



July 10, 2017/Calendar No. 2

C 170243 (A) ZMQ

IN THE MATTER OF an application submitted by NYC Economic Development Corporation pursuant to Section 197-c and 201 of the New York City Charter and proposed for modification pursuant to Section 2-06(c)(1) of the Uniform Land Use Review Procedure for an amendment of the Zoning Map, Section Nos. 25b and 31a:

1. eliminating from within an existing R3X District a C1-2 District bounded by a line perpendicular to the northeasterly street line of Nameoke Street distant 150 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Nameoke Street and the southeasterly street line of Central Avenue, a line 150 feet southeasterly of Central Avenue, and Nameoke Street;
2. eliminating from within an existing R5 District a C1-2 District bounded by:
 - a. Dix Avenue, Redfern Avenue, Mott Avenue, Beach 22nd Street, a line 200 feet southwesterly of Mott Avenue, a line 200 feet southerly of Mott Avenue, and a line 200 feet westerly of Beach Channel Drive and its southerly prolongation; and
 - b. a line midway between Augustina Avenue and Central Avenue, Neilson Street and its northwesterly centerline prolongation, a line 150 feet southeasterly of Central Avenue, a line perpendicular to the northeasterly street line of Nameoke Street distant 150 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Nameoke Street and the southeasterly street line of Central Avenue, and Nameoke Avenue and its southeasterly centerline prolongation;
3. eliminating from within an existing R5 District a C2-2 District bounded by Mott Avenue, Beach 18th Street, a line 200 feet northeasterly of Mott Avenue, a line 100 feet southwesterly of Nameoke Street, Cornaga Avenue, Mott Avenue, Gateway Boulevard, a line 100 feet southwesterly of Mott Avenue, a line 100 feet southeasterly of Cornaga Avenue, Beach 19th Street, Cornaga Avenue, and a line midway between Beach 20th Street and Beach 19th Street;
4. changing from a C4-2 District to an R5 District property bounded by a line 100 feet southerly of Cornaga Avenue, the southerly centerline prolongation of Beach 19th Street, a line 200 feet southerly of Cornaga Avenue, and the southerly centerline prolongation of Beach 21st Street;
5. changing from an R5 District to an R6 District property bounded by
 - a. a line 150 feet southerly of Dix Avenue, Beach Channel Drive, a line 115 feet southerly of Dix Avenue, Redfern Avenue, Mott Avenue, Beach 22nd Street, a line 200 feet southwesterly of Mott Avenue, a line 200 feet southerly of Mott Avenue, and a line 200 feet westerly of Beach Channel Drive and its southerly prolongation;

- b. Augustina Avenue, Neilson Street and its northwesterly centerline prolongation, the southwesterly prolongation of a line 200 feet southeasterly of Central Avenue, a line perpendicular to the northeasterly street line of Nameoke Street distant 150 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Nameoke Street and the southeasterly street line of Central Avenue, Nameoke Avenue and its southeasterly centerline prolongation;
 - c. Mott Avenue, Beach 18th Street, a line 200 feet northeasterly of Mott Avenue, a line 100 feet southwesterly of Nameoke Street, Cornaga Avenue, the southeasterly centerline prolongation of Nameoke Street, a line 125 feet northeasterly of Mott Avenue, Gateway Boulevard, Mott Avenue, a line 110 feet northwesterly of Caffrey Avenue, a line 100 feet southwesterly of Mott Avenue, Gateway Boulevard, a line 150 feet southwesterly of Mott Avenue, a line 100 feet southeasterly of Cornaga Avenue, Beach 19th Street, a line 100 feet southerly of Cornaga Avenue, the southerly centerline prolongation of Beach 19th Street, Cornaga Avenue, and a line midway between Beach 20th Street and Beach 19th Street; and
 - d. a line perpendicular to the easterly street line of Beach 22nd Street distant 100 feet southerly (as measured along the street line) from the point of intersection of the easterly street line of Beach 22nd Street and the southeasterly street line of Beach 22nd Street, a line midway between Beach 22nd Street and Beach 21st Street, Cornaga Avenue, and a line 100 feet easterly of Beach 22nd Street;
6. changing from a C4-2 District to an R6 District property bounded by Mott Avenue, Central Avenue, Bayport Place, a line 150 feet southeasterly of Central Avenue, Foam Place, Beach 18th Street, Mott Avenue, a line midway between Beach 20th Street and Beach 19th Street, Cornaga Avenue, the southerly centerline prolongation of Beach 19th Street, a line 100 feet southerly of Cornaga Avenue, and Beach 21st Street and its southerly centerline prolongation;
7. changing from a C8-1 District to an R6 District property bounded by
- a. Central Avenue, the southeasterly centerline prolongation of Nameoke Avenue, Nameoke Street, a line 150 feet southeasterly of Central Avenue, and Bayport Place; and
 - b. Beach 22nd Street, Mott Avenue, Beach 21st Street, Cornaga Avenue, a line midway between Beach 22nd Street and Beach 21st Street, and a line perpendicular to the easterly street line of Beach 22nd Street distant 100 feet southerly (as measured along the street line) from the point of intersection of the easterly street line of Beach 22nd Street and the southeasterly street line of Beach 22nd Street;
8. changing from an M1-1 District to an R6 District property bounded by Redfern Avenue, a line 150 feet northeasterly of Nameoke Avenue, Brunswick Avenue, and Nameoke Avenue;

9. changing from a C4-2 District to an R7-1 District property bounded by the centerline of the Long Island Rail Road Right-Of-Way (Far Rockaway Branch), Bayport Place and its northwesterly centerline prolongation, Central Avenue, and Mott Avenue;
10. changing from a C8-1 District to an R7-1 District property bounded by Redfern Avenue, Nameoke Avenue, Central Avenue, Bayport Place and its northwesterly centerline prolongation, the centerline of the Long Island Rail Road Right-Of-Way (Far Rockaway Branch), and Mott Avenue;
11. establishing within an existing R5 District a C2-4 District bounded by Dix Avenue, a line 50 feet easterly of Beach Channel Drive, a line 115 feet southerly of Dix Avenue, Beach Channel Drive, a line 150 feet southerly of Dix Avenue, and a line 200 feet westerly of Beach Channel Drive;
12. establishing within a proposed R5 District a C2-4 District bounded by a line 100 feet southerly of Cornaga Avenue, the southerly centerline prolongation of Beach 19th Street, a line 200 feet southerly of Cornaga Avenue, the southerly centerline prolongation of Beach 21st Street;
13. establishing within a proposed R6 District a C2-4 District bounded by:
 - a. a line 150 feet southerly of Dix Avenue, Beach Channel Drive, a line 115 feet southerly of Dix Avenue, Redfern Avenue, Mott Avenue, Central Avenue, Nameoke Avenue, Augustina Avenue, the northwesterly centerline prolongation of Neilson Street, Central Avenue, Nameoke Street, a line 150 feet southeasterly of Central Avenue, Foam Place, Beach 18th Street, a line 200 feet northeasterly of Mott Avenue, a line 100 feet southwesterly of Nameoke Street, Cornaga Avenue, Mott Avenue, Gateway Boulevard, a line 100 feet southwesterly of Mott Avenue, a line 100 feet southeasterly of Cornaga Avenue, Beach 19th Street, a line 100 feet southerly of Cornaga Avenue, the southerly centerline prolongation of Beach 21st Street, Cornaga Avenue, a line 100 feet easterly of Beach 22nd Street, a line perpendicular to the easterly street line of Beach 22nd Street distant 100 feet southerly (as measured along the street line) from the point of intersection of the easterly street line of Beach 22nd Street and the southeasterly street line of Beach 22nd Street, Beach 22nd Street, a line 200 feet southwesterly of Mott Avenue, a line 200 feet southerly of Mott Avenue, and a line 200 feet westerly of Beach Channel Drive and its southerly prolongation;
 - b. Redfern Avenue, a line 150 feet northeasterly of Nameoke Avenue, a line 125 feet southeasterly of Redfern Avenue, and Nameoke Avenue; and
 - c. a line 75 feet northwesterly of Brunswick Avenue, a line 150 feet northeasterly of Nameoke Avenue, Brunswick Avenue, and Nameoke Avenue;

14. establishing within a proposed R7-1 District a C2-4 District bounded by Redfern Avenue, Nameoke Avenue, Central Avenue, and Mott Avenue; and
15. establishing a Special Downtown Far Rockaway District bounded by Dix Avenue, a line 50 feet easterly of Beach Channel Drive, a line 115 feet southerly of Dix Avenue, Redfern Avenue, a line 150 feet northeasterly of Nameoke Avenue, Brunswick Avenue, Nameoke Avenue, Augustina Avenue, Neilson Avenue and its northwesterly centerline prolongation, a line 200 feet southeasterly of Central Avenue, a line perpendicular to the northeasterly street line of Nameoke Street distant 150 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Nameoke Street and the southeasterly street line of Central Avenue, Nameoke Street, a line 150 feet southeasterly of Central Avenue, Foam Place, Beach 18th Street, a line 200 feet northeasterly of Mott Avenue, a line 100 feet southwestery of Nameoke Street, Cornaga Avenue, the southeasterly centerline prolongation of Nameoke Street, a line 125 feet northeasterly of Mott Avenue, Gateway Boulevard, Mott Avenue, a line 110 feet northwesterly of Caffrey Avenue, a line 100 feet southwestery of Mott Avenue, Gateway Boulevard, a line 150 feet southwestery of Mott Avenue, a line 100 feet southeasterly of Cornaga Avenue, Beach 19th Street, a line 100 feet southerly of Cornaga Avenue, the southerly centerline prolongation of Beach 19th Street, a line 200 feet southerly of Cornaga Avenue, the southerly centerline prolongation of Beach 21st Street, Cornaga Avenue, a line 100 feet easterly of Beach 22nd Street, a line perpendicular to the easterly street line of Beach 22nd Street distant 100 feet southerly (as measured along the street line) from the point of intersection of the easterly street line of Beach 22nd Street and the southeasterly street line of Beach 22nd Street, Beach 22nd Street, a line 200 feet southwestery of Mott Avenue, a line 200 feet southerly of Mott Avenue, and a line 200 feet westerly of Beach Channel Drive and its southerly prolongation;

Borough of Queens, Community District 14, as shown on a diagram (for illustrative purposes only) dated April 26, 2017, and subject to the conditions of CEQR Declaration E-415.

An application for a zoning map amendment (C 170243 ZMQ) was filed by the NYC Economic Development Corporation (EDC) on January 26, 2017, in conjunction with several related actions, to facilitate the Downtown Far Rockaway Development Plan (hereafter the “development plan”), a comprehensive planning, zoning, and redevelopment strategy aimed at supporting Downtown Far Rockaway’s growth and vitality by fostering a vibrant mix of residential, commercial, and community facility uses on vacant and underutilized sites near mass transit resources and along the area’s primary corridors.

On April 26, 2017, pursuant to Section 2-06(c)(1) of the Uniform Land Use Review Procedure rules, EDC filed an application (C 170243 (A) ZMQ) to modify components of the zoning map amendment in conjunction with a related application to modify components of the zoning text

amendment (N 140329 (A) ZRQ) to respond to concerns heard during the public review process about initially proposed maximum building heights and to further support the development of vacant and underutilized sites in the downtown area. On July 6, 2017, EDC withdrew the original application C 170243 ZMQ; the subject of this report is the modified zoning map amendment application C 170243 (A) ZMQ.

RELATED ACTIONS

In addition to the modified application (C 170243 (A) ZMQ) for a zoning map amendment, which is the subject of this report, implementation of the development plan also requires action by the City Planning Commission on the following applications, which are being considered concurrently with this application (together the “proposed actions”):

N 170244 (A) ZRQ	Zoning text amendment as modified
N 170245 HGQ	Designation of the Downtown Far Rockaway Urban Renewal Area
C 170246 HUQ	The Downtown Far Rockaway Urban Renewal Plan
C 170247 HDQ	Disposition of property within the Downtown Far Rockaway Urban Renewal Area
C 170248 PPQ	Disposition of two City-owned properties

BACKGROUND

EDC, acting on the behalf of the Office of the Deputy Mayor for Housing and Economic Development, in coordination with the NYC Department of Housing Preservation and Development (HPD) and the NYC Department of Citywide Administrative Services (DCAS), seeks a series of land use actions as part of a comprehensive development plan to revitalize Downtown Far Rockaway. The proposed actions would help unlock Downtown Far Rockaway’s development potential by facilitating new mixed residential, commercial, and community facility buildings at medium densities and requiring permanently affordable housing, public amenities, and uses that would help enliven the area and address longstanding community needs.

After certification of land use applications on January 30, 2017, modifications were incorporated into the proposed actions in response to concerns heard during the public review process about

proposed allowable building heights and to further support the development of vacant and underutilized sites in the downtown core. On April 26, 2017, EDC filed applications to modify certain components of the zoning map and zoning text amendment applications and completed a CEQR Technical Memorandum to assess the potential impacts related to these modified applications. The subject of this report is the modified zoning map application.

Far Rockaway is a neighborhood in the easternmost section of the Rockaway peninsula in Queens, Community District 14. Downtown Far Rockaway is the location of terminal stations for the Metropolitan Transit Authority's (MTA) A train line and the Far Rockaway branch of the Long Island Rail Road (LIRR), and it is within walking distance of both Jamaica Bay and Rockaway's famed boardwalk along the Atlantic Ocean beachfront. Far Rockaway is home to a diverse community of residents and businesses. Downtown Far Rockaway is the historic commercial "village" of the Rockaway peninsula. The downtown area is anchored by the Mott Avenue, Central Avenue, and Beach 20th Street corridors, which today are generally developed with low- and mid-rise buildings containing a mix of local retail, office, and community facility uses. Although Downtown Far Rockaway presents an opportunity for transit-oriented development, its revitalization has been hindered by geographic isolation, competition from nearby suburban shopping centers, and long-underutilized properties. The most visible of these underutilized properties is the Far Rockaway Shopping Center – the first view of the downtown that one sees when exiting the A train station at Mott Avenue.

Current zoning is also a challenge to Downtown Far Rockaway's vibrancy. While zoning in Far Rockaway's lower-density residential enclaves has largely been updated over the past 10 years, it has not been changed in the downtown since 1961, and it does not support Downtown Far Rockaway's revitalization. New residential development in key areas and along major corridors is not permitted in existing C8-1 and M1-1 zones. Today, these light manufacturing and general service commercial districts foster mostly auto-oriented uses that are incongruous to a vibrant, mixed-use downtown. In other areas where residential use is permitted, existing R5 zoning limits new development to modest densities that curtail the production of new, mixed-use, mixed-income buildings and diminish the potential for prime corridors to become lively, pedestrian-friendly destinations with a range of retail uses and services.

The proposed actions are part of a series of strategies developed in close consultation with area stakeholders over the past two years to work in unison to improve the quality of life within the neighborhood. The proposed actions would support new, mixed-use development in one of the few areas on the Rockaway peninsula located outside of the Federal Emergency Management Agency’s one percent annual chance floodplain, with access to transit and near St. John’s Episcopal Hospital—the largest employer on the peninsula. With the proposed designation of a Mandatory Inclusionary Housing (MIH) area and the creation of a Special Downtown Far Rockaway District, the proposed actions would support the development of permanently affordable housing, ensure that new development blends into the existing neighborhood fabric, and reinforce Mott Avenue as the Main Street of ‘the Village’ with requirements for non-residential ground floor uses and transparency, mandatory sidewalk widenings, and publicly-accessible open space on private property.

Area History

During the early- to mid-19th century, wealthy New Yorkers developed seaside hotels and summertime residences in the area following the construction of the Rockaway turnpike (1830s) and establishment of ferry service (1863) between Manhattan, Brooklyn, and the Rockaway peninsula. The construction of a trestle across Jamaica Bay that carried the LIRR to Far Rockaway made the resort area even more accessible in the mid-1880s.

In 1888, Far Rockaway had grown large enough to declare itself a village. That distinction would last just 10 years, after which it was absorbed into the new Borough of Queens in the consolidated New York City. From the late 1800s into the 1900s, Far Rockaway continued to grow as a low-density residential neighborhood with large seaside hotels and entertainment uses. During this period the population began to disperse across the Rockaway peninsula, but Far Rockaway maintained its position as the peninsula’s commercial and transit hub.

During the early- to mid-20th century, Far Rockaway continued to grow thanks to transportation network improvements, but it still maintained its village character. The population was sufficient to support the development of entertainment venues, banks, a post office, a newspaper publisher, a hospital, and a police station.

After the Second World War, increased auto use and the very same roadway and public works improvements that made Far Rockaway accessible for recreation during the first half of the century now provided easy access to newer waterfront destinations in areas such as Jones Beach in Nassau County. By mid-century, the seasonal nature of much of the area waned. Large apartment complexes, like Wavecrest Gardens near Beach 20th Street, were constructed for returning GIs, but postwar residential development in Nassau County was a stronger draw for many of Far Rockaway's middle class residents. Large swaths of the Rockaway peninsula were cleared during the 1950s to make way for federally-aided, public housing projects. More than 3,100 units were constructed by the New York City Housing Authority including the Hammels, Arverne, Redfern and Edgemere housing projects. These large-scale developments increased the concentration of low-income, year-round residents in the area, with construction of new publicly-assisted housing continuing into the 1960s.

In the 1950s, the train line was severed in Downtown Far Rockaway to eliminate at-grade crossings, with the western portion converted to an elevated subway terminating at Mott Avenue and the eastern portion terminating at the present-day Far Rockaway LIRR station located on Nameoke Avenue. The Far Rockaway Shopping Center was built in the former right-of-way and now separates the MTA's Far Rockaway-Mott Avenue terminal station from the LIRR's Far Rockaway terminal station. The 80,000-square-foot shopping center was once home to a Waldbaum's supermarket, a Martin's Paints store, a furniture store, an eye doctor, a florist, a clothing store and several other businesses. Today, it has only five active businesses, and its faded sign and vacant storefronts are symbols of downtown's decline.

Over the past decade, the Rockaway peninsula has been the beneficiary of extensive government support. A sharp drop in crime rates, new market-rate housing developments, including the Benjamin Companies and the Beechwood Organization's Arverne By-the-Sea project within the Arverne Urban Renewal Area, and refurbished subway stations have driven a resurgence in population and tourism. After Hurricane Sandy struck the area in 2012, the City initiated an inter-agency effort to mobilize and coordinate projects and investments across the Rockaway peninsula. In his 2016 State of the City address, Mayor de Blasio announced a commitment to revitalize the Rockaway peninsula with a focus on re-establishing Downtown Far Rockaway as the peninsula's

commercial hub due to its higher elevation above sea level and good access to mass transit resources.

Previous Initiatives

In recent years, portions of Far Rockaway have been included in several planning initiatives, largely focused on areas outside of the downtown core. These initiatives include three rezonings sponsored by the Department of City Planning (DCP): the 2005 Far Rockaway/Mott Creek rezoning (C 050511 ZMQ), the Bayswater rezoning (C 060259 ZMQ), and the 2008 Rockaway Neighborhoods rezoning (C 080371 ZMQ, N 080372 ZRQ, and N 080373 ZRQ).

DCP's rezonings largely sought to protect and reinforce established building scale in areas primarily containing one- and two-family homes, including nearly 200 of the Rockaways' famed beachside bungalows. The 2008 Rockaway Neighborhoods Rezoning also provided flexibility to allow for the expansion of single family homes to meet the needs of residents in a portion of Far Rockaway and for medium density retail and housing opportunities in select locations near transit. However, these zoning changes were targeted to commercial and transit nodes located elsewhere on the Rockaway peninsula.

Current Initiative

The proposed actions were crafted as part of a comprehensive community planning process led by the Council Member for Council District 31, and they are intended to build on the previous initiatives in Far Rockaway with a specific focus on Downtown Far Rockaway. In November 2015, the Council Member for District 31, in partnership with City Hall, convened the Downtown Far Rockaway Working Group—a group of local and state elected officials and community, business, and nonprofit stakeholders—to develop a set of goals and recommendations to support the revitalization of the neighborhood. The Working Group met five times and received input from community members at two public meetings before delivering its recommendations to the City in February 2016. The recommendations were organized around the following goals:

- Re-establish Downtown Far Rockaway as the commercial and transportation hub of the Rockaway peninsula;

- Reposition the area as a mixed-use district, including new mixed-income housing;
- Activate the public realm with new connections and public open space;
- Improve the quality of life for residents through access to community services, education and quality jobs; and
- Build the capacity of community organizations and support local businesses.

In August 2016, the City, acting through EDC and in partnership with other agencies, released a development plan titled the *Roadmap for Action* as a comprehensive response to the Working Group’s recommendations. The development plan integrated land use tools with infrastructure investments and improved community services to transform the downtown core into a vibrant, mixed-use center. It included five strategies:

- Identifying new opportunities for mixed-income housing;
- Improving transportation infrastructure and transforming public space;
- Strengthening existing commercial corridors, small businesses and connections to jobs;
- Expanding upon community services and cultural assets; and
- Rezoning the downtown area to unlock development potential for commercial and residential uses.

Currently, public investments totaling over \$110 million outlined in the development plan are funding a series of area initiatives, including streetscape and pedestrian safety improvements, sewer and water delivery system upgrades, improvements to the Sorrentino Recreation Center and Grassmere Playground, storefront improvements, career services and training, and a new facility for the Queens Library’s Far Rockaway branch. These projects are summarized below. The proposed land use actions seek to implement longer-term elements in the development plan, supported by an additional \$91 million funding commitment from the City that aims to further support the transformation of the area’s vacant and underused lots with appropriate mixed-use, mixed-income development.

Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project

The NYC Department of Transportation's (DOT) Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project commenced in 2015 and is currently in the preliminary design stage. The project will provide a safer, more inviting pedestrian experience while employing sustainable, energy-efficient and visually appealing street design elements. It will focus on the area near the MTA's A train station, as well as portions of Mott Avenue, Cornaga Avenue, Beach Channel Drive, Beach 22nd Street, Beach 21st Street, Beach 20th Street, and Beach 19th Street. The project will include full street reconstruction in conjunction with new storm and sanitary sewers, new curbs, sidewalks and expanded pedestrian spaces throughout the downtown.

Sewer Upgrades

The NYC Department of Environmental Protection (DEP) and the NYC Department of Design and Construction (DDC) are in the process of upgrading the sewer and water delivery systems in Far Rockaway. Currently, few streets in the project area are equipped with catch basins or storm sewers, and those that do exist cannot always adequately drain stormwater runoff, which can result in flooding during heavy rain events. This infrastructure upgrade will add nearly a mile of storm sewers, install 79 catch basins, and replace more than a mile of existing sanitary sewers. DEP and DDC completed an initial sewer upgrade project just outside of the downtown area in June 2017. The sewer upgrades within the downtown are currently in the preliminary design stage and will be coordinated with DOT's streetscape reconstruction project.

Parks Improvements

The NYC Department of Parks and Recreation (DPR) is reconstructing portions of the Sorrentino Recreational Center, located on Cornaga Avenue in Downtown Far Rockaway. The project will upgrade the pavement and masonry at the front entrance, improve the gymnasium and other rooms, expand accessibility for persons with disabilities, and install a new heating, ventilation, and air conditioning system. The design of these improvements was completed in December 2016. Construction is expected to take 12-18 months.

DPR is also reconstructing Grassmere Playground, just outside of Downtown Far Rockaway and next to the W.A.V.E. Preparatory Elementary School, as a part of its Community Parks Initiative.

New play equipment, outdoor classroom space, sports courts, landscaping, and sitting areas will be installed. Construction began in November 2016 and is expected to be completed by May 2018.

Storefront Improvement Program

The Downtown Far Rockaway Storefront Improvement Program is an initiative of the New York City Business Assistance Corporation (NYBAC), EDC, and the NYC Department of Small Business Services (SBS), with the support of the Mayor's Fund to Advance New York City. The program provided a 75 percent match of funds (up to \$10,000 per storefront) to help local business and property owners complete storefront renovation projects. Eighteen businesses were selected and the storefront improvements were completed in February 2017.

Rockaways Economic Advancement Initiative

SBS, in collaboration with NYCHA, the Center for Economic Opportunity, and Citi Community Development, launched a \$1.1 million investment in 2015 to expand place-based economic empowerment and mobility and connect Far Rockaway residents to high-quality, full-time employment through a network of community-based organizations, workforce development providers, training providers, faith-based organizations, and social service agencies. The initiative includes pre-employment services, including assessment, individual employment plans, and career counseling; candidate services, including resume and interview development; and occupational training for in-demand jobs, including in the health care, transportation/industrial, and technology sectors. It also offers entrepreneurship training.

Queens Library Far Rockaway Branch

The existing 9,000 square-foot, single-story Far Rockaway Branch Library will be replaced with a new, two-story, 18,000 square-foot building. The branch will serve the neighborhood with library services, programs for all ages, after-school study hours, story reading, and space for community events. The design aims meet both the current needs of the community and future neighborhood growth. The Far Rockaway Branch will move into a temporary location in summer 2017 as demolition begins, with a goal of opening in its new facility in late 2019. The building's design received the NYC Public Design Commission's recognition for an outstanding public project.

Description of the Proposed Project Area

The proposed actions would affect a 23-block area generally bounded by Nameoke Avenue to the north, Caffrey Avenue to the south, Beach 22nd Street, Beach Channel Drive and Redfern Avenue to the west, and Gateway Boulevard to the east. The project area supports a variety of land uses, including commercial, residential, mixed-commercial and residential, light industrial, general service, and public facility/institutional uses. Vacant land can be found throughout the project area. Commercial uses tend to be concentrated along the main pedestrian and automotive thoroughfares, such as Mott Avenue, Central Avenue, and Beach 20th Street. Commercial buildings generally range from one to five stories and generally contain retail uses on the ground floor with office space located above. Mixed residential and commercial buildings in these areas are generally comprised of ground floor retail uses with two to three stories of residential use above. Clusters of residential uses are distributed throughout the project area and range from two-story, single-family detached residences to six-story, multi-family apartment buildings.

Light industrial uses, including a scrap metal yard, a recycling center, warehouses and supply stores, are primarily clustered on Redfern Avenue near its intersection with Nameoke Avenue. Industrial buildings tend to be low-rise, one- to two-story structures, many of which feature side yards for parking or storage. Several vacant formerly industrial buildings are distributed throughout the project area.

The project area is well served by public transportation and is uniquely situated at the terminus of both the LIRR's Far Rockaway line and the MTA's A train line. However, much of the surrounding area consists of vacant and underutilized property, including the largely vacant Far Rockaway Shopping Center. Three bus routes operated by MTA, including one express bus service route and three Nassau Inter-County Express (NICE) buses, also serve the project area. The project area is well connected to the region's highway system, including the Nassau Expressway and Rockaway Turnpike, which provide connections to John F. Kennedy International Airport, the Belt Parkway, and the Van Wyck Expressway.

Existing Zoning

The project area is currently zoned with a mix of R5, C4-2, C8-1, and M1-1 zoning districts. C1-2 and C2-2 overlays are mapped within portions of the R5 district. Each of the existing zoning districts is described below.

R5 District

R5 districts are mapped in three locations within the project area. An R5 district is mapped along Central Avenue, north of Nameoke Avenue, east of Augustina Avenue and west of Channing Road; along Mott Avenue, to the east of Beach 18th and Beach 19th Streets to Gateway Boulevard; and along Beach Channel Drive, west of Redfern Avenue and Beach 22nd Street. These areas are primarily developed with walk-up and elevator multi-family buildings and institutional uses, including P.S. 253, and several houses of worship.

An R5 district is a lower-density, general residence district that allows all housing types, including one- and two-family detached, semi-detached and attached residences, as well as multifamily buildings at a maximum floor area ratio (FAR) of 1.25 (or 1.65 in predominantly built-up areas utilizing the R5 infill provisions) and community facilities up to a maximum FAR of 2.0. R5 districts typically produce three- to four-story attached houses and small apartment buildings with parking in their front yards. R5 districts have a base height limit of 30 feet and a maximum building height of 40 feet is permitted after a 15-foot setback. R5 zoning requires a minimum front yard depth of 10 feet, which is increased to 18 feet if front yard parking is provided. Off-street parking is required for 85 percent of the dwelling units.

C4-2 District (R6 Equivalent)

A C4-2 district is mapped along Beach 20th Street and Central Avenue, between Bayport Place and Cornaga Avenue. Commercial businesses, including local retail such as small stores and nail and hair salons, and several multi-story office buildings, are concentrated along Central Avenue, Beach 20th Street, and Mott Avenue. Institutional uses include the Queens Library's Far Rockaway branch, a New York Fire Department firehouse, a charter school, and several houses of worship.

C4 districts typically serve a larger region and generate more traffic than neighborhood shopping areas. Developments in C4-2 districts utilizing height factor provisions are allowed a maximum FAR of 2.43 (R6 equivalent) for residential uses, 3.4 for commercial uses, and 4.8 for community facility uses. Buildings in C4-2 districts using these regulations have no fixed height limits and building envelopes are regulated by a sky exposure plane. Residential development under the optional Quality Housing program has a maximum FAR of 2.2 on narrow streets (defined as less than 75 feet wide) with a 45-foot maximum base height limit, and after setback, a 55-foot building height limit. Developments along wide streets (defined as 75 feet wide or more) outside the Manhattan Core have a maximum FAR of 3.0, a maximum base height of 65 feet, and after setback the building height limit is 75 feet for buildings with qualifying ground floors (those with a ground floor at least 13 feet tall). Within Queens Community District 14, off-street parking is required for 85 percent of non-income-restricted dwelling units. Since the entire Rockaway peninsula is located outside the transit zone, as defined in the Zoning Resolution, off-street parking is required for 25 percent of income-restricted dwelling units.

C8-1 District

A C8-1 district is mapped in the heart of project area, generally south of Nameoke Avenue and east of both Redfern Avenue and Beach 22nd Street and north of Cornaga Avenue.

The C8-1 district is primarily comprised of automotive-related commercial and light industrial uses. These uses can be found along Beach 21st Street, Nameoke Avenue, and Central Avenue, where several automotive sales and repair shops are located. The industrial uses within the C8-1 district include a recycling facility and several warehouses along Redfern Avenue south of Nameoke Avenue.

C8-1 districts allow commercial and manufacturing uses and provide for automotive and other heavy commercial services. Residential uses are not permitted within C8-1 districts. C8-1 districts have a maximum commercial FAR of 1.0 and a community facility FAR of 2.4. Maximum building height is determined by a sky exposure plane beginning at a height of 30 feet, or two stories, whichever is less, above the street line. Off-street parking requirements vary with the use, but generally, one space is required for every 300 square feet of floor area.

M1-1 District

An M1-1 district is mapped in the northern portion of the project area along Nameoke Avenue between Redfern and Brunswick Avenues. This area includes a low-rise commercial, light industrial building, a vacant building, and the station for the LIRR's Far Rockaway branch.

M1-1 districts permit manufacturing and commercial uses at a maximum FAR of 1.0 and a limited range of community facility uses at an FAR of 2.4. Residential uses are not permitted within M1-1 districts. Maximum building height is determined by a sky exposure plane beginning at a height of 30 feet, or two stories, whichever is less, above the street line. Off-street parking requirements vary with the use.

