens. A ground level photograph map key is provided in the previously presented **Figure 1-5**, with ground-level photographs of the projected development site and the immediate surrounding area are provided in previously presented **Figure 1-6**.

The architecture throughout the Study Area is eclectic, with no unity of form to tie the built environment together visually. As noted in **Chapter 2.1-1**, the area is characterized by a mix of uses, including transportation utility uses, commercial retail and restaurants, one and two family and multi-family residential walkups and towers. Residences within the area are generally one- to two-family or multi-family buildings with heights averaging between 30 and 40 feet and a FAR around 2.0. Most buildings within the Study Area are arranged regular (parallel) with respect to their lot placement. Buildings along key corridors and side streets within the area are generally built out to their lot lines, and many residential buildings are free-standing detached buildings.

There are few streetscape elements within the Study Area. Along Beach 108 Street, one of the main streets abutting the Rezoning Area, there are a few scattered medians which contain grass and young trees that lead to the beach on what otherwise is a basic streetscape lined with wide sidewalks, scattered street lighting and little in the way of visual interest. Along Rockaway Beach Boulevard, the quality of the pedestrian environment is even starker, as the street is absent of seating, trees, or other plantings. Behind the Rezoning Area is Rockaway Freeway which has little to no sidewalk to walk on and there are no opportunities for pedestrians to cross the street safely. No other notable streetscape elements (e.g. benches), lighting, or any form of pocket parks are located within the Study Area.

The street hierarchy of the Study Area includes several different functional classifications. Rockaway Beach Boulevard, which is south of the rezoning area and Beach 108th Street which is west of the Rezoning Area, and Rockaway Freeway north of the rezoning site are classified as Minor Arterial Roadways under the

Surface Transportation Program. All other roadways in the Study Area are classified as local. No natural features or community features lie within the Study Area.

2.11.2 Future No-Action Conditions

Under the Future No-Action Condition, the Proposed Action would not occur, and it is expected that the existing uses within the Rezoning Area would remain in their current form.

Significant changes to the Study Area are not expected by the final analysis year of 2022. Under the Future No-Action Condition, it is expected that while tenants within surrounding area buildings may change, the overall use of these buildings within the Study Area would remain the same, and any physical changes to buildings in the Study Area would comply with designated zoning regulations and other surrounding districts.

2.11.3 Future With-Action Conditions

The elements that comprise of neighborhood character are reviewed individually below, with a following supporting and cumulative conclusion at the end of this chapter.

Land Use, Zoning, and Public Policy

Under the With-Action scenario, the proposed rezoning would amend the zoning map to change the existing R5D/C2-3 district to an M1-3. On the Proposed Development site (Block 16178 Lot 65) this action would facilitate a reasonable worst-case development scenario with a maximum building height of 85 feet and a maximum developable floor area of 135,725 square feet. The RWCDS assumes that this maximum developable floor area would be 100 percent self-storage facility floor area.

While the Proposed Action would apply to 4 additional tax lots under the Future With-Action Scenario, it is anticipated that one of these has the potential to develop as a result of the Proposed Action. The Potential Development Site is Block 16178, Lot 1, which has the potential to expand its commercial floor area by 5,000 feet, bringing the total commercial floor area on the Lot to 21,100 gsf.

Recent years have seen some commercial, residential and community facility development in proximity to the Rezoning Area. The Proposed Action would reinforce this trend towards a more active residential mixed-use neighborhood, which are common in the residential areas south of the Rezoning Area. Therefore, the Proposed Action is not expected to have any adverse impacts on surrounding land uses and no additional analysis is required.

Historic and Cultural Resources

According to CEQR, when an action would result in substantial direct changes to a historic and cultural resource or substantial changes to public views of a resource, or when a historic and cultural resource analysis identifies a significant impact in this category, there is a potential to affect neighborhood character.

The Project Site is not a designated local LPC or S/NR historic resource or property, nor is the site part of any designated historic district. The LPC was contacted for their initial review of the project's potential to impact on-site or nearby historic and cultural resources, and a response was received on March 9th, 2017 (see **Appendix C**). The LPC has indicated that no cultural resource, architectural or archaeological significance is associated with the Rezoning Area. Therefore, significant adverse impacts to archaeological resources are not expected as a result of the Proposed Action, and further analysis is not warranted.

Urban Design and Visual Resources

The Proposed Action would not diminish or disturb the existing aesthetic continuity, pedestrian features of the community or neighborhood, and as the Proposed Action would not block any view corridors or views to/from any natural areas with rare or defining features, nor would the Proposed Action impact an historical or culturally sensitive community features, the Proposed Action is not expected to result in any significant

adverse urban design. Visual resource changes would also not occur, as the Proposed Action would not directly alter any key visual features, such as unique and important public view corridors and vistas or block public visual access to such features. The Proposed Action would not hinder any views of the bay to the north of the Project Site or of the ocean and beach to the south of the Project Site.

Shadows

As noted in **Chapter 2.2**, a shadow radius of 4.3 times the maximum height of the proposed six-story building (85 feet) was performed, resulting in shadow radius of approximately 365 feet. The results of the Tier 1 screening assessment indicate that the shadow cast by a single projected worst case development scenario from Lot 65 and Lot 1 on Block 16178, as shown in **Figure 2.2-1,** it is acknowledged that the results of the Tier 1 screening assessment show that no open space resources and no other sunlight-sensitive resources are located within the maximum potential shadow radius. The landscaped grass along Beach 108th Street falls outside the study area.

As such, according to the *CEQR Technical Manual*, these resources do not require further study for the shadow impacts. No other open space or cultural and historic resources are located within the potential shadow radius.

Noise

According to the *CEQR Technical Manual*, for an action to affect neighborhood character with respect to noise, it would need to result in a significant adverse noise impact and a change in acceptability categories.

Conclusions

Of the relevant technical areas specified in the *CEQR Technical Manual* that comprise of neighborhood character, the Proposed Action would not cause significant adverse impacts regarding land use, zoning, and public policy; open space; shadows; historic and cultural resources; urban design and visual resources; transportation; or noise. Moderate adverse effects that would potentially impact such a defining feature, either singly or in combination, have also not been identified for more than one technical Study Area. Therefore, as the Proposed Action would not have a significant adverse neighborhood character impact and would not result in a significant adverse impact to a defining feature of the neighborhood, further analysis is not necessary.

2.12 CONSTRUCTION

Construction, although temporary, can result in disruptive and noticeable effects on a Proposed Action area. A determination of the significance of construction and the need for mitigation is based on the duration and magnitude of these effects. Construction is typically of greatest importance when it could affect traffic conditions, archaeological resources, and the integrity of historic resources, community noise patterns and air quality conditions. All analyses were undertaken in accordance with the guidelines contained in the CEQR Technical Manual.

The Proposed Action involves a rezoning in the Rockaway Beach section of Queens. There is one Projected Development Site in the Rezoning Area. The duration of construction on the applicant's site is expected to last approximately 20 months.

The following is a brief discussion of the effects associated with the construction related activities on traffic, air quality, noise, historical resources and hazardous materials resulting from the construction of the Projected Development as described in this EAS.

Effect of Construction on Traffic

The Proposed Action would result in new development, over a four-year period, on up to four projected development sites. These developments would replace existing uses on the development sites. During construction, the projected development sites would generate trips from workers traveling to and from the construction sites, and from the movement of materials and equipment.

The infrastructure of New York City is comprised of physical systems that support the population, including water supply, wastewater, sanitation, energy, roadways, bridges, tunnels, and public transportation. This section covers only the effect of the Proposed Action on traffic operations. Given typical construction hours of 7:00 AM to 4:00 PM, worker trips would be concentrated in off-peak hours typically before both the AM and PM peak commuter periods. Truck movements typically would be spread throughout the day on weekdays and would generally occur between the hours of 7:00 AM and 4:30 PM. Traffic generated by construction workers traveling to and from their work sites and construction truck traffic would not represent a substantial increment during the area's peak travel periods.

Construction activities may result in short-term disruption of both traffic and pedestrian movements at the development sites. This would occur primarily due to the temporary loss of curbside lanes from the staging of equipment and the movement of materials to and from the site. Additionally, construction would at times result in the temporary closing of sidewalks adjacent to the site. These conditions would not lead to significant adverse effects on traffic and transportation conditions.

Effect of Construction on Air Quality

Possible impacts on local air quality during construction induced by the Proposed Action include fugitive dust (particulate) emission from land clearing operation and demolition as well as mobile source emissions (hydrocarbons, nitrogen oxide, and carbon monoxide) generated by construction equipment and vehicles.

Fugitive dust emissions from land clearing operations can occur from excavation, hauling, dumping, spreading, grading, compaction, wind erosion, and traffic over unpaved areas. Actual quantities of emissions depend on the extent and nature of the clearing operations, the type of equipment employed, the physical characteristics of the underlying soil, the speed at which construction vehicles are operated, and the type of fugitive dust control methods employed. Much of the fugitive dust generated by construction activities should be of a short-term duration and relatively contained within a proposed site, not significantly impacting nearby buildings or residents. All appropriate fugitive dust control measures – including watering of exposed areas and dust covers for trucks – would be employed during construction of the development sites. Therefore, the fugitive source emissions generated by the Proposed Action would not be significant.

Mobile source emissions may result from the operation of construction equipment, trucks delivering materials and removing debris, workers' private vehicles, or occasional disruptions in traffic near the construction site. As the number of construction-related vehicle trips generated by the Proposed Action would be relatively small and the emissions from such vehicles as well as construction equipment would occur over a four-year period and be dispersed throughout the proposed Rezoning Area, the mobile source emissions generated by the Proposed Action would not be significant. Overall, the Proposed Action would not have the potential to result in significant adverse air quality impacts.

Effect of Construction on Noise

Noise and vibration from construction equipment operation and noise from construction workers' vehicles and delivery vehicles traveling to and from the construction sites can affect community noise levels. The level of impact of these noise sources depends on the noise characteristics of the equipment and activities involved the construction schedule, and the location of potentially sensitive noise receptors.

Noise and vibration levels at a given location are dependent on the kind and number of pieces of construction equipment being operated, as well as the distance of the location from the construction site and the types of structures, if any, between the location and the noise source. Noise levels caused by construction activities can vary widely, depending on the phase of construction (e.g. demolition, land clearing and excavation, foundation, erection of structure, construction of exterior walls) and the specific task being undertaken.

Construction noise associated with the Proposed Action is expected to be similar to noise generated by other residential construction projects in the city. Increased noise level caused by construction activities can be expected to be more significant during early excavation phases of construction and would be of

relatively short duration. Increases in noise levels caused by delivery trucks and other construction vehicles would not be significant.

Construction noise is regulated by the New York City Noise Control Code and by Environmental Protection Agency noise emission standards for construction equipment. These local and federal requirements mandate that certain classifications of construction equipment and motor vehicles meet specified noise emissions standards; that, except under exceptional circumstances, construction activities be limited to weekdays between the hours of 7:00 AM and 6:00 PM; and that construction material be handled and transported in such a manner as not to create unnecessary noise. In addition, whenever possible, appropriate low noise emission level equipment and operational procedures can be utilized to minimize noise and its effect on adjacent uses.

Thus, while there may be short periods of time when noise is greater than the Noise Control Code, these regulations would be followed in such a matter that no significant adverse noise impacts would be expected to result from the Proposed Action.

Effect of Construction on Historic Resources

In order to determine whether the projected development has the potential to affect nearby off-site historic or architectural resources, the Study Area was screened for historic and architectural resources. No historic or architectural resources were identified on the Project Area or within the 400-foot Study Area. Therefore, adverse construction-related impacts are not expected to any historic resource in the vicinity of the Rezoning Area.

Effect of Construction on Hazardous Materials

The Proposed Action would result in new development in the Rezoning Area. As such, a hazardous materials assessment was undertaken, as presented Section 2.6 of this EAS. As discussed in the section, all contaminants and contaminated materials are expected to be removed in accordance with environmental regulations and no significant adverse impacts are expected.

Conclusion

Construction-related activities are not expected to have any significant adverse impacts on traffic, air quality, noise, historic resources, or hazardous materials conditions as a result of the Proposed Action and further analysis is not required.