C1-2 and C2-2 Commercial Overlays

C1-1 and C2-2 commercial overlays are mapped within R5 districts on Mott Avenue, Beach Channel Drive, Central Avenue, and Cornaga Avenue. These overlays are typically mapped along streets that serve local retail needs. Beauty salons, delis, and dollar stores are uses within these portions of the project area.

There are minor differences between C1 and C2 districts, with a wider range of uses permitted in C2 districts. 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. Off-street parking requirements vary by use but generally one parking space is required for every 300 square feet of floor area.

Actions Necessary to Facilitate the Project

A series of actions is proposed to support Downtown Far Rockaway's equitable growth and foster a vibrant mix of residential, commercial, and community facility uses on vacant and underutilized sites near mass transit resources and along the area's primary corridors. The proposed actions are intended to blend new mixed-use and mixed-income development into the existing neighborhood fabric and preserve its "village" character; support diverse commercial activity on Mott Avenue and Beach 20th Street; concentrate building height and density along a new north-south walkable connection between the A train and LIRR station; create new public plaza spaces for seating, casual

gatherings and community events; and establish an MIH area to ensure new development that meets the criteria of the MIH program will provide permanently affordable housing.

Each of the proposed actions is described below, and the agency applicant is noted.

Zoning Map Amendment (EDC)

A zoning map amendment is proposed to change existing R5, R5/C1-2, R5/C2-2, C4-2, C8-1, and M1-1 districts to R5, R5/C2-4, R6, R6/C2-4, and R7-1/C2-4 districts within a 22-block portion of the project area. The proposed zoning districts would unlock the area's development potential and allow a range of uses that would complement the downtown setting.

R5/C2-4 (from C4-2)

An R5/C2-4 district is proposed at the southern end of the project area, south of Cornaga Avenue and along Beach 20th Street. The proposed R5/C2-4 district would provide a transition between new medium-density development in the downtown core and the smaller-scale residential uses that are located at the periphery.

R6 (from R5, C4-2, C8-1 and M1-1)

R6 districts are proposed on two blocks north of Nameoke Avenue generally located from Redfern Avenue to Brunswick Avenue and from Augustina Avenue to Central Avenue, blocks at the intersection of Mott Avenue and Beach Channel Drive, blocks along Mott Avenue generally between Beach 19th Street and Caffrey Avenue, and blocks south of Cornaga Avenue between Beach 21st and Beach 19th Streets.

Development in R6 districts utilizing height factor provisions is permitted a maximum residential FAR of 2.43. Buildings in R6 districts using these regulations have no fixed height limits and building envelopes are regulated by a sky exposure plane. Quality Housing developments are permitted a maximum residential FAR of 3.0 (up to 3.6 FAR is allowed in MIH areas). The minimum base height is 40 feet, and the maximum base height is 65 feet for buildings with qualifying ground floors, above which a building must be set back to a depth of at least 10 feet on a wide street and 15 feet on a narrow street. The maximum building height is 75 feet (seven stories)

for buildings with qualifying ground floors that are at least 13 feet high. For buildings providing inclusionary housing units, the maximum height is increased to 85 feet (eight stories) with a qualifying ground floor. As described further below in the proposed text amendment, off-street parking will be required for 50 percent of dwelling units, instead of 85 percent, and since Downtown Far Rockaway is located outside the designated transit zone, parking is required for 25 percent of income-restricted units.

R7-1(from C4-2 and C8-1)

An R7-1 district is proposed between Nameoke Avenue, Mott Avenue, Redfern Avenue and Central Avenue.

Development in R7-1 districts utilizing height factor provisions is permitted a maximum residential FAR of 3.44. Buildings in R7-1 districts using these regulations have no fixed height limits and building envelopes are regulated by a sky exposure plane. Quality Housing developments are permitted a maximum residential FAR of 4.0 (up to 4.6 is allowed in MIH areas). The minimum base height is 40 feet and the maximum base height is 75 feet, above which a building must be set back to a depth of at least 10 feet on a wide street and 15 feet on a narrow street. The maximum building height is 85 (eight stories) for buildings with a qualifying ground floor. For buildings providing affordable housing units in MIH areas, the maximum height is increased to 95 feet (nine stories) with a qualifying ground floor. As described further below in the proposed text amendment, off-street parking will be required for 50 percent of dwelling units, instead of 85 percent, and since Downtown Far Rockaway is located outside the designated transit zone, parking is required for 25 percent of income-restricted units.

C2-4 (from C4-2, C1-2 and C2-2)

C2-4 commercial overlays are proposed throughout the project area in conjunction with the proposed R6 and R7-1 districts along Nameoke Avenue, Central Avenue, Mott Avenue, Beach Channel Drive, and Cornaga Avenue.

C2-4 commercial overlay districts are typically mapped along streets that serve local retail needs and are found throughout the city's lower- and medium-density areas. C2 commercial overlay

districts allow a wider range of commercial uses than C1 overlay districts, including Use Groups 6 through 8 and 14, but fewer than C4 districts, which allow regional commercial uses. When C2-4 overlays are mapped in R5 districts, the maximum commercial FAR is 1.0; when they are mapped in R6 and R7-1 districts, the maximum commercial FAR is 2.0. In mixed buildings, commercial uses are limited to one or two floors and must always be located on floors below the residential use. Changing existing C1-2 and C2-2 commercial overlays to C2-4 commercial overlays would reduce the parking requirement from generally one parking space per 300 square feet of commercial floor area to one space per 1,000 square feet.

Remove C1-2 and C2-2

Existing C1-2 and C2-2 overlays are proposed to be removed from portions of two blocks on the periphery of the project area along Beach Channel Drive and Central Avenue. The removal of these overlay districts is proposed to more closely reflect existing residential and community facility development on these lots and to provide a transition from the commercial core to the residential contexts at the periphery of the project area.

Zoning Text Amendments (EDC)

The proposed amendments to the Zoning Resolution would do the following:

Establish an MIH area

The proposed actions would establish an MIH area within the project area in Appendix F of the Zoning Resolution.

The MIH program consists of two main options: (1) 25 percent of the residential floor area must consist of permanently affordable housing units affordable to households with incomes at a weighted average of 60 percent of area median income (AMI); or (2) 30 percent of residential floor area must be permanently affordable housing units affordable to households with incomes at a weighted average of 80 percent of AMI.

Both MIH options are proposed to be mapped within the rezoning area.

Establish the Special Downtown Far Rockaway District

The proposed zoning text amendment would also establish the Special Downtown Far Rockaway District (Special District) within nearly the entire 22-block rezoning area. The Special District would modify the regulations in the proposed R5/C2-4, R6, R6/C2-4, and R7-1/C2-4 districts including floor area ratio, street wall heights and setback depths, maximum building height, location of uses, and accessory off-street parking.

Maximum Residential FAR

- Within R6 districts in the MIH area, the maximum residential FAR would be 3.6, without regard to whether the building has wide street or narrow street frontage.
- Within R7-1 districts in the MIH area, the maximum residential FAR would be 4.6, without regard to whether the building has wide street or narrow street frontage.

Street Walls and Maximum Base Heights

- Within R6 and R7-1 districts, street walls would be required for at least 70 percent of street frontage.
- Within R6 districts, the maximum permitted base height would be reduced from 65 feet to 55 feet.
- Within R7-1 districts, the maximum permitted base height would be reduced from 75 feet to 55 feet.

Maximum Building Height

- Within R6 districts in the MIH area near the periphery of the rezoning area, the maximum permitted building height would be increased from 85 feet (eight stories) to 95 feet (nine stories) regardless of whether the building has wide street or narrow street frontage.
- Within R6 districts in the MIH area in the downtown core, the maximum permitted building height would be increased from 85 feet (eight stories) to 105 feet (10 stories), regardless of whether the building has wide street or narrow street frontage. This would allow building heights in R6 districts proposed near the periphery of the project area to

blend into the existing neighborhood fabric, while building heights would step up in the downtown core.

- Within R7-1 districts in the MIH area, the maximum permitted building height would be increased from 105 feet (10 stories) to 115 feet (11 stories), regardless of whether the building has wide street or narrow street frontage.

Ground floor uses

- Along select corridors at key locations, non-residential ground floors uses would be required to help activate the streetscape.
- Transparency requirements would also be established for ground floor uses along select corridors.

Commercial uses

- Along select corridors at key locations, commercial and entertainment uses in Use Groups 10A and 12 would be allowed, to provide for a wider range of commercial uses in the downtown core.

Residential Off-street Parking Requirements

- In order to balance the area's automobile ownership rates with its access to mass transit resources, the off-street parking requirement for income-restricted units within R7-1 districts would be increased from 15 percent to 25 percent.
- In order to support mixed-income residential development within the downtown core, the off-street parking requirement for all other dwelling units within R6 and R7-1 districts would be decreased from 85 percent to 50 percent.

Commercial and Community Facility Off-Street Parking Requirements

- Off-street parking for commercial and community facility uses would be subject to the requirements of the C2-4 district, except the rate at which parking is required would generally be increased from one space per 1,000 square feet of floor area to one space per 750 square feet of floor area.

CPC Authorization

- An authorization would allow for requests to modify the Special District's bulk regulations, with the exception of maximum allowable building height. In order to receive the bulk authorization, a development proposal would need to demonstrate to the Commission that such modifications would provide a better distribution of bulk on the zoning lot, resulting in a superior site plan; would not unduly increase the bulk of buildings; and would not create traffic congestion in the surrounding area. In addition, the Commission could prescribe appropriate conditions and safeguards to minimize adverse effects on the character of the surrounding area.

Establish Sub-district A within an area generally bounded by Mott Avenue, Nameoke Avenue, Redfern Avenue, and Central Avenue with the following provisions:

Private street network

- Provide a framework for a publicly-accessible private street network and flexibility for the streets to align with public streets.

Publicly accessible open space requirements

- Provide a framework for a privately-owned and publicly-accessible open space network, including location and design requirements.
- Establish a minimum area of 23,000 square feet for Open Area A and a minimum area of 7,000 square feet for Open Area B.
- Align public open space design provisions to support active retail space by allowing a kiosk of up to 400 square feet within Open Area A and increasing the amount of accessory signage permitted on establishments fronting on either Open Area.

Sidewalk widenings

- Establish a building setback requirement along Mott Avenue to provide a minimum sidewalk width of 18 feet.
- Establish a building setback requirement along Redfern Avenue to provide a minimum sidewalk width of 13 feet.

Maximum Base Heights and Setbacks

- Allow building base heights ranging from 45 feet (four stories) to 65 feet (six stories) for buildings with their primary frontage on public streets and up to 85 feet (eight stories) for buildings with their primary frontage along private streets.
- Establish minimum setback depth requirements of seven feet above the maximum base height for buildings with their primary frontage on private streets and feet for buildings 10 with the primary frontage on public streets.

Maximum Building Heights

- Provide a designated area for up to two 15-story buildings in the center of Sub-district A.
- Establish maximum building heights to ensure the scale of new developments will harmonize with the surrounding built fabric. Generally, the maximum building height limit along Redfern Avenue would be 45 feet (four stories) and the maximum building height limit along Mott Avenue and Nameoke Avenue would be 95 feet (nine stories).

Maximum length of buildings

- Introduce a maximum building length dimension of 175 feet for the portions of buildings located entirely above a height of 95 feet or nine stories, whichever is less, in order to encourage visual variety and make the pedestrian experience along future private streets more interesting.

Street wall recesses and dormers

- Provide flexibility for street wall recesses and dormers in order provide variety in building massings and encourage façade articulation.

Chairperson's Certification

- Establish a Chairperson's Certification to ensure compliance with private street and open space provisions.

Designation of an Urban Renewal Area and the Acquisition and Disposition of property (HPD)

The proposed urban renewal strategy is intended to complement the proposed rezoning and Special District text, as well as facilitate site assemblage and redevelopment. The approximately 13-acre Downtown Far Rockaway Urban Renewal Area (DFRURA) is generally bounded by Nameoke Avenue to the north, Mott Avenue to the south, Augustina Avenue and Central Avenue to the east, and Redfern Avenue to the west. The DFRURA currently contains the largely vacant Far Rockaway Shopping Center, which comprises approximately 75 percent of the land area within the DFRURA. A mix of vacant land, vacant buildings, one- and two-family dwellings, automotive-related uses, and general service establishments occupy the remaining portion of the DFRURA. Sites within the DFRURA are underutilized parcels that act as a natural barrier to residential and commercial development along Mott Avenue, as well as a physical barrier between the Far Rockaway-Mott Avenue station of the MTA's A train and the terminal station for the LIRR's Far Rockaway branch.

The proposed Downtown Far Rockaway Urban Renewal Area and Plan seek to:

- Develop the DFRURA in a comprehensive manner, removing blight and maximizing appropriate land use.
- Remove or rehabilitate substandard and insanitary structures.
- Remove impediments to land assemblage and orderly development.
- Strengthen the tax base of the City by encouraging development and employment opportunities in the DFRURA.
- Provide new housing of high quality and rehabilitated housing of upgraded quality.
- Provide appropriate community facilities, publicly accessible open spaces, retail shopping, public parking, and private parking.
- Provide a stable environment within the DFRURA that will not be a blighting influence on surrounding neighborhoods.

The DFRURA would seek to meet these goals by authorizing the City to purchase parcels within the area and transfer City-owned properties to chosen developers.

The proposed Special District would establish a framework for development within the DFRURA, including a private street network that would better integrate the DFRURA with the surrounding street network, breaking up a superblock by establishing publicly-accessible north-south and east-west connections. The Special District's controls would also introduce new public spaces along Mott Avenue and leading into the DFRURA that would create a center for the neighborhood, knitting together the new public library, transit stations, and other main corridors in Downtown Far Rockaway. These public spaces would serve as a pedestrian gateway into the DFRURA and would include new plantings, seating and other amenities, as well as opportunities for public programming.

Disposition of City-Owned Property (DCAS)

DCAS seeks disposition approval for two City-owned properties. The first disposition site (DOT/MTA Disposition Site) consists of two lots located along Beach 21st Street south of Mott Avenue (Block 15705, Lots 59 and 69) which are under the jurisdiction of DOT and the MTA, respectively. The second disposition site (DSNY Disposition Site) is under the jurisdiction of New York City Department of Sanitation (DSNY) and is located on the northwest corner of Augustina Avenue and Nameoke Avenue (Block 15534, Lot 70).

The DOT/MTA Disposition Site (Block 15705, Lots 59 and 69) is located south of the Far Rockaway-Mott Avenue station at the terminus of the MTA's A train subway line. The site is currently used as a municipal parking lot and a layover area for buses. A fair share analysis was completed for the proposed closure of this city facility. The fair share analysis concluded that the parking facility and bus layover area are generally underutilized. The analysis noted that the facility has a capacity of 70 spaces and utilization rate of approximately 31 percent (22 occupied spaces) during the weekday midday peak period and 33 percent (23 occupied spaces) during the Saturday midday peak period, and that the surrounding area contains sufficient opportunities for on-street parking. The fair share analysis also noted that as part of DOT's Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project, bus layovers will be relocated within the immediate neighborhood.

An approximately 14,000 square-foot portion of the site would remain in DOT's jurisdiction to be improved as a new through block plaza that would improve the area's connection with the A train

station. The remaining, approximately 43,000 square-foot portion of the site would be developed pursuant to the proposed zoning following a competitive RFP process led by the EDC and HPD. EDC and HPD released an RFP for the site in December 2016.

The approximately 14,000 square-foot DSNY Disposition Site (Block 15534, Lot 70) is located just north of the DFRURA. It is currently vacant and not proposed to be rezoned as part of the proposed actions. The site is zoned R3X, which is a lower-density residential district that allows one- and two-family, detached buildings. DSNY determined that the site is surplus and will transfer jurisdiction of the site to DCAS to allow it to be redeveloped following a competitive RFP process.

ENVIRONMENTAL REVIEW

This application (C 170243 (A) ZMQ), in conjunction with the applications for the related actions (N 170244 (A) ZRQ, N 170245 HGQ, C 170246 HUQ, C 170247 HDQ, and C 170248 PPQ), was reviewed pursuant to the New York State Environmental Quality Review Act (SEQRA), and the SEQRA regulations set forth in Volume 6 of the New York Code of Rules and Regulations, Section 617.00 et seq. and the City Environmental Quality Review (CEQR) Rules of Procedure of 1991 and Executive Order No. 91 of 1977. The designated CEQR number is 16DME010Q. The lead is the Office of the Deputy Mayor for Housing and Economic Development.

It was determined that the proposed actions may have a significant effect on the environment, and that an environmental impact statement would be required. A Positive Declaration was issued on August 19, 2016, and distributed, published and filed. Together with the Positive Declaration, a Draft Scope of Work for the Draft Environmental Impact Statement (DEIS) was issued on August 19, 2017. A public scoping meeting was held on September 20, 2016, and the Final Scope of Work was issued on January 27, 2017.

A DEIS was prepared and a Notice of Completion for the DEIS was issued on January 27, 2017. On April 24, 2017, subsequent to the issuance of the DEIS, a Technical Memorandum was completed to assess the potential impacts of the modifications to the zoning map and zoning text

amendments. The Technical Memorandum concluded that these modifications would not have any new or different significant adverse impacts than those identified in the DEIS.

Pursuant to the SEQRA regulations and the CEQR procedures, a joint public hearing was held on the DEIS on May 24, 2017, in conjunction with the public hearing on the modified application (C 170243 (A) ZMQ) and the related applications (C 170243 ZMQ, N 170244 ZRQ, N 170244 (A) ZRQ, N 170245 HGQ, C 170246 HUQ, C 170247 HDQ, and C 170248 PPQ).

A Final Environmental Impact Statement (FEIS) reflecting the comments made during the public hearing was completed, and a Notice of Completion of the FEIS was issued on June 30, 2017.

Significant adverse impacts related to hazardous materials, air quality and noise would be avoided through the placement of (E) designations (E-415) on selected projected and potential development sites as specified in Exhibit A attached hereto.

The Proposed Action as analyzed in the FEIS identified significant adverse impacts with respect to community facilities (child care services), open space, transportation (traffic, buses, and pedestrians), and construction activities related to noise.

The identified significant adverse impacts and proposed mitigation measures under the Proposed Actions are summarized in Exhibit A attached hereto.

UNIFORM LAND USE REVIEW

The original application (C 170243 ZMQ), in conjunction with the related applications (C 170246 HUQ, C 170247 HDQ, and C 170248 PPQ), was certified as complete by DCP on January 30, 2017, and was duly referred to Community Board 14 and the Borough President in accordance with Title 62 of the Rules of the City of New York, Section 2-02(b), along with the related non-ULURP applications (N 170244 ZRQ and N 170245 HGQ), which were referred for information and review.

On April 26, 2017, pursuant to Section 2-06(c) (1) of the Uniform Land Use Review Procedure, a modified application (C 170243 (A) ZMQ) was referred to Community Board 14 and the Borough President in conjunction with a modified application for a related action (N 170244 (A) ZRQ).

Community Board Public Hearing

Community Board 14 held a public hearing on March 29, 2017 on the original application (C 170243 ZMQ) and the related applications (N 170244 ZRQ, N 170245 HGQ, C 170246 HUQ, C 170247 HDQ, and C 170248 PPQ), and on that date, by a vote of 26 to two with no abstentions, adopted a resolution recommending approval with the following conditions:

- “That the R-7 zone as identified in the FRURA and ULURP # 170243 ZMQ, 170244 ZRQ shall be removed entirely from the FRUA area and be replaced with an R-6 designation with a height limit for two buildings that will not exceed 105 feet. All other buildings within the R6 zone shall not exceed a maximum of 85 feet. With a strong preference to be at 85 feet or lower.”

“It is the board's feeling that an R-7 zone is out of context and character and that no building should exceed 10 stories and that the majority of buildings be 85 feet or less.”

- “That the R-6 zone as proposed in the FRURA plan and ULURP # 170243 ZMQ, 170244 ZRQ in the areas adjacent and outside of the mapped FRURA is out of context and character to the surrounding residential neighborhoods and that the R6 zone shall be removed/ changed/amended to an R 5 zone with a height limit of 40 feet.”
- “That the density/total amount of new units within the FURA does not exceed 1100 units.”
- “That a zoned public elementary school shall be built within the boundaries FRURA, a school within one of the residential or commercial buildings is acceptable.”
- “That a Park/ play ground with a park house including bathroom facilities shall be built on the old Department of Sanitation site as identified in 170248 PPQ et al. Therefore there shall not be a disposition of this property.”
- “That all workers whether full time or part time shall be paid at NYC prevailing wages as per each specific job/position/title.”

- “That a Community Benefits Agreement shall be negotiated with surrounding community and elected officials.”
- “That a Community Advisory Committee made of Community Board Members, local residents and business owners shall be created and is to meet on no less than a quarterly basis for the purpose of working with and advising the various city agencies and selected developers at each step as the project progresses until full build out/completion.”
- “That the Parking requirement throughout project shall be a minimum of 75% of all residential units built.”
- “The income mix of total units shall be the following matrix:
 - a. Market rate- 40% of total units to be built
 - b. Affordable to be 60% of total units built with no more than 20% of units at 30% AMI and that the remaining affordable units be at a minimum of 60% AMI or higher with a preference of 80% AMI”
- “That the total amount of units 1100- be broken down as follows:
 - 60% rental units and
 - 40% home ownership –condo, co-op or multifamily”
- “Community space be set aside for day care and healthcare.”
- “Infrastructure upgrades- sewer/water /parking and street improvements be made to accommodate 1100 new units.”
- “That beach 21 street north bound towards Mott aver be widen so buses can make turn onto Mott Avenue.”
- “Retail and commercial space be limited to first two floors of all new buildings.”
- “That a municipal parking lot be created within or directly adjacent to FRURA.”
- “That Job and apprentice training be provided for local residents to work /participate in the construction of this project and that a percentage be negotiated by the city council that Community board residents be guaranteed construction jobs.”

The District Manager of Community Board 14 submitted a letter on June 1, 2017 indicating the Board’s position on the modified zoning map and zoning text amendment applications. The letter explained that the Board was opposed to the proposed extension of an R6 district to portions of two blocks. The letter also noted that the Board did not object to the proposed extension of a C2-4 commercial overlay and reducing maximum building base heights.

Borough President Recommendation

The modified application (C 170243 (A) ZMQ) and the related applications (C 170243 ZMQ, N 170244 ZRQ, N 170244 (A) ZRQ, N 170245 HGQ, C 170246 HUQ, C 170247 HDQ, and C 170248 PPQ) were considered by the Borough President, who held a public hearing on April 27, 2017 and issued a recommendation on May 11, 2017 approving the application with the following comments and conditions:

- “The ULURP process was designed to provide all reviewing parties with full and complete disclosure of likely outcomes of any given requested action. Modifications, as received on April 26, 2017, after the community board had voted is not an acceptable practice. Community Board 14 should have the opportunity to be briefed and provide a recommendation immediately on all changes to the application. The ULURP process was designed to provide all reviewing parties with full and complete disclosure of likely outcomes of any given requested action. Therefore, last minute changes are contrary to the purpose of the ULURP process.”
- “The Department should avoid offering "A - Applications" in this manner in the future.”
- “Analysis of the "A-Application" indicates that an additional 96 units of housing would be generated by the addition of properties to the rezoning. The total number of new dwelling units including the 96 added by the addition of properties should not exceed an overall number of 1100 units of new housing for the rezoning area as recommended by Community Board 14. There must be a balance of heights and densities that will attract new economic activity and residents without drastically altering or impacting the neighboring residential areas.”
- “In addition Community Board 14 made recommendations that should be adopted as follows:
 - All proposed R7 Districts should be replaced by R6 Districts with 85 feet height restrictions throughout the Far Rockaway Urban Renewal Area
 - All proposed R6 Districts should be changed to RS districts with a 40 feet building height restriction at the edges of the FR URA
 - That the density/total amount of units within the FRURA be limited to 1100 units of housing
 - A zoned school within the FRURA. Location of a school within a residential or commercial building would be acceptable
 - Location of a park or playground on a former Department of Sanitation site instead of disposing it as proposed

- All part or full time workers should be paid prevailing wages
- A Community Benefits Agreement should be negotiated by the affected civics and elected officials
- Creation of a Community Advisory Committee comprised of Community Board members, local residents and business owners should be convened and meet no less than quarterly until completion of the project
- The parking requirement should be 75% of all residential for all new residential developments.
- The income mix of new units should be: Market Rate - 40% of all units built, Affordable - 60% of all units (20% of units @ 30% AMI, the remaining at no lower than 60% or higher, 80% AMI preferred)
- Breakdown of total 1100 units should be 60% rentals and 40% homeownership
- Community space set aside for day care and healthcare
- Infrastructure upgrades to accommodate 1100 units of new housing
- Widening of Beach 21st Street northbound towards Mott Avenue to enable buses to turn onto Mott Avenue
- Retail and commercial space shall be limited to the first two floors of all new buildings
- Construction of a new municipal parking lot within or directly adjacent to the FRURA
- Job and apprentice training for local area residents to work/participate in new construction and City Council negotiation”

City Planning Commission Public Hearing

On May 10, 2017 (Calendar No. 6), the City Planning Commission scheduled May 24, 2017, for a public hearing on the modified application (C 170243 (A) ZMQ). The hearing was duly held on May 24, 2017 (Calendar No. 23), in conjunction with the hearings for the related actions. There were 25 speakers in favor and five in opposition.

Speakers in favor included representatives of EDC and HPD, other City agencies, a local service union, the Queens Chamber of Commerce, the Queens Library, and the real estate development entity Knight Properties, LLC. Others speaking in favor included leaders of local faith-based organizations, the Chief Executive Officer (CEO) of the Rockaway Development and Revitalization Corporation, the CEO of St. John's Episcopal Hospital, the President of the Queens Economic Development Corporation, and the District Manager for Queens Community Board 14.

Those speaking in favor emphasized that the City's development plan for Downtown Far Rockaway provided practical strategies, investments, and tools, including the proposed actions, to address the community's needs and priorities for affordable housing, economic development, community amenities, and infrastructure. Several speakers in favor commended the City's work with the Council Member for Council District 31 to ensure that the strategies in the development plan were informed by an extensive and open outreach process.

A Senior Vice-President for Development at EDC described the proposed actions and the public outreach process that informed them, and how the proposed actions were designed to work in concert with the other elements of the development plan to support Downtown Far Rockaway's revitalization. The speaker provided a historical perspective of Downtown Far Rockaway that highlighted its heyday as a bustling hub of commercial activity in the early- to mid-20th century and the increased concentration of public housing, poor access to jobs, goods, and services, absentee land owners, and lack of city attention that contributed to its decline. The speaker noted the close collaboration with the Council Member for Council District 31, the Downtown Far Rockaway Working Group which was comprised of elected officials, and representatives from the business, non-profit and civic community, and the public that helped shape the development plan to revive the area. The development plan, the speaker explained, included short- and long-term strategies that would work together to improve the quality of life for Downtown Far Rockaway's residents. The plan called for investments totaling over \$110 million in street and sewer upgrades, storefront improvements, and a new library, as well as the proposed actions and an additional \$91 million commitment from the City to unlock the development potential of the area's many vacant and underutilized lots.

The same speaker explained that the area's current zoning dated back to 1961 and did not support Downtown Far Rockaway's beneficial growth or vibrancy by restricting, and in certain locations prohibiting, residential and mixed residential and commercial development. The speaker noted that the proposed zoning map and zoning text amendments would support new, mixed-use, mixed-income development at medium densities that would give retailers an additional customer base, ensure that more spending is captured on the peninsula, diversify the mix of commercial offerings, and provide additional space to attract new employers. The speaker explained that the Special District would require non-residential ground floor uses to fill in gaps along existing commercial corridors, require new, publicly-accessible, open spaces to enhance the pedestrian experience and drive foot traffic, and tailor off-street parking requirements to ensure that commercial and community facility uses have ample parking, while not hindering development. Finally, the speaker noted that the proposed DFRURA Plan would provide the City with the tools necessary to catalyze development on a large, long-underutilized site in the heart of the downtown.

An Assistant Vice-President at EDC provided follow-up information about the city-wide ferry service and the schools analysis in the DEIS. The speaker indicated that ferry service was extended to Beach 108th Street in the middle of the Rockaway peninsula beginning in May 2017 and that a free shuttle service runs to the edge of Far Rockaway at Beach 32nd Street. She explained that EDC was conducting a study of ferry service peninsula-wide to explore opportunities for expanding the service. The speaker also explained that the schools analysis in the DEIS did not anticipate an impact in Sub-district 1 of Community School District 27. The speaker recognized the strong community preference for a new school in Downtown Far Rockaway and noted that EDC would continue discussions with the Department of Education and the School Construction Authority to identify ways to improve the area's educational offerings.

The Assistant Commissioner of Planning and Pre-development at HPD provided a demographic profile of the area that suggested a significant need for affordable housing and described HPD's strategies for achieving broad and deep housing affordability in Downtown Far Rockaway. According to the speaker, the local median income for a family of three was \$42,000 and asking rents in Far Rockaway were unaffordable to most households. The speakers explained that 55 percent of area households are rent burdened and, based on a survey of average area rents for a

two-bedroom apartment, a household would have to earn \$68,000 to not be rent burdened. To address the need for affordable housing in the area, the speaker noted that the City proposes to establish an MIH area as part of the proposed actions, which would ensure that 25 to 30 percent of all new housing units created would be permanently affordable. She also explained that HPD was committed to a mixed-income approach for either the development of City-owned land following a competitive RFP process or on privately-owned land on a project-by-project basis that can reach a range of incomes from very-low income (\$23,193 for a family of three) to middle income (\$99,250 for a family of three).

The Queens Borough Commissioner and staff of DOT described their agency's work with the community to develop a comprehensive streetscape design and master plan, and the resulting capital project. The Borough Commissioner noted that the scope of the project was to improve pedestrian safety and complement the land use actions to enhance the area as a commercial and transit hub. She explained that the project included a full reconstruction of the area's streets with expanded sidewalks, a new approximately 14,000 square-foot public plaza space on the municipal parking lot site, a designated commuter van parking area near the A train terminal, and, in partnership with DEP, upgrades to the sewer network. She also explained that DOT will implement strategies to address the closure of the municipal parking lot by identifying new locations for metered on-street parking spaces and increasing the allowable time spans on all area meters from one hour to two.

The Deputy Commissioner for Neighborhood Development at SBS detailed the agency's work to build stronger businesses, foster vibrancy in the downtown core, and connect area residents to quality jobs. The speaker noted the collaboration between SBS, EDC, and the Rockaway Development and Revitalization Corporation that led to the completion of a storefront improvement program in February 2017. The program helped renovate 18 deteriorating storefronts with new signage and awnings, security gates, lighting, and replacement and preservation of architectural details. He explained that SBS's Workforce1 Career Center near Far Rockaway provided residents access to job training and placement services locally for in demand careers in fields such as transportation, healthcare, and construction. He also noted that SBS's HireNYC program will help leverage City purchases and investments to create job opportunities

by requiring businesses receiving City contracts to post open positions with the Workforce1 system and consider qualified candidates. The speaker addressed a need to work with community-based organizations and area businesses to identify and fund best practices for maintaining business continuity while street and sewer reconstruction projects are underway. The speaker cited his experience with the business community along Myrtle Avenue in Brooklyn as an example of where these best practices were put into place to signal that the area was ‘open for business’ during a major capital project.

The Chief of Planning and Neighborhood Development at DPR described DPR’s work with the community to better understand its priorities for improving the area’s open space offerings. The speaker noted that the DEIS anticipated an impact on the overall open space ratio in and around Downtown Far Rockaway and that DPR would collaborate with its agency partners, including the Department of Education and the NYCHA to leverage city assets to best plan for the open space needs of Downtown Far Rockaway’s residents.

Two leaders of local faith-based organizations, including one who served as a member of the Downtown Far Rockaway Working Group, and the President of the Queens Economic Development Corporation spoke in favor of the proposed actions, saying that they would address the community’s long-standing needs by finally taking the steps necessary to remove blight and substandard living conditions and provide affordable housing and other amenities for families in the area to live with dignity.

The CEO of the Rockaway Development and Revitalization Corporation testified in support of the proposed actions and the development plan, offering that they would support more neighborhood-friendly retail, housing for a mix of incomes, new employment opportunities, and improved transportation infrastructure. The speaker also noted his organization’s nearly 40 years of experience in community economic development and its continued interest in, and capacity for, collaborating with City agencies and other local organizations to implement the various components of the development plan.

The Commission also heard testimony from a representative of the Queens Chamber of Commerce and the CEO of St. John's Episcopal Hospital in favor of the proposed actions and the development plan, who stated that they represented the bold action needed to catalyze public and private investment in Downtown Far Rockaway, support the development of much needed affordable housing, and create over 500 permanent jobs. The CEO of St. John's Episcopal Hospital also noted his participation in the Downtown Far Rockaway Working Group and recognized the community-driven process that helped shape the proposed actions and the development plan.

The Director of Government Affairs for the Queens Library endorsed the development plan and stated that the Queens Library was poised to be a key partner in Downtown Far Rockaway's revitalization. The speaker noted that the Queens Library expects to break ground on a new, 18,000 square-foot library at the current Far Rockaway branch location in the summer of 2017. The speaker explained that the new facility would provide space for community events and technology training for job seekers, aspiring entrepreneurs, and business owners, which would further bolster the Queens Library's role as an anchor in the community.

A representative from 32BJ SEIU spoke in support of the proposed actions, stating that they would help create affordable housing for working families. The speaker urged the Commission to do what it could to ensure that new development created quality jobs, including service jobs that pay workers a prevailing wage. The speaker commended the City for including a prevailing wage requirement in its RFP for a mixed-use, mixed-income development on the municipal parking lot site.

The District Manager of Community Board 14 testified in support of the proposed actions and the development plan, reaffirming and reiterating the concerns outlined in the Board's recommendation to conditionally approve the proposed actions. Of note were their concerns that new development would be too dense, too tall, and not provide sufficient off-street parking. He also questioned the adequacy of the schools analysis in the DEIS, adding that a new school would help attract new residents to the area. In addition, he noted that the Board preferred that the DSNY site be improved as a park or playground instead of a community garden to provide an amenity for a broader range of users.

Two representatives of the real estate development entity Knight Properties, LLC, testified in support of the proposed actions and requested that the Commission consider an extension of a proposed R6 district from its current midblock location between Mott Avenue and Dix Avenue north to Dix Avenue. The speakers testified that they were working with a property owner in the area to assemble sites for a mixed-use development with affordable housing and a 10,000 square-foot supermarket and that they needed the entire site zoned R6 to facilitate this development outcome.

Speakers in opposition included two members of the Bayswater Civic Association, a representative of 596 Acres, an area resident, and an engineering consultant. The two members of the Bayswater Civic Association cited general concerns about the purpose and need for the proposed actions and their potential impacts. The two members the Bayswater Civic Association expressed concern that the proposed actions would support development that would be inconsistent with the lower-density character of the surrounding area, further concentrate low-income housing, exacerbate traffic congestion, and make it more difficult to find parking in the area. One of the speakers noted a concern about police vehicles being parked on the sidewalks along Cornaga Avenue near the 101st Precinct.

Also speaking in opposition were the Director of Partnerships at 596 Acres; an area resident; and an engineering consultant. These speakers testified against the proposed disposition of City-owned property located at Block 15534, Lot 70. These speakers urged the Commission to disapprove the disposition and support the transfer of the property from DSNY to DPR for its improvement as a community garden. They said that such a use would provide publicly-accessible open space and healthy food offerings, both of which, the speakers indicated, were in short supply. The Director of Partnerships at 596 Acres also noted that a group of local organizers prepared a garden proposal for the site pursuant to DPR's Green Thumb program to highlight local support for a community garden and the capacity to ensure the stewardship of the space.

Subsequent to the hearing, the Commission received written testimony, both in favor and in opposition. A representative of St. John's Episcopal Hospital submitted correspondence on June

6, 2017 reiterating the Hospital's support of the City's revitalization plan for Downtown Far Rockaway. An area resident submitted testimony on June 2, 2017 in support of the proposed actions, although he expressed concern about the adequacy of on- and off-street parking provisions.

The Municipal Art Society submitted written testimony on May 24, 2017 offering its qualified support of the proposed actions. The Municipal Art Society recognized the Council Member for Council District 31, community stakeholders, the Downtown Far Rockaway Working Group, and the City for their efforts to bring vibrancy back to Downtown Far Rockaway, but also noted several concerns about the proposed actions. The concerns included a need to strengthen the publicly-accessible open space requirements within the DFRURA to be more in line with the requirements for Privately Owned Public Spaces, extend the urban renewal area in order to facilitate the acquisition of property to complete a connection between Dix Avenue and Foam Place, identify sufficient funding to implement the urban renewal plan, and ensure that new affordable housing meets the needs of current area residents.

The Director of Partnerships at 596 Acres submitted testimony that closely mirrored her spoken testimony from the public hearing on May 28, 2017. Additional testimony was received from area residents and other interested parties opposed to the disposition of City-owned property at Block 15534, Lot 70, and in support improving the site as a community garden.

Two residents of Bayswater submitted testimony on June 1, 2017 and June 4, 2017 that provided further details about the general concerns heard at the public hearing about the purpose and need for the proposed actions and their potential impacts.

There was no other testimony, and the hearing was closed.

WATERFRONT REVITALIZATION PROGRAM CONSISTENCY REVIEW

This application (C 170243 (A) ZMQ), in conjunction with the related actions, was reviewed by the City Coastal Commission for consistency with the policies of the New York City Waterfront Revitalization Program (WRP), as amended, approved by the New York City Council on October

30, 2013 and by the New York State Department of State on February 3, 2016, pursuant to the New York State Waterfront Revitalization and Coastal Resources Act of 1981, (New York State Executive Law, Section 910 *et seq.*). The designated WRP number is 16-087.

This action was determined to be consistent with the policies of the New York City Waterfront Revitalization Program.

CONSIDERATION

The Commission believes that the zoning map amendment (C 170243 (A) ZMQ), in conjunction with the related applications, as modified herein, is appropriate.

The Commission is pleased to support the City's comprehensive, long-range strategy to support Downtown Far Rockaway and expand affordable housing and economic opportunities along its major corridors. The Commission views the proposed actions as a vital step to transform Downtown Far Rockaway into a vibrant, mixed-use hub and re-establish it as 'the Village' of the Rockaway peninsula. The Commission notes that proposed actions build on the area's existing strengths, including its access to mass transit resources, thereby setting the stage for approximately 165,000 square feet of new commercial space, 80,000 square feet of new community facility space, more than 3,000 dwelling units (the majority of which are expected to be affordable to a range of incomes), and more than 500 permanent jobs in one of the few areas on the Rockaway peninsula located outside of the Federal Emergency Management Agency's one percent annual chance floodplain and in close proximity to the Rockaway peninsula's largest employer – St. John's Episcopal Hospital. The Commission believes that this strategy will provide much-needed affordable housing to current and future residents, facilitate a broader mix of commercial offerings, and enhance the public realm to help attract shoppers and improve the quality of life within the neighborhood.

The Commission understands that the proposed actions are part of a broader development plan that was developed in close consultation with area stakeholders over the course of two years. The Commission recognizes the leadership of the Council Member for Council District 31 for spearheading the effort to revitalize Downtown Far Rockaway. The Commission notes that in

February 2016, the Council Member for Council District 31 and the Downtown Far Rockaway Working Group delivered their recommendations to the Mayor to guide future development and investments in the neighborhood. The Commission notes that in a letter dated February 1, 2016, the Downtown Far Rockaway Working Group asked that the City activate long-vacant sites, increase access to housing and retail opportunities, and help the area realize its potential as a modern commercial hub for the Rockaway peninsula.

The Commission notes that the *Roadmap for Action* development plan was the City's comprehensive response to the Working Group's recommendations, and that the development plan has already launched a total of \$110 million of public investment in infrastructure and services to transform the downtown core into a vibrant, mixed-use center. The Commission believes that the proposed actions and these public investments will facilitate a more equitable, livable neighborhood.

The Commission believes that the proposed actions will implement a set of tools that the City can use to encourage positive development on underutilized properties. These include rezoning the downtown area to update the mix of allowed uses and the scale of new buildings, creating a new, highly-focused urban renewal area to support the redevelopment of key underutilized parcels, and allowing the City to dispose of two underused sites it owns for redevelopment that would better support the needs of the community.

The Commission notes that the proposed actions will facilitate new residential and mixed-use development at medium densities along established retail corridors and near transit nodes with a requirement that a portion of new housing be permanently affordable for the life of the building. The Commission believes that these actions will also support economic development opportunities in Downtown Far Rockaway by requiring non-residential uses on the ground floor of new developments along major corridors, thereby creating quality space for existing and new businesses and community facilities. Additionally, the proposed actions will require new publicly-accessible open space on private property to establish an appealing center in the downtown with meaningful, lively new gathering and civic spaces along Mott Avenue that will complement other planned improvements to the area.

The Commission believes creating the capacity to build new affordable housing for a mix of incomes is crucial to address the pressing demand for more accessible housing opportunities, as well as to support a vibrant mix of retail uses in the downtown core. The proposed actions include the creation of an MIH area, within which new developments would be required to provide at least 25 percent of new housing units to be permanently affordable for households with income levels averaging 60 percent of AMI or 30 percent of new housing units to be permanently affordable for households with income levels averaging 80 percent of AMI. HPD's financing programs are designed to achieve a range of incomes in City-sponsored affordable housing developments, whether on City-owned or privately-owned land. Therefore, the Commission believes that in addition to the range of incomes achieved through the MIH program, HPD can encourage mixed-income development of City-owned land following a competitive RFP process, and on privately-owned land on a project-by-project basis. The Commission encourages HPD to pursue opportunities to broaden and deepen affordability in Downtown Far Rockaway.

The Commission also acknowledges that there is a need to protect existing tenants from harassment and displacement. The Commission recognizes the testimony from HPD that outlined the strategies that the City is using to help protect low-income tenants. The Commission notes that the City has committed funding city-wide for free legal representation in housing court for all low-income tenants, and free legal counseling to any tenant facing eviction. In addition, various City and State offices have come together to form the Tenant Harassment Prevention Task Force, which investigates and brings enforcement actions against landlords who are found to be harassing tenants. The Commission also notes that in correspondence submitted on June 2, 2017, HPD committed to working with partnering agencies and community groups to educate tenants about their rights and the resources available to them. The Commission recognizes that HPD is working with the Neighborhood Housing Services of Jamaica and other community partners to promote tenant resources and deliver services in Far Rockaway.

The Commission heard testimony calling for strengthening the local retail market, assisting area small businesses, and creating jobs. The Commission believes that, in addition to delivering new affordable housing opportunities, enhancing the economic vitality of Downtown Far Rockaway is an essential component of the proposed actions and the broader development plan. The

Commission notes that today, Downtown Far Rockaway is underperforming with low commercial rents, little new retail space delivered in the past 10 years, and an unmet demand for more diverse retail offerings.

The Commission believes that the proposed actions will help strengthen the area's retail market by supporting the development of new mixed-use, mixed-income development that will create new housing units and jobs, increase the number of shoppers, strengthen the pedestrian experience along existing corridors, and create space for existing businesses to expand and to attract new businesses. The Commission is pleased that along select corridors in the downtown area, the proposed actions will require non-residential uses and transparency at the ground floor to create quality and active space for commercial and community facility uses, allow for larger retail uses and certain entertainment establishments in Use Groups 10A and 12 to provide for a wider range of commercial activities appropriate in a downtown setting, and allow commercial and community facility uses on the first and second floors of mixed-use buildings to provide spaces for different types of tenants.

The Commission notes that the City's development plan includes a storefront improvement program to help local business and property owners complete storefront renovation projects and attract customers. The Commission heard testimony from a representative of SBS that the program helped renovate 18 deteriorating storefronts with new signage and awnings, security gates, lighting, and replacement and preservation of architectural details. The Commission notes that its members saw the significant improvement that this investment provided to local businesses during a recent tour of the area. The Commission applauds this effort and encourages the City to identify resources to expand this program in Downtown Far Rockaway.

The Commission acknowledges the need to support businesses in Downtown Far Rockaway while planned street and sewer reconstruction projects are underway. The Commission heard testimony from a representative of SBS, citing his experience with the business community along Myrtle Avenue in Brooklyn as an example of where best practices were put into place to signal that the area was "open for business" during a major capital project. The Commission urges the City to

coordinate with local partners in Downtown Far Rockaway to identify and fund best practices for maintaining business continuity while DOT's and DEP's capital projects are under construction.

The Commission also heard testimony from SBS that the City has invested in place-based economic empowerment and mobility to connect Far Rockaway residents to high-quality, full-time employment. The Workforce1 Career Center near Far Rockaway provides residents access to job training and placement services for careers in in-demand fields such as health care, transportation, and technology. The Workforce1 Center provides pre-employment services, including individual employment plans; career counseling, including resume and interview development; and entrepreneurship training for starting or growing a business, navigating government regulations, and enhancing the resiliency of business operations. The Commission encourages the City explore additional workforce development and training strategies in Downtown Far Rockaway as part of the recently announced New York Works plan, especially for jobs in the healthcare sector.

The Commission acknowledges the recommendations of Community Board 14 and the Borough President and the testimony from the Commission's public hearing concerning the need to create quality jobs with prevailing wages and apprenticeship training. The Commission notes that labor issues are outside of the ULURP scope and therefore cannot be considered in the pending land use review process. However, the Commission was pleased to learn that the RFP for the redevelopment of the municipal parking lot site in Downtown Far Rockaway included a prevailing wage requirement. The Commission encourages HPD and EDC to explore opportunities to include similar requirements in future RFPs for City-owned property in Downtown Far Rockaway.

The Commission heard testimony regarding the need for improved street, open space, mass transit, and educational resources. The Commission agrees that these resources are essential components of a vibrant neighborhood and recognizes the commitments in the development plan and the testimony from City agencies to ensure that all residents have access to the amenities and resources that will help them enjoy their neighborhood. The Commission notes that the City's development plan provides for new community resources to support a more livable, safe, and attractive neighborhood. The Commission notes that the City has committed to a major street and sidewalk

reconstruction project in the downtown core that will improve safety, provide amenities to support a more active and pedestrian-friendly streetscape, and better connect Downtown Far Rockaway. Sewer upgrades will add nearly a mile of storm sewers, install 79 catch basins, and replace more than a mile of existing sanitary sewers to address flooding in the area, which can occur during heavy rain events today. The Commission also notes that the existing 9,000-square-foot, single-story Far Rockaway Branch Library will be replaced with a new, two-story, 18,000-square-foot building. The Commission recognizes that the new library will provide the neighborhood with programs for all ages, including after-school study hours, space for community events, and resources for training job seekers and entrepreneurs.

The Commission acknowledges the testimony regarding the need for new and improved open space offerings in the area. The Commission notes that DOT's streetscape reconstruction project will include a new, approximately 14,000 square-foot plaza between Beach 21st Street and the MTA's A train terminal, and that the proposed Special District will require a minimum of 30,000 square feet of publicly-accessible open space either along or close to Mott Avenue within the DFRURA. The Commission recognizes the important role that these new open spaces will play in establishing a vibrant center and inviting destination in the heart of Downtown Far Rockaway. The Commission notes that in correspondence received on July 6, 2017, EDC, and its agency partners, are committed to developing strategies with area stakeholders to provide more open space, including space for community gardening; improve existing open spaces; and provide additional programming within existing open spaces within Downtown Far Rockaway and the surrounding area, all with the goal of supporting the community's open space and recreational needs.

The Commission also acknowledges that the City and the MTA have worked together to plan for the future of Downtown Far Rockaway. The Commission heard testimony from EDC that the MTA is a part of the Downtown Far Rockaway interagency team, which has met regularly since 2015. The Commission also understands that DOT has also been engaged in conversations with the MTA and LIRR on strategies to improve public transportation in Downtown Far Rockaway. The Commission recognizes that, separate from the proposed land use actions, DOT will be implementing the Downtown Far Rockaway Urban Design and Streetscape Reconstruction

Project. As part of this project, bus and commuter van operations will be reorganized to increase efficiency and convenience for users – a plan that was selected as the preferred alternative following a transit study that was coordinated with MTA. The Commission recognizes that transit access plays an essential role in the future of Downtown Far Rockaway, and urges the City to continue to work with the MTA, particularly to upgrade conditions and service at the terminal station for the LIRR’s Far Rockaway branch. The Commission also notes the immediate success of the city-wide ferry system that launched in May 2017, and that EDC is in the process of conducting a peninsula-wide ferry study. The Commission encourages EDC to explore opportunities to expand the service and access to it further into Far Rockaway.

The Commission notes that a 15-year time frame was used to conservatively forecast the amount of new development projected to occur as a result of the rezoning and that the FEIS analysis finds that there would be capacity in both elementary and intermediate schools in Sub-district 1 of Community School District 27 to accommodate new students generated by this development. At present, there are 10 elementary schools and 12 intermediate schools within Sub-district 1. The Commission further notes that with anticipated development, the FEIS analysis indicates that elementary schools would operate at 95 percent capacity, and intermediate schools would operate at 93 percent. The Commission recognizes that the proposal would result in projected development that occur over a long time span, with a gradual effect on schools. The Commission believes that the Department of Education has measures that it utilizes across the City to address growing school enrollments, such as relocating administrative functions and reprogramming space at existing schools, and the Commission encourages the City to monitor development outcomes in order to coordinate efforts between the School Construction Authority and the Department of Education to assure that the educational offerings in Downtown Far Rockaway remain appropriate.

Also, the Commission notes that there are four charter schools within Sub-district 1 serving grades from K-6. These schools were not included within the FEIS analysis but would be available to neighborhood residents.

The Commission also recognizes the testimony from the public hearing regarding police vehicle parking on the sidewalks along Cornaga Avenue. The Commission notes that the 101st Precinct

has authorized parking signage on Mott Avenue in front of the precinct and on both sides of Scott Gadell Place between Mott Avenue and the street's end. To address the issue of police vehicle parking on public sidewalks, the Commission notes that in correspondence submitted on June 2, 2017, DOT is committed to working with the New York Police Department to increase placard enforcement strategies in Downtown Far Rockaway.

Zoning Map Amendment

The Commission recognizes that zoning in the 22-block rezoning area has not changed in over 55 years, and it does not adequately support Downtown Far Rockaway's beneficial growth and vitality. The Commission notes that locations for new housing development near transit resources and along major corridors are constrained by existing C8-1 and M1-1 zones, which do not allow any residential use. And in other areas where residential use is permitted, existing R5 zoning limits development to lower densities that curtail the production of mixed-use, mixed-income buildings. The Commission believes that the current mix of manufacturing, general service, and lower-density residential zoning diminishes the potential of the area's major corridors to be lively, pedestrian-friendly destinations with a range of retail uses and services.

Conversely, the Commission notes that portions of two blocks located south of Cornaga Avenue and along Beach 20th Street is proposed to be rezoned from C4-2 to R5/C2-4. The Commission believes that the proposed R5/C2-4 zoning at this location is appropriate because it will provide a better transition from the downtown to the surrounding area, which is primarily developed with lower-density residential uses, in terms of both lowering building heights and limiting the range of commercial uses.

The Commission also recognizes that current R5, R5/C1-2, R5/C2-2, C4-2, C8-1, and M1-1 zoning throughout the majority of the downtown needs to be updated to improve its vitality. The Commission believes that the proposed R6, R6/C2-4, and R7-1/C2-4 zoning will promote new development, at moderate heights and densities that will reinforce and enhance the qualities of Downtown Far Rockaway. The zoning proposal includes the creation of a Special District, which the Commission believes will also support an overall strategy for building scale and heights by allowing taller buildings nearest to Downtown Far Rockaway's transit resources and along its

major corridors, with a gradual stepping down of height on blocks located further from these nodes of activity.

The Commission acknowledges Community Board 14's and the Borough President's request that proposed R6 districts be changed to R5. The Commission believes, however, that replacing the proposed R6 zoning with R5 would severely limit development opportunities throughout much of the rezoning area. The Commission notes that the current R5 district within the downtown area has produced little housing development since its implementation here in 1961. The Commission also notes that the MIH program is not applicable in R5 districts, thus, eliminating opportunities to ensure that permanently affordable housing is created. The Commission, therefore, believes that the proposed R6 zoning will strengthen the downtown core by supporting new development at medium densities and requiring permanently affordable housing that would help address a significant need in the community.

The Commission recognizes Community Board 14's and the Borough President's requests that the proposed R7-1 district be changed to R6, that the height of the tallest two buildings within it be limited to 105 feet, and that a maximum height of 85 feet be set for all other buildings. The Commission believes that the proposed R7-1 district, in combination with proposed zoning text changes and urban renewal actions, represents an important opportunity to revitalize a central location in Downtown Far Rockaway anchored by two transit stations with new residential and mixed-use buildings, as well as new publicly-accessible privately-maintained open space.

The Commission notes that generally the proposed Special District would establish a maximum building height within the proposed R7-1 district of 125 feet, except that up to two 15-story buildings would be permitted. However, the Commission recognizes that, in response to community concerns about building heights, the proposed Special District in the modified application reduced the maximum building base heights along Mott Avenue and Nameoke Avenue from 70 feet to 65 feet and along future private streets from 90 feet to 85 feet, as well as, established maximum building heights for locations with the R7-1 area that range from 45 feet along Redfern Avenue to 95 feet along Mott Avenue and Nameoke Avenue. And the modified application limited the location where the tallest buildings could be built toward the center of the proposed DFRURA.

The Commission believes that the proposed zoning text amendment will establish appropriate bulk controls for development within the proposed DFRURA.

The Commission acknowledges that the zoning map amendment in the modified application revised the extent of rezoning area in Downtown Far Rockaway by extending the proposed C2-4 commercial overlay to cover an additional site along Mott Avenue between Cornaga Avenue and Gateway Boulevard, as well as extending the R6 rezoning area and proposed Special District to eliminate split lot conditions for several lots located between Central and Augustina Avenues and to include two lots south of Gateway Boulevard in the southeastern portion of the rezoning area. The Commission believes that these modifications to the proposed rezoning area are appropriate because they will help facilitate development that activates a couple of long underutilized sites in the downtown through the creation of mixed-income housing with commercial and community spaces located primarily on the ground floors of buildings.

The Commission notes that the City became aware of the interest to redevelop two additional sites in Downtown Far Rockaway around the time that it was completing the land use application and DEIS, and that the City needed additional time to properly evaluate each potential project. The Commission recognizes that it was not possible, therefore, to include these development sites in the original land use application or DEIS prior to certification of the proposed actions on January 30, 2017.

The Commission acknowledges the concern raised by the Borough President about the modified zoning map application. The Commission notes that such changes, while rare, are permissible under the protocols for ULURP and CEQR. The Commission believes that extending the rezoning area was important to supporting robust revitalization and reinvestment in Downtown Far Rockaway. The Commission believes that one site would have been challenging to develop if split between the proposed R6/C2-4 zoning and an existing R5 district, and that the other site would likely remain fenced and vacant – a condition that has existed for decades – if existing R5 zoning were to remain in place.

The Commission acknowledges the testimony from the representatives of the real estate development entity Knight Properties, LLC, requesting an extension of a proposed R6 district north to Dix Avenue. The Commission notes that such an extension is not within current ULURP scope. The Commission, however, was pleased to learn that the representatives met with DCP staff following the public hearing and stated that a 10,000-square-foot supermarket would open later in 2017 irrespective of a rezoning of the site and that they may pursue a private application for a rezoning to facilitate additional development on this site.

Zoning Text Amendment

Mandatory Inclusionary Housing

The Commission notes that the proposed zoning text amendment will establish an MIH area in Downtown Far Rockaway, and that this will be only the second time such a designation has been achieved for a City-sponsored neighborhood rezoning, following the precedent set by the East New York rezoning.

The zoning text amendment will establish an MIH area that encompasses the proposed R6 and R7-1 districts. Options 1 and 2 are proposed in the Downtown Far Rockaway MIH area, which will require either that a minimum of 25 percent of the residential floor area be designated as affordable to households at an average of 60 percent of AMI or 30 percent of residential floor area be designated as affordable housing to households at an average of 80 percent of AMI. The Commission believes that having both options available within Downtown Far Rockaway will appropriately balance between the area's need for deep affordability levels and its need to also provide housing for moderate and middle income households in order to support the area's economic diversity.

Special Downtown Far Rockaway District

The Commission believes that the creation of the proposed Special District will complement the proposed zoning map changes by establishing appropriate bulk and urban design controls to ensure that future development better relates to its surrounding context, further enhances the pedestrian environment, and improves the quality of life for those who live, work, and visit Downtown Far Rockaway. The proposed zoning text utilizes innovative strategies to achieve the goals of the

development plan, especially to deliver new publicly-accessible, privately-owned open spaces in the downtown core and to guide the scale of buildings to provide an appropriate transition in height between new buildings on the area's main corridors and surrounding areas with lower-scaled residential development patterns.

The Commission notes that the proposed text amendment for the Special District would establish that within the MIH area, the maximum residential FAR would be 3.6 within the proposed R6 districts and 4.6 within the proposed R7-1 district, without regard to whether the development site has wide street or narrow street frontage. The Commission believes that these amendments, in conjunction with special maximum base and building heights, are appropriate and will help unlock Downtown Far Rockaway's development potential by setting a reasonable maximum density and well-modulated building scale for future development.

The Commission notes that the maximum permitted base and building heights would be adjusted by the proposed Special District to help blend new development into the existing neighborhood's fabric and unlock the development potential of the area's deep and irregular lots. Within R6 districts and the R7-1 district, the maximum base height is proposed to be reduced from 65 feet and 75 feet, respectively, to 55 feet. To offset the proposed reductions in base height and to allow for greater utilization of the maximum FAR, the proposed Special District would set new maximum building height limits. Within R6 districts on the periphery of the rezoning area, the maximum building height is proposed to be 95 feet. Within the R6 district in the downtown core, the maximum building height is proposed to be 105 feet for inclusionary housing buildings. Within the R7-1 district the maximum building height is proposed to be 115 feet. The Commission believes that these maximum base and building height limits will encourage new development to blend into surrounding neighborhood contexts.

The Commission notes that the proposed Special District thoughtfully adjusts off-street accessory parking requirements to balance the area's auto ownership rates with its access to mass transit stations. The Commission believes that the proposed accessory parking requirement for commercial and community facility uses is appropriately increased by approximately one-third more than normally required for the underlying C2-4 commercial district, from one space per 1,000

square feet to one space per 750 square feet. The proposed Special District will also increase the accessory parking requirement for affordable residential units within the proposed R7-1 district from 15 percent to 25 percent, and decrease the parking requirement for all other residential units in proposed R6 and R7-1 districts from 85 percent to 50 percent. The Commission believes that increasing the residential parking requirement beyond what is proposed in the Special District would severely limit the financial feasibility of new housing development in the area. The Commission notes that accessory parking for most of the projected developments generally would have to be constructed either below or above ground levels making it expensive to provide and imposing added costs on primarily affordable developments that cannot recover such expenses through project revenues. Therefore, the Commission believes that the proposed accessory off-street parking requirements have been appropriately set to reflect the area's needs and will help to achieve the mixed-income housing objectives of the development plan.

The Commission recognizes that the proposed Special District will also establish Sub-district A to create a framework for development within this important area. Sub-district A is mainly comprised of the Far Rockaway Shopping Center site, a large, but highly irregular, underutilized site located in the heart of Downtown Far Rockaway, and encompassing much of the proposed DFRURA. The Commission notes that the Special District will provide design flexibility within Sub-district A for street wall locations and recesses, publicly accessible open areas, and ground floor uses. The Commission believes that having flexible special zoning provisions for building massings and site plan layout will help achieve the long-sought redevelopment of this challenging but critical site. It will also ensure that its redevelopment will provide a range of benefits to the downtown, including new pedestrian and vehicular connections and new publicly-accessible, privately-owned open space.

In particular, the Commission notes that the proposed Special District will establish provisions in Sub-district A to create a private street network that would better integrate the urban renewal area with the surrounding public street network, breaking up a superblock by establishing publicly-accessible north-south and east-west connections. The Special District's controls will also require a minimum of 30,000 square feet of publicly-accessible open space along and close to Mott Avenue

that will help create a vibrant, central gathering spot for the neighborhood, knitting together the new public library, transit stations, and the other main corridors in Downtown Far Rockaway.

The Commission notes that the zoning text amendment introduces a new Commission authorization among the provisions of the proposed Special District. The Commission notes that this authorization will allow for modifications of the proposed bulk regulations – with the exceptions of allowable floor area and maximum building heights. In order to receive the bulk authorization, a development proposal would need to demonstrate to the Commission that such modifications would provide a better distribution of bulk on the zoning lot, resulting in a superior site plan; would not unduly increase the bulk of buildings; and would not create traffic congestion in the surrounding area. The Commission believes that this authorization is appropriate and necessary to provide flexibility for the redevelopment of Downtown Far Rockaway’s many irregular and deep lots, while maintaining the predictability of proposed maximum building heights.

The Commission, after reviewing the elements of the proposed Special District, is adopting the following modifications to clarify certain provisions of the text and to ensure consistency with similar rules found elsewhere in the Zoning Resolution:

- Clarify in ZR Section 136-13 that ground floor use regulations would apply to portions of buildings on designated streets or within 175 feet of Mott Avenue and not any building located within these areas;
- Clarify the applicability of the rule in ZR Section 136-316 that limits the maximum length of buildings within Sub-district A to apply to stories above a height of 95 feet and not 95 feet or nine stories, whichever is less;
- Remove paragraph (a) from ZR Section 136-321. This paragraph required that the Commission received a letter from DOT confirming that the design of the private street meets DOT standards or that DOT approved of design variations from the standards. DOT has noted that referencing their standards for streets in the proposed Special District is adequate and that DOT would not review variations to such standards;

- Clarify the requirements for a phasing plan as a part of the Chairperson’s Certification for compliance with publicly-accessible open space and private street requirements; and
- Change to the title of ZR Section 136-51 by replacing the word “Standards” with “Provisions” to broaden the reference to all provisions relating to publicly-accessible open space and private street requirements.