Appendix A:
Site Plans and Zoning Analysis from the Project Architect



PROPOSED NEW:

SELF STORAGE BUILDING

106 - 02 ROCKAWAY BEACH BLVD.
FAR ROCKAWAY NY 11693

DESIGN DRAWINGS

THESE DRAWINGS ARE FOR THE EXPRESS USE OF T.F. CUSANELLI & FILLETTI ARCHITECTS P.C., NO REUSE OR REPRODUCTION PERMITTED BY LAW. COPYRIGHT © 2015

T.F. CUSANELLI & FILLETTI
ARCHITECTS, P.C.
143 TERRACE STREET
HAWORTH N.J. 07641
201-3849555
N.J. R.A. LIC # 07976, 16378

PROPOSED NEW :
SELF STORAGE BUILDING
106-02 ROCKAWAY BEACH BLVD.
FAR ROCKAWAY NY 11693

REVISIONS

NO.	DESCRIPTION	DATE
1	DESIGN DRAWINGS	11.09.15
2	DESIGN DRAWINGS	12.08.15

NO.	TO WHOM:	DATE

ISSUES

DRAWN BY:	JOB NO.
NP	1533NJ
CHECKED BY:	DATE:
VF	08.20.15

DWG. TITLE :

EXTERIOR
RENDERING

A-1

Z:\Clients\1533nj - Fernbrook - 106-02 Rockaway Beach Blvd\1533NJ_D1_11.06.15.dwg 12/10/2015 11:04 AM



AERIAL VIEW

DESIGN DRAWINGS

THESE DRAWINGS ARE FOR THE EXPRESS USE OF T.F. CUSANELLI & FILLETTI ARCHITECTS P.C., NO REUSE OR REPRODUCTION PERMITTED BY LAW. COPYRIGHT © 2015

T.F. CUSANELLI & FILLETTI
ARCHITECTS, P.C.
143 TERRACE STREET
HAWORTH N.J. 07641
201-3849555
N.J. R.A. LIC # 07976, 16378

PROPOSED NEW :
SELF STORAGE BUILDING
106-02 ROCKAWAY BEACH BLVD.
FAR ROCKAWAY NY 11693

REVISIONS		
NO.	DESCRIPTION	DATE
1	DESIGN DRAWINGS	11.09.15
2	DESIGN DRAWINGS	12.08.15

NO.	TO WHOM:	DATE

ISSUES

DRAWN BY:	JOB NO.
NP	1533NJ
CHECKED BY:	DATE:
VF	08.20.15

DWG. TITLE :
AERIAL VIEW

A-1.1

J:\Data\1533nj-Tomasetti-106-02 Rockaway Beach Blvd\1533NJ_01_11.06.15.pwg 11/10/2015 11:05 AM

ZONING CALCULATIONS OPTION 1

PREMISE: 106-02 ROCKAWAY BEACH BLVD.
BLOCK: 16178
LOT: 65

MAP NO.: 9A
ZONE(S): MI-5(PROPOSED)
LOT AREA: 27,145 SF

AREAS AND LOT COVERAGE

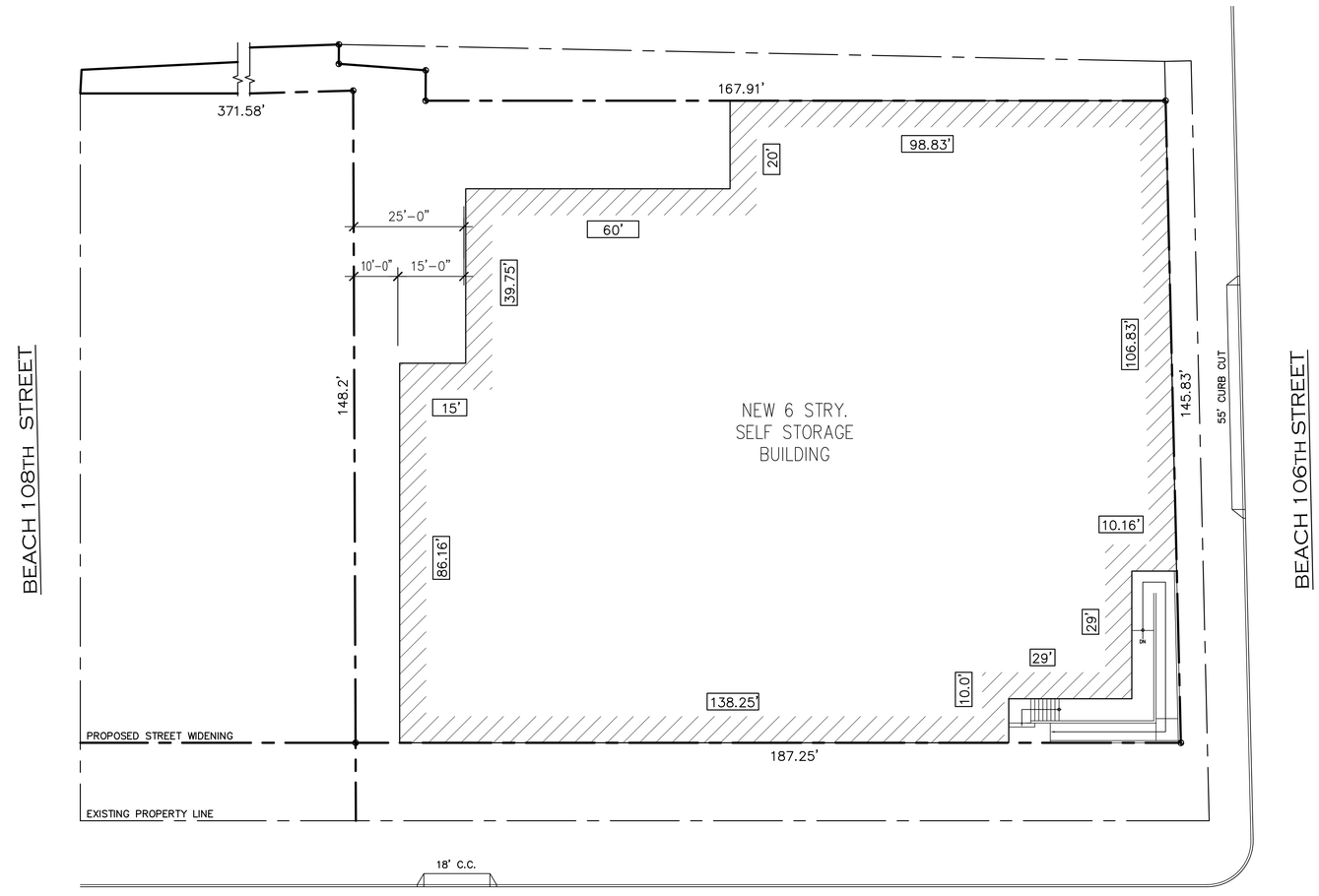
LOT COVERAGE						
		MAX F.A.R PERMITTED	MAX SF. PERMITTED		PROPOSED SF.	PROPOSED F.A.R.
TOTAL LOT AREA:	27145.00					
LOT COVERAGE(%):	100.00		2714500.00		22681.44	
FLOOR AREA (F.A.R.)						
MANUFACTURING		5.00	135725.00		135719.12	5.00
COMMUNITY FACILITY F.A.R.		6.50	176442.50		0.00	0.00
MAX BLDG. F.A.R. ALLOWED		6.50	176442.50		135719.12	5.00

FLOOR AREA BREAKDOWN

	ACT. AREA	DEDUCTIONS	MANUFACTURING	COMMUNITY FACILITY	TOTAL Z.F.A.
CELLAR	22931.60				
1ST FLOOR	22815.20	2816.38	19998.82	0.0	19998.82
2ND FLOOR	23144.06	0.00	23144.06	0.0	23144.06
3RD FLOOR	23144.06	0.00	23144.06	0.0	23144.06
4TH FLOOR	23144.06	0.00	23144.06	0.0	23144.06
5TH FLOOR	23144.06	0.00	23144.06	0.0	23144.06
6TH FLOOR	23144.06	0.00	23144.06	0.0	23144.06
	161467.10	2816.38	135719.12	0.00	135719.12
TOTAL ZONING FLOOR AREA		135719.12			
MAX ALLOWABLE		135725.00			
AVAILABLE		5.88			

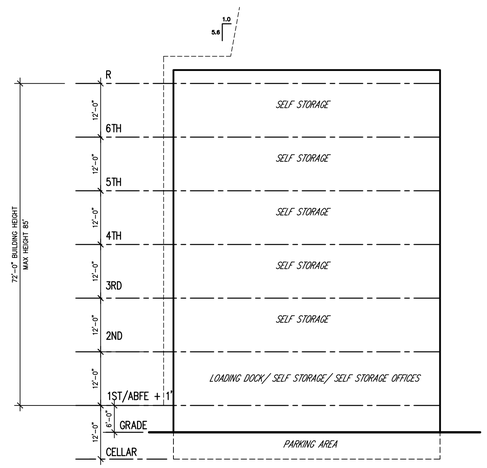
	REQ'D	PROVIDED
SECTION 43-25:		
SIDE YARD	0' OR 8'-0"	0'
SECTION 43-26:		
REAR YARD	20'	20'-0"
SECTION 43-44:		
MAX HEIGHT & SETBACK	85'/5.6 : 1 S.E.P. BEYOND INITIAL SETBACK OF 15'	72' (SEE DIAGRAM)
SECTION 44-21: REQUIRED PARKING		
STORAGE WAREHOUSES [PRC-G] IN USE GROUP 16	NONE	83 VOLUNTARY
SECTION 44-52: OFF STREET LOADING		
FIRST 15,000	- 0	
NEXT 25,000	- 1	
NEXT 40,000	- 1	
EACH ADDITIONAL 80,000 OR FRACTION THEREOF	- 1	
TOTAL	3	3
CURB CUT INFORMATION		SEE SITE PLAN

B.C. 406.7.6
1. MIN. 5'-0" BETWEEN CURB CUTS
2. MIN. 8'-0" FROM P.L.
3. MIN. 10'-0" IN WIDTH



SITE PLAN

1/16" = 1'-0"



HEIGHT DIAGRAM

T.F. CUSANELLI & FILLETTI ARCHITECTS, P.C.
143 TERRACE STREET
HAWORTH N.J. 07641
201-384-9555
N.J. R.A. LIC # 07976, 16378

PROPOSED NEW:
SELF STORAGE BUILDING
106-02 ROCKAWAY BEACH BLVD.
FAR ROCKAWAY NY 11693

REVISIONS

NO.	DESCRIPTION	DATE
1	DESIGN DRAWINGS	11.09.15
2	DESIGN DRAWINGS	12.08.15

NO.	TO WHOM:	DATE

ISSUES

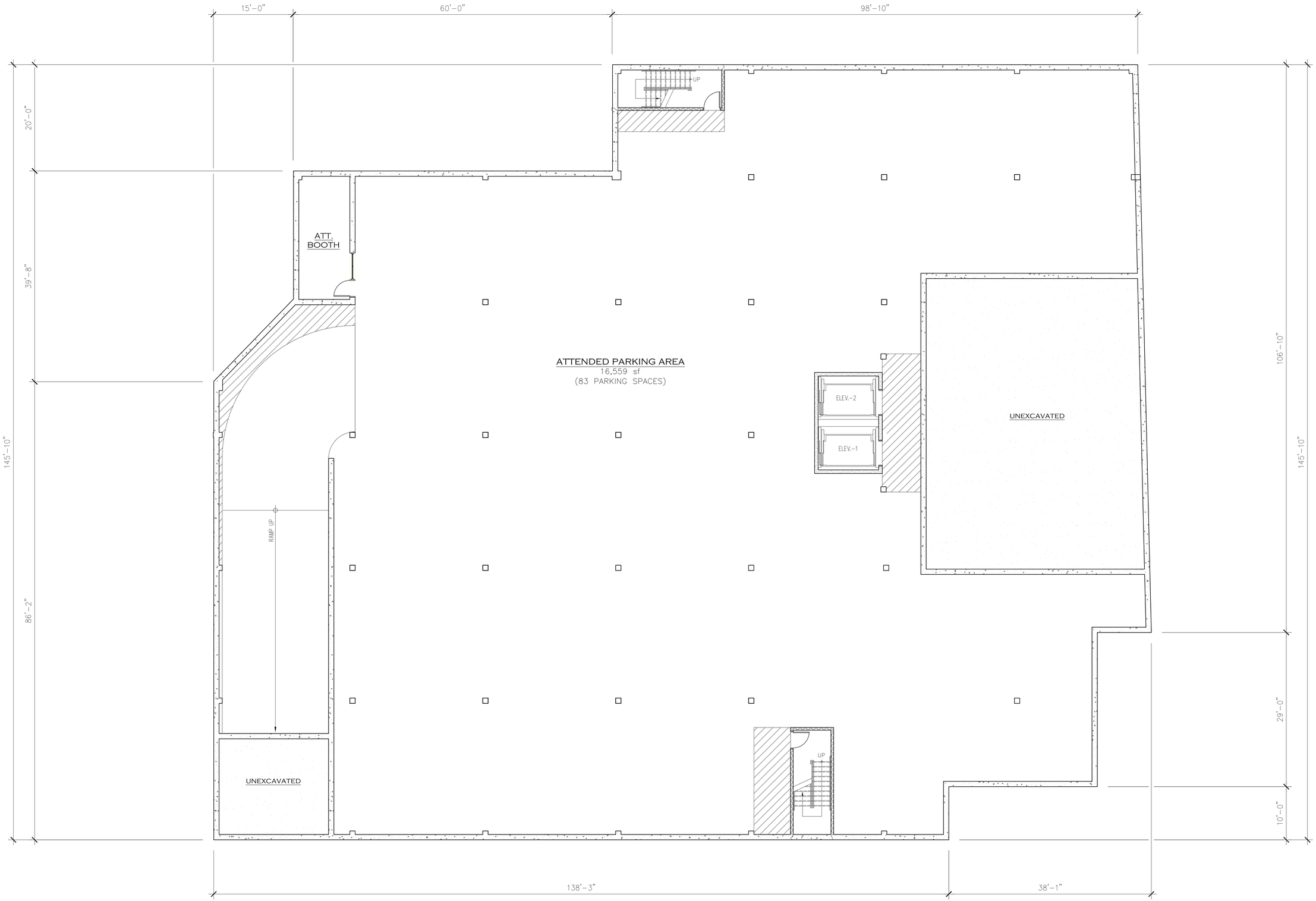
DRAWN BY:	JOB NO.
NP	1533NJ
CHECKED BY:	DATE:
VF	08.20.15

DWG. TITLE :
SITE PLAN AND ZONING

A-2.0

Z:\Clients\1533-J - Tomasetti-106-02 Rockaway Beach Blvd\1533NJ_D1_11.08.15.vwp7/17/2015 11:22 AM

DESIGN DRAWINGS
THESE DRAWINGS ARE FOR THE EXPRESS USE OF T.F. CUSANELLI & FILLETTI ARCHITECTS P.C., NO REUSE OR REPRODUCTION PERMITTED BY LAW. COPYRIGHT © 2015



CELLAR PLAN
1/8 = 1'-0"

DESIGN DRAWINGS

THESE DRAWINGS ARE FOR THE EXPRESS USE OF T.F. CUSANELLI & FILLETTI ARCHITECTS P.C., NO REUSE OR REPRODUCTION PERMITTED BY LAW. COPYRIGHT © 2015

T.F. CUSANELLI & FILLETTI
ARCHITECTS, P.C.
143 TERRACE STREET
HAWORTH N.J. 07641
201-3849555
N.J. R.A. LIC # 07976, 16378