Designation of the Downtown Far Rockaway Urban Renewal Area, Plan, and the Disposition of Property

The Commission believes that the objectives of the development plan for Downtown Far Rockaway cannot be realized absent the redevelopment of a catalytic, largely dilapidated site in the center of the downtown and that zoning changes alone may not be sufficient to encourage the development of this site. Therefore, the Commission believes that a targeted urban renewal strategy provides a tool that may be necessary as a last resort in order to achieve the objectives of the development plan, remove blight, and redevelop this centrally-located site in a comprehensive manner. The proposed DFRURA is largely comprised of long-underutilized parcels, most significantly the Far Rockaway Shopping Center site, that have held Downtown Far Rockaway back from realizing its full potential as a vibrant commercial and transit hub for the Rockaway peninsula.

The Commission notes that sites within the proposed DFRURA currently weaken the continuity of residential and commercial contexts along Mott Avenue, as well as create a physical barrier for a direct path between the terminal stations of the MTA’s a train and the LIRR’s Far Rockaway branch. The Commission believes that the proposed Special District will establish strong urban design principles for development within the proposed DFRURA, including new visual and physical connections through the site, enhancements to the public realm along Mott Avenue, and articulation in the massing of new buildings to encourage visual interest.

The Commission recognizes the testimony from the Municipal Art Society related to the need to support the implementation of the proposed Downtown Far Rockaway Urban Renewal Plan, the proposed Special Downtown Far Rockaway District’s requirements for publicly-accessible open space within the proposed DFRURA, and their recommendation to extend the DFRURA’s

boundaries to facilitate the acquisition of property to complete a connection through the DFRURA from Dix Avenue at Redfern Avenue to Foam Place at Central Avenue. The Commission notes that the City has committed \$91 million to support the activation of underutilized sites in the downtown core and that these funds could be used to support the Downtown Far Rockaway Urban Renewal Plan. The Commission also notes that the proposed Special District will require new publicly-accessible open spaces, the design of which will be guided by the requirements for Privately Owned Public Spaces in the Zoning Resolution, except as modified by the proposed Special District. The Commission believes that the open space provisions in the proposed Special District were crafted to support a lively pedestrian experience in the center of Downtown Far Rockaway, as well as to complement ground floor commercial uses that could spill out and further activate the space. Finally, the Commission notes that the boundaries of the DFRURA were carefully considered so as to not conflict with the operation of active uses along Central Avenue, including a recently-opened charter school and an office building. The Commission further notes that changes to the DFRURA boundary are not within the current ULURP scope.

Disposition of two City-owned properties (C 170248 PPQ)

The Commission believes that the planned disposition of Block 15705, p/o Lots 59 and 69, will provide an opportunity for the redevelopment of this site with a mixed-use, mixed-income building that will better serve the needs of the Downtown Far Rockaway community. The site is currently occupied by a 70-space municipal parking lot and bus turnaround area. The Commission heard testimony from DOT that the parking facility has a utilization rate of much less than 50 percent during peak periods, and that DOT's street redesign and reconstruction project will address the closure of this facility by adding new locations for on-street parking and interim bus queuing and extending the time period allowed at metered parking spaces from one hour to two. The Commission also heard testimony from HPD that the site could be redeveloped with up to 170 units, 100 percent of which would be affordable to low- to middle-income households, and from EDC that new ground floor community facility and commercial space would help address various needs in the community. The Commission encourages HPD and EDC to identify a development team that can deliver much-needed community amenities as a part of the development project, including day care space.

The Commission also believes that the proposed disposition of Block 15534, Lot 70 is appropriate. The Commission recognizes the testimony of several area residents and other interested parties that advocated for the site to be improved as a community garden, as well as the recommendations of Community Board 14 and the Borough President that the site be improved as a park or a playground. The Commission notes that while the FEIS projects housing on this site for the purpose of analysis, in correspondence dated July 6, 2017, EDC committed to working with the community to determine the best use for the site.

RESOLUTION

RESOLVED, that having considered the Final Environmental Impact Statement (FEIS), for which a Notice of Completion was issued on June 29, 2017, with respect to this application (CEQR No. 16DME010Q), and the Technical Memorandum, dated April 26, 2017, the City Planning Commission finds that the requirements of the New York State Environmental Quality Review Act and Regulations have been met and that

1. Consistent with social, economic and other essential considerations, from among the reasonable alternatives thereto, the action is one which minimizes or avoids adverse environmental impacts to the maximum extent practicable; and
2. The adverse environmental impacts disclosed in the FEIS will be minimized or avoided to the maximum extent practicable by incorporating as conditions to the approval, those mitigation measures that were identified as practicable.

The report of the City Planning Commission, together with the FEIS and the Technical Memorandum, constitutes the written statement of facts, and of social, economic and other factors and standards, that form the basis of the decision, pursuant to Section 617.11(d) of the SEQRA regulations; and be it further

RESOLVED, that the City Planning Commission, in its capacity as the City Coastal Commission, has reviewed the waterfront aspects of this application and finds that the proposed action will not

substantially hinder the achievement of any Waterfront Revitalization Program (WRP) policy and hereby determines that this proposed action is consistent with WRP policies; and be it further

RESOLVED, by the City Planning Commission, pursuant to Sections 197-c and 200 of the New York City Charter, that based on the environmental determination and consideration described in this report, the Zoning Resolution of the City of New York, effective as of December 15, 1961, and as subsequently amended, is hereby further amended by changing the Zoning Map, Section Nos. 25b and 31a:

1. eliminating from within an existing R3X District a C1-2 District bounded by a line perpendicular to the northeasterly street line of Nameoke Street distant 150 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Nameoke Street and the southeasterly street line of Central Avenue, a line 150 feet southeasterly of Central Avenue, and Nameoke Street;
2. eliminating from within an existing R5 District a C1-2 District bounded by:
 - a. Dix Avenue, Redfern Avenue, Mott Avenue, Beach 22nd Street, a line 200 feet southwesterly of Mott Avenue, a line 200 feet southerly of Mott Avenue, and a line 200 feet westerly of Beach Channel Drive and its southerly prolongation; and
 - b. a line midway between Augustina Avenue and Central Avenue, Neilson Street and its northwesterly centerline prolongation, a line 150 feet southeasterly of Central Avenue, a line perpendicular to the northeasterly street line of Nameoke Street distant 150 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Nameoke Street and the southeasterly street line of Central Avenue, and Nameoke Avenue and its southeasterly centerline prolongation;
3. eliminating from within an existing R5 District a C2-2 District bounded by Mott Avenue, Beach 18th Street, a line 200 feet northeasterly of Mott Avenue, a line 100 feet southwesterly of Nameoke Street, Cornaga Avenue, Mott Avenue, Gateway Boulevard, a line 100 feet southwesterly of Mott Avenue, a line 100 feet southeasterly of Cornaga Avenue, Beach 19th Street, Cornaga Avenue, and a line midway between Beach 20th Street and Beach 19th Street;
4. changing from a C4-2 District to an R5 District property bounded by a line 100 feet southerly of Cornaga Avenue, the southerly centerline prolongation of Beach 19th Street, a line 200 feet southerly of Cornaga Avenue, and the southerly centerline prolongation of Beach 21st Street;
5. changing from an R5 District to an R6 District property bounded by

- a. a line 150 feet southerly of Dix Avenue, Beach Channel Drive, a line 115 feet southerly of Dix Avenue, Redfern Avenue, Mott Avenue, Beach 22nd Street, a line 200 feet southwesterly of Mott Avenue, a line 200 feet southerly of Mott Avenue, and a line 200 feet westerly of Beach Channel Drive and its southerly prolongation;
 - b. Augustina Avenue, Neilson Street and its northwesterly centerline prolongation, the southwesterly prolongation of a line 200 feet southeasterly of Central Avenue, a line perpendicular to the northeasterly street line of Nameoke Street distant 150 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Nameoke Street and the southeasterly street line of Central Avenue, Nameoke Avenue and its southeasterly centerline prolongation;
 - c. Mott Avenue, Beach 18th Street, a line 200 feet northeasterly of Mott Avenue, a line 100 feet southwesterly of Nameoke Street, Cornaga Avenue, the southeasterly centerline prolongation of Nameoke Street, a line 125 feet northeasterly of Mott Avenue, Gateway Boulevard, Mott Avenue, a line 110 feet northwesterly of Caffrey Avenue, a line 100 feet southwesterly of Mott Avenue, Gateway Boulevard, a line 150 feet southwesterly of Mott Avenue, a line 100 feet southeasterly of Cornaga Avenue, Beach 19th Street, a line 100 feet southerly of Cornaga Avenue, the southerly centerline prolongation of Beach 19th Street, Cornaga Avenue, and a line midway between Beach 20th Street and Beach 19th Street; and
 - d. a line perpendicular to the easterly street line of Beach 22nd Street distant 100 feet southerly (as measured along the street line) from the point of intersection of the easterly street line of Beach 22nd Street and the southeasterly street line of Beach 22nd Street, a line midway between Beach 22nd Street and Beach 21st Street, Cornaga Avenue, and a line 100 feet easterly of Beach 22nd Street; and
6. changing from a C4-2 District to an R6 District property bounded by Mott Avenue, Central Avenue, Bayport Place, a line 150 feet southeasterly of Central Avenue, Foam Place, Beach 18th Street, Mott Avenue, a line midway between Beach 20th Street and Beach 19th Street, Cornaga Avenue, the southerly centerline prolongation of Beach 19th Street, a line 100 feet southerly of Cornaga Avenue, and Beach 21st Street and its southerly centerline prolongation;
 7. changing from a C8-1 District to an R6 District property bounded by
 - a. Central Avenue, the southeasterly centerline prolongation of Nameoke Avenue, Nameoke Street, a line 150 feet southeasterly of Central Avenue, and Bayport Place; and
 - b. Beach 22nd Street, Mott Avenue, Beach 21st Street, Cornaga Avenue, a line midway between Beach 22nd Street and Beach 21st Street, and a line perpendicular to the easterly street line of Beach 22nd Street distant 100 feet southerly (as measured

along the street line) from the point of intersection of the easterly street line of Beach 22nd Street and the southeasterly street line of Beach 22nd Street;

8. changing from an M1-1 District to an R6 District property bounded by Redfern Avenue, a line 150 feet northeasterly of Nameoke Avenue, Brunswick Avenue, and Nameoke Avenue;
9. changing from a C4-2 District to an R7-1 District property bounded by the centerline of the Long Island Rail Road Right-Of-Way (Far Rockaway Branch), Bayport Place and its northwesterly centerline prolongation, Central Avenue, and Mott Avenue;
10. changing from a C8-1 District to an R7-1 District property bounded by Redfern Avenue, Nameoke Avenue, Central Avenue, Bayport Place and its northwesterly centerline prolongation, the centerline of the Long Island Rail Road Right-Of-Way (Far Rockaway Branch), and Mott Avenue;
11. establishing within an existing R5 District a C2-4 District bounded by Dix Avenue, a line 50 feet easterly of Beach Channel Drive, a line 115 feet southerly of Dix Avenue, Beach Channel Drive, a line 150 feet southerly of Dix Avenue, and a line 200 feet westerly of Beach Channel Drive;
12. establishing within a proposed R5 District a C2-4 District bounded by a line 100 feet southerly of Cornaga Avenue, the southerly centerline prolongation of Beach 19th Street, a line 200 feet southerly of Cornaga Avenue, the southerly centerline prolongation of Beach 21st Street;
13. establishing within a proposed R6 District a C2-4 District bounded by:
 - a. a line 150 feet southerly of Dix Avenue, Beach Channel Drive, a line 115 feet southerly of Dix Avenue, Redfern Avenue, Mott Avenue, Central Avenue, Nameoke Avenue, Augustina Avenue, the northwesterly centerline prolongation of Neilson Street, Central Avenue, Nameoke Street, a line 150 feet southeasterly of Central Avenue, Foam Place, Beach 18th Street, a line 200 feet northeasterly of Mott Avenue, a line 100 feet southwestwardly of Nameoke Street, Cornaga Avenue, Mott Avenue, Gateway Boulevard, a line 100 feet southwestwardly of Mott Avenue, a line 100 feet southeasterly of Cornaga Avenue, Beach 19th Street, a line 100 feet southerly of Cornaga Avenue, the southerly centerline prolongation of Beach 21st Street, Cornaga Avenue, a line 100 feet easterly of Beach 22nd Street, a line perpendicular to the easterly street line of Beach 22nd Street distant 100 feet southerly (as measured along the street line) from the point of intersection of the easterly street line of Beach 22nd Street and the southeasterly street line of Beach 22nd Street, Beach 22nd Street, a line 200 feet southwestwardly of Mott Avenue, a line 200 feet southerly of Mott Avenue, and a line 200 feet westerly of Beach Channel Drive and its southerly prolongation;

- b. Redfern Avenue, a line 150 feet northeasterly of Nameoke Avenue, a line 125 feet southeasterly of Redfern Avenue, and Nameoke Avenue; and
 - c. a line 75 feet northwesterly of Brunswick Avenue, a line 150 feet northeasterly of Nameoke Avenue, Brunswick Avenue, and Nameoke Avenue;
14. establishing within a proposed R7-1 District a C2-4 District bounded by Redfern Avenue, Nameoke Avenue, Central Avenue, and Mott Avenue; and
 15. establishing a Special Downtown Far Rockaway District bounded by Dix Avenue, a line 50 feet easterly of Beach Channel Drive, a line 115 feet southerly of Dix Avenue, Redfern Avenue, a line 150 feet northeasterly of Nameoke Avenue, Brunswick Avenue, Nameoke Avenue, Augustina Avenue, Neilson Avenue and its northwesterly centerline prolongation, a line 200 feet southeasterly of Central Avenue, a line perpendicular to the northeasterly street line of Nameoke Street distant 150 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Nameoke Street and the southeasterly street line of Central Avenue, Nameoke Street, a line 150 feet southeasterly of Central Avenue, Foam Place, Beach 18th Street, a line 200 feet northeasterly of Mott Avenue, a line 100 feet southwesterly of Nameoke Street, Cornaga Avenue, the southeasterly centerline prolongation of Nameoke Street, a line 125 feet northeasterly of Mott Avenue, Gateway Boulevard, Mott Avenue, a line 110 feet northwesterly of Caffrey Avenue, a line 100 feet southwesterly of Mott Avenue, Gateway Boulevard, a line 150 feet southwesterly of Mott Avenue, a line 100 feet southeasterly of Cornaga Avenue, Beach 19th Street, a line 100 feet southerly of Cornaga Avenue, the southerly centerline prolongation of Beach 19th Street, a line 200 feet southerly of Cornaga Avenue, the southerly centerline prolongation of Beach 21st Street, Cornaga Avenue, a line 100 feet easterly of Beach 22nd Street, a line perpendicular to the easterly street line of Beach 22nd Street distant 100 feet southerly (as measured along the street line) from the point of intersection of the easterly street line of Beach 22nd Street and the southeasterly street line of Beach 22nd Street, Beach 22nd Street, a line 200 feet southwesterly of Mott Avenue, a line 200 feet southerly of Mott Avenue, and a line 200 feet westerly of Beach Channel Drive and its southerly prolongation;

Borough of Queens, Community District 14, as shown on a diagram (for illustrative purposes only) dated April 26, 2017, and subject to the conditions of CEQR Declaration E-415.

The above resolution (C 170243 (A) ZMQ), duly adopted by the City Planning Commission on July 10, 2017 (Calendar No. 2), is filed with the Office of the Speaker, City Council, and the Borough President in accordance with the requirements of Section 197-d of the New York City Charter.

MARISA LAGO, *Chair*

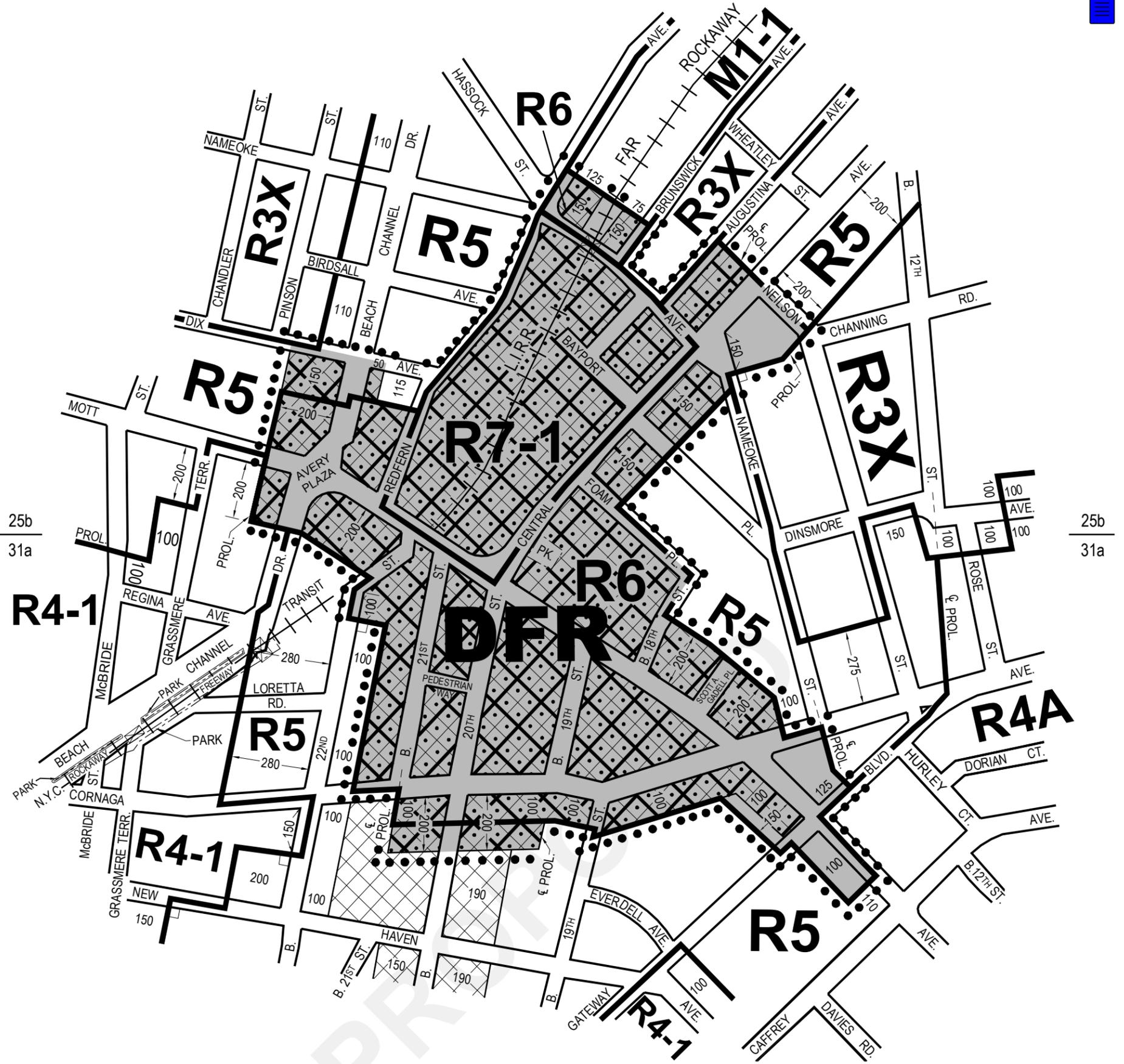
KENNETH J. KNUCKLES, *Esq.*, *Vice-Chairman*

RAYANN BESSER, IRWIN G. CANTOR, P.E., ALFRED C. CERULLO, III,

JOSEPH I. DOUEK, RICHARD W. EADDY, CHERYL COHEN EFFRON,

HOPE KNIGHT, ANNA HAYES LEVIN, ORLANDO MARIN,

LARISA ORTIZ *Commissioners*



CITY PLANNING COMMISSION
 CITY OF NEW YORK
 DIAGRAM SHOWING PROPOSED
ZONING CHANGE
 ON SECTIONAL MAP
25b & 31a
 BOROUGH OF
QUEENS

New York, Certification Date
 APRIL 26, 2017

S. Lenard, Director
 Technical Review Division



NOTE:

- Indicates Zoning District Boundary.
- The area enclosed by the dotted line is proposed to be rezoned by eliminating C1-2 and C2-2 Districts from within existing R3X and R5 Districts, by changing R5, C4-2, C8-1 and M1-1 Districts to R5, R6 and R7-1 Districts, by establishing a C2-4 District within existing and proposed R5, R6 and R7-1 Districts, and by establishing a Special Downtown Far Rockaway District.
- Indicates a C1-2 District.
- Indicates a C2-4 District.
- Indicates a Special Downtown Far Rockaway District.

Community Board# 14-Queens held six Downtown Far Rockaway AdHoc and Land Use Committee meetings in which we solicited public/resident/business owner input. A ULURP public hearing was held on March 29, 2017 at which numerous residents testified during Public Participation session. After the Public Participation session, the Board discussed the EDC presentation, comments from the Public and the Committees' report. The Board has voted the following motion in regards to the "Downtown Far Rockaway "Plan and all the ULURP actions associated with FRURA.

Motion by Felicia Johnson and seconded by A. Moore : The Board and the residents who reside in area codes 11691, 11692 are deeply concerned about the proposed height and density in the FRURA. It was the unanimous feeling of the board and all the residents who participated in the many committee meetings and the public hearing that the proposed density and heights of some of the buildings as iterated in the proposed FRURA are /is completely out of character to the downtown area and most importantly the adjacent neighborhoods.

That the Mayor and his agencies including, The NYC Economic Development Corp, The Department of Housing Preservation and Development, The Department of Education, The Department of City Planning, The Department of Parks and Recreation and the Department of Transportation Shall implement/ change the Proposed FRURA plan and all of the proposed Zoning/ULURP actions to the exact specifications of our motion. That respectfully, the Queens Borough President shall in her motion/ approval support the Board's motion in its entirety. That, The City Planning Commission in its motion/recommendations shall also support and implement the changes in the FRURA plan and all the ULURP actions as requested in the Community Board's motion. That respectfully, the New York City Council shall support the Community Board's motion to all of its exact specifications/changes to the FRUA plan and this motion represents the board's recommendation to all of the ULURP actions. # 170243 ZMQ, N170245 HGQ, 170247 HDQ, N170244 ZRQ, 170246 HUQ, 170248 PPQ

That all City agencies, elected officials ,City Council and commission members shall support and implement and changes to the FRURA and the accompanying ULURP actions as follows :

1. That the R-7 zone as identified in the FRURA and ULURP # 170243 ZMQ, 170244 ZRQ shall be removed entirely from the FRUA area and be replaced with an R-6 designation with a height limit for two buildings that will not exceed 105 feet. All other buildings within the R6 zone shall not exceed a maximum of 85 feet. With a strong preference to be at 85 feet or lower.

It is the board's feeling that an R-7 zone is out of context and character and that no building should exceed 10 stories and that the majority of buildings be 85 feet or less.

2. That the R-6 zone as proposed in the FRURA plan and ULURP # 170243 ZMQ, 170244 ZRQ in the areas adjacent and outside of the mapped FRURA is out of context and character to the surrounding residential neighborhoods and that the R6 zone shall be removed/ changed/amended to an R 5 zone with a height limit of 40 feet.

3. That the density/total amount of new units within the FURA does not exceed 1100 units

4. That a zoned public elementary school shall be built within the boundaries FRURA, a school within one of the residential or commercial buildings is acceptable.

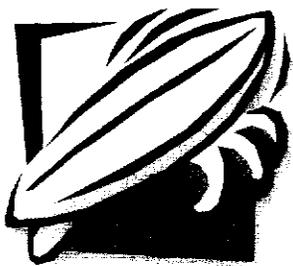
5. That a Park/ play ground with a park house including bathroom facilities shall be built on the old Department of Sanitation site as identified in 170248 PPQ et al. Therefore there shall not be a disposition of this property.
6. That all workers whether full time or part time shall be paid at NYC prevailing wages as per each specific job/position/tittle
7. That a Community Benefits Agreement shall be negotiated with surrounding community and elected officials
8. That a Community Advisory Committee made of Community Board Members, local residents and business owners shall be created and is to meet on no less than a quarterly basis for the purpose of working with and advising the various city agencies and selected developers at each step as the project progresses until full build out/completion.
9. That the Parking requirement throughout project shall be a minimum of 75 % of all residential units built.
10. The income mix of total units shall be the following matrix:
 - a. Market rate- 40% of total units to be built
 - b. Affordable to be 60% of total units built with no more than 20% of units at 30% AMI and that the remaining affordable units be at a minimum of 60% AMI or higher with a preference of 80% AMI
11. That the total amount of units 1100- be broken down as follows:
 - 60% rental units and
 - 40% home ownership –condo, co-op or multifamily
12. Community space be set aside for day care and healthcare
- 13 Infrastructure upgrades- sewer/water /parking and street improvements be made to accommodate 1100 new units
14. That beach 21 street north bound towards Mott ave be widen so buses can make turn onto Mott Avenue
15. Retail and commercial space be limited to first two floors of all new buildings.
16. That a municipal parking lot be created within or directly adjacent to FRURA
17. That Job and apprentice training be provided for local residents to work /participate in the construction of this project and that a percentage be negotiated by the city council that Community board residents be guaranteed construction jobs.

The board conditionally voted 26 –Yes; 2 – NO; 0-Abstentions; to ONLY support the FRURA and ULURP actions with the proviso that ALL the listed conditions, changes and amendments in our motion shall be made/applied to the FRUA plan and the six ULURP actions.

Downtown Far Rockaway Motion Page 2 of 2

For Your Information
 Jonathan Gasca
 Community Board





COMMUNITY
BOARD #14

June 1, 2017

NYC Planning Commission
120 Broadway
New York, NY 10271

COMMUNITY BOARD #14
City of New York
Borough of Queens

DOLORES ORR
Chairperson

JONATHAN GASKA
District Manager

Dear Members of the City Planning Commission:

I write to you on behalf of Community Board #14 regarding our response to the 'A' application 170243(A)ZMQ & N170244(A)ZRQ to the Downtown Far Rockaway plan and ULURP actions.

We are deeply concerned by the recent submission of the A-application to the plan in question. The Board opposes any additional residential up-zoning (R-6) as proposed in the A application.

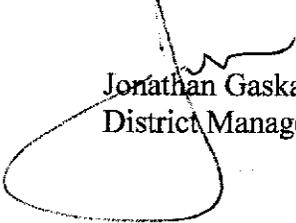
The Board and the community was so concerned about the density of the project as proposed in the original action, that our conditional approval included the requirement that total density not exceed 1,100 units. The proposed up-zoning in the "A" application to an R-6 would allow for 96 more units which is unacceptable to us.

We do however have no objection to adding additional commercial overlays within or directly adjacent to the FURA and we would not have an objection with the proposal to move the two 10 story buildings /towers away from Mott Avenue.

We also have no objection to the lowering of building base heights along Mott Avenue.

We thank you for your time and your support.

Sincerely,


Jonathan Gaska
District Manager

1931 Mott Avenue, Room 311
Far Rockaway, NY 11691
Tel.: (718) 471-7300
Fax: (718) 868-2657
cb14@nyc.gov

Cc: Hon. Melinda Katz



Queens Borough President Recommendation

APPLICATION: ULURP #170243(A) ZMQ

COMMUNITY BOARD: Q14

DOCKET DESCRIPTION

IN THE MATTER OF an application submitted by the NYC Economic Development Corporation, pursuant to Sections 197-c and 201-c of the NYC Charter, to rezone an approximately 22-blocks of the Far Rockaway area generally bounded by Cornaga Avenue, Beach Channel Drive, Central Avenue, and Nameoke Avenue from existing R5, R5/C1-2, R5/C2-2, C4-2, C8-1 and M1-1 Districts to R5, R5/C2-4, R6, R6/C2-4, and R7-1/C2-4 Districts and establish the Special Downtown Far Rockaway District, Zoning Map Nos. 25b and 31a, Far Rockaway, Borough of Queens (Related applications ULURP #170244(A) ZRQ, #170245 HGQ, #170246 HUQ, #170247 HDQ, #170248 PPQ)

PUBLIC HEARING

A Public Hearing was held in the Borough President's Conference Room at 120-55 Queens Boulevard on Thursday, April 27, 2017, at 10:30 A.M. pursuant to Section 82(5) of the New York City Charter and was duly advertised in the manner specified in Section 197-c (i) of the New York City Charter. The applicant made a presentation. There were five (5) speakers in favor with eight (8) against. The hearing was closed.