PROPOSED NEW :
SELF STORAGE BUILDING
106-02 ROCKAWAY BEACH BLVD.
FAR ROCKAWAY NY 11693

REVISIONS

NO.	DESCRIPTION	DATE
1	DESIGN DRAWINGS	11.09.15
2	DESIGN DRAWINGS	12.08.15

NO.	TO WHOM:	DATE

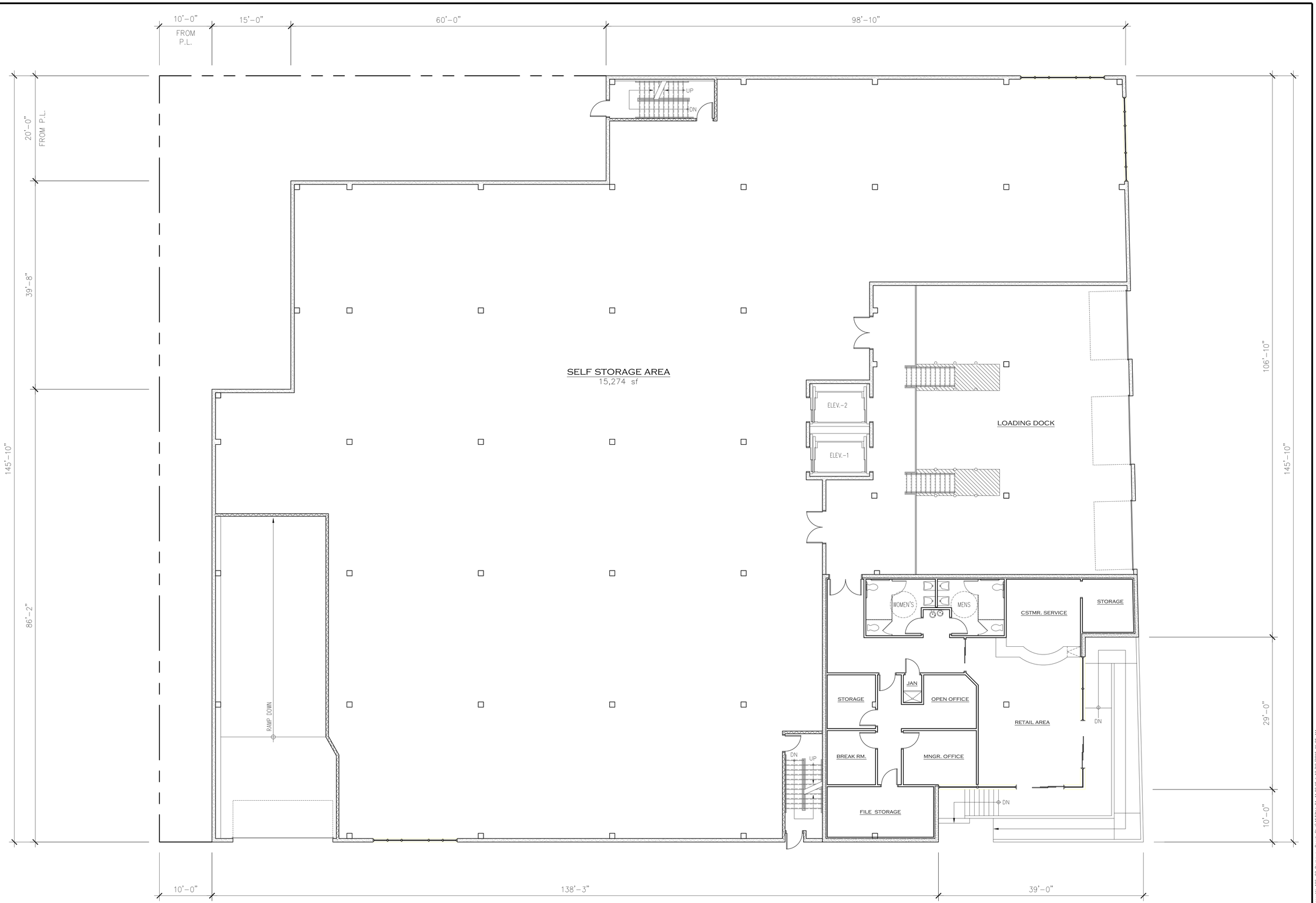
ISSUES

DRAWN BY:	JOB NO.
NP	1533NJ
CHECKED BY:	DATE:
VF	08.20.15

DWG. TITLE :
CELLAR PLAN

A-3.0

Z:\Clients\1533NJ - Fontanelli - 106-02 Rockaway Beach Blvd\1533NJ_D1_11.06.15.dwg 11/6/2015 11:05 AM



FIRST FLOOR PLAN
1/8 = 1'-0"

DESIGN DRAWINGS

THESE DRAWINGS ARE FOR THE EXPRESS USE OF T.F. CUSANELLI & FILLETTI ARCHITECTS P.C., NO REUSE OR REPRODUCTION PERMITTED BY LAW. COPYRIGHT © 2015

T.F. CUSANELLI & FILLETTI
ARCHITECTS, P.C.
143 TERRACE STREET
HAWORTH N.J. 07641
201-3849555
N.J. R.A. LIC # 07976, 16378

PROPOSED NEW :
SELF STORAGE BUILDING
106-02 ROCKAWAY BEACH BLVD.
FAR ROCKAWAY NY 11693

REVISIONS		
NO.	DESCRIPTION	DATE
1	DESIGN DRAWINGS	11.09.15
2	DESIGN DRAWINGS	12.08.15

NO.	TO WHOM:	DATE

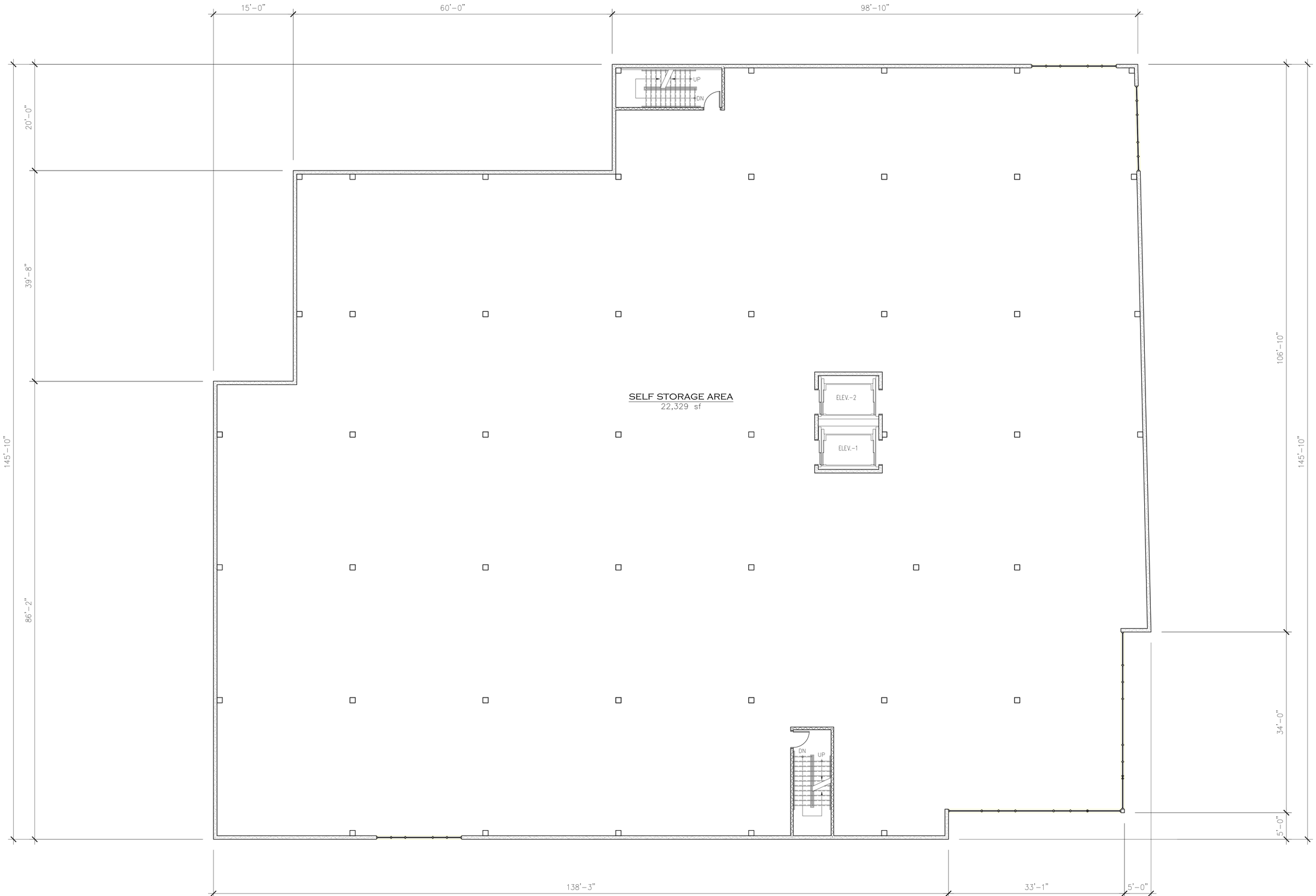
ISSUES

DRAWN BY:	JOB NO.
NP	1533NJ
CHECKED BY:	DATE:
VF	08.20.15

DWG. TITLE :
FIRST FLOOR PLAN

A-4.0

Z:\Clients\1533n-Tomasetti-106-02 Rockaway Beach Blvd\1533n_D_11.06.15.vwp2/10/2015 11:55 AM



2ND - 6TH FLOOR PLAN
1/8" = 1'-0"

DESIGN DRAWINGS

THESE DRAWINGS ARE FOR THE EXPRESS USE OF T.F. CUSANELLI & FILLETTI ARCHITECTS P.C., NO REUSE OR REPRODUCTION PERMITTED BY LAW. COPYRIGHT © 2015

T.F. CUSANELLI & FILLETTI
ARCHITECTS, P.C.
143 TERRACE STREET
HAWORTH N.J. 07641
201-3849555
N.J. R.A. LIC # 07976, 16378

PROPOSED NEW :
SELF STORAGE BUILDING
106-02 ROCKAWAY BEACH BLVD.
FAR ROCKAWAY NY 11693

REVISIONS		
NO.	DESCRIPTION	DATE
1	DESIGN DRAWINGS	11.09.15
2	DESIGN DRAWINGS	12.08.15

NO.	TO WHOM:	DATE

ISSUES	
DRAWN BY: NP	JOB NO. 1533NJ
CHECKED BY: VF	DATE: 08.20.15

DWG. TITLE :
2ND - 6TH
FLOOR PLAN

A-5.0

Z:\Clients\1533-J - Consent\1-106-02 Rockaway Beach Blvd\1533NJ_D1-11.08.15.rvt 12/10/2015 11:05 AM

Appendix B:
Coastal Assessment Form

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

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM
Consistency Assessment Form

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

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

A. APPLICANT INFORMATION

Name of Applicant: The Laquila Group RBB II LLC

Name of Applicant Representative: Richard Lobel

Address: 18 East 41st Street , New York, NY

Telephone: 212-725-2727 Email: rlobel@sheldonlobelpc.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 seeks a zoning map amendment to portions of Queens Block 16178 from an R5D/C2-3 zoning district to an M1-3 zoning district to facilitate the construction of a Use Group 16 six-story, seventy -two food plus cellar self-storage facility with 138,525 square feet of floor area and 83 parking spaces in the cellar of the building.

2. Purpose of activity

The Applicant is unable to construct the proposed development under the existing zoning regulations that govern the R5D/C2-3 zoning districts. The proposed zoning map amendment would permit the applicant to construct the proposed project.

C. PROJECT LOCATION

Borough: Queens Tax Block/Lot(s): Block 16178, Lot 65

Street Address: 106-02 Rockaway Beach Blvd

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: Max Meltzer, AICP

Address: 125 Broad Street, New York, NY , 10004

Telephone: 212-377-8718 Email: max.meltzer@aecom.com

Applicant/Agent's Signature: 

Date: 4/9/20

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

Appendix C:
LPC Correspondence

NYC 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: 3/1/2017

Properties with no Architectural or Archaeological significance:
1) ADDRESS: ROCKAWAY BEACH BLVD, BBL: 4161780065
2) ADDRESS: 106-10 ROCKAWAY BEACH BLVD, BBL: 4161780001

Properties with no Architectural significance:

3) ADDRESS: RAILROAD AVENUE, BBL: 4161780050
4) ADDRESS: RAILROAD AVENUE, BBL: 4161780060
5) ADDRESS: RAILROAD AVENUE, BBL: 4161780070

Items 3-5 not reviewed for archaeology as they are not soft sites.

Gina Santucci 3/9/2017

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 32199_FSO_GS_03092017.doc

Appendix D:
Jamaica Bay Watershed 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: N/A 1a. Modification ☐
2. Project Name: 106-02 Rockaway Beach Blvd Rezoning
3. Project Description:

The Applicant, RBB II LLC, seeks a zoning map amendment to rezone 106-02 and 106-10 Rockaway Beach Blvd, Block 16178. Lots 1, 50, 60, 65, and p/o 70 in Rockaway Beach from an R5D/C2-3 zoning district to an M1-3 zoning district to facilitate the development of a self storage facility (FAR 5.0).

4. Project Sponsor: RBB II LLC
5. Required approvals: Rezoning, Zoning Map Amendment from R5D/C2-3 to M1-3
6. Project schedule (build year and construction schedule): 2022

B. PROJECT LOCATION:

1. Street address: 106-02 Rockaway Beach Blvd (Block 16178, Lot 65)
2. Tax block(s): 16178 Tax Lot(s): 1, 65, 50, 60, p/o 70 (rezoning area)
3. Identify existing land use and zoning on the project site: Vacant, R5D/C2-3
4. Identify proposed land use and zoning on the project site: Self Storage (UG16)
5. Identify land use of adjacent sites (include any open space): Water Treatment Facility, Local Retail
6. Describe existing density on the project site and the proposed density:

Existing Condition	Proposed Condition
Vacant	5.0 FAR, Approx 138,535 GSF Self-Storage Facility

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

C. GROUND AND GROUNDWATER

1. Total area of in-ground disturbance, if any (in square feet): Approx. 27,000
2. Will soil be removed (if so, what is the volume in cubic yards)? Yes (TBD)
3. Subsurface soil classification:
   (per the New York City Soil and Water Conservation Board): N/A (Urban)
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:

   N/A

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:	NA - Vacant	Approx 27,000
Pavement/walkway:	NA- Vacant	Yes (TBD)
Grass/softscape:	NA	NA
Other (describe):	Vacant Land	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?