CONSIDERATION

Subsequent to a review of the application and consideration of testimony received at the public hearing, the following issues and impacts have been identified:

- The proposed rezoning would replace existing C4-2 and C8-1 districts in the commercial core of the study area with R5, R6, R7-1 and C2-4 overlays. Areas at the edges of the study area currently zoned R5 and M1-1 would be rezoned to R6 also with the C2-4 overlays. R5 districts allow 1.25 FAR with 40 feet maximum building heights. Affordable, independent residences for seniors (AIRS) or long term care facilities (LTCF) in the R5 districts would be allowed a maximum 1.95 FAR. R6 districts allow 3.0 FAR and up to 3.6 FAR for Mandatory Inclusionary Housing (MIH) areas. AIRS and LTCF development in the R6 districts would be allowed up to 3.9 FAR. R7-1 districts allow 4.0 FAR and up to 5.01 FAR for AIRS and LTCF development. In the R7-1 district mixed residential and community facility development would be limited to 4.0 FAR. The C2-4 commercial overlays would be mapped on the major thoroughfares with a 1.0 commercial FAR in the R5 districts and 2.0 commercial FAR in R6 districts and above, the parking requirement is reduced from 1 space per 300 sf of commercial development to 1 space per 400 sf of commercial development.;
- In addition to the rezoning, the study area would be mapped as the Special Downtown Far Rockaway District. The provisions of the special purpose district would strengthen the commercial core, support development of vacant or underutilized parcels, encourage building design that complements the existing neighborhood and regulate a transition of building heights between the downtown commercial core and neighboring lower scale residential areas. The special purpose district also identifies specific publicly accessible open spaces, enhancements of transit nodes to attract retail, entertainment and commercial development, integration of new roadways for an improved pedestrian and vehicular network. Within the special purpose district, all residential and community facilities with sleeping accommodations in the R6 and R7-1 Districts would be subject to the requirements of the Quality Housing Program. Any housing built in the R6 and R7-1 Districts would be subject to Mandatory Inclusionary Housing requirements.;
- Subdistrict A is located within the Special Downtown Far Rockaway District and includes the Far Rockaway Shopping Center. The subdistrict also includes the Far Rockaway Urban Renewal Area. The subdistrict has further controls on location of tower and buildings, building heights, public open spaces and private streets within the subdistrict. These controls are intended to promote redevelopment of the subdistrict in a manner that creates better access through the area that is pedestrian friendly and attractive to draw activity into the area. The Far Rockaway Shopping Center is centrally located in the commercial core of the area. However, it has long been an underutilized and poorly maintained property that has had trouble keeping tenants and drawing shoppers to the area.;
- The proposed rezoning is part of a set of actions undertaken by a number of agencies to revitalize and support Downtown Far Rockaway and the residential neighborhoods around it. There were neighborhood rezonings in 2005 and 2008, the Far Rockaway Station Area Master Plan in 2006, the Rockaway Development & Revitalization Corporation Redesign Plan and Rockaway East – New York Rising Community Reconstruction Plan in 2014. A city capital project – the Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project is currently in preliminary design. This application and the related actions listed above are part of the latest coordinated effort focusing on the area to increase economic activity, provide both market rate and affordable housing, improve public spaces and pedestrian circulation, transportation improvements and commercial corridors.;
- Community Board 14 (CB 14) approved these applications with conditions by a vote of twenty-six (26) in favor, with two (2) against and none (0) abstaining at a public meeting held on March 29, 2017. The overall sentiment of the CB14 motion is that the proposed building heights and density are out of character with the downtown area and the adjacent neighborhoods. Conditions as follows:

QUEENS BOROUGH PRESIDENT RECOMMENDATION
ULURP #170243(A) ZMQ

- All proposed R7 Districts should be replaced by R6 Districts with 85 feet height restrictions throughout the Far Rockaway Urban Renewal Area (FRURA)
 - All proposed R6 Districts should be changed to R5 districts with a 40 feet building height restriction at the edges of the FRURA
 - That the density/total amount of units within the FRURA be limited to 1100 units of housing
 - A zoned school within the FRURA. Location of a school within a residential or commercial building would be acceptable
 - Location of a park or playground on a former Department of Sanitation site instead of disposing it as proposed
 - All part or full time workers should be paid prevailing wages
 - A Community Benefits Agreement should be negotiated by the affected civics and elected officials
 - Creation of a Community Advisory Committee comprised of Community Board members, local residents and business owners should be convened and meet no less than quarterly until completion of the project
 - The parking requirement should be 75% of all residential for all new residential developments.
 - The income mix of new units should be: Market Rate – 40% of all units built, Affordable – 60% of all units (20% of units @ 30% AMI, the remaining at no lower than 60% or higher, 80% AMI preferred)
 - Breakdown of total 1100 units should be 60% rentals and 40% homeownership
 - Community space set aside for day care and healthcare
 - Infrastructure upgrades to accommodate 1100 units of new housing
 - Widening of Beach 21st Street northbound towards Mott Avenue to enable buses to turn onto Mott Avenue
 - Retail and commercial space shall be limited to the first two floors of all new buildings
 - Construction of a new municipal parking lot within or directly adjacent to the FRURA
 - Job and apprentice training for local area residents to work/participate in new construction and City Council negotiation
- o Amended applications for the rezoning (ULURP #170243 (A) ZMQ) and zoning text amendment (ULURP 170244(A) ZRQ) were filed on April 26, 2017. The amended rezoning application includes an extension of the rezoning and special district boundaries to include properties in the proposed R6/C2-4 district on Block 15535 Lots 9, 11 and part of 62, a proposed R6 district on Block 15574 Lots 36 and parts of 28 & 48. An extension of a proposed C2-4 overlay for Block 15563 Parts of Lots 31, 40 and 43. The application for the zoning text amendment establishing the Special Downtown Far Rockaway District has been amended to reflect the changes made to the rezoning application.;
- o At the Borough President's land use public hearing, the project team lead by the NYC Economic Development Corporation (EDC) presented the applications and the amendments that were submitted in the revised applications on April 26, 2017. EDC also stated that the issues raised by CB 14 and the community were being considered by the project team and they would work to address the concerns raised. There were four (4) speakers who indicated they were against the application. However, their testimony was more specifically focused against disposition of the former Department of Sanitation site for development. Their testimony stated a need and support for a community garden but did not address other aspects of the overall Downtown Far Rockaway Development Plan. The other speakers who were in opposition to the application testified about the increased building heights, number of housing units and potential negative impacts on traffic flows, inadequate public transportation services, shortage of parking in the downtown area, flooding risks, infrastructure, lack of school seats and other quality of life issues. The speakers in favor testified about long needed economic investments and growth, increased opportunities for housing, jobs, goods and services for Downtown Far Rockaway.

RECOMMENDATION

Downtown Far Rockaway is ready for investment and infrastructure improvements that will enhance economic vitality and activate the local community by providing area residents with more choices for goods and services as well as opportunities for employment. There is broad support for improvement of the quality of life in the Downtown Far Rockaway area and the commitment of public and private resources and efforts to improve and revitalize the area as well. However, any improvements and investments must be done with sensitivity to the longtime residents of the area who have committed to stay and have invested in their homes and in the area.

Based on the above consideration, I hereby recommend approval of this application with the following modifications:

- The ULURP process was designed to provide all reviewing parties with full and complete disclosure of likely outcomes of any given requested action. Modifications, as received on April 26, 2017, after the community board had voted is not an acceptable practice. Community Board 14 should have the opportunity to be briefed and provide a recommendation immediately on all changes to the application. The ULURP process was designed to provide all reviewing parties with full and complete disclosure of likely outcomes of any given requested action. Therefore, last minute changes are contrary to the purpose of the ULURP process.
- The Department should avoid offering "A – Applications" in this manner in the future.
- Analysis of the "A-Application" indicates that an additional 96 units of housing would be generated by the addition of properties to the rezoning. The total number of new dwelling units including the 96 added by the addition of properties should not exceed an overall number of 1100 units of new housing for the rezoning area as recommended by Community Board 14. There must be a balance of heights and densities that will attract new economic activity and residents without drastically altering or impacting the neighboring residential areas.
- In addition Community Board 14 made recommendations that should be adopted as follows:
 - All proposed R7 Districts should be replaced by R6 Districts with 85 feet height restrictions throughout

QUEENS BOROUGH PRESIDENT RECOMMENDATION
ULURP #170243(A) ZMQ

- the Far Rockaway Urban Renewal Area (FRURA)
- All proposed R6 Districts should be changed to R5 districts with a 40 feet building height restriction at the edges of the FRURA
 - That the density/total amount of units within the FRURA be limited to 1100 units of housing
 - A zoned school within the FRURA. Location of a school within a residential or commercial building would be acceptable
 - Location of a park or playground on a former Department of Sanitation site instead of disposing it as proposed
 - All part or full time workers should be paid prevailing wages
 - A Community Benefits Agreement should be negotiated by the affected civics and elected officials
 - Creation of a Community Advisory Committee comprised of Community Board members, local residents and business owners should be convened and meet no less than quarterly until completion of the project
 - The parking requirement should be 75% of all residential for all new residential developments.
 - The income mix of new units should be: Market Rate – 40% of all units built, Affordable – 60% of all units (20% of units @ 30% AMI, the remaining at no lower than 60% or higher, 80% AMI preferred)
 - Breakdown of total 1100 units should be 60% rentals and 40% homeownership
 - Community space set aside for day care and healthcare
 - Infrastructure upgrades to accommodate 1100 units of new housing
 - Widening of Beach 21st Street northbound towards Mott Avenue to enable buses to turn onto Mott Avenue
 - Retail and commercial space shall be limited to the first two floors of all new buildings
 - Construction of a new municipal parking lot within or directly adjacent to the FRURA
 - Job and apprentice training for local area residents to work/participate in new construction and City Council negotiation



PRESIDENT, BOROUGH OF QUEENS

May 10, 2017
DATE

Queens Borough President Recommendation

APPLICATION: ULURP #170244(A) ZRQ

COMMUNITY BOARD: Q14

DOCKET DESCRIPTION

IN THE MATTER OF an application submitted by the NYC Economic Development Corporation and the Department of Housing Preservation and Development, pursuant to Section 200 of the NYC Charter, for a zoning text amendment establishing the Special Downtown Far Rockaway District, Community District 14 to promote and protect the public health, safety and general welfare of the Downtown Far Rockaway community and establishing a Mandatory Inclusionary Housing Area 2 in portions of the Special Downtown Far Rockaway District. (Related applications ULURP #170243 (A) ZMQ, #170245 HGQ, #170246 HUQ, #170247 HDQ, #170248 PPQ)

PUBLIC HEARING

A Public Hearing was held in the Borough President's Conference Room at 120-55 Queens Boulevard on Thursday, April 27, 2017, at 10:30 A.M. pursuant to Section 82(5) of the New York City Charter and was duly advertised in the manner specified in Section 197-c (i) of the New York City Charter. The applicant made a presentation. There were five (5) speakers in favor with eight (8) against. The hearing was closed.

CONSIDERATION

Subsequent to a review of the application and consideration of testimony received at the public hearing, the following issues and impacts have been identified:

- The proposed establishment of the Special Downtown Far Rockaway District would create regulations that encourage new development that would complement the existing neighborhood development and reinforce the area's history as the commercial center. The zoning text amendment would also amend Appendix F to reflect the rezoning area as a Mandatory Inclusionary Housing Area.;
- In addition to the rezoning concurrently under review with this application, the study area would be mapped as the Special Downtown Far Rockaway District. The provisions of the special purpose district would strengthen the commercial core, support development of vacant or underutilized parcels, encourage building design that complements the existing neighborhood and regulate a transition of building heights between the downtown commercial core and neighboring lower scale residential areas. The special purpose district also identifies specific publicly accessible open spaces, enhancements of transit nodes to attract retail, entertainment and commercial development, integration of new roadways for an improved pedestrian and vehicular network. Within the special purpose district, all residential and community facilities with sleeping accommodations in the R6 and R7-1 Districts would be subject to the requirements of the Quality Housing Program. Any housing built in the R6 and R7-1 Districts would be subject to Mandatory Inclusionary Housing requirements.;
- Subdistrict A is located within the Special Downtown Far Rockaway District and includes the Far Rockaway Shopping Center. The subdistrict also includes the Downtown Far Rockaway Urban Renewal Area. The subdistrict has further controls on location of tower and buildings, building heights, public open spaces and private streets within the subdistrict. These controls are intended to promote redevelopment of the subdistrict in a manner that creates better access through the area that is pedestrian friendly and attractive to draw activity into the area. The Far Rockaway Shopping Center is centrally located in the commercial core of the area. However, it has long been an underutilized and poorly maintained property that has had trouble keeping tenants and drawing shoppers to the area. The special district is designed to facilitate redevelopment of the shopping center.;
- The proposed rezoning is part of a set of actions undertaken by a number of agencies to revitalize and support Downtown Far Rockaway and the residential neighborhoods around it. There were neighborhood rezonings in 2005 and 2008, the Far Rockaway Station Area Master Plan in 2006, the Rockaway Development & Revitalization Corporation Redesign Plan and Rockaway East – New York Rising Community Reconstruction Plan in 2014. A city capital project – the Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project is currently in preliminary design. This application and the related actions listed above are part of the latest coordinated effort focusing on the area to increase economic activity, provide both market rate and affordable housing, improve public spaces and pedestrian circulation, transportation improvements and commercial corridors.;
- Community Board 14 (CB 14) approved these applications with conditions by a vote of twenty-six (26) in favor, with two (2) against and none (0) abstaining at a public meeting held on March 29, 2017. The overall sentiment of the CB14 motion is that the proposed building heights and density are out of character with the downtown area and the adjacent neighborhoods. Conditions as follows:
 - All proposed R7 Districts should be replaced by R6 Districts with 85 feet height restrictions throughout the Far Rockaway Urban Renewal Area (FRURA)
 - All proposed R6 Districts should be changed to R5 districts with a 40 feet building height restriction at the edges of the FRURA

QUEENS BOROUGH PRESIDENT RECOMMENDATION
ULURP #179244(A) ZRQ

- That the density/total amount of units within the FRURA be limited to 1100 units of housing
 - A zoned school within the FRURA. Location of a school within a residential or commercial building would be acceptable
 - Location of a park or playground on a former Department of Sanitation site instead of disposing it as proposed
 - All part or full time workers should be paid prevailing wages
 - A Community Benefits Agreement should be negotiated by the affected civics and elected officials
 - Creation of a Community Advisory Committee comprised of Community Board members, local residents and business owners should be convened and meet no less than quarterly until completion of the project
 - The parking requirement should be 75% of all residential for all new residential developments.
 - The income mix of new units should be: Market Rate – 40% of all units built, Affordable – 60% of all units (20% of units @ 30% AMI, the remaining at no lower than 60% or higher, 80% AMI preferred)
 - Breakdown of total 1100 units should be 60% rentals and 40% homeownership
 - Community space set aside for day care and healthcare
 - Infrastructure upgrades to accommodate 1100 units of new housing
 - Widening of Beach 21st Street northbound towards Mott Avenue to enable buses to turn onto Mott Avenue
 - Retail and commercial space shall be limited to the first two floors of all new buildings
 - Construction of a new municipal parking lot within or directly adjacent to the FRURA
 - Job and apprentice training for local area residents to work/participate in new construction and City Council negotiation
- o Amended applications for the rezoning (ULURP #170243 (A) ZMQ) and zoning text amendment (ULURP 170244(A) ZRQ) were filed on April 26, 2017. The amended rezoning application includes an extension of the rezoning and special district boundaries to include properties in the proposed R6/C2-4 district on Block 15535 Lots 9, 11 and part of 62, a proposed R6 district on Block 15574 Lots 36 and parts of 28 & 48. An extension of a proposed C2-4 overlay for Block 15563 Parts of Lots 31, 40 and 43. The application for the zoning text amendment establishing the Special Downtown Far Rockaway District has been amended to reflect the changes made to the rezoning application. The revised text amendment also creates new City Planning Commission authorizations and certifications to assure that new development is adhering to public open space, street regulations and bulk requirements of the special district;
- o At the Borough President's land use public hearing, the project team lead by the NYC Economic Development Corporation (EDC) presented the applications and the amendments that were submitted in the revised applications on April 26, 2017. EDC also stated that the issues raised by CB 14 and the community were being considered by the project team and they would work to address the concerns raised. There were four (4) speakers who indicated they were against the application. However, their testimony was more specifically focused against disposition of the former Department of Sanitation site for development. Their testimony stated a need and support for a community garden but did not address other aspects of the overall Downtown Far Rockaway Development Plan. The other speakers who were in opposition to the application testified about the increased building heights, number of housing units and potential negative impacts on traffic flows, inadequate public transportation services, shortage of parking in the downtown area, flooding risks, infrastructure, lack of school seats and other quality of life issues. The speakers in favor testified about long needed economic investments and growth, increased opportunities for housing, jobs, goods and services for Downtown Far Rockaway.

RECOMMENDATION

Downtown Far Rockaway is ready for investment and infrastructure improvements that will enhance economic vitality and activate the local community by providing area residents with more choices for goods and services as well as opportunities for employment. There is broad support for improvement of the quality of life in the Downtown Far Rockaway area and the commitment of public and private resources and efforts to improve and revitalize the area as well. However, any improvements and investments must be done with sensitivity to the longtime residents of the area who have committed to stay and have invested in their homes and in the area.

Based on the above consideration, I hereby recommend approval of this application with the following modifications:

- The ULURP process was designed to provide all reviewing parties with full and complete disclosure of likely outcomes of any given requested action. Modifications, as received on April 26, 2017, after the community board had voted is not an acceptable practice. Community Board 14 should have the opportunity to be briefed and provide a recommendation immediately on all changes to the application. The ULURP process was designed to provide all reviewing parties with full and complete disclosure of likely outcomes of any given requested action. Last minute changes are contrary to the purpose of the ULURP process.
- The Department should avoid offering "A – Applications" in this manner in the future.
- Analysis of the "A-Application" indicates that an additional 96 units of housing would be generated by the addition of properties to the rezoning. The total number of new dwelling units including the 96 added by the addition of properties should not exceed an overall number of 1100 units of new housing for the rezoning area as recommended by Community Board 14. There must be a balance of heights and densities that will attract new economic activity and residents without drastically altering or impacting the neighboring residential areas.
- In addition Community Board 14 made recommendations that should be adopted as follows:
 - All proposed R7 Districts should be replaced by R6 Districts with 85 feet height restrictions throughout the Far Rockaway Urban Renewal Area (FRURA)
 - All proposed R6 Districts should be changed to R5 districts with a 40 feet building height restriction at

QUEENS BOROUGH PRESIDENT RECOMMENDATION
ULURP #179244(A) ZRQ

the edges of the FRURA

- That the density/total amount of units within the FRURA be limited to 1100 units of housing
- A zoned school within the FRURA. Location of a school within a residential or commercial building would be acceptable
- Location of a park or playground on a former Department of Sanitation site instead of disposing it as proposed
- All part or full time workers should be paid prevailing wages
- A Community Benefits Agreement should be negotiated by the affected civics and elected officials
- Creation of a Community Advisory Committee comprised of Community Board members, local residents and business owners should be convened and meet no less than quarterly until completion of the project
- The parking requirement should be 75% of all residential for all new residential developments.
- The income mix of new units should be: Market Rate – 40% of all units built, Affordable – 60% of all units (20% of units @ 30% AMI, the remaining at no lower than 60% or higher, 80% AMI preferred)
- Breakdown of total 1100 units should be 60% rentals and 40% homeownership
- Community space set aside for day care and healthcare
- Infrastructure upgrades to accommodate 1100 units of new housing
- Widening of Beach 21st Street northbound towards Mott Avenue to enable buses to turn onto Mott Avenue
- Retail and commercial space shall be limited to the first two floors of all new buildings
- Construction of a new municipal parking lot within or directly adjacent to the FRURA
- Job and apprentice training for local area residents to work/participate in new construction and City Council negotiation



Melinda Katz

PRESIDENT, BOROUGH OF QUEENS

May 10, 2017

DATE

Queens Borough President Recommendation

APPLICATION: ULURP #170245 HGQ

COMMUNITY BOARD: Q14

DOCKET DESCRIPTION

IN THE MATTER OF an application submitted by the Department of Housing Preservation and Development, pursuant to Section 504 of Article 15 of the General Municipal (Urban Renewal) Law of New York State, to designate the Downtown Far Rockaway Urban Renewal Area and the Downtown Far Rockaway Urban Renewal Plan. Borough of Queens, Community District 14. (Related applications ULURP #170243(A) ZMQ, #170244(A) ZRQ, #170246 HUQ, #170247 HDQ, #170248 PPQ)

PUBLIC HEARING

A Public Hearing was held in the Borough President's Conference Room at 120-55 Queens Boulevard on Thursday, April 27, 2017 at 10:30 A.M. pursuant to Section 82(5) of the New York City Charter and was duly advertised in the manner specified in Section 197-c (i) of the New York City Charter. The applicant made a presentation. There were five (5) speakers in favor with eight (8) against. The hearing was closed.

CONSIDERATION

Subsequent to a review of the application and consideration of testimony received at the public hearing, the following issues and impacts have been identified:

- This application would designate the Downtown Far Rockaway Urban Renewal Area (DFRURA) and the Downtown Far Rockaway Urban Renewal Plan (DFRURP). The DFRURA is generally bounded by Nameoke Avenue to the north, Central Avenue and Augustina Avenue to the east, Mott Avenue to the south and Redfern Avenue to the west.;
- The DFRURP has been created to define the uses allowable, redevelopment controls, mechanisms to be used to accomplish the goals and objectives of the plan to revitalize within its 13-acre area. The urban renewal plan also identifies the responsibilities of developers to adhere to the plan and timeframes for compliance.;
- In addition to the other applications concurrently under review with this application, the study area would be mapped as the Special Downtown Far Rockaway District. The provisions of the special purpose district would strengthen the commercial core, support development of vacant or underutilized parcels, encourage building design that complements the existing neighborhood and regulate a transition of building heights between the downtown commercial core and neighboring lower scale residential areas. The special purpose district also identifies specific publicly accessible open spaces, enhancements of transit nodes to attract retail, entertainment and commercial development, integration of new roadways for an improved pedestrian and vehicular network. Within the special purpose district, all residential and community facilities with sleeping accommodations in the R6 and R7-1 Districts would be subject to the requirements of the Quality Housing Program. Any housing built in the R6 and R7-1 Districts would be subject to Mandatory Inclusionary Housing requirements.;
- Subdistrict A is located within the Special Downtown Far Rockaway District and includes the Far Rockaway Shopping Center. The subdistrict also includes the Downtown Far Rockaway Urban Renewal Area. The subdistrict has further controls on location of tower and buildings, building heights, public open spaces and private streets within the subdistrict. These controls are intended to promote redevelopment of the subdistrict in a manner that creates better access through the area that is pedestrian friendly and attractive to draw activity into the area. The Far Rockaway Shopping Center is centrally located in the commercial core of the area. However, it has long been an underutilized and poorly maintained property that has had trouble keeping tenants and drawing shoppers to the area. The special district and urban renewal area is designed to facilitate redevelopment of the shopping center.;
- This application is part of a set of actions undertaken by a number of agencies to revitalize and support Downtown Far Rockaway and the residential neighborhoods around it. There were neighborhood rezonings in 2005 and 2008, the Far Rockaway Station Area Master Plan in 2006, the Rockaway Development & Revitalization Corporation Redesign Plan and Rockaway East – New York Rising Community Reconstruction Plan in 2014. A city capital project – the Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project is currently in preliminary design. This application and the related actions listed above are part of the latest coordinated effort focusing on the area to increase economic activity, provide both market rate and affordable housing, improve public spaces and pedestrian circulation, transportation improvements and commercial corridors.;
- Community Board 14 (CB 14) approved these applications with conditions by a vote of twenty-six (26) in favor, with two (2) against and none (0) abstaining at a public meeting held on March 29, 2017. The overall sentiment of the CB14 motion is that the proposed building heights and density are out of character with the downtown area and the adjacent neighborhoods. Conditions as follows:
 - All proposed R7 Districts should be replaced by R6 Districts with 85 feet height restrictions throughout the Far Rockaway Urban Renewal Area (FRURA)

QUEENS BOROUGH PRESIDENT RECOMMENDATION
ULURP #170245 HGQ

- All proposed R6 Districts should be changed to R5 districts with a 40 feet building height restriction at the edges of the FRURA
 - That the density/total amount of units within the FRURA be limited to 1100 units of housing
 - A zoned school within the FRURA. Location of a school within a residential or commercial building would be acceptable
 - Location of a park or playground on a former Department of Sanitation site instead of disposing it as proposed
 - All part or full time workers should be paid prevailing wages
 - A Community Benefits Agreement should be negotiated by the affected civics and elected officials
 - Creation of a Community Advisory Committee comprised of Community Board members, local residents and business owners should be convened and meet no less than quarterly until completion of the project
 - The parking requirement should be 75% of all residential for all new residential developments.
 - The income mix of new units should be: Market Rate – 40% of all units built, Affordable – 60% of all units (20% of units @ 30% AMI, the remaining at no lower than 60% or higher, 80% AMI preferred)
 - Breakdown of total 1100 units should be 60% rentals and 40% homeownership
 - Community space set aside for day care and healthcare
 - Infrastructure upgrades to accommodate 1100 units of new housing
 - Widening of Beach 21st Street northbound towards Mott Avenue to enable buses to turn onto Mott Avenue
 - Retail and commercial space shall be limited to the first two floors of all new buildings
 - Construction of a new municipal parking lot within or directly adjacent to the FRURA
 - Job and apprentice training for local area residents to work/participate in new construction and City Council negotiation
- o Amended applications for the rezoning (ULURP #170243 (A) ZMQ) and zoning text amendment (ULURP 170244(A) ZRQ) were filed on April 26, 2017. The amended rezoning application includes an extension of the rezoning and special district boundaries to include properties in the proposed R6/C2-4 district on Block 15535 Lots 9, 11 and part of 62, a proposed R6 district on Block 15574 Lots 36 and parts of 28 & 48. An extension of a proposed C2-4 overlay for Block 15563 Parts of Lots 31, 40 and 43. The application for the zoning text amendment establishing the Special Downtown Far Rockaway District has been amended to reflect the changes made to the rezoning application.;
- o At the Borough President's land use public hearing, the project team lead by the NYC Economic Development Corporation (EDC) presented the applications and the amendments that were submitted in the revised applications on April 26, 2017. EDC also stated that the issues raised by CB 14 and the community were being considered by the project team and they would work to address the concerns raised. There were four (4) speakers who indicated they were against the application. However, their testimony was more specifically focused against disposition of the former Department of Sanitation site for development. Their testimony stated a need and support for a community garden but did not address other aspects of the overall Downtown Far Rockaway Development Plan. The other speakers who were in opposition to the application testified about the increased building heights, number of housing units and potential negative impacts on traffic flows, inadequate public transportation services, shortage of parking in the downtown area, flooding risks, infrastructure, lack of school seats and other quality of life issues. The speakers in favor testified about long needed economic investments and growth, increased opportunities for housing, jobs, goods and services for Downtown Far Rockaway.

RECOMMENDATION

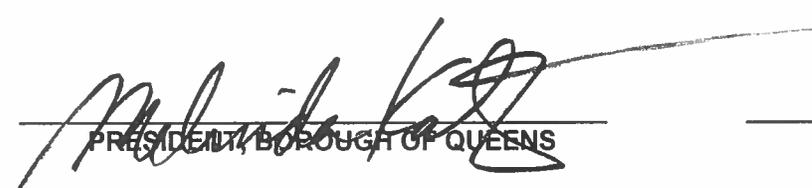
Downtown Far Rockaway is ready for investment and infrastructure improvements that will enhance economic vitality and activate the local community by providing area residents with more choices for goods and services as well as opportunities for employment. There is broad support for improvement of the quality of life in the Downtown Far Rockaway area and the commitment of public and private resources and efforts to improve and revitalize the area as well. However, any improvements and investments must be done with sensitivity to the longtime residents of the area who have committed to stay and have invested in their homes and in the area.

Based on the above consideration, I hereby recommend approval of this application with the following modifications:

- The ULURP process was designed to provide all reviewing parties with full and complete disclosure of likely outcomes of any given requested action. Modifications, as received on April 26, 2017, after the community board had voted is not an acceptable practice. Community Board 14 should have the opportunity to be briefed and provide a recommendation immediately on all changes to the application. The ULURP process was designed to provide all reviewing parties with full and complete disclosure of likely outcomes of any given requested action. Last minute changes are contrary to the purpose of the ULURP process.
- The Department should avoid offering "A – Applications" in this manner in the future.
- Analysis of the "A-Application" indicates that an additional 96 units of housing would be generated by the addition of properties to the rezoning. The total number of new dwelling units including the 96 added by the addition of properties should not exceed an overall number of 1100 units of new housing for the rezoning area as recommended by Community Board 14. There must be a balance of heights and densities that will attract new economic activity and residents without drastically altering or impacting the neighboring residential areas.
- In addition Community Board 14 made recommendations that should be adopted as follows:
 - All proposed R7 Districts should be replaced by R6 Districts with 85 feet height restrictions throughout the Far Rockaway Urban Renewal Area (FRURA)

QUEENS BOROUGH PRESIDENT RECOMMENDATION
ULURP #170245 HGQ

- All proposed R6 Districts should be changed to R5 districts with a 40 feet building height restriction at the edges of the FRURA
- That the density/total amount of units within the FRURA be limited to 1100 units of housing
- A zoned school within the FRURA. Location of a school within a residential or commercial building would be acceptable
- Location of a park or playground on a former Department of Sanitation site instead of disposing it as proposed
- All part or full time workers should be paid prevailing wages
- A Community Benefits Agreement should be negotiated by the affected civics and elected officials
- Creation of a Community Advisory Committee comprised of Community Board members, local residents and business owners should be convened and meet no less than quarterly until completion of the project
- The parking requirement should be 75% of all residential for all new residential developments.
- The income mix of new units should be: Market Rate – 40% of all units built, Affordable – 60% of all units (20% of units @ 30% AMI, the remaining at no lower than 60% or higher, 80% AMI preferred)
- Breakdown of total 1100 units should be 60% rentals and 40% homeownership
- Community space set aside for day care and healthcare
- Infrastructure upgrades to accommodate 1100 units of new housing
- Widening of Beach 21st Street northbound towards Mott Avenue to enable buses to turn onto Mott Avenue
- Retail and commercial space shall be limited to the first two floors of all new buildings
- Construction of a new municipal parking lot within or directly adjacent to the FRURA
- Job and apprentice training for local area residents to work/participate in new construction and City Council negotiation



PRESIDENT, BOROUGH OF QUEENS

May 10, 2017
DATE

Queens Borough President Recommendation

APPLICATION: ULURP #170246 HUQ

COMMUNITY BOARD: Q14

DOCKET DESCRIPTION

IN THE MATTER OF an application submitted by the Department of Housing Preservation and Development, pursuant to Section 505 of Article 15 of the General Municipal (Urban Renewal) Law of New York State and Section 197-c of the NYC Charter, for the Downtown Far Rockaway Urban Renewal Plan, for the Downtown Far Rockaway Urban Renewal Area, Borough of Queens, Community District 14. (Related applications ULURP #170243(A) ZMQ, #170244(A) ZRQ, #170245 HGQ, #170247 HDQ, #170248 PPQ)

PUBLIC HEARING

A Public Hearing was held in the Borough President's Conference Room at 120-55 Queens Boulevard on Thursday, April 27, 2017, at 10:30 A.M. pursuant to Section 82(5) of the New York City Charter and was duly advertised in the manner specified in Section 197-c (i) of the New York City Charter. The applicant made a presentation. There were five (5) speakers in favor with eight (8) against. The hearing was closed.