Site drains into adjacent sewer system to Jamaica WWTP.

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

No related infrastructural changes are proposed.

Appendix E:
Negative Declaration
CEQR No. 08DCP065Q

E-215

DEPARTMENT OF CITY PLANNING
CITY OF NEW YORK

OFFICE OF THE CHAIR

REVISED NEGATIVE DECLARATION

Supersedes Negative Declaration issued on April 21, 2008

Project Identification
CEQR No. 08DCP065Q
ULURP No. C080371ZMQ, N080372ZRQ,
N080373ZRQ, 080455HUQ
SEQRA Classification: Type I

Lead Agency
City Planning Commission
22 Reade Street
New York, NY 10007
Contact: Robert Dobruskin
(212) 720-3423

Name, Description, and Location of Proposal:

Rockaway Neighborhoods Rezoning

A Negative Declaration was issued for the above-referenced action on April 21, 2008. The Negative Declaration included an (E) designation (E-215) for hazardous materials and air quality.

Subsequent to the issuance of the April 21, 2008 Negative Declaration, the City Planning Commission considered two modifications to the proposed zoning map change:

1. The originally proposed R7A district on Beach 105th Street and Rockaway Beach Boulevard will be modified to an R5D district. R5D reflects the zoning already proposed along the more upland corridors of Rockaway Beach Boulevard and Beach Channel Drive and the context of recent development in the area. R5D districts encourage development of three to four story buildings at a maximum FAR of 2.0.

2. A portion of the originally proposed R4A district south of Plainview Avenue between Beach 18th Street and Beach 17th; and a portion of originally proposed R4-1 district south of New Haven Avenue between Beach 17th Street and Beach 15th Street will be modified to retain existing R5 zoning.

This revised EAS was prepared to analyze the above modifications considered by the City Planning Commission and includes editorial and typographical changes in the EAS.

As a result of the modifications, the (E) designation for air quality would be revised for the following locations:

- Block 16176, Lot 1 (Projected Development Site 13)
- Block 16178, Lot 65 (Potential Development Site 25)

Amanda M. Burden, FAICP, *Chair*
22 Reade Street, New York, N.Y. 10007-1216
Phone (212) 720-3200 Fax (212) 720-3219
http://www.nyc.gov/planning

- Block 16178, Lot 80 (Potential Development Site 26)

The modified environmental requirements of the (E) designation are described below.

The modified proposal will amend the zoning map affecting all or portions of 280 blocks in Rockaway, Queens Community District 14. The proposed zoning changes take place in the neighborhoods of Somerville, Edgemere and Far Rockaway on the eastern end of the peninsula, and Rockaway Park and Rockaway Beach in the western section. The eastern rezoning area is generally bounded by Beach 72nd Street to the west, Jamaica Bay and Rockaway Freeway to the north, the Nassau County line to the east and Beach Channel Drive and the boardwalk to the south. The western rezoning area is generally bounded by Beach 130th Street to the west, Jamaica Bay and Rockaway Freeway to the north, Beach 86th Street to the east and the Atlantic Ocean boardwalk to the south.

The originally proposed R7A on Rockaway Beach Boulevard will be modified to R5D. R5D will reflect the zoning already proposed along the more upland corridors of Rockaway Beach Boulevard and Beach Channel Drive and the context of recent development in the area. R5D districts encourage development of three to four story buildings at a maximum FAR of 2.0. A second modification will retain an existing R5 district two block on portions between Beach 17th Street and Beach 15th Street to the south of Caffrey Avenue. The existing R5 district will allow new residential buildings to be developed as planned in conjunction with the expansion Yeshiva Darchei Torah.

The amendments to the Zoning Map, as modified, are as follows:

- A change from a C3 district to R4, R4-1, R4A districts;
- A change from an R2 district to an R2X district;
- A change from an R3-1 district to an R3X district;
- A change from an R3-2 district to R3X, R4-1, R4A, R5A, R5D districts;
- A change from an R3A district to an R3X district;
- A change from an R4 district to C4-3A, M1-1, R3X, R4-1, R4A, R4B, R5D, R7A districts;
- A change from an R4-1 district to R3X, R4A districts;
- A change from an R4A district to an R3X district;
- A change from an R5 district to R3A, R4, R4-1, R4A, R5A, R5B, R5D, R7A districts;
- A change from an R6 district to C4-3A, C4-4, R3A, R4-1, R4A, R5, R5A, R5B, R5D, R6A districts;
- A change from a C1-2 district to a C1-3 district; A change from an C2-2 district to a C2-3 district;
- New C1-3 and C2-3 commercial overlays along B. 116th Street between Beach Channel Drive and the Ocean Promenade, portions of Rockaway Beach Boulevard between B. 116th and 108th Streets, between B. 86th and 102nd Streets, and between B. 59th and 68th Streets.

Zoning Text Amendment (N 080372 ZRQ)

An R2X district is proposed to be mapped on 22 blocks at the eastern edge of the Far Rockaway rezoning area, an area predominantly developed with single family detached homes on lots that are at least 30 feet in width. Currently the R2X district can only be mapped in the Special Ocean Parkway District in Brooklyn. This proposed text amendment would modify Section 21-12 of the Zoning

Resolution to allow designation of an R2X district in Queens, Community District 14.

Zoning Text Amendments

N 080372 ZRQ: An R2X district is proposed to be mapped on 22 blocks at the eastern edge of the Far Rockaway rezoning area, an area predominantly developed with single family detached homes on lots that are at least 30 feet in width. Currently the R2X district can only be mapped in the Special Ocean Parkway District in Brooklyn. This proposed text amendment would modify Section 21-12 of the Zoning Resolution to allow designation of an R2X district in Queens, Community District 14.

N 080373 ZRQ: The proposed text amendment would modify Section 25-00 of the Zoning Resolution to apply the accessory off-street parking regulations of an R5 district to R6 and R7 districts and commercial districts with a residential equivalent of R6 or R7. This text amendment will not effect development in R6 and R7 districts in urban renewal areas.

The proposed text amendment would affect two areas proposed to be zoned to R7A in the Rockaway Beach and Rockaway Park communities and two areas proposed to be rezoned to R6A in the Rockaway Beach and Far Rockaway communities. There would be no affect on the proposed C4-3A and C4-4 districts which are located in the Edgemere and Arverne Urban Renewal Areas, or C4-2 districts in Downtown Rockaway.

The Department of Housing Preservation and Development submitted a ULURP application to amend the Edgemere Urban Renewal Plan (080455HUQ). The Plan was originally adopted, and disposition approval granted, on September 18, 1997. The proposed amendment will revise the Plan so as to make it consistent with the Rockaway area rezoning proposed by the Department of City Planning. The rezoning affects three blocks (Block 15825, 15852, 15853); two projected sites and one potential site in the urban renewal area that are designated for commercial/residential use.

The proposed action is projected to result in a net increase of 558 residential units, an increase of 43,139 square feet of commercial space and a decrease of 19,926 square feet of community facility space. A total of 15 projected development sites and 20 potential development sites have been identified in the area.

The proposed contextual zoning is intended to preserve the scale and character of the individual Rockaway neighborhoods and ensure that future residential development would be consistent with the surrounding neighborhood's building patterns. In the areas characterized by one- and two-family homes, contextual zoning will limit the densities for future development.

To avoid the potential for impacts related to hazardous materials and air quality, the proposed rezoning includes (E) designations (E-215).

The (E) designations for hazardous materials would be placed on some of the development sites. These sites are comprised of the following parcels:

Block	Lots
15852	60, 64, 68, 84, 86, 88
15901	8, 57
15907	65, 67, 80
16011	105
15913	67, 70

16013	1
16014	1
16038	68, 70
16155	1, 5
16156	1, 6, 7, 8
16159	94, 95, 96, 97, 98, 99, 100, 101, 102, 103
16173	28
16176	1
16178	1, 65, 80
16188	15, 75

On the sites receiving (E) designations for hazardous materials, the contamination can be classified as petroleum based, non-petroleum based or both. The NYCDEP has developed protocols for both petroleum and non-petroleum based, or both. The NYCDEP has developed protocols for both petroleum- and non-petroleum-based (E) designated sites that are required to be followed in order to address possible contamination. The placement of the (E) designation on the zoning map would eliminate the potential for significant adverse impacts from hazardous materials and would ensure that appropriate testing and remediation, if needed, would be undertaken. The text of the (E) designation is as follows:

Task 1-Sampling Protocol

A. Petroleum

A soil, soil gas, and groundwater testing protocol (including a description of methods), and a site map with all sampling location represented clearly and precisely, must be submitted to the NYCDEP by the fee owner(s) of the lot which is restricted by this (E) designation, for review and approval.

A site map with the sampling locations clearly identified and a testing protocol with a description of methods, for soil, soil gas, and groundwater, must be submitted by the fee owner(s), of the lot which is restricted by the (E) designation, to the NYCDEP for review and approval.

B. Non-Petroleum

The fee owner(s) of the lot restricted by this (E) designation will be required to prepare a scope of work for any sampling and testing needed to determine if contamination exists and to what extent remediation may be required. The scope of work will include all relevant supporting documentation, including site plans and sampling locations. This scope of work will be submitted to NYCDEP for review and approval prior to implementation. It will be reviewed to ensure that an adequate number of samples will be collected and that appropriate parameters are selected for laboratory analysis. For all non-petroleum (E) designated sites, the three generic NYCDEP soil and groundwater sampling protocols should be followed.

A scope of work for any sampling and testing to be completed, which will determine the extent of on-site contamination and the required remediation, must be prepared by the fee owner(s) of the lot restricted by this (E) designation. The scope of work will include the following: site plans, sampling

locations, and all other relevant supporting documentation. The scope of work must be submitted to the NYCDEP for review and confirmation that an adequate testing protocol (i.e., number of samples collected, appropriate parameters for laboratory analysis) has been prepared. The NYCDEP must approve the scope of work before it can be implemented.

For non-petroleum (E) designated sites, one of the three generic soil and groundwater sampling protocols prepared by the NYCDEP should be followed.

The protocols are based on three types of releases to soil and groundwater sampling protocols prepared by the NYCDEP should be followed.

The protocols are based on three types of releases to soil and groundwater, including: the release of a solid hazardous material to ground surface; the release of a liquid hazardous material to the ground surface; and the release of a hazardous material to the subsurface (i.e., storage tank or piping). The type of release defines the areas of soil to be sampled from surface, near-surface, to subsurface. Additionally, it determines the need for groundwater sampling.

A written approval of the sampling protocol must be received from the NYCDEP before commencement of sampling activities. Sample site quantity and location should be determined so as to adequately characterize the site, the source of contamination, and the condition of the remainder of the site. After review of the sampling data, the characterization should have been complete enough to adequately determine what remediation strategy (if any) is necessary. Upon request, NYCDEP will provide guidelines and criteria for choosing sampling sites and performing sampling.

Finally, a Health and Safety Plan must be devised and approved by the NYCDEP before the commencement of any on-site activities.

Task 2-Remediation Determination and Protocol

After sample collection and laboratory analysis have been completed on the soil and/or groundwater samples collected in Task 1, a summary of the data and findings in the form of a written report must be presented to the NYCDEP for review and approval. The NYCDEP will provide a determination as to whether remediation is necessary.

If it is determined that no remediation activities are necessary, a written notice will be released to that effect. However, if it is the NYCDEP's determination that remediation is necessary the fee owner(s) of the lot restricted by the (E) designation must submit a proposed remediation plan to the NYCDEP for review and approval. Once approval has been obtain, and the work completed, the fee owner(s) of the lot restricted by the (E) designation must provide proof to the NYCDEP that the work has been completed satisfactorily.

With the placement of the (E) designations on the above block and lots, no impacts related to hazardous materials are anticipated.