CONSIDERATION

Subsequent to a review of the application and consideration of testimony received at the public hearing, the following issues and impacts have been identified:

- This application was filed for the approval of the Downtown Far Rockaway Urban Renewal Area (DFRURA) and the Downtown Far Rockaway Urban Renewal Plan (DFRURP). The DFRURA is generally bounded by Nameoke Avenue to the north, Central Avenue and Augustina Avenue to the east, Mott Avenue to the south and Redfern Avenue to the west.;
- The DFRURP has been created to define the uses allowable, redevelopment controls, mechanisms to be used to accomplish the goals and objectives of the plan to revitalize within its 13-acre area. The urban renewal plan also identifies the responsibilities of developers to adhere to the plan and timeframes for compliance.;
- In addition to the applications concurrently under review with this application, the study area would be mapped as the Special Downtown Far Rockaway District. The provisions of the special purpose district would strengthen the commercial core, support development of vacant or underutilized parcels, encourage building design that complements the existing neighborhood and regulate a transition of building heights between the downtown commercial core and neighboring lower scale residential areas. The special purpose district also identifies specific publicly accessible open spaces, enhancements of transit nodes to attract retail, entertainment and commercial development, integration of new roadways for an improved pedestrian and vehicular network. Within the special purpose district, all residential and community facilities with sleeping accommodations in the R6 and R7-1 Districts would be subject to the requirements of the Quality Housing Program. Any housing built in the R6 and R7-1 Districts would be subject to Mandatory Inclusionary Housing requirements.;
- Subdistrict A is located within the Special Downtown Far Rockaway District and includes the Far Rockaway Shopping Center. The subdistrict also includes the Downtown Far Rockaway Urban Renewal Area. The subdistrict has further controls on location of tower and buildings, building heights, public open spaces and private streets within the subdistrict. These controls are intended to promote redevelopment of the subdistrict in a manner that creates better access through the area that is pedestrian friendly and attractive to draw activity into the area. The Far Rockaway Shopping Center is centrally located in the commercial core of the area. However, it has long been an underutilized and poorly maintained property that has had trouble keeping tenants and drawing shoppers to the area. The special district is designed to facilitate redevelopment of the shopping center.;
- This application is part of a set of actions undertaken by a number of agencies to revitalize and support Downtown Far Rockaway and the residential neighborhoods around it. There were neighborhood rezonings in 2005 and 2008, the Far Rockaway Station Area Master Plan in 2006, the Rockaway Development & Revitalization Corporation Redesign Plan and Rockaway East – New York Rising Community Reconstruction Plan in 2014. A city capital project – the Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project is currently in preliminary design. This application and the related actions listed above are part of the latest coordinated effort focusing on the area to increase economic activity, provide both market rate and affordable housing, improve public spaces and pedestrian circulation, transportation improvements and commercial corridors.;
- Community Board 14 (CB 14) approved these applications with conditions by a vote of twenty-six (26) in favor, with two (2) against and none (0) abstaining at a public meeting held on March 29, 2017. The overall sentiment of the CB14 motion is that the proposed building heights and density are out of character with the downtown area and the adjacent neighborhoods. Conditions as follows:

QUEENS BOROUGH PRESIDENT RECOMMENDATION
ULURP #170246 HUQ

- All proposed R7 Districts should be replaced by R6 Districts with 85 feet height restrictions throughout the Far Rockaway Urban Renewal Area (FRURA)
 - All proposed R6 Districts should be changed to R5 districts with a 40 feet building height restriction at the edges of the FRURA
 - That the density/total amount of units within the FRURA be limited to 1100 units of housing
 - A zoned school within the FRURA. Location of a school within a residential or commercial building would be acceptable
 - Location of a park or playground on a former Department of Sanitation site instead of disposing it as proposed
 - All part or full time workers should be paid prevailing wages
 - A Community Benefits Agreement should be negotiated by the affected civics and elected officials
 - Creation of a Community Advisory Committee comprised of Community Board members, local residents and business owners should be convened and meet no less than quarterly until completion of the project
 - The parking requirement should be 75% of all residential for all new residential developments.
 - The income mix of new units should be: Market Rate – 40% of all units built, Affordable – 60% of all units (20% of units @ 30% AMI, the remaining at no lower than 60% or higher, 80% AMI preferred)
 - Breakdown of total 1100 units should be 60% rentals and 40% homeownership
 - Community space set aside for day care and healthcare
 - Infrastructure upgrades to accommodate 1100 units of new housing
 - Widening of Beach 21st Street northbound towards Mott Avenue to enable buses to turn onto Mott Avenue
 - Retail and commercial space shall be limited to the first two floors of all new buildings
 - Construction of a new municipal parking lot within or directly adjacent to the FRURA
 - Job and apprentice training for local area residents to work/participate in new construction and City Council negotiation
- Amended applications for the rezoning (ULURP #170243 (A) ZMQ) and zoning text amendment (ULURP 170244(A) ZRQ) were filed on April 26, 2017. The amended rezoning application includes an extension of the rezoning and special district boundaries to include properties in the proposed R6/C2-4 district on Block 15535 Lots 9, 11 and part of 62, a proposed R6 district on Block 15574 Lots 36 and parts of 28 & 48. An extension of a proposed C2-4 overlay for Block 15563 Parts of Lots 31, 40 and 43. The application for the zoning text amendment establishing the Special Downtown Far Rockaway District has been amended to reflect the changes made to the rezoning application.;
- At the Borough President's land use public hearing, the project team lead by the NYC Economic Development Corporation (EDC) presented the applications and the amendments that were submitted in the revised applications on April 26, 2017. EDC also stated that the issues raised by CB 14 and the community were being considered by the project team and they would work to address the concerns raised. There were four (4) speakers who indicated they were against the application. However, their testimony was more specifically focused against disposition of the former Department of Sanitation site for development. Their testimony stated a need and support for a community garden but did not address other aspects of the overall Downtown Far Rockaway Development Plan. The other speakers who were in opposition to the application testified about the increased building heights, number of housing units and potential negative impacts on traffic flows, inadequate public transportation services, shortage of parking in the downtown area, flooding risks, infrastructure, lack of school seats and other quality of life issues. The speakers in favor testified about long needed economic investments and growth, increased opportunities for housing, jobs, goods and services for Downtown Far Rockaway.

RECOMMENDATION

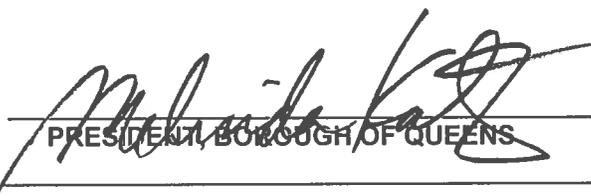
Downtown Far Rockaway is ready for investment and infrastructure improvements that will enhance economic vitality and activate the local community by providing area residents with more choices for goods and services as well as opportunities for employment. There is broad support for improvement of the quality of life in the Downtown Far Rockaway area and the commitment of public and private resources and efforts to improve and revitalize the area as well. However, any improvements and investments must be done with sensitivity to the longtime residents of the area who have committed to stay and have invested in their homes and in the area.

Based on the above consideration, I hereby recommend approval of this application with the following modifications:

- The ULURP process was designed to provide all reviewing parties with full and complete disclosure of likely outcomes of any given requested action. Modifications, as received on April 26, 2017, after the community board had voted is not an acceptable practice. Community Board 14 should have the opportunity to be briefed and provide a recommendation immediately on all changes to the application. The ULURP process was designed to provide all reviewing parties with full and complete disclosure of likely outcomes of any given requested action. Last minute changes are contrary to the purpose of the ULURP process.
- The Department should avoid offering "A – Applications" in this manner in the future.
- Analysis of the "A-Application" indicates that an additional 96 units of housing would be generated by the addition of properties to the rezoning. The total number of new dwelling units including the 96 added by the addition of properties should not exceed an overall number of 1100 units of new housing for the rezoning area as recommended by Community Board 14. There must be a balance of heights and densities that will attract new economic activity and residents without drastically altering or impacting the neighboring residential areas.

QUEENS BOROUGH PRESIDENT RECOMMENDATION
ULURP #170246 HUQ

- In addition Community Board 14 made recommendations that should be adopted as follows:
 - All proposed R7 Districts should be replaced by R6 Districts with 85 feet height restrictions throughout the Far Rockaway Urban Renewal Area (FRURA)
 - All proposed R6 Districts should be changed to R5 districts with a 40 feet building height restriction at the edges of the FRURA
 - That the density/total amount of units within the FRURA be limited to 1100 units of housing
 - A zoned school within the FRURA. Location of a school within a residential or commercial building would be acceptable
 - Location of a park or playground on a former Department of Sanitation site instead of disposing it as proposed
 - All part or full time workers should be paid prevailing wages
 - A Community Benefits Agreement should be negotiated by the affected civics and elected officials
 - Creation of a Community Advisory Committee comprised of Community Board members, local residents and business owners should be convened and meet no less than quarterly until completion of the project
 - The parking requirement should be 75% of all residential for all new residential developments.
 - The income mix of new units should be: Market Rate – 40% of all units built, Affordable – 60% of all units (20% of units @ 30% AMI, the remaining at no lower than 60% or higher, 80% AMI preferred)
 - Breakdown of total 1100 units should be 60% rentals and 40% homeownership
 - Community space set aside for day care and healthcare
 - Infrastructure upgrades to accommodate 1100 units of new housing
 - Widening of Beach 21st Street northbound towards Mott Avenue to enable buses to turn onto Mott Avenue
 - Retail and commercial space shall be limited to the first two floors of all new buildings
 - Construction of a new municipal parking lot within or directly adjacent to the FRURA
 - Job and apprentice training for local area residents to work/participate in new construction and City Council negotiation



PRESIDENT, BOROUGH OF QUEENS

May 10, 2017
DATE

Queens Borough President Recommendation

APPLICATION: ULURP #170247 HDQ

COMMUNITY BOARD: Q14

DOCKET DESCRIPTION

IN THE MATTER OF an application submitted by the Department of Housing Preservation and Development, pursuant to Section 197-c of the NYC Charter, for the disposition of city-owned property (Block 15529, lots 9 and 10; Block 15537, p/o 1, 5, p/o 40, 46, 50, 51, 53, 54, 55, 56, 57, 58,, 59, 60, 63, 65, 71, 79, 89, 92, 94, 99, 100, 112, 128, and 130), within the Downtown Far Rockaway Urban Renewal Area, Borough of Queens, Community District 14. (Related applications ULURP #170243(A) ZMQ, #170244(A) ZRQ, #170245 HGQ, #170246 HUQ, #170248 PPQ)

PUBLIC HEARING

A Public Hearing was held in the Borough President's Conference Room at 120-55 Queens Boulevard on Thursday, April 27, 2017 at 10:30 A.M. pursuant to Section 82(5) of the New York City Charter and was duly advertised in the manner specified in Section 197-c (i) of the New York City Charter. The applicant made a presentation. There were five (5) speakers in favor and eight (8) against. The hearing was closed.

CONSIDERATION

Subsequent to a review of the application and consideration of testimony received at the public hearing, the following issues and impacts have been identified:

- This application was filed for approval of disposition of properties within the Downtown Far Rockaway Urban Renewal Area (DFRURA) to implement redevelopment of the urban renewal area to revitalize the commercial core of Far Rockaway. The DFRURA part of Subdistrict A of the Special Downtown Far Rockaway District.;
- The DFRURP has been created to define the uses allowable, redevelopment controls, mechanisms to be used to accomplish the goals and objectives of the plan to revitalize within its 13-acre area. The urban renewal plan also identifies the responsibilities of developers to adhere to the plan and timeframes for compliance.;
- In addition to the applications concurrently under review with this application, the study area would be mapped as the Special Downtown Far Rockaway District. The provisions of the special purpose district would strengthen the commercial core, support development of vacant or underutilized parcels, encourage building design that complements the existing neighborhood and regulate a transition of building heights between the downtown commercial core and neighboring lower scale residential areas. The special purpose district also identifies specific publicly accessible open spaces, enhancements of transit nodes to attract retail, entertainment and commercial development, integration of new roadways for an improved pedestrian and vehicular network. Within the special purpose district, all residential and community facilities with sleeping accommodations in the R6 and R7-1 Districts would be subject to the requirements of the Quality Housing Program. Any housing built in the R6 and R7-1 Districts would be subject to Mandatory Inclusionary Housing requirements.;
- Subdistrict A is located within the Special Downtown Far Rockaway District and includes the Far Rockaway Shopping Center. The subdistrict also includes the Downtown Far Rockaway Urban Renewal Area. The subdistrict has further controls on location of tower and buildings, building heights, public open spaces and private streets within the subdistrict. These controls are intended to promote redevelopment of the subdistrict in a manner that creates better access through the area that is pedestrian friendly and attractive to draw activity into the area. The Far Rockaway Shopping Center is centrally located in the commercial core of the area. However, it has long been an underutilized and poorly maintained property that has had trouble keeping tenants and drawing shoppers to the area. The special district is designed to facilitate redevelopment of the shopping center.;
- This application is part of a set of actions undertaken by a number of agencies to revitalize and support Downtown Far Rockaway and the residential neighborhoods around it. There were neighborhood rezonings in 2005 and 2008, the Far Rockaway Station Area Master Plan in 2006, the Rockaway Development & Revitalization Corporation Redesign Plan and Rockaway East – New York Rising Community Reconstruction Plan in 2014. A city capital project – the Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project is currently in preliminary design. This application and the related actions listed above are part of the latest coordinated effort focusing on the area to increase economic activity, provide both market rate and affordable housing, improve public spaces and pedestrian circulation, transportation improvements and commercial corridors.;
- Community Board 14 (CB 14) approved these applications with conditions by a vote of twenty-six (26) in favor, with two (2) against and none (0) abstaining at a public meeting held on March 29, 2017. The overall sentiment of the CB14 motion is that the proposed building heights and density are out of character with the downtown area and the adjacent neighborhoods. Conditions as follows:

QUEENS BOROUGH PRESIDENT RECOMMENDATION
ULURP #170247 HDQ

- All proposed R7 Districts should be replaced by R6 Districts with 85 feet height restrictions throughout the Far Rockaway Urban Renewal Area (FRURA)
 - All proposed R6 Districts should be changed to R5 districts with a 40 feet building height restriction at the edges of the FRURA
 - That the density/total amount of units within the FRURA be limited to 1100 units of housing
 - A zoned school within the FRURA. Location of a school within a residential or commercial building would be acceptable
 - Location of a park or playground on a former Department of Sanitation site instead of disposing it as proposed
 - All part or full time workers should be paid prevailing wages
 - A Community Benefits Agreement should be negotiated by the affected civics and elected officials
 - Creation of a Community Advisory Committee comprised of Community Board members, local residents and business owners should be convened and meet no less than quarterly until completion of the project
 - The parking requirement should be 75% of all residential for all new residential developments.
 - The income mix of new units should be: Market Rate – 40% of all units built, Affordable – 60% of all units (20% of units @ 30% AMI, the remaining at no lower than 60% or higher, 80% AMI preferred)
 - Breakdown of total 1100 units should be 60% rentals and 40% homeownership
 - Community space set aside for day care and healthcare
 - Infrastructure upgrades to accommodate 1100 units of new housing
 - Widening of Beach 21st Street northbound towards Mott Avenue to enable buses to turn onto Mott Avenue
 - Retail and commercial space shall be limited to the first two floors of all new buildings
 - Construction of a new municipal parking lot within or directly adjacent to the FRURA
 - Job and apprentice training for local area residents to work/participate in new construction and City Council negotiation
- Amended applications for the rezoning (ULURP #170243 (A) ZMQ) and zoning text amendment (ULURP 170244(A) ZRQ) were filed on April 26, 2017. The amended rezoning application includes an extension of the rezoning and special district boundaries to include properties in the proposed R6/C2-4 district on Block 15535 Lots 9, 11 and part of 62, a proposed R6 district on Block 15574 Lots 36 and parts of 28 & 48. An extension of a proposed C2-4 overlay for Block 15563 Parts of Lots 31, 40 and 43. The application for the zoning text amendment establishing the Special Downtown Far Rockaway District has been amended to reflect the changes made to the rezoning application.;
- At the Borough President's land use public hearing, the project team lead by the NYC Economic Development Corporation (EDC) presented the applications and the amendments that were submitted in the revised applications on April 26, 2017. EDC also stated that the issues raised by CB 14 and the community were being considered by the project team and they would work to address the concerns raised. There were four (4) speakers who indicated they were against the application. However, their testimony was more specifically focused against disposition of the former Department of Sanitation site for development. Their testimony stated a need and support for a community garden but did not address other aspects of the overall Downtown Far Rockaway Development Plan. The other speakers who were in opposition to the application testified about the increased building heights, number of housing units and potential negative impacts on traffic flows, inadequate public transportation services, shortage of parking in the downtown area, flooding risks, infrastructure, lack of school seats and other quality of life issues. The speakers in favor testified about long needed economic investments and growth, increased opportunities for housing, jobs, goods and services for Downtown Far Rockaway.

RECOMMENDATION

Downtown Far Rockaway is ready for investment and infrastructure improvements that will enhance economic vitality and activate the local community by providing area residents with more choices for goods and services as well as opportunities for employment. There is broad support for improvement of the quality of life in the Downtown Far Rockaway area and the commitment of public and private resources and efforts to improve and revitalize the area as well. However, any improvements and investments must be done with sensitivity to the longtime residents of the area who have committed to stay and have invested in their homes and in the area.

Based on the above consideration, I hereby recommend approval of this application with the following modifications:

- The ULURP process was designed to provide all reviewing parties with full and complete disclosure of likely outcomes of any given requested action. Modifications, as received on April 26, 2017, after the community board had voted is not an acceptable practice. Community Board 14 should have the opportunity to be briefed and provide a recommendation immediately on all changes to the application. The ULURP process was designed to provide all reviewing parties with full and complete disclosure of likely outcomes of any given requested action. Last minute changes are contrary to the purpose of the ULURP process.
- The Department should avoid offering "A – Applications" in this manner in the future.
- Analysis of the "A-Application" indicates that an additional 96 units of housing would be generated by the addition of properties to the rezoning. The total number of new dwelling units including the 96 added by the addition of properties should not exceed an overall number of 1100 units of new housing for the rezoning area as recommended by Community Board 14. There must be a balance of heights and densities that will attract new economic activity and residents without drastically altering or impacting the neighboring residential areas.

QUEENS BOROUGH PRESIDENT RECOMMENDATION
ULURP #170247 HDQ

- In addition Community Board 14 made recommendations that should be adopted as follows:
 - All proposed R7 Districts should be replaced by R6 Districts with 85 feet height restrictions throughout the Far Rockaway Urban Renewal Area (FRURA)
 - All proposed R6 Districts should be changed to R5 districts with a 40 feet building height restriction at the edges of the FRURA
 - That the density/total amount of units within the FRURA be limited to 1100 units of housing
 - A zoned school within the FRURA. Location of a school within a residential or commercial building would be acceptable
 - Location of a park or playground on a former Department of Sanitation site instead of disposing it as proposed
 - All part or full time workers should be paid prevailing wages
 - A Community Benefits Agreement should be negotiated by the affected civics and elected officials
 - Creation of a Community Advisory Committee comprised of Community Board members, local residents and business owners should be convened and meet no less than quarterly until completion of the project
 - The parking requirement should be 75% of all residential for all new residential developments.
 - The income mix of new units should be: Market Rate – 40% of all units built, Affordable – 60% of all units (20% of units @ 30% AMI, the remaining at no lower than 60% or higher, 80% AMI preferred)
 - Breakdown of total 1100 units should be 60% rentals and 40% homeownership
 - Community space set aside for day care and healthcare
 - Infrastructure upgrades to accommodate 1100 units of new housing
 - Widening of Beach 21st Street northbound towards Mott Avenue to enable buses to turn onto Mott Avenue
 - Retail and commercial space shall be limited to the first two floors of all new buildings
 - Construction of a new municipal parking lot within or directly adjacent to the FRURA
 - Job and apprentice training for local area residents to work/participate in new construction and City Council negotiation



May 10, 2017

PRESIDENT, BOROUGH OF QUEENS

DATE

Queens Borough President Recommendation

APPLICATION: ULURP #170248 PPQ

COMMUNITY BOARD: Q14

DOCKET DESCRIPTION

IN THE MATTER OF an application submitted by the Department of Citywide Administrative Services, pursuant to Section 197-c of the NYC Charter, for the disposition of two city-owned properties located on Beach 21st Street, south of Mott Avenue (Block 15705, Lots 59 and 69) and on the northwest corner of Augustina and Nameoke Avenues (Block 15534, Lot 70), pursuant to zoning. Borough of Queens, Community District 14, as shown on a diagram (for illustrative purposes only) dated January 30, 2017, and subject to the conditions of CEQR Declaration E-415. (Related applications ULURP #170243(A) ZMQ, #170244(A) ZRQ, #170245 HGQ, #170246 HUQ, #170247 HDQ)

PUBLIC HEARING

A Public Hearing was held in the Borough President's Conference Room at 120-55 Queens Boulevard on Thursday, April 27, 2017 at 10:30 A.M. pursuant to Section 82(5) of the New York City Charter and was duly advertised in the manner specified in Section 197-c (i) of the New York City Charter. The applicant made a presentation. There were five (5) speakers in favor with eight (8) against. The hearing was closed.

CONSIDERATION

Subsequent to a review of the application and consideration of testimony received at the public hearing, the following issues and impacts have been identified:

- This application is for the disposition of two city-owned properties pursuant to zoning. Both parcels would be disposed for potential redevelopment.;
- The parcel on Mott Avenue and Beach 21st Street is currently used as a layover area for buses and a municipal parking lot. Following relocation of the buses layover, a portion of the property (Lot 59) would be used to build a public plaza. The remaining portion of the lot would be a potential development site. The vacant property located at Nameoke Avenue between Augustina and Brunswick Avenues is currently under the jurisdiction of the NYC Department of Sanitation.;
- In addition to the applications concurrently under review with this application, the study area would be mapped as the Special Downtown Far Rockaway District. The provisions of the special purpose district would strengthen the commercial core, support development of vacant or underutilized parcels, encourage building design that complements the existing neighborhood and regulate a transition of building heights between the downtown commercial core and neighboring lower scale residential areas. The special purpose district also identifies specific publicly accessible open spaces, enhancements of transit nodes to attract retail, entertainment and commercial development, integration of new roadways for an improved pedestrian and vehicular network. Within the special purpose district, all residential and community facilities with sleeping accommodations in the R6 and R7-1 Districts would be subject to the requirements of the Quality Housing Program. Any housing built in the R6 and R7-1 Districts would be subject to Mandatory Inclusionary Housing requirements.;
- Subdistrict A is located within the Special Downtown Far Rockaway District and includes the Far Rockaway Shopping Center. The subdistrict also includes the Downtown Far Rockaway Urban Renewal Area. The subdistrict has further controls on location of tower and buildings, building heights, public open spaces and private streets within the subdistrict. These controls are intended to promote redevelopment of the subdistrict in a manner that creates better access through the area that is pedestrian friendly and attractive to draw activity into the area. The Far Rockaway Shopping Center is centrally located in the commercial core of the area. However, it has long been an underutilized and poorly maintained property that has had trouble keeping tenants and drawing shoppers to the area. The special district is designed to facilitate redevelopment of the shopping center.;
- This application is part of a set of actions undertaken by a number of agencies to revitalize and support Downtown Far Rockaway and the residential neighborhoods around it. There were neighborhood rezonings in 2005 and 2008, the Far Rockaway Station Area Master Plan in 2006, the Rockaway Development & Revitalization Corporation Redesign Plan and Rockaway East – New York Rising Community Reconstruction Plan in 2014. A city capital project – the Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project is currently in preliminary design. This application and the related actions listed above are part of the latest coordinated effort focusing on the area to increase economic activity, provide both market rate and affordable housing, improve public spaces and pedestrian circulation, transportation improvements and commercial corridors.;
- Community Board 14 (CB 14) approved these applications with conditions by a vote of twenty-six (26) in favor, with two (2) against and none (0) abstaining at a public meeting held on March 29, 2017. The overall sentiment of the CB14 motion is that the proposed building heights and density are out of character with the downtown area and the adjacent neighborhoods. Conditions as follows:

QUEENS BOROUGH PRESIDENT RECOMMENDATION
ULURP #170248 PPQ

- All proposed R7 Districts should be replaced by R6 Districts with 85 feet height restrictions throughout the Far Rockaway Urban Renewal Area (FRURA)
 - All proposed R6 Districts should be changed to R5 districts with a 40 feet building height restriction at the edges of the FRURA
 - That the density/total amount of units within the FRURA be limited to 1100 units of housing
 - A zoned school within the FRURA. Location of a school within a residential or commercial building would be acceptable
 - Location of a park or playground on a former Department of Sanitation site instead of disposing it as proposed
 - All part or full time workers should be paid prevailing wages
 - A Community Benefits Agreement should be negotiated by the affected civics and elected officials
 - Creation of a Community Advisory Committee comprised of Community Board members, local residents and business owners should be convened and meet no less than quarterly until completion of the project
 - The parking requirement should be 75% of all residential for all new residential developments.
 - The income mix of new units should be: Market Rate – 40% of all units built, Affordable – 60% of all units (20% of units @ 30% AMI, the remaining at no lower than 60% or higher, 80% AMI preferred)
 - Breakdown of total 1100 units should be 60% rentals and 40% homeownership
 - Community space set aside for day care and healthcare
 - Infrastructure upgrades to accommodate 1100 units of new housing
 - Widening of Beach 21st Street northbound towards Mott Avenue to enable buses to turn onto Mott Avenue
 - Retail and commercial space shall be limited to the first two floors of all new buildings
 - Construction of a new municipal parking lot within or directly adjacent to the FRURA
 - Job and apprentice training for local area residents to work/participate in new construction and City Council negotiation
- o Amended applications for the rezoning (ULURP #170243 (A) ZMQ) and zoning text amendment (ULURP 170244(A) ZRQ) were filed on April 26, 2017. The amended rezoning application includes an extension of the rezoning and special district boundaries to include properties in the proposed R6/C2-4 district on Block 15535 Lots 9, 11 and part of 62, a proposed R6 district on Block 15574 Lots 36 and parts of 28 & 48. An extension of a proposed C2-4 overlay for Block 15563 Parts of Lots 31, 40 and 43. The application for the zoning text amendment establishing the Special Downtown Far Rockaway District has been amended to reflect the changes made to the rezoning application.;
- o At the Borough President's land use public hearing, the project team lead by the NYC Economic Development Corporation (EDC) presented the applications and the amendments that were submitted in the revised applications on April 26, 2017. EDC also stated that the issues raised by CB 14 and the community were being considered by the project team and they would work to address the concerns raised. There were four (4) speakers who indicated they were against the application. However, their testimony was more specifically focused against disposition of the former Department of Sanitation site for development. Their testimony stated a need and support for a community garden but did not address other aspects of the overall Downtown Far Rockaway Development Plan. The other speakers who were in opposition to the application testified about the increased building heights, number of housing units and potential negative impacts on traffic flows, inadequate public transportation services, shortage of parking in the downtown area, flooding risks, infrastructure, lack of school seats and other quality of life issues. The speakers in favor testified about long needed economic investments and growth, increased opportunities for housing, jobs, goods and services for Downtown Far Rockaway.

RECOMMENDATION

Downtown Far Rockaway is ready for investment and infrastructure improvements that will enhance economic vitality and activate the local community by providing area residents with more choices for goods and services as well as opportunities for employment. There is broad support for improvement of the quality of life in the Downtown Far Rockaway area and the commitment of public and private resources and efforts to improve and revitalize the area as well. However, any improvements and investments must be done with sensitivity to the longtime residents of the area who have committed to stay and have invested in their homes and in the area.

Based on the above consideration, I hereby recommend approval of this application with the following modifications:

- The ULURP process was designed to provide all reviewing parties with full and complete disclosure of likely outcomes of any given requested action. Modifications, as received on April 26, 2017, after the community board had voted is not an acceptable practice. Community Board 14 should have the opportunity to be briefed and provide a recommendation immediately on all changes to the application. The ULURP process was designed to provide all reviewing parties with full and complete disclosure of likely outcomes of any given requested action. Last minute changes are contrary to the purpose of the ULURP process.
- The Department should avoid offering "A – Applications" in this manner in the future.
- Analysis of the "A-Application" indicates that an additional 96 units of housing would be generated by the addition of properties to the rezoning. The total number of new dwelling units including the 96 added by the addition of properties should not exceed an overall number of 1100 units of new housing for the rezoning area as recommended by Community Board 14. There must be a balance of heights and densities that will attract new economic activity and residents without drastically altering or impacting the neighboring residential areas.

QUEENS BOROUGH PRESIDENT RECOMMENDATION
ULURP #170248 PPQ

- In addition Community Board 14 made recommendations that should be adopted as follows:
 - All proposed R7 Districts should be replaced by R6 Districts with 85 feet height restrictions throughout the Far Rockaway Urban Renewal Area (FRURA)
 - All proposed R6 Districts should be changed to R5 districts with a 40 feet building height restriction at the edges of the FRURA
 - That the density/total amount of units within the FRURA be limited to 1100 units of housing
 - A zoned school within the FRURA. Location of a school within a residential or commercial building would be acceptable
 - Location of a park or playground on a former Department of Sanitation site instead of disposing it as proposed
 - All part or full time workers should be paid prevailing wages
 - A Community Benefits Agreement should be negotiated by the affected civics and elected officials
 - Creation of a Community Advisory Committee comprised of Community Board members, local residents and business owners should be convened and meet no less than quarterly until completion of the project
 - The parking requirement should be 75% of all residential for all new residential developments.
 - The income mix of new units should be: Market Rate – 40% of all units built, Affordable – 60% of all units (20% of units @ 30% AMI, the remaining at no lower than 60% or higher, 80% AMI preferred)
 - Breakdown of total 1100 units should be 60% rentals and 40% homeownership
 - Community space set aside for day care and healthcare
 - Infrastructure upgrades to accommodate 1100 units of new housing
 - Widening of Beach 21st Street northbound towards Mott Avenue to enable buses to turn onto Mott Avenue
 - Retail and commercial space shall be limited to the first two floors of all new buildings
 - Construction of a new municipal parking lot within or directly adjacent to the FRURA
 - Job and apprentice training for local area residents to work/participate in new construction and City Council negotiation



PRESIDENT, BOROUGH OF QUEENS

May 10, 2017

DATE



Honorable Marisa Lago
Chair
New York City Planning Commission
120 Broadway, 31st Floor
New York, NY 10271

June 28, 2017

Dear Chair Lago,

We thank you and the Commission for your continued engagement on the Downtown Far Rockaway Redevelopment Project. As I noted during my testimony at the May 24th public hearing, we believe that the land use actions currently before the Commission present an incredible opportunity to jumpstart balanced development in an area of Queens that has great potential but has suffered decades of disinvestment.

As evidenced by some of the public testimony at the May 24th CPC Public Hearing, as well as comments submitted during the public comment period, there is interest by some in identifying additional open space opportunities in the area, as well as specific advocacy for space to accommodate community gardening uses. Additionally, there are some who raised concerns about future plans for the 14,000-sf City-owned site (referred to as the DSNY site in the Land Use application), which is on the northwest corner of Augustina Avenue and Nameoke Avenue (Queens Block 15534, Lot 70) and currently vacant. As part of the Downtown Far Rockaway Redevelopment Project, the City is seeking authority to dispose of the DSNY site in order to allow for redevelopment. While the EIS projects housing on this site, the City will continue to work with the community to evaluate the best uses for the site. Prior to any disposition of the site, NYCEDC will meet with community members and stakeholders to gather feedback about what uses are desired.

As noted in the June 19th review session, NYCEDC will continue to seek to identify open space improvements to serve the Downtown Far Rockaway community in the coming months, including opportunities for more open space, including community gardens, improved quality of existing open spaces, or additional programming within existing open spaces.

We look forward to advancing this project together and thank you again for your time and consideration.

Sincerely,



Nathan Bliss
Senior Vice President, Development
New York City Economic Development Corporation

Downtown Far Rockaway Redevelopment Project

ULURP Nos.: C170243(A) ZMQ, N170244(A) ZRQ, N170245 HGQ, C170246 HUQ, C170247 HDQ, C170248 PPQ

Response to Questions from CPC Public Hearing on May 24, 2017
For June 19, 2017 CPC Review Session

Q: Provide overview of retail market study findings and how it relates to the proposed zoning.

A: See attached August 2015 market analysis from Beyer Blinder Belle, HR&A, and VHB. The attached slides present updated data.

Q: Where are Downtown Far Rockaway residents commuting to for work?