To avoid the potential for impacts related to air quality, the proposed rezoning includes (E) designations for air quality. Accordingly, (E) designations will be mapped on the following parcels:

Block 15852, Lots 60, 64, 68, 84, 86, 88
Block 15901, Lots 8, 57
Block 15907, Lots 65, 67, 80
Block 16011, Lot 105
Block 16013, Lot 1
Block 16014, Lot 1
Block 16155, Lots 1, 5
Block 16156, Lots 1, 6, 7, 8
Block 16159, Lots 94, 95, 96, 97, 98, 99, 100, 101, 102, 103
Block 16173, Lot 28
Block 16174, Lots 22, 47
Block 16176, Lot 1
Block 16178, Lots 1, 65, 80
Block 16188, Lots 15, 17, 19, 21, 23, 25, 28, 30, 34, 62, 66, 68, 70, 75
Block 16226, Lot 25

The text for the (E) designations is as follows:

Block 15901, Lots 8, 57 (Projected Development Site 3)
Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 108 and 62 feet for Oil No. 4 and No. 2 from the lot line facing Beach 62nd Street, or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 15907, Lots 65, 67, 80 (Projected Development Site 4)
Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 36 and 7 feet for Oil No. 4 and No. 2 from the lot line facing Beach 62nd Street, or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 16011, Lot 105 and Block 16013, Lot 1 (Projected Development Site 5)
Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 128 and 92 feet for Oil No. 4 and Oil No. 2 from the lot line facing Beach 62nd Street, or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 16014, Lot 1 (Projected Development Site 6)
Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least

82 and 62 feet for Oil No. 4 and No. 2 from the lot line facing Beach 59th Street, or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 16155, Lots 1, 5 (Projected Development Site 9)
Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 10 feet for Oil No. 4 from the lot line facing Beach 100th Street, or use Oil No. 2 or Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 16156, Lots 6, 7, 8 (Projected Development Site 10)
Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 62 and 46 feet for Oil No. 4 and Oil No. 2 from the lot line facing Rockaway Beach Boulevard, or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 16174, Lot 22 (Projected Development Site 12)
Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 36 and 20 feet for Oil No. 4 and Oil No. 2 from the lot line facing Shore Front Parkway, or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 16176, Lot 1 (Projected Development Site 13)
Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 109 and 76 feet for Oil No. 4 and Oil No. 2 from the lot line facing Beach 105th Street, or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 16188, Lots 25, 28, 62 (Projected Development Site 14)
Any new residential and/or commercial development on the above-referenced properties must use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 16226, Lot 25 (Projected Development Site 15)
Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 121 and 89 feet for Oil No. 4 and Oil No. 2 from the lot line facing Ocean Promenade, or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 15852, Lots 64, 68 (Potential Development Site 16)
Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 82 and 62 feet for Oil No. 4 and Oil No. 2 from the lot line facing Beach 44th Street, or use

Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 15852, Lots 60, 84, 86, 88 (Potential Development Site 17)
Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 72 and 59 feet for Oil No. 4 and Oil No. 2 from the lot line facing Beach 43rd Street, or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 16156, Lot 1 (Potential Development Site 20)
Any new residential and/or commercial development on the above-referenced properties must use Oil No. 2 or Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 16159, Lots 94, 95, 96, 97, 98, 99, 100, 101, 102, 103 (Potential Development Site 21)
Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 62 and 43 feet for Oil No. 4 and Oil No. 2 from the lot lines facing Rockaway Beach Boulevard and Beach 101st Street, or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 16173, Lot 28 (Potential Development Site 22)
Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 66 and 52 feet for Oil No. 4 and Oil No. 2 from the lot line facing Shore Front Parkway, or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 16174, Lot 47 (Potential Development Site 23)
Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 30 feet for Oil No. 4 from the lot line facing Rockaway Beach Boulevard, or use Oil No. 2 or Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 16178, Lot 1 (Potential Development Site 24)
Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 128 and 92 feet for Oil No. 4 and No. 2 from the lot line facing Beach 106th Street, or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 16178, Lot 65 (Potential Development Site 25)
Any new residential and/or commercial development on the above-referenced properties must use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 16178, Lot 80 (Potential Development Site 26).
Any new residential and/or commercial development on the above-referenced properties must use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 16188, Lots 15, 75 (Potential Development Site 27)
Any new residential and/or commercial development on the above-referenced properties must use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 16188, Lot 17 (Potential Development Site 28)
Any new residential and/or commercial development on the above-referenced properties must use Oil No. 2 or Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 16188, Lots 19, 21 (Potential Development Site 29)
Any new residential and/or commercial development on the above-referenced properties must use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 16188, Lot 23 (Potential Development Site 30)
Any new residential and/or commercial development on the above-referenced properties must use Oil No. 2 or Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 16188, Lot 30 (Potential Development Site 31)
Any new residential and/or commercial development on the above-referenced properties must use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 16188, Lot 34 (Potential Development Site 32)
Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) are located at least 105 and 75 feet for Oil No. 4 and No. 2 from the lot line facing Rockaway Beach Boulevard, or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 16188, Lot 66 (Potential Development Site 33)
Any new residential and/or commercial development on the above-referenced properties must use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 16188, Lot 68 (Potential Development Site 34)
Any new residential and/or commercial development on the above-referenced properties must use Oil No. 2 or Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

Block 16188, Lot 70 (Potential Development Site 35)
Any new residential and/or commercial development on the above-referenced properties

must ensure that the heating, ventilating and air conditioning stack(s) are located exactly 16 feet for Oil No. 2 from the lot line facing Rockaway Beach Boulevard, or use Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

With the placement of the (E) designations on the above blocks and lots, no impacts related to stationary source air quality would be expected.

Statement of No Significant Effect:

The Environmental Assessment and Review Division of the Department of City Planning have completed its technical review of the Environmental Assessment Statement dated April 18, 2008 prepared in connection with ULURP Nos. C080371ZMQ, N080372ZRQ, N080373ZRQ. On behalf of the City Planning Commission, the Environmental Assessment and Review Division has determined that the proposed action will have no significant effect on the quality of the environment.

Supporting Statement:

The above determination is based on an environmental assessment which finds that:

1. The (E) designations for air quality and hazardous materials would ensure that no significant adverse impacts due to air quality or hazardous materials would result from the proposed action.

2. No other significant adverse effects on the environment which would require an Environmental Impact Statement are foreseeable.

This Revised Negative Declaration has been prepared in accordance with Article 8 of the Environmental Conservation Law 6NYCRR part 617.

Should you have any questions pertaining to this Negative Declaration, you may contact Sharon Pope at (212) 720-3201.

James Merani, R.A., Deputy Director
Environmental Assessment & Review Division
Department of City Planning

Date: 07/21/08

Amanda M. Burden, FAICP, Chair
City Planning Commission

Date: 07/23/08

Appendix F:
NYCDEP Correspondence

MEMORANDUM

To: Laura Kenny
NYC Department of City Planning

From: Rasheed Lucas
Bureau of Environmental Planning & Analysis

Subject: CEQR #77DCP347Q
106-02 Rockaway Beach Boulevard Rezoning
Borough of Queens

Date: May 30, 2019

This is in reference to the Draft Environmental Assessment Statement for CEQR # 77DCP347Q received by BWSO on April 29, 2019 via e-mail. The current area is zoned as R5D/C2-3 and the applicant is seeking a zoning map amendment to rezone to M1-3. The proposed development will include a 6-story, 72-foot, self-storage facility building that would encompass a floor area of 135,719 square feet at 106-02 Rockaway Beach Boulevard (Block 16178, Lot 65).

Please be advised of the following comments:

1. The proposed development will likely result in an increase of 67% of sanitary flow in the adjacent sewers based on the proposed rezoning and estimated in accordance with the City's drainage design criteria. A hydraulic analysis of the existing sewer system will likely be required prior to the submittal of the Site Connection Proposal Application (SCP) to determine whether the existing sewer system is capable of supporting higher density development and related increase in wastewater flow, or whether there will be a need to upgrade the existing sewer system. In addition, there might be a need to amend the existing drainage plan based on the hydraulic analysis calculations.

2. Provide the following items with the submission of the final EAS chapter:

    a) The water supply assessment with the total estimated increase in water demand from the site.
    b) The sanitary and stormwater infrastructure assessment with the associated tables and figures showing the change in site flow.

3. Additional comments will be provided upon receiving the final EAS documentation for review.

C: Jannine McColgan, P.E., Director, Engineering
Guo Zhan Wu, P.E., Chief, Regulatory Review
Steve Carrea, P.E., Chief, Drainage and Modeling
Andy Lu, Review Engineer
File; AL/al
Record No. 48902

Environmental Protection

Vincent Sapienza P.E.
Commissioner

Angela Licata
Deputy Commissioner of Sustainability

59-17 Junction Blvd.
Flushing, NY 11373

NYC Environmental Protection

Vincent Sapienza P.E.
Commissioner

Angela Licata
Deputy Commissioner of Sustainability

59-17 Junction Blvd.
Flushing, NY 11373

MEMORANDUM

To: Laura Kenny
NYC Department of City Planning

From: Rasheed Lucas
Bureau of Environmental Planning & Analysis

Subject: CEQR #77DCP347Q
106-02 Rockaway Beach Boulevard Rezoning
Borough of Queens

Date: December 4, 2019

This is in reference to the Draft Environmental Assessment Statement for CEQR # 77DCP347Q received by BWSO on November 8, 2019 via e-mail, and a follow up to our memorandum dated May 28, 2019 (copy attached). The current area is zoned as R5D/C2-3 and the applicant is seeking a zoning map amendment to rezone to M1-3. The proposed development will include a 6-story, 72-foot, self-storage facility building that would encompass a floor area of 135,719 square feet at 106-02 Rockaway Beach Boulevard (Block 16178, Lot 65).

Please be advised of the following comments:

1. As previously stated in our memorandum dated May 28, 2019, the proposed development will likely result in an increase of 67% of sanitary flow in the adjacent sewers based on the proposed rezoning and estimated in accordance with the City's drainage design criteria. A hydraulic analysis of the existing sewer system will likely be required prior to the submittal of the Site Connection Proposal Application (SCP) to determine whether the existing sewer system is capable of supporting higher density development and related increase in wastewater flow, or whether there will be a need to upgrade the existing sewer system. In addition, there might be a need to amend the existing drainage plan based on the hydraulic analysis calculations.

2. Existing infrastructure should be capable to handle the estimate water demand increase. In addition, there are planned upgrade for the water mains in this area.

Cc: Jannine McColgan, P.E., Director, Engineering
Mark Safari, P.E., Director, Connections and Permitting
Jerry Volgende, P.E., Chief, Collections Facilities Operations
Sham Hemraj, P.E., Chief, Distribution Engineering
Steve Carrea, P.E., Chief, Drainage and Modeling
Ken Craft Jr., P.E., Section Chief, Drainage and Modeling
Guo Zhan Wu, P.E., Chief, Regulatory Review
Selim Andrawis, P.E., Chief, Review and Permitting
Ketki Patel, P.E., Deputy Chief, Site Connection and EARU
Andy Lu, P.E., Review Engineer
File; AL/al
Record No. 48902

Appendix G:
Phase I ESA

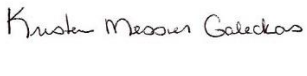
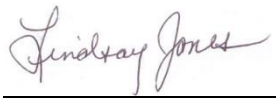
Phase I Environmental Site Assessment
106-02 Rockaway Beach Blvd. Rezoning
10610 Rockaway Beach Boulevard
Far Rockaway, Queens, New York

The Laquila Group, Inc.

60483284

October 2019

Quality information

Prepared by	Checked by	Approved by
		
Nelson J. Abrams, PG Senior Project Manager nelson.abrams@aecom.com (212) 377-8705	Kristen Galeckas Environmental Geologist kristen.galeckas@aecom.com (978) 905-2210	Lindsay Jones Project Specialist lindsay.jones@aecom.com (610) 832-8838

Revision History

Revision	Revision date	Details	Authorized	Name	Position

Distribution List

# Hard Copies	PDF Required	Association / Company Name
	1	The Laquila Group, Inc.

Prepared for:

The Laquila Group, Inc.
1590 Troy Avenue
Brooklyn, New York 11234

Prepared by:

AECOM
125 Broad Street
New York, New York 10004
USA
www.aecom.com

Copyright © 2019 by AECOM

All rights reserved. No part of this copyrighted work may be reproduced, distributed, or transmitted in any form or by any means without the prior written permission of AECOM.

Table of Contents

1. Introduction 1-1
1.1 Purpose 1-1
1.2 Scope of Work 1-1
1.3 Study Limitations 1-1
1.4 Site-Related Limiting Conditions 1-3
1.5 Data Gaps/Data Failure 1-3
2. Site Description 2-1
2.1 Site Location and Parcel Description 2-1
2.2 Site Ownership 2-1
2.3 Site Visit 2-1
2.3.1 Site and Facility Description 2-1
2.3.2 Surrounding Properties 2-2
2.3.3 Petroleum Products and Hazardous Materials 2-2
2.3.4 Polychlorinated Biphenyls 2-2
2.3.5 Aboveground Storage Tanks 2-2
2.3.6 Underground Storage Tanks 2-2
2.3.7 Solid Waste 2-3
2.3.8 Hazardous Waste 2-3
2.3.9 Water 2-3
2.3.10 Wastewater 2-3
2.3.11 Stormwater 2-3
2.3.12 Heating and Cooling 2-3
3. Environmental Setting 3-3
3.1 Topography 3-3
3.2 Soil/Geology 3-4
3.3 Groundwater/Hydrology 3-4
4. Site and Area History 4-1
4.1 Subject Property 4-1
4.2 Off-site Properties 4-1
4.3 Previously Prepared Environmental Reports 4-2
5. Database and Records Review 5-1
5.1 User Provided Information 5-1
5.2 Title Records/Environmental Liens 5-1
5.3 Database Information 5-1
5.3.1 Subject Property 5-1
5.3.2 Surrounding Sites 5-2
5.4 Vapor Encroachment Screening 5-2
5.4.1 Subject Property 5-2
5.4.2 Off-site 5-2
5.5 Agency File Review 5-3
5.5.1 Local 5-3
5.5.2 State 5-3
5.5.3 Federal 5-3
6. Findings and Opinions 6-1
6.1 Recognized Environmental Conditions 6-1

6.2 Controlled Recognized Environmental Conditions 6-1
6.3 Historical Recognized Environmental Conditions 6-1
6.4 De Minimis Conditions 6-1
7. Conclusions 7-2
8. Environmental Professional Statement 8-1
9. References 9-1
9.1 Persons Interviewed 9-1
9.2 Agencies Contacted 9-1
9.3 Documents Reviewed 9-1

List of Appendices

Appendix A Representative Site Photographs
Appendix B Environmental Database Report
Appendix C Qualification of Environmental Professional

List of Figures

1. Site Location Map
2. Site Plan

Executive Summary

The Laquila Group, Inc. (LG) contracted with AECOM Technical Services, Inc. (AECOM) to perform a Phase I Environmental Site Assessment (ESA) of an unoccupied lot located at 10610 Rockaway Beach Boulevard in the central portion of the Rockaway Peninsula in the Borough of Queens, New York (subject property). This Phase I ESA was performed in general accordance with the scope and limitations of ASTM Standard Practice Designation E 1527-13 for ESAs. Exceptions to, or deletions from, this practice are described in this report.

The site visit occurred on August 20, 2019. The subject property, which is owned by LG, is an approximately 25,690 square-foot (approximately 0.59-acre) lot currently paved with asphalt and surrounded by a chain-link fence. The lot is overgrown with vegetation along the perimeter as well as within various fractures within the asphalt pavement. The western portion of the subject property contains a mound of asphalt millings approximately 100 feet by 50 feet in size. A weathered wooden box is located along the eastern portion of the subject property and contains debris, wire fencing, and metal rebar, and a shipping container is located along the northern portion of the property that contains miscellaneous construction equipment including wheelbarrows, ladders, concrete dumpsters, a concrete sluice, and scaffolding. Plywood sheets and wooden posts used for the scaffolding are stored adjacent to the shipping container. Miscellaneous trash and debris was scattered throughout the subject property. No visual evidence of underground storage tanks (USTs, e.g., vent pipes, fill ports), potable water wells, monitoring wells, dry wells, clarifiers, septic tanks, or leach fields was observed on the subject property during the site visit.

The subject property is a rectangular-shaped parcel with a narrow strip of land strip of land extending westward approximately 300 feet along the northern border of the subject property. The subject property is located in a commercial and residential neighborhood in the Far Rockaway neighborhood of the Borough of Queens. The subject property is bordered to the north by a New York City Subway elevated rail line with Rockaway Freeway below the elevated rail line. Beyond these two transit systems is the Rockaway Sewage Treatment Plant operated by the New York City Department of Environmental Protection (NYCDEP). East of the subject property is Beach 106th Street, beyond which is a parking lot for an office building which is under construction. South of the subject property is Rockaway Beach Boulevard, beyond which are greenspace, automobile parking, and Surfside Park Apartments. Southwest and west of the subject property is a Rite Aid pharmacy. Gasoline service stations and dry cleaners were not observed in the immediate vicinity (approximately 500 feet) of the subject property. Other off-site sources of concern were not identified in the immediate vicinity.

According to the historical sources reviewed, the subject property was primarily vacant with a stable located along the northern property boundary in 1894. There are no changes to the subject property until 1912 when the stable was no longer present, and a warehouse and several residential dwellings had been constructed on-site. In addition, Wainwright Avenue is depicted on-site along the northern property boundary. By 1933, Wainwright Avenue and the warehouse were no longer present, but several additional residential dwellings were present on the subject property. There are no significant changes to the subject property until 1961 when the subject property is depicted as a vacant lot. The 1966 Sanborn Map depicts numerous dirt piles on the central and southern portions of the property. By 1975, the subject property appears to be paved with two unidentifiable dark areas located in the center of the property. One dark area remains present in the center of the subject property in the 1984 aerial photograph. Between 1994 and 2013, the subject property is

depicted as a paved lot occupied with motor vehicles, trailers, and a unidentifiable circular structure (2013 aerial photograph only). By 2017, the subject property was once again depicted as a vacant lot with no vehicles, structures or soil piles.

It should also be noted that the area has been significantly impacted over time by several hurricanes, including Hurricane Donna in 1960 and Superstorm Sandy in 2012. Both storms caused severe damage to the area including potential environmental impacts from damaged buildings.

The subject property is identified on the New York City Environmental Designation (E-Designation) database. The E-Designation requires that environmental sampling and possible remediation take place on a subject property. The E-Designation would require that the owner of the subject property conduct a testing and sampling protocol, and remediation where appropriate, to the satisfaction of the NYCDEP before the issuance of a building permit by the Department of Buildings (DOB). The listing also includes a mandatory construction-related health and safety plan which must be approved by NYCDEP. This database listing is compliance-related and is not considered a recognized environmental condition (REC), in AECOM's opinion.

A number of surrounding sites were identified in the environmental database search report. Several of these properties were listed on either contamination-related databases or on databases which indicate a historic operation that has the potential to impact the subject property. Based on AECOM's review and analysis of the database listings, the surrounding sites are not expected to present a REC to the subject property, based on their distance (generally greater than 500 feet), regulatory status (i.e. regulatory closure, no violations found), media impacted (soil only), and/or topographical position relative to the subject property (i.e. down-gradient or cross-gradient).

The following REC was identified during this assessment:

- Due to the history of area, including the potential for urban fill, spills and uncontrolled discharges of petroleum and/or hazardous materials due to impacts from severe storms which have damaged the surrounding area such as Hurricane Donna and Superstorm Sandy), and the possible discharge of motor fluids from vehicles and equipment known to have been present, the possibility exists for subsurface contamination on and in the immediate vicinity of subject property to be present.

Based on the above-described activities, no controlled RECs (CRECs) or historical RECs (HRECs) were identified in connection with the subject property.

The following de minimis condition (DMC) was identified:

- De minimis trash and miscellaneous debris (i.e. paper products, empty cans and bottles, etc.) were observed to be scattered throughout the subject property. No staining was observed in the vicinity of this debris; therefore, this solid waste debris is considered a DMC, in AECOM's opinion.

- The western portion of the subject property contains a mound of asphalt millings approximately 100 feet by 50 feet in size. No staining was observed in the vicinity of the asphalt millings; therefore, this material is considered a DMC, in AECOM's opinion.

1. Introduction

1.1 Purpose

This Phase I Environmental Site Assessment (ESA) was performed pursuant to AECOM Technical Services, Inc. (AECOM's) written proposal, dated December 3, 2015. This assessment was performed as part of a rezoning application in order to construct a 16-story self-storage facility at the subject property. The purpose of this Phase I ESA is to provide the client with information for use in evaluating recognized environmental conditions (RECs) associated with the subject property.

Per the ASTM standard, potential findings can include RECs, including historical RECs (HRECs), controlled RECs (CRECs), and de minimis conditions (DMCs). A REC is defined by the ASTM standard as "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment." The term includes hazardous substances or petroleum products even under conditions in compliance with laws. HRECs are a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls. CRECs are a recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls. DMCs are those situations that do not present a material risk of harm to public health or the environment and generally would not be subject to enforcement action if brought to the attention of the regulating authority.

This assessment is based on a review of existing conditions, reported pre-existing conditions, and observed operations at the subject property and adjacent properties.

1.2 Scope of Work

The Phase I ESA included a site visit, regulatory research, historical review, and a review and an environmental database analysis of the subject property. In conducting the Phase I ESA, AECOM assessed the subject property for visible signs of possible contamination, researched public records for the subject property and adjacent properties (as applicable), and conducted interviews with persons knowledgeable about the subject property.

This project was performed in accordance with ASTM Standard Practice Designation E 1527-13 and the authorized agreement between AECOM and The Laquila Group, Inc. (LG) dated December 3, 2015. Conclusions reached in this report are based upon the assessment performed and are subject to limitations set forth in Sections 1.3, 1.4, and 1.5 below.

1.3 Study Limitations

This report describes the results of AECOM's Phase I ESA to identify the presence of conditions materially affecting the subject facility and/or property within the limits of the established scope of work as described in our proposal.

As with any due diligence assessment, there is a certain degree of dependence upon oral information provided by facility or site representatives, which is not readily verifiable through visual observations or supported by any available written documentation. AECOM shall not be held responsible for conditions or consequences arising from relevant facts that were concealed, withheld, or not fully disclosed by facility or site representatives at the time this assessment was performed. In addition, the findings and opinions expressed in this report are subject to certain conditions and assumptions, which are noted in the report. Any party reviewing the findings of the report must carefully review and consider all such conditions and assumptions.

This report and all field data and notes were gathered and/or prepared by AECOM in accordance with the agreed upon scope of work and generally accepted engineering and scientific practice in effect at the time of AECOM's assessment of the subject property. The statements, findings and opinions contained in this report are only intended to give approximations of the environmental conditions at the subject property.

As specified in the ASTM standard (referred to below as "this practice"), it is incumbent that the client and any other parties who review and rely upon this report understand the following inherent conditions surrounding any Phase I ESA:

- Uncertainty Not Eliminated - No ESA can wholly eliminate uncertainty regarding the potential for REC in connection with a property. Performance of this practice is intended to reduce, but not eliminate, uncertainty regarding the potential for REC in connection with a property, and this practice recognizes reasonable limits of time and costs. (Section 4.5.1 of the ASTM standard)
- Not Exhaustive - "All appropriate inquiry" does not mean an exhaustive assessment of a clean property. There is a point at which the cost of information obtained outweighs the usefulness of the information and, in fact, may be a material detriment to the orderly completion of transactions. One of the purposes of this practice is to identify a balance between the competing goals of limiting the costs and time demands inherent in performing an ESA and the reduction of uncertainty about unknown conditions resulting from additional information. (Section 4.5.2 of the ASTM Standard)
- Comparison with Subsequent Inquiry - ESAs must be evaluated based on the reasonableness of judgments made at the time and under the circumstances in which they were made. Subsequent ESAs should not be considered valid standards to judge the appropriateness of any prior assessment based on hindsight, new information, use of developing technology or analytical techniques, or other factors. (Section 4.5.4 of the ASTM Standard)

A similar set of inherent limitations exist in cases where the Phase I ESA included a screening-level assessment of vapor migration or vapor encroachment; such an assessment is a required part of a Phase I ESA when the ASTM E1527-13 standard is employed. According to the ASTM E2600-15 Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions, the following limitations apply:

- Uncertainty Not Eliminated in Screening - No vapor encroachment screen (VES) can wholly eliminate uncertainty regarding the identifications of vapor encroachment conditions (VECs) in connection with the target property. (Section 4.5.1)
- Not Exhaustive - The guide is not meant to be an exhaustive screening. There is a point at which the cost of information obtained outweighs the usefulness of the information and, in

fact, may be a material detriment to the orderly completion of real estate transactions. One of the purposes of this guide is to identify a balance between the competing goals of limiting the costs and time demands inherent in performing a VES and the reduction of uncertainty about unknown conditions resulting from additional information. (Section 4.5.2)

- Comparison with Subsequent Investigations - It should not be concluded or assumed that an investigation was not adequate because the investigation did not identify any VECs in connection with a property. The VES must be evaluated based on the reasonableness of judgments made at the time and under the circumstances in which they were made. Subsequent VESs should not be considered valid bases to judge the appropriateness of any prior screening if based on hindsight, new information, use of developing technology or analytical techniques, or similar factors. (Section 4.5.4)

This report was prepared pursuant to an agreement between The Laquila Group, Inc. (LG; Client) and AECOM and is for the exclusive use of the Client. No other party is entitled to rely on the conclusions, observations, specifications, or data contained herein without first obtaining AECOM's written consent and provided any such party signs an AECOM-generated Reliance Letter. A third party's signing of the AECOM Reliance Letter and AECOM's written consent are conditions precedent to any additional use or reliance on this report.

The passage of time may result in changes in technology, economic conditions, site variations, or regulatory provisions, which would render the report inaccurate. Reliance on this report after the date of issuance as an accurate representation of current site conditions shall be at the user's sole risk.

1.4 Site-Related Limiting Conditions

No site-specific limitations were encountered during the course of this assessment:

1.5 Data Gaps/Data Failure

The following data failure/data gaps were encountered during the course of this assessment:

- As specified in the agreed upon scope of work, title and environmental lien searches were not conducted as part of this ESA. However, based upon historical data collected from other sources, this data gap is not expected to impact the results of this assessment.
- A limitation was encountered in determining the historical use of the subject property. The earliest source of historical information reasonably ascertainable within the time frame of this report in which usage could be determined was a Sanborn® Fire Insurance Map (Sanborn Map) from 1894. At the time that the map was issued, the subject property appeared to be developed with a stable. Therefore, the ASTM E1527 requirement to determine all obvious uses of the property from the present back to the property's first obvious developed use, or back to 1940, whichever is earlier, could not be achieved. However, based upon the identified land use, it is unlikely that there had been significant prior development; therefore, this data failure is not expected to impact the results of this assessment.
- Per ASTM, past owners, operators, and occupants of the subject property who are likely to have material information regarding the potential for contamination at the subject property shall be contacted to the extent that they can be identified and that the information likely to be obtained is not duplicative of information already obtained from other sources. AECOM was

unable to interview past owners and/or operators at the subject property. However, based upon historical data collected from other sources, this data gap is not expected to impact the results of this assessment.

- Per the agreed scope-of-work and the ASTM Standard, information related to certain site-specific items should be provided by the ESA report user to AECOM. To assist the user in gathering information that may be material to identifying RECs, AECOM provided the Client (the users) with the User Questionnaire from the ASTM Standard; at this time the completed form has not been returned for inclusion in this report. However, this data gap is not expected to represent a significant limitation to this investigation given the historical use of the subject property.
- As of the date of this report, AECOM has not received any responses to Freedom of Information Law (FOIL) requests made to the New York City Department of Environmental Protection (NYCDEP), New York State Department of Health (NYSDOH), or the New York State Department of Environmental Conservation (NYSDEC). However, based upon historical data collected from other sources, this data gap is not expected to impact the results of this assessment.
- LG was unable to provide a site representative during AECOM's site visit. However, based upon AECOM's review of documents related to the historical use of the subject property, this data gap is not expected to impact the results of this assessment.

2. Site Description

2.1 Site Location and Parcel Description

LG contracted with AECOM Technical Services, Inc. (AECOM) to perform a Phase I Environmental Site Assessment (ESA) of an asphalt-paved lot located at 10610 Rockaway Beach Boulevard in the central portion of the Rockaway Peninsula, Borough of Queens, New York (subject property). The subject property is a rectangular-shaped parcel with a narrow strip of land strip of land extending westward approximately 300 feet along the northern border of the subject property.

According to the New York City Department of Finance (DOF), the subject property is designated as Block 16178, Lot 65. The approximate location of the subject property is illustrated on Figure 1 - Site Location Map.

2.2 Site Ownership

According to the DOF, the subject property is owned by RBBII LC.

2.3 Site Visit

Mr. Nelson Abrams with AECOM's 125 Broad Street, New York, New York office visited the subject property on August 20, 2019. LG was unable to provide a site representative during the site visit. As previously stated, no site-related limiting conditions were encountered during this assessment.

The site visit methodology consisted of walking over accessible areas of the subject. The following sections summarize the results of the site visit.

2.3.1 Site and Facility Description

The subject property, which is owned by LG, is approximately 25,690 square-foot (approximately 0.59-acre) subject property is currently paved with asphalt and surrounded by a chain-link fence. The lot is overgrown with vegetation along the perimeter of the property as well as within various fractures within the asphalt pavement. No permanent structures are located on the subject property. The western portion of the subject property contains a mound of asphalt millings approximately 100 feet by 50 feet in size (oriented in a north-south direction). An approximately 64 cubic foot weathered wooden box is located along the eastern portion of the subject property and contains debris, wire fencing, and metal rebar and a shipping container is located along the northern portion of the property and contains miscellaneous construction equipment including wheelbarrows, ladders, concrete dumpsters, a concrete sluice, and scaffolding. Plywood sheets and wooden posts used for the scaffolding are stored adjacent to the shipping container. Miscellaneous trash and debris was scattered throughout the subject property.