A: In 2014, approximately 9.4% of Far Rockaway* residents worked in Far Rockaway. Approximately 17% of residents commuted to parts of Nassau County for work. Far Rockaway residents that were commuting to work in other areas of New York City were primarily travelling to Downtown Brooklyn (7.3% of the Far Rockaway workforce). Other NYC neighborhoods where Far Rockaway residents work include Midtown West (2.9%), Tribeca/Civic Center (2.6%), Chinatown (2%) and JFK Airport (1.8%). About one quarter of the Far Rockaway workforce is employed in the health care and social assistance sector. The next largest industries are retail, educational services, accommodations and food services, and transportation and warehousing.

The strategies in the Roadmap for Action aim to connect residents to job opportunities. In order to better connect residents to nearby job centers, DOT's planned work will improve transit operations and circulation throughout the downtown, and we will continue to engage with the MTA to explore service improvements to the LIRR and NYCT. The City will also continue to work with the Workforce1 Center in Arverne to deliver targeted programs to get residents into quality jobs across the City, and to support local options for employment, including at St. John's Episcopal Hospital. We have also partnered with the Port Authority and employers at JFK International Airport, a major source of employment near Downtown Far Rockaway. As strategies in the Roadmap for Action are implemented, we will continue to

connect Rockaway residents to jobs created through City purchases and investments through HireNYC.

*(*Defined as zip code 11691. Source: U.S.Census Bureau, Center for Economic Studies; On the Map 2014)*

Q: Is Downtown Far Rockaway a fresh food desert? Do local grocery stores not provide fresh fruits and vegetables?

A: Downtown Far Rockaway has numerous existing small-scale grocers as well as larger supermarkets (over 5,000 sf) that are likely to have a full line of groceries including fresh produce (e.g. Food Dynasty*, Key Food, Bravo Supermarket and Shop Fair Supermarket). Based on the ratio of supermarket square footage to existing and future residents, the area also has the capacity to accommodate additional supermarket square footage. The proposed zoning would unlock opportunities for retail in mixed-use buildings, and the A-Application included a project that would expand an existing grocery store with affordable housing above. Through the Food Retail Expansion to Support Health (FRESH) program, Downtown Far Rockaway is eligible for New York City Industrial Development Agency (NYCIDA) discretionary tax incentives, which can be granted to grocery store operators renovating existing retail space or developers seeking to construct or renovate retail space to lease to a full-line grocery store operator. In order to be eligible, stores must meet certain requirements about their offerings, including a requirement that at least 500 square feet of retail space must be dedicated to fresh produce. In addition, there are community farms in nearby Edgemere – the Rockaway Youth Task Force farm at Beach Channel Drive and Beach 58th Street and the Edgemere Farm on Beach Channel Drive between Beach 46th and 45th Streets. The City is open to working with the community to identify potential sites for additional community farms and urban agriculture to serve the Downtown Far Rockaway community.

*(*While the Food Dynasty is located within the proposed DFRURA, it is anticipated that the site would be redeveloped with a supermarket of similar size.)*

Q: What is the City doing about the community's concern about police vehicle parking?

A: The 101st Precinct has Authorized Parking signage on Cornaga Avenue in front of the precinct (between Scott Gadell Place and Mott Avenue). They also have Authorized Parking on both sides of Scott Gadell Place between Cornaga Avenue and the dead end. DOT is open

to continued dialogue with the precinct in an effort to identify community parking issues and ways to improve the condition at Cornaga Avenue and Mott Avenue.

Q: What is the City’s response to the community’s request for the DSNY site to be a community garden or a park?

A: At this time, the City is seeking authority to dispose of the DSNY site, in order to allow for redevelopment if this is deemed the best use for the site. While the EIS projects housing on this site for the purposes of analysis, the City will work with the community to determine the best use for the site. The City will also work with the community to identify other potential sites for community gardens and parks to serve the Downtown Far Rockaway community.

Q: How will the City ensure that local businesses are not negatively impacted during construction?

A: The City will work with the Downtown Far Rockaway community to come up with ways to minimize the negative impacts of capital construction on community stakeholders, including residents and small businesses. When there is a local community-based organization advocating for small business issues, SBS can work with them to ensure that businesses adequately prepare for the period of construction—for example, securing business interruption insurance and a line of credit—while also ensuring the organization has the resources to implement a proactive marketing campaign for the commercial district, visually reminding shoppers that the district remains open for business. For example, the Myrtle Avenue Brooklyn Partnership spearheaded the “Come in, we’re open” campaign during a phase of their corridor’s public plaza and streetscape construction, using highly visible signage and public programming to continue to pull residents and shoppers to small businesses even where barricades and fencing might lead one to believe that they were closed. The City will coordinate with local partners to determine the best way to ensure that businesses can thrive during and after construction, and will work to identify funding for those efforts.

Downtown Far Rockaway Redevelopment Project

ULURP Nos.: C170243(A) ZMQ, N170244(A) ZRQ, N170245 HGQ, C170246 HUQ, C170247 HDQ, C170248 PPQ

Response to Questions from CPC Public Hearing on May 24, 2017

Q: What is the City's response to the Community Board's request to replace the proposed R7-1 district with R6 (and limit tallest two buildings at 105' or 10 stories with a maximum height for all other buildings of 85') and to replace the proposed R6 district with R5 (with a height limit of 45')?

A: The proposed R7-1 district is focused primarily on the proposed Downtown Far Rockaway Urban Renewal Area (DFRURA), which is located between the LIRR and the A-Train, and outside of the 100- and 500-year flood zones, making it an ideal location for denser, mixed-use development. Replacing the proposed R7-1 district with R6 would not allow for enough density for a feasible development on this complicated site. The Special District Text aims to modify the underlying R7-1 zoning to ensure that new, taller development is concentrated in the center of the site and steps down to the surrounding context. In response to community concerns about height and density, the A-Application adjusted maximum allowable building heights on the DFRURA by stepping heights down even more along Nameoke and Redfern Avenues to ensure a better transition where the buildings meet the surrounding neighborhood. Lowering the maximum allowable building heights would shift bulk around, and could result in less ideal building forms on the DFRURA. Outside of the DFRURA, moderate increases in density would help to support the redevelopment of the area's underutilized sites. Adjusting the maximum permitted base and building heights will not only help blend new development into the existing neighborhood's fabric, but will help to provide enough design flexibility to help unlock the development of the area's deep and irregular lots. Replacing the proposed R6 zoning district in the rezoning area with an R5 district would not allow for additional floor area in these areas, severely limiting development throughout the majority of the rezoning area and precluding these areas from becoming Mandatory Inclusionary Housing Areas. Tower locations were also further limited to the interior of the DFRURA site, which is a key goal of the plan.

Q: What is the City’s response to the Community Board’s request to increase the parking requirement throughout the rezoning area to 75% for residential units?

A: In response to feedback from the community during public outreach and to reflect the parking need in the area, the proposed Special District would increase the parking requirement for commercial space compared to what would be required under proposed zoning (from 1 space per 1,000 sf to 1 space per 750 sf). The proposed Special District would also increase the parking requirement for affordable residential units (from 15% to 25%), and would decrease the parking requirement for all other residential units, from 85% to 50%. Adjustments to the residential parking requirement were designed to balance auto ownership in the area with the area’s transit options. The DEIS parking analysis finds that, with the proposed parking requirements, overall there would be sufficient parking capacity in the area, including accessory parking provided in the new developments and on-street spots. Increasing the residential parking requirement beyond what is proposed in the Special District Text would severely limit the financial feasibility for affordable housing development in the area.

Q: What is the City doing to coordinate improvements to the area’s mass transit network with the MTA?

A: Throughout the planning for the Downtown Far Rockaway Roadmap for Action and the proposed land use actions, the City and MTA have worked constructively to plan for the future of the neighborhood. MTA is a part of the Downtown Far Rockaway interagency team, which has been meeting regularly since 2015. New York City Department of Transportation has also been engaged in conversations with MTA and LIRR on strategies to improve public transportation in Downtown Far Rockaway. Separate from the proposed land use actions, DOT will be implementing the Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project, which is designed to enhance the public realm with a comprehensive urban design plan and streetscape improvements that will encourage a safer, more inviting pedestrian experience while employing sustainable, energy-efficient and visually appealing street design elements. As part of this project, bus and commuter van operations will be reorganized to increase efficiency and convenience for users – a plan that was selected at the preferred alternative following a transit study that was coordinated with MTA. Transit access plays an essential role in the future of Downtown Far Rockaway, and the City will continue to work with the MTA throughout the remaining stages of the project.

Q: What is the breakdown of uses for \$91 million allocated for Downtown Far Rockaway? How does the \$91 million support the land use actions? What are the other investments in Downtown Far Rockaway?

A: The \$91M will be used to implement the comprehensive strategies in the Downtown Far Rockaway Roadmap for Action, including the activation of underutilized properties. This funding is in addition to additional funds that have been committed to Downtown Far Rockaway for storefront improvements (\$180,000), DEP infrastructure work (\$57.5M for SE-830), DOT streetscape improvements (\$19.74M for Phase 1 SANDR02/SE830), the new public library (\$30M), and improvements to the Sorrentino Rec Center (\$1M).

Q: Provide overview of retail market study findings and how it relates to the proposed zoning.

A: While there are active retail corridors in Downtown Far Rockaway, particularly Mott Avenue, Beach 20th Street, and Cornaga Avenue, there are significant vacancies in the area, and retail rents are low compared to retail clusters in Arverne-by-the-Sea and nearby Nassau County. The analysis suggests that there is some uncaptured spending – both from Downtown Far Rockaway residents and employees for convenience goods, as well as residents within a 15-minute trade area for comparison goods. Competition from nearly 5 million sf of retail in nearby shopping centers in Brooklyn, Queens, and Nassau County limits the potential for destination retail. However, there is potential for new full-service restaurants as well as convenience goods such as grocery stores and limited-service restaurants. The proposed project would encourage new ground-floor retail along major commercial corridors, as well as new residential development to increase the spending potential in Downtown Far Rockaway. The development community has also signaled their confidence in the retail potential in Downtown Far Rockaway. In March, we received a competitive set of proposals for the City-owned Beach 21st Street site, including strong retail components.

Q: How is the City coordinating with HRA regarding City-funded social service uses near the library (if any), and how will the City ensure that there are transparent and active uses in storefronts?

A: There are two social service agencies under contract with HRA located near the public library in Downtown Far Rockaway. These are important uses in the area, and EDC will coordinate with HRA to ensure that the agencies understand the City's proposed actions in the area. Commercial overlays throughout most of the rezoning area would encourage active

ground floor uses, and new development along portions of Mott Avenue and Beach 20th Street would be required to have active community facility and retail uses on the ground floors, mandatory sidewalk widenings, and transparent storefronts.

Q: What is the plan for the maintenance of future public realm improvements?

A: It is expected that The Rockaway Development and Revitalization Corporation (RDRC) will be the maintenance partner for the future Beach 21st Street plaza that will be constructed by DOT as part of their Urban Design and Streetscape Reconstruction project. A final maintenance plan for the future open space on the Urban Renewal Area has not yet been determined yet but it is expected that the developer of this site would be responsible for maintenance of the space.

Q: What is the City's response to the community's desire for a new school as part of the proposed project?

A: With all of the new development conservatively projected to occur with the rezoning, the DEIS analysis finds that there would be capacity in both elementary and middle schools in the relevant sub-district to accommodate new students. There are ten elementary schools (operating at 93.8 percent capacity) and 12 intermediate schools (operating at 69.4 percent capacity) within the sub-district that includes the rezoning area. In the future with the project, elementary schools would operate at 95% capacity with 286 available seats and intermediate schools would operate at 92.9% capacity with 190 available seats. Based on the analysis in the DEIS, there would be no impact to schools as a result of the proposed project that would warrant a new school in Downtown Far Rockaway. There are also four charter schools within the CSD that serve grades from Kindergarten through sixth grade. These schools were not included within the DEIS analysis but are available to neighborhood residents. This is a long-term plan, and projected development would occur over a long build out – so the effect on schools would be gradual. DOE has measures that it utilizes across the City to address increased school enrollments (e.g. relocating admin functions and reprogramming existing schools). EDC has coordinated closely with SCA and DOE, and will continue to work with them to explore ways to improve the educational offerings in Downtown Far Rockaway.

Q: What is the City's response to the request to extend the rezoning area boundary to the west to include all of Lot 70 of Block 15661, to facilitate a development on Lots 1, 9, and 70 on that block?

A: The City is not considering any further changes to the proposed rezoning area boundary at this time.

Q: In planning for a new branch library, did Queens Public Library consider a mixed-use development?

A: A mixed-use building including the library was explored as part of the planning process but not deemed feasible.

What is your marketing strategy for the area and future dispositions?

We are seeing overwhelming demand for our buildings and affordable units across the city, including in the Rockaways. The lottery just closed for Beach Green Dunes, which is a new 101 unit building currently under construction in an adjacent neighborhood to Far Rockaway. There were over 50,000 applications that building including 1,450 from the local community board district. Units in the building were affordable to a range of incomes from 50% to 90% Area Median Income (\$30,618 to \$73,404 for a family of three).

As part of the Downtown Far Rockaway initiative and rezoning area there are two City-owned sites and the Urban Renewal site. Development teams selected for affordable housing on City-owned sites are required to follow HPD/HDC marketing and tenant selection procedures, as outlined in HPD's Marketing Handbook available online. The primary objective of the marketing, lease-up and sales effort is to ensure that the process is fair and provides equal opportunity to all applicants and there is no discrimination. In addition, the process should affirmatively further fair housing by promoting racial, ethnic, income, and geographic diversity among residents and within the neighborhood, and by providing applicants with mobility, vision, or hearing disabilities that require accessible/adaptable units, priority for those units.

The development team is required to produce a Marketing Plan that describes their planned outreach strategy to citywide and targeted audiences, including with organizations serving people with mobility, hearing, and vision disabilities, and the local Community Board. At the commencement of full marketing, the HPD/HDC submits letters to the Community Board and elected officials affiliated with the district in which the development is located.

Online and paper applications are available through the NYC Housing Connect website. Units are awarded by lottery to income-eligible families 6 months prior to the project completion date, and advertised locally and citywide (on agency website, newspapers, and a telephone hotline). Per HPD's and HDC's affordable housing lottery rules, preferences are processed first, before the general lottery, in the following order:

1. Disability: 7%
 - a. Mobility-impaired: 5%
 - b. Visually- and/or hearing-impaired: 2%
2. Community Board: 50%
3. Municipal employees: 5%

As part of the above, how would HPD (and the City writ large) work to provide a range of incomes in the area?

HPD aims to facilitate mixed income development in Far Rockaway and HPD's financing programs are designed to achieve a range of incomes in City-sponsored affordable housing developments, whether located on City-owned or privately-owned land. The

mapping of Mandatory Inclusionary Housing (MIH) Area in Far Rockaway additionally will ensure that at least 20-30% of any new housing on privately owned land will include permanently affordable housing. On City-owned land where a competitive RFP process is involved, HPD can further encourage a mixed-income approach in the RFP and selection process that includes a range of incomes from very-low income households (30% of Area Median Income, or \$23,193 for a family of three) to moderate and middle income households at or above 100% Area Median Income or \$99,250 for a family of three.

Who are your housing stakeholder/partners?

As part of the City's planning process for the Downtown Far Rockaway initiative HPD did outreach at public workshops, community meetings and meetings with local non-profit organizations to collect input on housing needs in Far Rockaway. In addition to this HPD regularly works with the Center for New York City Neighborhoods (CNYCN) and HPD has a Neighborhood Preservation Contract with Neighborhood Housing Services of Jamaica, Inc., for this part of Queens to provide a variety of housing services to residents, especially homeowners. The locally-based organizations that provide housing services in Far Rockaway that are working with HPD include Margert Community Corporation, Catholic Charities, and Rockaway Development and Revitalization Corporation.

What are the incomes, rents, and need for affordable housing in area?

The median household income in Far Rockaway is about \$42,000 according to US Census 2010-2014 American Community Survey estimates and asking rents in Far Rockaway based on a survey of Far Rockaway apartments on www.Trulia.com are unaffordable to the average household. As an example, asking rent for a 2 bedroom in Far Rockaway is \$1,700. A household of three would have to earn at least \$68,000 to afford that unit and not be rent burdened. A rent burdened household is one that pays more than 30% of its income on rent. According to the New York City Housing and Vacancy Survey of 2014 55% of households in Community Board 14, which includes all of the Rockaway Peninsula and Broad Channel, are rent burdened.

Number of rent-stabilized in the area?

In Queens Community District 14, approximately 9% of the housing units are rent-stabilized. An additional 33% of the units are government-assisted in some way, including 9% of units in NYCHA developments. The remaining 58% is unregulated, the vast majority of which are in small homes*.

Describe the anti-harassment efforts in the area or what would be applied to the area?

The Administration is working on multiple fronts to keep New Yorkers in their homes and protect them from harassment and other illegal attempts to de-regulated stabilized housing.

*Data compiled by HPD Division of Research and Evaluation

The City has committed to funding free legal representation in Housing Court for all low-income tenants, including those facing harassment, and free legal counseling to any tenant facing eviction. The Mayor recently allocated an additional \$93 million to fulfill these legal services commitments, on top of the \$62 million that has already been set aside.

HPD continues to participate with the Department of Buildings, the NYS Attorney General, and NYC District Attorneys' offices on the first-ever Tenant Harassment Prevention Task Force, which **investigates and brings enforcement actions** – including criminal charges – against landlords who are found to be harassing tenants. Through referrals made by HPD's Office of Enforcement and Neighborhood Services, tenants, and community-based organizations, among other sources, the Task Force is investigating landlords that tenants claim are using a variety of tactics, including disruptive and dangerous renovation and construction projects, to force tenants to vacate rent-regulated apartments. HPD will continue to work with the Tenant Harassment Prevention Task Force to take action against landlords in who are harassing tenants, including those that might own property in the Far Rockaways. Referrals of allegations of harassment can be sent directly to the Task Force at thpt@hpd.nyc.gov.

For anyone at risk of becoming homeless, the Department of Homeless Services, through its HomeBase prevention centers, offer emergency assistance with the goal of keeping families out of the shelter system. The HomeBase prevention center in Far Rockaway is operated by Catholic Charities and is located at 1847 Mott Avenue.

Lastly, one of our most important tools to prevent displacement in Downtown Far Rockaway is to educate tenants about their rights and resources. HPD is committed to working with partner agencies, elected officials, and community groups to ensure tenants are aware of their rights and have access to important housing resources. HPD's Neighborhood Education and Outreach Unit hosts tenant fairs and coordinates HPD and other agency participation in community events, where they provide information about tenants' rights, legal services, rental assistance programs, the affordable housing application process, and other topics. The team also coordinates the distribution of multilingual housing resource materials. In addition, through its discretionary awards and Neighborhood Preservation Consultant contracts, the City Council and HPD provide critical funding to community-based organizations, including Neighborhood Housing Services of Jamaica, to promote tenant resources and deliver services, including financial counseling, legal clinics to prevent eviction, education and advocacy, tenant organizing, and emergency assistance. Community-based organizations can request materials or discuss HPD participation in an event by contacting Pam Glaser at glaserp@hpd.nyc.gov.



THE CITY OF NEW YORK
OFFICE OF THE MAYOR
NEW YORK, NY 10007

NOTICE OF COMPLETION

FINAL ENVIRONMENTAL IMPACT STATEMENT

for the

DOWNTOWN FAR ROCKAWAY REDEVELOPMENT PROJECT

Project: Downtown Far Rockaway Redevelopment Project

Lead Agency: Office of the Deputy Mayor for Housing & Economic Development
253 Broadway, 14th Floor
New York, NY 10007

CEQR Number: 16DME010Q

ULURP Numbers: C170243(A) ZMQ, N170244(A) ZRQ, N170245 HGQ, C170246 HUQ,
C170247 HDQ, C170248 PPQ

SEQRA Classification: Type I

Date Issued: June 29, 2017

Location: 23-Block area generally bounded by Cornaga Avenue to the south;
Beach 22nd Street, Beach Channel Drive and Redfern Avenue to the
west and northwest; Gateway Boulevard to the southeast; and Central
Avenue and Nameoke Avenue to the east and northeast.

Community District 14
Borough of Queens

Pursuant to City Environmental Quality Review, Mayoral Executive Order 91 of 1977, as amended, and the City Environmental Quality Review Rules of Procedure found at Title 62, Chapter 5 of the Rules of the City of New York (CEQR), and the State Environmental Quality Review Act, Article 8 of the New York State Environmental Conservation Law and its implementing regulations found at Part 617 of 6NYCRR (SEQRA), a Final Environmental Impact Statement (FEIS) has been prepared for the actions described below and is available for public inspection at the office listed on the last page of this notice. A public hearing on the DEIS and Technical Memorandum 001 was held on May 24, 2017 at 10:00 am at

the New York City Department of City Planning, Spector Hall, 22 Reade Street, New York, New York. Written comments on the DEIS and Technical Memorandum 001 were requested and were received by the Lead Agency until 5:00 pm on June 5, 2017. The FEIS incorporates responses to the public comments received on the DEIS and the Technical Memorandum 001.

1. INTRODUCTION

The City of New York, acting through the New York City (NYC) Economic Development Corporation (EDC), the New York City Department of Housing Preservation and Development (HPD), and the New York City Department of Citywide Administrative Services (DCAS), is proposing a series of land use actions, including zoning map amendments, zoning text amendments, disposition and acquisition of property, and the designation and approval of an Urban Renewal Area and Plan to implement recommendations of a comprehensive plan to redevelop and revitalize an approximately 23-block area of the Downtown Far Rockaway neighborhood of Queens, Community District 14.

The FEIS incorporates an amended Uniform Land Use Review Procedure (ULURP) application (referred to hereafter as the “A-Application”) that addresses issues raised just before or shortly after the January 27, 2017 issuance of the DEIS. The A-Application consisted of a series of modifications to the land use actions, including zoning text amendments and zoning map amendments, that were crafted in response to feedback on the application, to allow for additional development projects that met the purpose and need of the proposed project, and to ensure successful site planning on a complex and irregular site. Potential environmental impacts of the A-Application were evaluated in Technical Memorandum 001 and the FEIS incorporates the modifications associated with the A-Application.

The discretionary land use approvals, including the A-Application, are herein collectively referred to as the “Proposed Actions” and are described in more detail below. The Proposed Actions are expected to result in a net increase of 3,123 dwelling units (DUs), 164,595 gross square feet (gsf) of retail space and 80,947 gsf of community facility space (the “Proposed Project”). The Proposed Project also would provide a new publicly-accessible open space. The Analysis Year for environmental analysis purposes is 2032.

The Proposed Actions have been developed as part of a comprehensive community planning process that included a Working Group. The community planning process resulted in recommendations which were delivered to Mayor de Blasio in early 2016. In the 2016 State of the City Address, the Mayor announced a \$91 million commitment for the Downtown Far Rockaway area to spur revitalization of the neighborhood. Following the Mayor’s announcement, the City launched an interagency planning effort to respond to the Working Group and reestablish Downtown Far Rockaway as the commercial hub of the Rockaway peninsula, culminating in the release of the Downtown Far Rockaway Roadmap for Action (the Roadmap for Action) in August 2016. The Roadmap for Action integrates land use tools within infrastructure investments and improved community services to transform the downtown core into a vibrant, mixed-use center.

2. BACKGROUND

Study Area History

The Rockaway Peninsula as a whole became a popular area for seaside hotels starting in the 1830s, and its popularity grew with the development of the Long Island Rail Road’s (LIRR) Rockaway Beach Branch to Long Island City and Flatbush Terminal (now Atlantic Terminal). In 1898, when Far Rockaway was consolidated into the City of Greater New York, the estimated permanent population was 11,000 persons. In 1898, while not densely populated, Far Rockaway had begun to resemble the neighborhood it is today. From the late 1800s into the 1900s, Far Rockaway grew as a low-density residential neighborhood, featuring other land uses such as houses of worship, a hospital, banks, and general businesses, as well as attractions such as hotels and entertainment facilities along the seaside.

However, Far Rockaway lacked large-scale employers and many permanent residents had to make long daily commutes to the City's employment centers. Many homeowners supplemented their income by renting their homes during the summer months, when the peninsula became attractive for vacationing.

In the following century, Far Rockaway would experience more rapid growth: by 1930 the population had grown to 30,000 people; by 1950, the population was 50,000; and by 1960 the population was 79,000. In 1956 subway service was introduced to the neighborhood. The subway encouraged industrial and commercial growth and brought middle and working class people to the Rockaways, which increased the permanent, year-round population to 79,000 by 1960. However, in the later part of the 20th century, Far Rockaway began to lose its appeal as a summertime vacation spot. As the tourism industry declined, a lack of investment in Far Rockaway became evident and other aspects of the local economy began to take hold.

Historically, Downtown Far Rockaway's commerce was anchored around tourism, seaside entertainment and vacation rentals. Today, Downtown Far Rockaway serves as the neighborhood's central commercial downtown, and is anchored by the Central Avenue, Mott Avenue, and Beach 20th Street retail corridors; as well as the Far Rockaway LIRR line and the NYCT A-Train subway line. The area is also served by four MTA bus routes (QM17, Q22, and Q113/Q114) and three Nassau Inter-County Express (NICE) buses (N31/N32, and N33). The downtown area is defined by local-serving retail, office space, and community facilities such as the post office, public library, houses of worship and police and fire stations. However, decades of insufficient investment have resulted in underperforming retail corridors as well as a lack of housing options, community services, and amenities. The area is characterized by poor pedestrian circulation and uninviting streetscapes, with little public open space. Although Downtown Far Rockaway presents an opportunity for transit-oriented development, revitalization has been hindered due to a significant number of underutilized properties and existing zoning does not support transit-oriented mixed-use development of these sites.

Project Area

The Proposed Actions would affect an approximately 23-block area of the Downtown Far Rockaway neighborhood of Queens. The Project Area is generally bounded by Cornaga Avenue to the south; Beach 22nd Street, Beach Channel Drive and Redfern Avenue to the west and northwest; Gateway Boulevard to the southeast; and Central Avenue and Nameoke Avenue to the east and northeast. Some of the roadways within the Project Area are private streets (not mapped City streets) which are subject to public access easements. The Project Area comprises the areas described below, which would be directly affected by the Proposed Actions.

Rezoning Area

The Rezoning Area is the 22-block portion of the Project Area which would be rezoned to allow new residential uses and a mix of commercial and community facility uses that would complement the location. The boundaries of the Rezoning Area are generally coterminous with the boundaries of the Project Area but for the DSNY Disposition Site (see below), located at Nameoke and Augustina Avenues, which would not be rezoned under the Proposed Actions.

Proposed Downtown Far Rockaway Urban Renewal Area

The Proposed Downtown Far Rockaway Urban Renewal Area (DFRURA) is the approximately 13-acre portion of the Project Area north of Mott Avenue, east of Redfern Avenue and west of Central Avenue that is proposed for redevelopment by the City of New York. Parcels within the Proposed DFRURA may be acquired by the City through negotiations with property owners or through eminent domain and subsequently disposed for redevelopment with new housing, retail, commercial, community facility space, and public plaza space. The Proposed DFRURA would encourage new mixed-use development on a key site within the core of the downtown.

Disposition Sites

The Disposition Sites include two City-owned parcels, one of which is located at Beach 21st Street, between Mott and Cornaga Avenues, and is under the jurisdiction of DOT and the MTA (the DOT/MTA Disposition Site). The second site, located at the northwest corner of Augustina and Nameoke Avenues, is under the jurisdiction of DSNY (the DSNY Disposition Site). The Disposition Sites would be disposed of by sale or lease for redevelopment with housing, community facility space, commercial space and/or retail space.

3. PURPOSE AND NEED FOR THE PROPOSED ACTIONS

Limited private and public investments in Downtown Far Rockaway have resulted in underperforming retail corridors as well as a lack of housing options, community services, and amenities. The area is characterized by underutilized properties, poor pedestrian circulation, uninviting streetscapes and little public open space. To catalyze the revitalization of Downtown Far Rockaway, the Working Group was convened in October 2015 by the local Council Member representing City Council District 31 in partnership with City Hall and including other local elected officials and representatives from the community, business, and nonprofit sectors. With input from the public, the Working Group developed a set of recommendations to guide future public and private investment in Downtown Far Rockaway. The recommendations, delivered to Mayor de Blasio on February 1, 2016, are organized around the following goals:

- **Goal 1:** Re-establish Downtown Far Rockaway as the commercial and transportation hub of the Rockaway peninsula;
- **Goal 2:** Reposition the area as a mixed-use district, including new mixed-income housing;
- **Goal 3:** Activate the public realm with new connections and public open space;
- **Goal 4:** Improve the quality of life for residents through access to community services, education and quality jobs; and
- **Goal 5:** Build the capacity of community organizations and support local businesses.

In the 2016 State of the City Address, Mayor de Blasio announced a \$91 million commitment for the Downtown Far Rockaway area to support the revitalization of the neighborhood. Following the Mayor's announcement, the City launched an interagency planning effort to respond to the Working Group and reestablish Downtown Far Rockaway as the commercial hub of the Rockaway peninsula, culminating in the release of the Downtown Far Rockaway Roadmap for Action in August 2016. The Roadmap for Action integrates land use tools within infrastructure investments and improved community services to transform the downtown core into a vibrant, mixed-use center. The Roadmap includes the following five strategies, including:

- Identifying new opportunities for mixed-income housing;
- Improving transportation infrastructure and transforming public space;
- Strengthening existing commercial corridors, small businesses, and connections to jobs;
- Expanding upon community services and cultural assets; and
- Rezoning the downtown area to unlock development potential for commercial and residential uses.

The City developed the Roadmap for Action as a comprehensive response to the Working Group's goals and recommendations. The Proposed Actions are one part of the Roadmap for Action, a series of strategies that would work in unison to address housing, land use, economic development and public space needs in Downtown Far Rockaway. The Proposed Actions are intended to transform the underutilized Proposed DFRURA and Disposition Sites with mixed-use, transit-oriented development and to unlock the potential for additional development throughout the Rezoning Area. The Proposed Actions would concentrate mixed-use development in one of the few areas on the peninsula located out of the floodplain, with access to transit and St. John's Episcopal Hospital—the peninsula's largest employer.

With the inclusion of the City’s new Mandatory Inclusionary Housing (MIH) provisions, the Proposed Actions would provide permanently affordable, housing on underutilized City-owned and privately-owned sites in Downtown Far Rockaway.

The proposed zoning strategy would require active ground floor uses, mandatory sidewalk widenings and other urban design controls along major corridors to enliven the streetscape. Together with the creation of a new public plaza between Beach 21st and Beach 22nd Streets and expanded public open space at the corner of Mott Avenue and Central Avenue, the Proposed Actions would increase pedestrian activity for local businesses, reinforce Mott Avenue as a “Village Main Street” and create new gateways to Downtown Far Rockaway. In addition, the Proposed Actions would more closely align off-street parking requirements with area demand and promote a walkable and vibrant streetscape.

4. DESCRIPTION OF THE PROPOSED ACTIONS

The Proposed Actions are intended to facilitate the implementation of the long-term vision for the Downtown Far Rockaway neighborhood to create more affordable housing and more diverse commercial and retail uses, spur economic development, foster safer streets, and generate new community resources. To accomplish these goals, the City is proposing a series of discretionary approvals. These are discussed below.