During the site visit, no visual evidence of potable water wells, monitoring wells, dry wells, clarifiers, septic tanks, or leach fields was observed on the subject property. No visual evidence of discolored soil, water, or unusual vegetative conditions or odors was observed during the site visit. In addition, no visual evidence of significant corrosion was observed on the exterior of the subject property. The general layout of the subject property is illustrated on Figure 2 - Site Plan and Representative Site Photographs are provided in Appendix A.

2.3.2 Surrounding Properties

The subject property is located in a commercial and residential neighborhood in the Far Rockaway neighborhood of the Borough of Queens. The subject property is bordered to the north by a New York City Subway elevated rail line with Rockaway Freeway below the elevated rail line. Beyond these two transit systems is the Rockaway Sewage Treatment Plant operated by the New York City Department of Environmental Protection (NYCDEP). East of the subject property is Beach 106th Street, beyond which is a parking lot for an office building which is under construction. South of the subject property is Rockaway Beach Boulevard, beyond which are greenspace, automobile parking, and Surfside Park Apartments. Southwest and west of the subject property is a Rite Aid pharmacy.

AECOM did not observe any gasoline service stations or dry cleaners in the immediate vicinity (500 feet) of the subject property. No sensitive receptors (i.e. day care centers, schools, hospitals, water bodies) are located adjacent to the subject property. Based on AECOM's site reconnaissance of the surrounding neighborhood and review of historical sources and the site-specific environmental database report, no off-site sources of concern were identified.

2.3.3 Petroleum Products and Hazardous Materials

No petroleum products or hazardous materials were observed on the subject property. In addition, staining or visual evidence of a release of petroleum products or hazardous materials was not observed.

2.3.4 Polychlorinated Biphenyls

Based on the lack of permanent structures presently located on-site, polychlorinated biphenyls (PCBs) are not expected to be present. An electrical transformer is located on a concrete pad within a fenced area in the northeastern corner of the subject property. Access to the transformer is through an unlocked gate located at the corner of Beach 106th Street and Rockaway Freeway. No staining was observed in the area of the transformer. As the transformer can only be accessed from the street, it is likely owned by the utility company that services the area (PSE&G Long Island).

No additional hydraulic equipment (lifts, trash compactors) was observed on the subject property.

2.3.5 Aboveground Storage Tanks

Aboveground storage tanks (ASTs) were not observed during the site visit. In addition, no ASTs were listed in the site-specific environmental database report reviewed by AECOM, or otherwise identified during AECOM's review of historical aerial photographs.

2.3.6 Underground Storage Tanks

Visual evidence of underground storage tanks (USTs) (e.g., vent pipes, fill ports) was not observed during the site visit. In addition, no USTs were listed in the site-specific environmental database report.

2.3.7 Solid Waste

No evidence of solid waste disposal activities and no solid waste dumpsters were observed at the subject property. Miscellaneous debris and trash (i.e. paper products, empty cans and bottles, etc.) were scattered throughout the subject property and is likely due to trash thrown over the fence that surrounds the subject property.

2.3.8 Hazardous Waste

No evidence of hazardous waste generation was observed at the subject property. In addition, the subject property was not listed as a generator of hazardous waste in the site-specific database report.

2.3.9 Water

Based on the lack of permanent structures on-site, water service is not currently provided to the subject property. Municipal water is provided to the surrounding area by the NYCDEP. No potable water wells were observed at the subject property.

2.3.10 Wastewater

Based on the lack of permanent structures on-site, no wastewater is current generated on-site. The historical on-site buildings were likely connected to the municipal sanitary sewer system when it became operational in the mid-1950s.

2.3.11 Stormwater

Stormwater drains were observed along Rockaway Beach Boulevard, Beach 106th Street, and Rockaway Freeway near the subject property. The drains are connected to the NYCDEP combined sanitary sewer system. As the subject property is paved, stormwater is expected to flow towards the adjacent roadways.

2.3.12 Heating and Cooling

Based on the lack of permanent structures on-site, no heating or cooling systems currently exist at the subject property. The fuel source for the former on-site buildings is unknown.

3. Environmental Setting

3.1 Topography

According to the United States Geological Survey (USGS) topographic map of the subject property area (Far Rockaway, New York quadrangle) and a review of the Google Earth application, the elevation of the subject property is approximately 10 feet above mean sea level (msl). Based on a review of these technical resources and AECOM's site visit, the subject property appears to be generally flat with a slight downward slope toward the northwest.

3.2 Soil/Geology

Site-specific geologic information was not identified during the course of this assessment. In general, the subject property is located on a barrier island between Jamaica Bay and the Atlantic Ocean. The barrier island is composed by urban land as of result of fill activities and urban development in the nineteenth and early twentieth centuries. Below the fill, the lithology consists of unconsolidated strata of clay, silt, sand, and gravel of Late Cretaceous and pre-Wisconsin Pleistocene ages. Below these unconsolidated strata is Pre-Cambrian crystalline rock consisting of gneisses and schists.

3.3 Groundwater/Hydrology

Site-specific hydrologic information was not identified during the course of this assessment. Based on the topographic gradient in the area of the subject property, the groundwater flow beneath the subject property and in the surrounding area is anticipated to be very shallow and flow northwest toward Jamaica Bay. However, groundwater flow may be tidally influenced due to the proximity of the subject property to the Atlantic Ocean. Based on AECOM's experience in the area, groundwater is anticipated to be present at a depth of approximately 5 feet below ground surface (bgs). However, the actual groundwater flow direction and depth in the vicinity of the subject property cannot be determined without site-specific groundwater monitoring well data.

4. Site and Area History

Historical information for the subject property and surrounding properties is based on AECOM's review and analysis of the following historical sources:

- Aerial photographs dated 1951, 1954, 1961, 1966, 1975, 1984, 1994, 2006, 2009, 2013, and 2017;
- Sanborn® Fire Insurance Maps dated 1894, 1901, 1912, 1933, 1950, 1981, 1983, 1986, 1987-1989, 1991–1996, 1999, and 2001–2006;
- Topographic maps dated 1897, 1898, 1900, 1947, 1954, 1969, and 2013;
- City directories for the years 1920 - 2014 at approximate three to five-year intervals; and
- Online Property Information reviewed via the City of NYCDOF and the City of New York City.

4.1 Subject Property

According to the historical sources reviewed, the subject property was primarily vacant with a stable located along the northern property boundary in 1894. There are no changes to the subject property until 1912 when the stable was no longer present, and a warehouse and several residential dwellings had been constructed on-site. In addition, Wainwright Avenue is depicted on-site along the northern property boundary. By 1933, Wainwright Avenue and the warehouse were no longer present, but several additional residential dwellings were present on the subject property. There are no significant changes to the subject property until 1961 when the subject property is depicted as a vacant lot. The 1966 Sanborn Map depicts numerous dirt piles on the central and southern portions of the property. By 1975, the subject property appears to be paved with two unidentifiable dark areas located in the center of the property. One dark area remains present in the center of the subject property in the 1984 aerial photograph. Between 1994 and 2013, the subject property is depicted as a paved lot occupied with motor vehicles, trailers, and a unidentifiable circular structure (2013 aerial photograph only). By 2017, the subject property was once again depicted as a vacant lot with no vehicles, structures or soil piles.

4.2 Off-site Properties

NORTH

Properties to the north of the subject property in 1894 consisted of the Long Island Rail Road (which is now operated by the New York City Subway), beyond which was vacant land. However, the New York State Department of Environmental Conservation (NYSDEC) indicates that a manufactured gas plant (MGP) had been operating approximately 300 feet northwest of the subject property since the late 1870s. By 1901, several residential dwellings were present across the roadway and residential development continued through the 1930s. In 1942, the rail line was elevated, and the Rockaway Freeway was constructed below the elevated rails. By 1950, the majority of the residential dwellings were no longer present and by 1954 the area was occupied by the current NYCDEP Rockaway Sewage Treatment Plant. Between 1954 and 1981, there was an expansion of the sewage treatment plant while the MGP was being dismantled. By 1994, the majority of the MGP structures were no longer present and both investigative and remedial measures have been ongoing since 1999. By 2017, the area of the former MGP is mostly vacant with an electrical

substation and a parking lot. There have been no significant changes to the sewage treatment plant since 1981. The MGP site has been undergoing remediation since 2008 with the majority of the work completed in 2012.

EAST

Properties to the east of the subject property in 1894 consisted of Centre Street (now Beach 106th Street), beyond which were vacant lots. By 1912, residential dwellings were depicted across the roadway and residential development continued through mid-1950s. However, by 1961, all of the buildings in the area have been razed, as are the majority of the structures throughout the area. This is likely associated with the damage that occurred from Hurricane Donna which struck Far Rockaway in 1960. By 1966, a grocery store and parking lot were located immediately east of the subject property, beyond Beach 106th Street. By 1975, additional buildings and paved parking lots are present. There were no changes to the area until 2017 when the grocery store was demolished. A commercial office building with a parking lot are currently being constructed in this area.

SOUTH

Properties south of the subject property in 1894 consisted of Washington Avenue (now Rockaway Beach Boulevard), beyond which were a public school (PS 43) and vacant lots. By 1901, additional buildings were present at the public school. By 1912, only the foundation remained of the public school. Numerous residential dwellings along with a motion picture theatre and a hotel were present in area. Other than the theatre and hotel, which were no longer present by 1933, there were no significant changes until 1961 when all of the buildings had been razed. As previously stated, this is likely due to the area being impacted by Hurricane Donna in 1960. By 1966, the area had been redeveloped to include three multi-story apartment buildings along with parking areas and greenspace associated with the complex. This structure is currently identified as Surfside Park Apartments. There has been no significant change to this area since 1966.

WEST

Properties west/southwest of the subject property in 1894 were mostly vacant with two unlabeled buildings. There were no significant changes to the area until 1912 when several residential dwellings and a store were present. By 1933, additional residential dwellings were present in the area. No significant changes were observed in the area until 1961 when all of the buildings had been razed. As previously stated, this is likely due to the area being impacted by Hurricane Donna in 1960. Between 1966 and 2006, the area was used as a paved parking lot. In 2007, the area was redeveloped as a Rite Aid pharmacy and a parking lot. There have been no changes to the area since 2007.

4.3 Previously Prepared Environmental Reports

AECOM inquired about existing environmental reports associated with the subject property. Previously prepared environmental reports were not identified during this assessment. LG indicated that to their knowledge, there were no previous environmental assessments or reports associated with the subject property.

5. Database and Records Review

5.1 User Provided Information

Section 6 of the ASTM Standard states that certain tasks, which will help to determine the possibility of RECs associated with the subject property, are generally conducted by the ESA report user. This includes the following: reviewing title records for environmental liens or activity and land use limitations and considering awareness of any specialized knowledge (e.g., information about previous ownership or environmental litigation), experience related to RECs at the subject property, or significant reduction in the purchase price of the subject property. Per the agreed scope-of-work, information related to these items should be provided by the ESA report user to AECOM. To assist the user in gathering information that may be material to identifying RECs, AECOM has provided the Client (the users) with the User Questionnaire from the ASTM Standard; however, at this time the completed form has not been returned for inclusion in this report. This data gap is not expected to represent a significant limitation to this investigation based on other documentation reviewed as part of the Phase I ESA.

5.2 Title Records/Environmental Liens

Per the agreed upon scope of work, a chain-of-title and an environmental lien search were not performed as part of this assessment.

5.3 Database Information

In accordance with the scope of work and ASTM Standard E-1527-13, a search of various governmental databases was conducted by EDR. The site-specific environmental database report was reviewed to evaluate if soil and or groundwater from an on-site and/or off-site source of concern has the potential to impact the subject property. The database abbreviations are provided in the site-specific environmental database report.

The database report includes various reports detailing database information for each of the sites identified/geocoded within the specified radius. Additional sites were identified within the database report; however, EDR was not able to map them to specific locations due to insufficient/contradicting address information. These sites were included in the database report as "orphan" sites. Based upon AECOM's review, there does not appear to be any significant concerns associated with either of the orphan sites. A summary of AECOM's review and analysis of the site-specific environmental database report is presented below. A copy of the database report is provided in Appendix B.

Based on AECOM's research, the subject property is not located on or within a 1-mile radius of tribal lands.

5.3.1 Subject Property

The subject property is identified on the New York City Environmental Designation (E-Designation) database. The E-Designation requires that environmental sampling and possible remediation take place on a subject property. The E-Designation would require that the owner of the subject property conduct a testing and sampling protocol, and remediation where appropriate, to the satisfaction of the NYCDEP before the issuance of a building permit by the Department of Buildings (DOB). The

listing also includes a mandatory construction-related health and safety plan which must be approved by NYCDEP. This database listing is compliance-related and is not considered a REC, in AECOM's opinion.

5.3.2 Surrounding Sites

According to the environmental database report, over 90 sites were identified within their respective ASTM and/or EDR search distances from the subject property. Based on AECOM's review and analysis of the database listings, none of the surrounding sites are expected to present a REC to the subject property, based on distance (generally greater than 500 feet), regulatory status (i.e. regulatory closure, no violations found), media impacted (soil only), and/or topographical position relative to the subject property (i.e. down-gradient or cross-gradient).

5.4 Vapor Encroachment Screening

AECOM conducted a Tier 1 vapor encroachment screening (VES) as part of this assessment. This screening was conducted in general accordance with the ASTM E2600 *Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions* dated October 2015 (ASTM E2600). The objective of the VES was to determine if a vapor encroachment condition (VEC) exists or if a VEC does not exist.

5.4.1 Subject Property

No on-site sources of vapor encroachment (e.g. UST, contaminated soil, groundwater plume, etc.) were identified during this assessment. Based on this information, a VEC due to an on-site source does not appear to exist.

5.4.2 Off-site

To conduct the VES of the nearby area, AECOM conducted a detailed review and analysis of the site-specific environmental database report with particular focus on the follow two types of sites:

1. Off-site properties that are impacted by chlorinated volatile organic compounds (VOCs) and/or semi-volatile-organic compounds (SVOCs) and are located within approximately 1,750 feet of the subject property, and
2. Off-site properties that are impacted by petroleum hydrocarbons and are located within approximately 525 feet of the subject property.

The following paragraph summarizes the results of AECOM's VES of the nearby area.

A review of the site-specific environmental database indicates that no chlorinated VOC/SVOC and seven petroleum hydrocarbon impacted sites are located within the above-described radii of the subject property. However, these sites can be ruled out due to their regulatory status (i.e. regulatory closure has been issued), media impacted (i.e. soil only), and/or topographical position from the subject property (i.e. down-gradient or cross-gradient).

5.5 Agency File Review

5.5.1 Local

AECOM submitted FOIL requests to the NYCDEP. As of the date of this report, responses to AECOM's FOIL requests have not been received. Based on AECOM's research to date, AECOM does not anticipate the response (if any) from this agency to our FOIL requests will significantly alter the conclusions or recommendations of this report. However, if information is received from these FOIL requests that significantly impact the conclusions of this report, this information will be forwarded upon receipt.

5.5.2 State

In addition, AECOM submitted FOIL requests to the NYSDEC and the New York State Department of Health (NYSDOH). As of the date of this report, responses to AECOM's FOIL requests to the NYSDEC and the NYSDOH have not been received. Based on AECOM's research to date, AECOM does not anticipate the response (if any) from these agencies to our FOIL requests will significantly alter the conclusions or recommendations of this report. However, if information is received from these FOIL requests that significantly impact the conclusions of this report, this information will be forwarded upon receipt.

AECOM also reviewed the following databases, in addition to those identified in Section 5.3.2:

- NYSDEC Bulk Storage Database Search
- NYSDEC Spill Incident Database Search

The subject property was not identified in either database.

5.5.3 Federal

AECOM searched the U.S. EPA's Envirofacts and Superfund Enterprise Management System (SEMS) online databases. The SEMS database replaced the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) which has since been retired. SEMS includes the same data fields and content as CERCLIS. The Envirofacts database retrieves information obtained from 17 national systems, including the CERCLIS, Superfund program (NPL sites), hazardous waste sites, and potential hazardous waste sites. The subject property was not listed on the Envirofacts or SEMS databases.

6. Findings and Opinions

AECOM performed a Phase I ESA of the subject property in accordance with the scope and limitations of ASTM Practice E 1527-13, which meets the requirements of Title 40, Code of Federal Regulations Part 312 and is intended to constitute *all appropriate inquiry* for purposes of the landowner liability protections. Any exceptions to, or deletions from, this practice are described in Section 1.3 through 1.5 of this report.

The following sections summarize the findings and opinions of this Phase I ESA of the subject property.

6.1 Recognized Environmental Conditions

The following REC was identified during this assessment:

- Due to the history of area, including the potential for urban fill, spills and uncontrolled discharges of petroleum and/or hazardous materials due to impacts from severe storms which have damaged the surrounding area such as Hurricane Donna and Superstorm Sandy), and the possible discharge of motor fluids from vehicles and equipment known to have been present, the possibility exists for subsurface contamination on and in the immediate vicinity of subject property to be present.

6.2 Controlled Recognized Environmental Conditions

Based on the above-described activities, no CRECs were identified in connection with the subject property.

6.3 Historical Recognized Environmental Conditions

Based on the above-described activities, no HRECs were identified in connection with the subject property.

6.4 De Minimis Conditions

The following de minimis condition (DMC) were identified:

- De minimis trash and miscellaneous debris (i.e. paper products, empty cans and bottles, etc.)were observed to be scattered throughout the subject property. No staining was observed in the vicinity of this debris; therefore, this solid waste debris is considered a DMC, in AECOM's opinion.
- The presence of the asphalt millings located along the western portion of the subject property. No staining was observed in the vicinity of the asphalt millings; therefore, this material is considered a DMC, in AECOM's opinion.

7. Conclusions

AECOM has performed a Phase I ESA in conformance with the scope and limitations of ASTM Practice E 1527-13 of at the property located at 10610 Rockaway Beach Boulevard, Far Rockaway, Queens, New York. Any exception to, or deletions from, this practice are described in Sections 1.3 through 1.5 of this report. This assessment has revealed no evidence of RECs or CRECs in connection with the property except the following:

- Due to the history of area, including the potential for urban fill, spills and uncontrolled discharges of petroleum and/or hazardous materials due to impacts from severe storms which have damaged the surrounding area such as Hurricane Donna and Superstorm Sandy), and the possible discharge of motor fluids from vehicles and equipment known to have been present, the possibility exists for subsurface contamination on and in the immediate vicinity of subject property to be present.

8. Environmental Professional Statement

Mr. Abrams was the Environmental Professional (EP) for this project. Mr. Abrams' EP statement is below and his resume is provided in Appendix C:

I declare that, to the best of our professional knowledge and belief, I meet the definition of an EP as defined in §312.10 of 40 Code of Federal Regulations (CFR) and that I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. I have developed and performed all the appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

Signature: _____ Date: October 14, 2019

9. References

9.1 Persons Interviewed

No interviews were conducted as part of this assessment.

9.2 Agencies Contacted

New York City Department of Buildings. Building permits accessed online at: http://www.nyc.gov/html/dob/html/home/home.html

New York State Department of Environmental Conservation, Bulk Storage Database Search, bulk storage information pertaining to the subject property, retrieved online at http://www.dec.ny.gov/cfmx/extapps/derexternal/index.cfm?pageid=4

New York State Department of Environmental Conservation, Spill Incidents Database Search, spill information pertaining to the subject property, retrieved online at http://www.dec.ny.gov/cfmx/extapps/derexternal/index.cfm?pageid=2

New York State Department of Environmental Conservation, Office of General Counsel, 625 Broadway, Albany, New York 12233-1500.

New York City Department of Finance. Review of Digital Tax Maps. System accessed online at: http://www1.nyc.gov/subject property/finance/taxes/property-digital-tax-map.page

New York State Department of Health, 59-17 Junction Boulevard, Corona, New York 11368.

United States Environmental Protection Agency Envirofacts database - http://www.epa.gov/enviro/

United States Environmental Protection Agency Superfund Enterprise Management System (SEMS) database, https://cumulis.epa.gov/supercpad/cursites/srchsites.cfm.

9.3 Documents Reviewed

ASTM E1527-13, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, dated November 2013. www.astm.org.

ASTM E2600-15, Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions, dated October 2015. www.astm.org.

Brock, Pamela Chase, and Brock, Patrick W.G. Geologic Map of New York City, dated October 2001. State University of New York at Stony Brook, www.geo.sunusb/reports/ny-city/full-map.png.

EDR 7.5 Minute Topographic Maps, prepared for 10602 Rockaway Beach Blvd Rezoning, dated August 22, 2019. Inquiry number 5762836.4. Topographic Maps dated 1897, 1898, 1900, 1947, 1954, 1969, and 2013. Report prepared by Environmental Data Resources Inc., 6 Armstrong Road, Shelton, Connecticut 06484, (800) 352-0050, www.edrnet.com.

EDR Aerial Photos Decade Package, prepared for 10602 Rockaway Beach Blvd Rezoning, dated August 23, 2019. Inquiry number 5762836.8. Aerial photographs dated 1951, 1954, 1961, 1966, 1975,

1984, 1994, 2006, 2009, 2013, and 2017. Report prepared by Environmental Data Resources Inc., 6 Armstrong Road, Shelton, Connecticut 06484, (800) 352-0050, www.edrnet.com.

EDR City Directory Abstract, prepared for 10602 Rockaway Beach Blvd Rezoning, dated August 23, 2019. Inquiry number 5762836.5. City directories were reviewed from 1920 - 2014 in approximately 3 to 5 year intervals. Report prepared by Environmental Data Resources Inc., 6 Armstrong Road,
Shelton, Connecticut 06484, (800) 352-0050, www.edrnet.com.

EDR Radius Map with GeoCheck®, prepared for10602 Rockaway Beach Blvd Rezoning, dated August 22, 2019. Inquiry number 5762836.2s. Report prepared by Environmental Data Resources Inc., 6
Armstrong Road, Shelton, Connecticut 06484, (800) 352-0050, www.edrnet.com.

EDR Sanborn® Map Report, prepared for 10602 Rockaway Beach Blvd Rezoning, dated August 23, 2019. Inquiry number 5762836.3. Sanborn Maps dated 1894, 1901, 1912, 1933, 1950, 1981, 1983, 1986, 1987 - 1989, 1991 – 1996, 1999, and 2001 – 2006. Report prepared by Environmental Data Resources Inc., 6 Armstrong Road, Shelton, Connecticut 06484, (800) 352-0050, www.edrnet.com.

Google Earth website, www.google.earth.com. This information was reviewed online by Mr. Nelson Abrams with AECOM on October 3, 2019.

NYSDEC, Division of Environmental Remediation. Record of Decision, LILCO – Rockaway Park MGP Site, Rockaway Park, Queens County, New York. Site Number 2-41-029

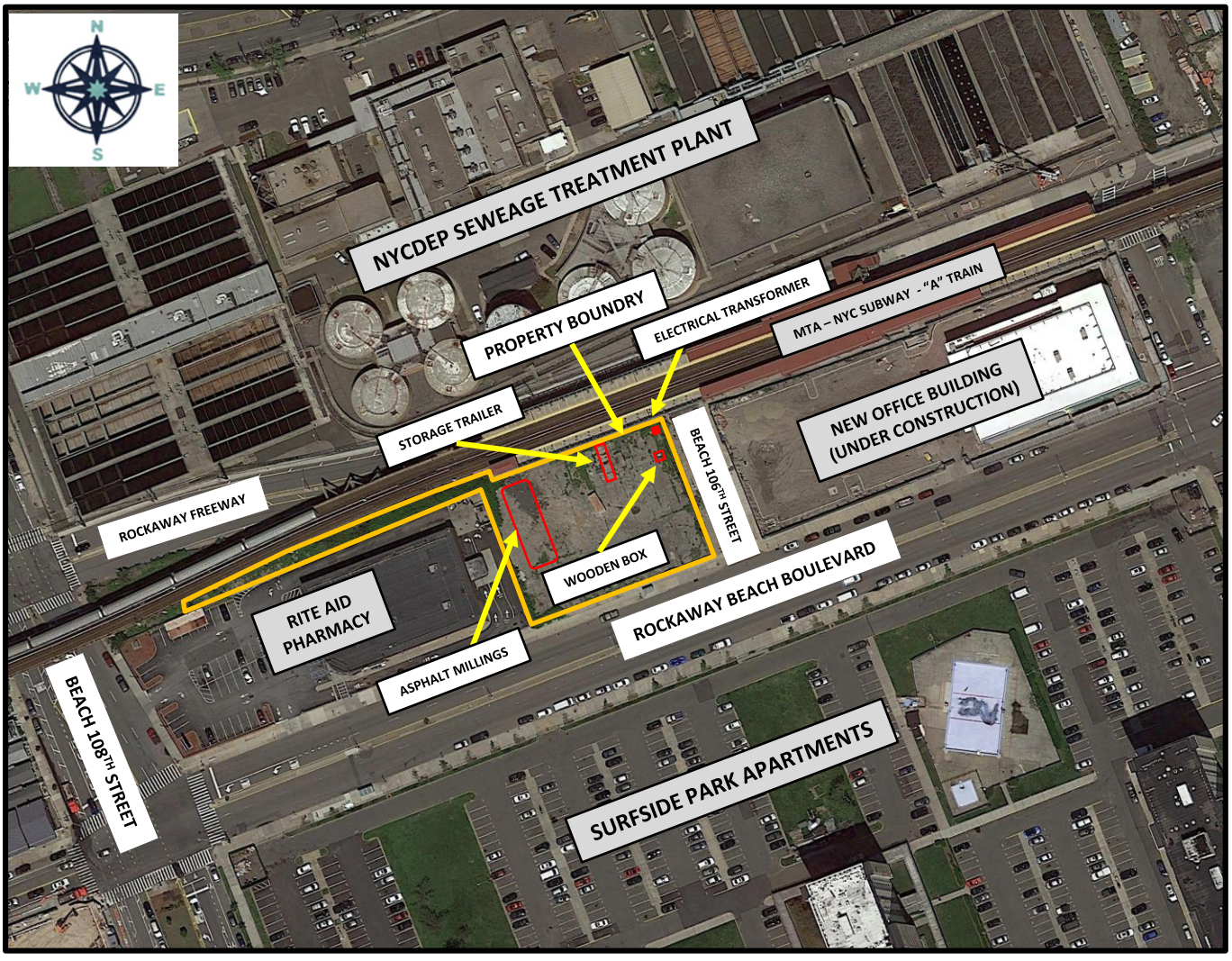


Scale 1:24,000

FAR ROCKAWAY, NY
7.5 Minute U.S.G.S. Quadrangles – 2013

Figure 1
Site Location Map
106-02 Rockaway Beach Blvd. Rezoning
10610 Rockaway Beach Boulevard Far Rockaway, Queens, New York

AECOM



AECOM

Figure 2
Site Plan
106-02 Rockaway Beach Blvd. Rezoning
10610 Rockaway Beach Boulevard Far Rockaway, Queens, New York

About AECOM
AECOM (NYSE: ACM) is a global provider of professional technical and management support services to a broad range of markets, including transportation, facilities, environmental and energy. With approximately 95,000 employees around the world, AECOM is a leader in all of the key markets that it serves. AECOM provides a blend of global reach, local knowledge, innovation, and technical excellence in delivering solutions that enhance and sustain the world's built, natural, and social environments.

AECOM
125 Broad Street
New York, NY 10004
T 212.377.8400
F 212.377.8410
www.aecom.com