Zoning Map Amendments

The City is proposing zoning map amendments to change existing R5, R5/C1-2, R5/C2-2, C4-2, C8-1 and M1-1 districts to R5, R5/C2-4, R6, R6/C2-4, and R7-1/ C2-4 districts and establish a Special District known as the Special Downtown Far Rockaway District (the “Special District”). The proposed zoning districts would allow for a wider range of uses and unlock development potential throughout Downtown Far Rockaway. The proposed zoning would enhance the vitality of existing commercial corridors while creating opportunities for a more vibrant, mixed-use community. The proposed zoning changes would concentrate density close to the downtown commercial core and mass transit, while integrating new development with the existing neighborhood scale and preserving the “village” character of Downtown Far Rockaway.

Proposed Zoning Districts

The proposed rezoning would replace the existing R5, R5/C1-2, R5/C2-2, C4-2, C8-1 and M1-1 districts with R5, R6, R7-1 and C2-4 districts. The proposed zoning districts would allow for a wider range of uses and unlock development potential throughout Downtown Far Rockaway. The proposed rezoning would also replace or eliminate portions of existing C1-2 and C2-2 overlays mapped within the existing R5 districts with C2-4 overlays and establish new C2-4 overlays.

R5/C2-4 District (Existing C4-2)

An extension of an R5 district is proposed at the southern end of the Rezoning Area, south of Cornaga Avenue along Beach 20th Street. A C2-4 commercial overlay would be established within this area. The proposed R5/C2-4 district would replace a portion of an existing C4-2 district to provide a transition in height and limit the ranges of uses near the periphery of the Rezoning Area to the downtown core.

R5 districts allow a variety of housing at an FAR of 1.25, which typically produces three- and four-story attached houses and small apartment houses. With a height limit of 40 feet, R5 districts provide a transition between lower- and higher-density neighborhoods. Above a height of 30 feet, a setback of 15 feet is required from the street wall of the building before a building can rise to the maximum permitted building height. Detached, single- and two-family houses must have two side yards that total at least 13 feet, each with a minimum width of 5 feet. Semi-detached houses need one eight-foot-wide side yard, and all other types of residences typically require two side yards, each with a width of eight feet. Front yards

must be 10 feet deep or, if deeper, a minimum of 18 feet to prevent cars parked on-site from protruding onto the sidewalk. Cars may park in the side or rear yard, in the garage, or in the front yard within the side lot ribbon; parking is also allowed within the front yard when the lot is wider than 35 feet. Off-street parking is required for 85 percent of the DUs in the building.

Affordable Senior Housing

Within R5 districts, Affordable Independent Residences for Seniors (AIRS) and Long-Term Care Facilities (LTCF) are permitted a maximum FAR of 1.95. The maximum building height is 45 feet, except that beyond 25 feet of the street line, the height may be increased to 55 feet where certain criteria are met, such as adjacency to large lots, existing tall buildings, or a preponderance of multi-family housing.

R6 District (Existing R5, C4-2, C8-1 and M1-1)

R6 districts are proposed to be mapped to the north of Nameoke Avenue generally between Redfern Avenue and Central Avenue, the intersection of Mott Avenue and Beach Channel Drive, along Mott Avenue generally between Beach 19th Street and Gateway Boulevard (extending across Gateway Boulevard on the south side of Mott Avenue), and south of Cornaga Avenue between Beach 21st Street and Beach 19th Street. The proposed R6 district would cover most of the Rezoning Area and would replace portions of existing R5, C4-2 C8-1, and M1-1 districts.

R6 zoning districts would allow residential and community facility uses a maximum FAR of 3.0 (up to 3.6 FAR is allowed in MIH designated areas). R6 districts permit all types of housing. The minimum base height is 40 feet, and the maximum base height is 65 feet for buildings with qualifying ground floors, above which the building must be set back to a depth of at least 10 feet on a wide street and 15 feet on a narrow street. The maximum building height is 75 feet (7 stories) for buildings with qualifying ground floors. For buildings providing inclusionary housing units, the maximum height is increased to 85 feet (8 stories) for buildings with qualifying ground floors. Off-street parking is required for 85 percent of DUs¹, and outside the transit zone, parking is required for 25 percent of income-restricted units.

Affordable Senior Housing

AIRS and LTCF developments in R6 districts are allowed a maximum FAR of 3.9. The maximum base height is 65 feet and the maximum building height is 85 feet (8 stories) for buildings with a qualifying ground floor. Outside the transit zone, AIRS have a parking requirement of ten percent of the total number of DUs.

R7-1 District (Existing C4-2 and C8-1)

The proposed R7-1 district would be mapped from Nameoke Avenue to Mott Avenue, between Redfern Avenue and Augustina and Central Avenues.

R7-1 districts are medium-density apartment house districts. The height factor regulations for R7 districts encourage lower apartment buildings on smaller zoning lots and, on larger lots, taller buildings with less lot coverage. As an alternative, developers may choose the optional Quality Housing regulations to build lower buildings with greater lot coverage. Height factor buildings are often set back from the street and surrounded by open space and on-site parking. The maximum FAR is 4.0, and the base height before setback is 40 to 65 feet with a maximum building height of 80 feet. Within R7-1 districts, the area

¹ As described above, in Community District 14 in the Borough of Queens, R6 and R7 Districts shall be subject to the accessory off-street parking regulations of an R5 District, except that such requirement shall not apply to any development located within an urban renewal area established prior to August 14, 2008, or to income-restricted housing units as defined in NYC ZR Section 12-10. The proposed Special District would modify this requirement to reflect what is described here as the requirement for R6 districts.

between a building's street wall and the street line must be planted, and the building must have interior amenities for residents pursuant to the Quality Housing Program. Off-street parking is required for 60 percent of the DUs, and can be waived if five or fewer spaces are required.

Affordable Senior Housing

AIRS and LTCF developments in R7-1 districts can be developed or enlarged pursuant to the basic floor area and open space regulations set forth in ZR Section 23-151, as applicable. In R7-1 districts the permitted FAR for affordable, independent residences for seniors is 5.01; in addition, when residential uses or community facility uses are mixed with affordable independent residences for seniors on the same zoning lot, the sum of the floor area allocated to residential and community facility uses cannot exceed the maximum floor area ratio for residential uses, which is 4.0.

C2-4 Overlay District (Existing R5, C4-2, C8-1 and M1-1)

C2-4 commercial overlay are proposed to be mapped along major commercial corridors throughout the Rezoning Area including: Nameoke Avenue, Central Avenue, Mott Avenue, Beach Channel Drive and Cornaga Avenue.

C2-4 commercial overlay districts are typically mapped along streets that serve local retail needs and are found throughout the city's lower- and medium-density areas. The existing C1-2 and C2-2 overlay districts have an FAR of 1.0 when mapped in R5 districts. The proposed C2-4 overlay would allow an additional FAR of 1.0 when compared to the existing C2-2 and C2-2 overlay districts. When mapped in R6 districts, the proposed C2-4 overlay has a maximum commercial FAR of 2.0. Changing the existing C1-2 and C2-2 commercial overlays to C2-4 and C2-4 commercial overlays would reduce the parking from generally one parking space per 300 sf of commercial floor area to one space per 400 sf of commercial floor area.

Proposed Removal of C1-2 and C2-2 Overlay Districts

Existing C1-2 and C2-2 overlays are proposed to be removed from portions of three blocks in western, northern, and southeastern sections of the Rezoning Area along Beach Channel Drive, Central Avenue, and Mott Avenue. The removal of these overlay districts is proposed to more closely reflect existing residential and community facility development on these blocks.

Zoning Text Amendments

The Proposed Actions include amendments to the text of the Zoning Resolution (ZR) to establish a Mandatory Inclusionary Housing Area (MIHA) in the Rezoning Area and to establish the Special District. The proposed zoning text amendments are summarized below.

Mandatory Inclusionary Housing Area

The Proposed Actions would establish an MIHA within the Rezoning Area in Appendix F of the ZR. As a key initiative of Mayor de Blasio's housing plan, *Housing New York*, MIH will require through zoning actions a share of new housing to be permanently affordable. MIH would require permanently affordable housing for all developments over 10 units or 12,500 zoning square feet, or, as an additional option for developments between 10 and 25 units (or 12,500 to 25,000 square feet), a payment into an Affordable Housing Fund. In cases of hardship, where these requirements would make development financially infeasible, developers may apply to the Board of Standards and Appeals (BSA) for a special permit to reduce or modify the requirements. Developments, enlargements or conversions that do not exceed either 10 units or 12,500 square feet of residential floor area would be exempt from the requirements of the program. MIH would bring affordable housing for a range of incomes to Downtown Far Rockaway, and would directly support the goals of *Housing New York* by creating new housing opportunities on underutilized private sites and maximizing affordability on City-owned property.

Under MIH, when new housing capacity is approved through land use actions, the City Planning Commission (CPC) and the City Council can choose to impose either one or both of two basic options regarding affordable housing set-asides. Option 1 requires that 25 percent of the residential floor area be set aside for units affordable to households earning an average of 60 percent of Area Median Income (AMI). Option 2 requires that 30 percent of the residential floor area be set aside for households earning an average of 80 percent of AMI. MIH represents the floor, not the ceiling, of affordability that could ultimately be achieved in new development. In City-initiated neighborhood rezonings, each area will be evaluated to determine the role that HPD programs could play in broadening and deepening affordability.

In combination with these two alternatives, two other options may be utilized. A “Deep Affordability Option” may be utilized under which 20 percent of residential floor area contains housing units affordable to households with income at a weighted average of 40 percent of AMI. A “Workforce Option” also may be utilized provided that 30 percent of residential floor area contains housing units affordable to households with income at a weighted average of 115 percent, with five percent of residential floor area kept affordable to households with income at an income band of 70 percent of AMI and another 5 percent of residential floor area affordable to households with an income band of 90 percent of AMI. Other restrictions apply to the Deep Affordability and Workforce Options. As part of this project, both Option 1 and Option 2 are proposed to apply within the MIHA. The CPC and the City Council will ultimately determine whether one or both options will be selected.

Special Downtown Far Rockaway District

The proposed text amendments to the ZR would establish the Special District within the Rezoning Area to modify underlying zoning to promote active community facility and retail uses on the ground floors. Community facility and retail uses would also be allowable on second floors within a commercial core area defined to include the Proposed DFRURA south of Nameoke Avenue, as well as along Beach 20th Street, portions of Mott Avenue, portions of Central Avenue, portions of Beach 18th Street, and portions of Foam Place. Active retail would be concentrated near transit, and would allow for retail uses within Use Groups 5 through 9 and 14. In addition, Use Groups 10A and 12 would be allowable within the same commercial core area described above. Transparency requirements are proposed for ground floor commercial and community facility uses. The Special District would also adjust maximum permitted base and building heights to reflect Downtown Far Rockaway’s existing built scale, and adjust accessory off-street parking requirements to match neighborhood demand.

The proposed Special District would also adjust the maximum permitted FAR for inclusionary housing development within the MIHA. Within R6 districts in the MIHA, the maximum residential FAR is proposed to be 3.6, irrespective of whether the building has wide street or narrow street frontage. Within the R7-1 district in the MIHA, the maximum residential FAR is proposed to be 4.6, again, irrespective of the type of street frontage. These modifications would allow moderate increases in density to support the redevelopment of the area’s underutilized sites.

Maximum permitted base and building heights would be adjusted to help blend new development into the existing neighborhood’s fabric and to help unlock the development of the area’s deep and irregular lots. Within R6 districts and R7-1 districts, street walls would be required. The maximum permitted base height is proposed to be reduced from 65 feet and 75 feet respectively to 55 feet. To offset the proposed reductions in base height and to allow for greater utilization of the maximum permitted FAR, the proposed Special District would set new maximum building height limits. Within R6 districts on the periphery of the Rezoning Area, the maximum permitted building height is proposed to be 95 feet (9 stories) for inclusionary housing buildings. Within R6 district in the downtown core, the maximum permitted building height is proposed to be 105 feet (10 stories) for inclusionary housing buildings. Within R7-1 districts the maximum permitted building height is proposed to be 115 feet (11 stories) for inclusionary housing buildings.

In order to adjust accessory off-street parking requirements to more closely reflect demand in this area, the accessory off-street parking requirement for income-restricted DUs would increase from 15 to 25 percent in the R7-1 district, and the accessory off-street parking requirement within the Special District for all other residential DUs would decrease from 85 to 50 percent. Commercial and community facility off-street parking would be subject to the requirements of the C2-4 district but the off-street parking requirement for most commercial and community facility uses would generally increase from 1 space per 1,000 sf of commercial floor area to 1 space per 750 sf of commercial floor area.

The proposed Special District would include a Subdistrict A, generally bounded by Nameoke Avenue, Mott Avenue, Central Avenue, and Redfern Avenue, which includes the Far Rockaway Shopping Center. Within this area, the Special District would provide a framework for a publicly accessible private street and open space network, mandatory sidewalk widenings along Mott Avenue and Redfern Avenue, street wall height and setback requirements along designated streets, unique maximum building heights in specified locations, including up to two 15-story buildings, flexibility for location of uses within a building, and a CPC Chairperson Certification to ensure compliance with and maintenance of private street and open space provisions.

Further detail on the regulations that would govern development in Subdistrict A are as follows:

- *Street wall location*
The aggregate width of a street wall required to be within 8 feet of the street line would be reduced from 70 percent to 40 percent on blocks less than 100 wide between parallel streets. For portions of buildings or building segments with frontage on Redfern Avenue located between the prolongation of the northerly street line of Dix Avenue and a line 150 feet south of and parallel to Nameoke Street, the street wall location rules of ZR Section 136-221 would not apply and instead portions of ZR Section 23-661 would apply.
- *Street wall recesses*
Street wall recesses would be allowed to be located within 30 feet of Redfern Avenue, except at the intersection of Redfern Avenue and Mott Avenue, and the minimum depth of any street wall recess would be reduced from 8 feet to 3 feet.
- *Minimum and Maximum Base Heights*
The maximum base height for portions of buildings fronting on, or within 100 feet of a street (other than Redfern Avenue) would be reduced from 70 feet to 65 feet. In areas fronting on a private street or a publicly accessible open space and beyond 100 feet of a street that is not a private street or publicly accessible space, the maximum base height would be reduced from 90 feet to 85 feet. The reduced height would allow for base heights along Mott Avenue that would match the surrounding context and heights.
- *Maximum Building Height and Horizontal Dimension for Tall Buildings*
The area where towers could potentially land would be reduced, further pushing towers to the interior of the Subdistrict. Maximum building heights along Mott Avenue, Nameoke Avenue, and Redfern Avenue would also be established.
- *Maximum length of buildings*
For portions of buildings that are not located directly below tower portions, the outermost walls of each story located entirely above a height of 95 feet shall be inscribed within a rectangle with a maximum length of any side being 170 feet.
- *Publicly accessible open space requirements*
In order to better align public open space design to support active retail space, the amount of publicly accessible open space required would be adjusted. The minimum area within Open Area A would be reduced from 27,000 sf to 23,000 sf, and the required minimum area within Open Area B would be reduced from 7,500 sf to 7,000 sf. In addition, Open Area A's shape and dimensions would be adjusted to promote flexibility to respond to the site's unique characteristics. The regulations would also be adjusted to allow a kiosk of up to 400 sf within Open Area A. Planting requirements, the

limitations on the amount of accessory signage permitted on establishments fronting on an open area, and the maximum width of a residential lobby adjacent to open areas would be relaxed.

The Proposed Actions also would enable the CPC to authorize modifications of bulk regulations in order to provide additional design flexibility for developing the irregular lots within Subdistrict A, provided that the modifications result in a superior site plan; do not exceed the maximum permitted building heights and horizontal dimensions for tall buildings; do not unduly increase the bulk of buildings or unduly obstruct access of adequate light and air to the detriment of the occupants or users of buildings on the block or nearby blocks, or of people using the public streets and other public spaces; and would not create traffic congestion. Additional measures would include applying ground floor use regulations to buildings within a certain distance of Mott Avenue and fronting on open area; increasing the maximum width of a residential lobby adjacent to open areas; applying transparency and parking wrap requirements to building frontages along the proposed open space; adjusting dormer regulations; and providing an additional degree of flexibility for lot coverage requirements in R6 districts when the Mandatory Inclusionary Housing (MIH) program is applied.

Disposition of Real Property

In accordance with 197-c (10) and 384(b)(4) of the New York City Charter, the City seeks disposition approval of Queens Block 15534, Lot 70 and Queens Block 15705, part of Lot 59 and Lot 69.

Queens Block 15705, Lot 59 is under the DOT's jurisdiction and is in use as a municipal parking facility and layover area for buses. The total lot size of Lot 59 is 48,565 sf. The City seeks disposition approval for an approximately 35,000-sf portion of Lot 59. The remaining, approximately 14,000-sf portion of Lot 59 will remain in City ownership and within DOT's jurisdiction. The City also seeks disposition approval of approximately 54,000 sf of air rights above the 14,000-sf DOT portion, on part of Lot 59. The current DOT parking facility and bus layover would be closed and a new DOT public plaza (the DOT Plaza) will be built on the 14,000-sf portion of Lot 59. The parking will not be relocated. The construction of the DOT Plaza is independent of the Proposed Project.

City-owned, Queens Block 15705, Lot 69 is also located at Beach 21st Street south of Mott Avenue. Lot 69 is leased by the MTA and is in use as layover area for buses. The City seeks disposition approval of all of Lot 69. The proposed disposition of Lot 69 would require approval from the MTA Board of Directors authorizing the surrender of the MTA's leasehold on this property. The bus layover would be relocated to curb locations within the immediate neighborhood.

City-owned, Queens Block 15534, Lot 70 is located on the northwest corner of Augustina Avenue and Nameoke Avenue. Lot 70 is vacant and is under DSNY's jurisdiction. The City seeks disposition approval of all of Lot 70.

The combination of Lot 69 and the portions of Lot 59 which the City seeks disposition approval, is referred to as the DOT/MTA Disposition Site. Lot 70 is referred to as the DSNY Disposition Site. EDC and HPD intend to issue a Request for Proposals (RFP) for the DOT/MTA Disposition Site and the DSNY Disposition Site. The DOT/MTA Disposition Site would be redeveloped pursuant to the proposed zoning. With the Proposed Actions, it is assumed as part of the RWCDs that the DOT/MTA Disposition Site would be redeveloped with 176 DUs, 7,421 gsf of ground floor retail space, and 11,557 gsf of community facility space. The DSNY Disposition Site would be developed pursuant to the existing R3X zoning. In addition, DSNY would transfer jurisdiction for their site to DCAS to allow for it to be redeveloped pursuant to zoning following a competitive RFP process.

Designation and Adoption of the Downtown Far Rockaway Urban Renewal Area and Plan and Disposition

HPD seeks approval of the Downtown Far Rockaway Urban Renewal Plan (DFRURP), designation of the DFRURA and disposition of properties within the Proposed DFRURA. The DFRURA is generally bounded by Nameoke Avenue to the north, Mott Avenue to the south, Central Avenue and Augustina Avenue to the east, and Redfern Avenue to the west. The proposed urban renewal strategy is intended to complement the proposed rezoning and Special District text as well as facilitate site assemblage and redevelopment.

HPD's urban renewal strategy generally supports the activation of a catalytic site in Downtown Far Rockaway with new mixed-income housing, commercial and community facility space, and new publicly accessible open spaces. The proposed urban renewal strategy is intended to complement the proposed rezoning and Special District text as well as facilitate site assemblage and redevelopment. The Proposed DFRURA currently contains the Far Rockaway Shopping Center, which comprises approximately 75 percent of the land area within the Proposed DFRURA. A mix of vacant land, vacant buildings, single- and multi-family dwellings, automotive-related uses, and general service establishments occupy the remaining portion of the Proposed DFRURA. Sites within the Proposed DFRURA include underutilized parcels that act as a barrier to redevelopment along Mott Avenue as well as a physical barrier between the Far Rockaway-Mott Avenue station of the MTA's A train and the terminal station for the LIRR's Far Rockaway branch.

The objectives of the DFRURP are as follows:

- Redevelop the Proposed DFRURA in a comprehensive manner, removing blight and maximizing appropriate land use;
- Remove or rehabilitate substandard and insanitary structures;
- Remove impediments to land assemblage and orderly development;
- Strengthen the tax base of the City by encouraging development and employment opportunities in the Proposed DFRURA;
- Provide new housing of high quality and/or rehabilitated housing of upgraded quality;
- Provide appropriate community facilities, parks and recreational uses, retail shopping, public parking, and private parking; and
- Provide a stable environment within the Proposed DFRURA which will not be a blighting influence on surrounding neighborhoods.

To facilitate implementation of the Proposed Actions, the City may acquire property through a negotiated purchase or through eminent domain. Properties proposed for potential acquisition are located within the Proposed DFRURA. Any property acquired through eminent domain would be done in compliance with the provisions of the New York State Eminent Domain Procedure Law and the NYC Administrative Code. Properties acquired would be disposed of for development in accordance with the DFRURP. The Proposed DFRURP would have a duration of 40 years.

Administrative Actions Related to Properties in Mapped Streets

A number of Projected and Potential Development Sites within the Rezoning Area, and portions of the Proposed DFRURA along Redfern Avenue, are built within mapped street widening lines (a common phenomenon in this area). Future development on these sites assumes that property owners would follow a series of administrative actions to comply with General City Law Section 35 provisions, whereby the owners would submit an application for a GCL 35 waiver at the NYC Board of Standards and Appeals (BSA). Following this submission, the BSA would submit the application to DOT for review and approval.

5. ANALYSIS FRAMEWORK

Reasonable Worst Case Development Scenario (RWCDS)

In order to assess the possible effects of the Proposed Actions, a RWCDS was developed to account for existing, the future No Action condition and the future With Action condition. For purposes of the environmental review, the Proposed Project is expected to be complete and operational by 2032, which is the Proposed Project's Build Year. While absent the Proposed Actions in 2032, conditions in the Project Area will remain generally unchanged from existing conditions, there are a limited number of development projects. Several known development projects expected in the No Action condition are expected to result in approximately 8 DUs, 90,932 gsf of commercial space, 5,000 gsf of community facility space, 43,822 gsf of industrial space and 310 parking spaces. Under the With Action condition, the Proposed Project would provide over three million square feet of residential floor area or approximately 3,131 DUs, 259,687 gsf of commercial (retail) space, 85,947 gsf of community facility space, and 30,000 sf of new publicly accessible plaza space within the Proposed DFRURA. The incremental difference between the future No Action and future With Action conditions serves as the basis for the impact analysis of the environmental review. The Proposed Actions are expected to result in an incremental increase (over the No Action condition) of 3,123 DUs, 164,595 gsf of commercial (retail) space, 80,947 gsf of community facility space, and approximately 30,000 sf of open space.

Proposed DFRURA RWCDS Assumptions

For purposes of a RWCDS, it is assumed that all existing uses on the Proposed DFRURA would be displaced and the site would be redeveloped with: 1,747 DUs (including 50 percent of the units as affordable); 129,077 gsf of neighborhood retail uses, including a grocery store that would be comparable in size to the existing Food Dynasty grocery store; and 36,295 gsf of community facility uses. These uses would be within eight new buildings that would front onto new private streets that would connect to the surrounding street network. In addition, the Proposed DFRURA would include 30,000 sf of new publicly accessible plaza space. The proposed Special District text described above would establish the street network and include a series of design controls that would set the maximum envelope within which future development could occur. As such, the program and site plan for the Proposed DFRURA in the RWCDS describes a maximum development scenario.

Planning Principles

The development of the Proposed DFRURA would be guided by a set of specific controls within the new Special District intended to facilitate a context-sensitive design that meets the following principles:

- Establish a center to the downtown "village" by creating meaningful, lively new gathering and civic spaces along Mott Avenue that complement and strengthen the existing neighborhood;
- Strengthen the neighborhood's built fabric with new contextual buildings and active street frontages;
- Integrate new streets into an improved pedestrian and vehicular network with key north-south and east-west connection;
- Physically and visually connect pedestrians with clear points of arrival to a variety of commercial and community services; and
- Concentrate taller buildings in the middle of the site that step down to the existing neighborhood through a variety of forms to create a range of contextualized downtown development.

Street Network

The Proposed DFRURA currently forms a superblock within the heart of the Downtown, limiting the connections to the surrounding neighborhood. As part of the Proposed Project, the Proposed DFRURA would include eight separate buildings and a new private street network. The proposed private street grid would integrate the Proposed DFRURA with the surrounding street network, breaking up the superblock

by establishing publicly-accessible north-south and east-west connections. Portions of six buildings would front on the new north-south connection, while one would front entirely on Central Avenue and the last would front on Redfern and Nameoke Avenues.

The new north-south oriented street would form the main axis on the Proposed DFRURA. This new street would extend through the Proposed DFRURA connecting to Nameoke Avenue on the north. At the southern end, the new street would terminate at a traffic circle between Buildings B and C that front Mott Avenue. Two new east-west streets would directly connect the Proposed DFRURA with Redfern Avenue and Central Avenue. To achieve this, Birdsall Avenue would extend eastward through the Proposed DFRURA between Buildings D and E, intersecting with the new north-south oriented street and connecting with Bayport Place between Buildings F and H, before connecting to Central Avenue. Also from the west, Dix Avenue would be extended eastward between Buildings C and D and then between Buildings B and H, terminating to the east of these buildings. These streets would also provide vehicular access to on-street and off-street parking as well as to the loading areas associated with the buildings on the Proposed DFRURA.

These new streets would visually and physically connect the Proposed DFRURA to the surrounding area, promoting easy movement through the Proposed DFRURA between the Central Avenue corridor and Redfern Avenue as well as between Mott Avenue and Nameoke Avenue. The new north-south oriented street would allow for pedestrians and vehicles to move between the A Train Station on Mott Avenue and the LIRR Station on Nameoke Avenue and between the downtown area and the adjoining neighborhoods.

Active Uses

The site plan and design for the Proposed DFRURA are intended to promote a “Main Street” feeling in Downtown Far Rockaway by concentrating new retail space along the portion of the north-south street closest to Mott Avenue. The new street network allows for active street frontages along Mott Avenue and the new streets by having all of the proposed buildings on the Proposed DFRURA front on either an existing street or one of the new streets. Buildings B and C would front directly on Mott Avenue and would include ground floor retail space that would open onto either the new plaza, Mott Avenue, Redfern Avenue, or the new north-south street. The existing supermarket on the Proposed DFRURA would be replaced with a supermarket of similar size in the ground floor of Building C. Buildings within the Proposed DFRURA, and along Beach 20th Street, would also allow for second-story community facility and retail uses within Use Groups 5 through 9, 10A, 12, and 14. Continuing to the north, the six new buildings within the Proposed DFRURA would primarily be residential with frontages directly on the new north-south and east-west streets, Redfern Avenue, Central Avenue, or Nameoke Avenue. Along Nameoke Avenue, near the LIRR Station and the NYC Housing Authority’s (NYCHA’s) Redfern Houses, Buildings E and K would include ground floor community facility space while Building E would also include ground floor space for new retail uses. Along the Central Avenue, Building G would help to fill a gap along this key corridor with complementary ground-floor retail space.

Open Spaces

A critical component of the Proposed DFRURA’s design is the integration of public spaces within the Proposed DFRURA to create a center to the neighborhood, knitting together the adjacent public library, the subway station, and other portions areas of Downtown Far Rockaway. A new public plaza would front Buildings B and C along Mott Avenue and the plaza would continue into the Proposed DFRURA between these two buildings. This plaza would create a pedestrian gateway to the Proposed DFRURA between the two new buildings and would include new plantings, seating, and other street furniture, as well as opportunities for public programming that would improve streetscape conditions within the Proposed DFRURA.

Built Form

The proposed design as amended by the A-Application results in the following:

- Building B: Along Mott Avenue, the base of the building would be reduced from 6 stories as presented in the DEIS to five stories before a setback, rising to a total of eight stories along Mott Avenue. The overall height of the building would be reduced from 12 to 11 stories.
- Building C: The base of the building along Mott Avenue would be reduced by one story and set back three feet from the lot line. The tallest tower would be reduced by 4 stories (from 15 stories in the DEIS to 11 stories), and the remaining building rising to 8 stories. A portion of the building façade along Redfern Avenue also would be reduced by one story to 3-stories.
- Building D: The towers at the center of the building would be increased by 3 stories (from 12 to 15 stories and from 9 to 12 stories). The floor-plates of the towers would be reduced by increasing the depth of the setback from the façade along Redfern Avenue.
- Building E: A portion of the tower along the proposed extension of Birdsall Avenue would be reduced 3 stories (from 12 to 9 stories).
- Building H: The southernmost tower would remain 12 stories, but with a setback after 8 stories instead of rising without setbacks. Along the proposed north-south street, the base of the building would be increased from 6 to 8 stories with an additional side-yard setback after 12 stories. The north tower would remain 15 stories.
- Building G: The Central Avenue facade would increase the setback by one story. The tower height would increase one story (from 9 to 10 stories).

The proposed design would concentrate taller, denser development in the middle of the Proposed DFRURA, along the new north-south oriented street and away from the edges of the site. The buildings within the Special District would be allowed to exceed the maximum height restrictions of the underlying zoning. However, each of the buildings on the Proposed DFRURA would have a series of transitions between the lower rise portions of the building and the maximum height. Building D and H would reach a maximum height of 15-stories (approximately 155 feet), the highest on the Proposed DFRURA. The other buildings would reach a maximum height of 12 stories. Overall, each building on the site would include a series of transition heights of between four, five, and eight stories before reaching their respective maximum heights.

In addition, by stepping building heights down, the buildings on the periphery of the Proposed DFRURA would blend into the existing neighborhood fabric. The portions of Buildings C, D, and E along Redfern Avenue would be between three and four stories high to match the adjacent context. The portions of Buildings B and C along Mott Avenue would have a maximum height of five stories. On Nameoke Avenue, Buildings E, and F and K would have a maximum height of six stories.

Construction on the Proposed DFRURA would occur in phases, with the final phase expected to be completed by 2032. While a phasing plan has not been finalized, it is expected that construction on the Proposed DFRURA would begin with Buildings B and C along Mott Avenue. Upon substantial completion of these buildings, construction would commence on Buildings D, H, and G. Upon substantial completion of these buildings, construction would commence on Buildings E, F, and K. The duration of construction for specific buildings would vary, but generally each is expected to take approximately two years to complete.

Disposition Sites RWCDs Assumptions

In the future with the Proposed Actions, the vacant City-owned parcel currently under the jurisdiction of DSNY—located at the corner of Augustina and Nameoke Avenues (Block 15534, Lot 70)—would be redeveloped as-of-right with four, approximately three-story (35-foot-tall), residential buildings that would include a total of 8 DUs, all of which would be affordable (8,000 gsf).

An approximately 44,000-sf site, including a portion of a lot currently under the jurisdiction of DOT (Block 15705, Lot 59) and a lot under the jurisdiction of the MTA (Block 15705, Lot 69)—located along Beach 21st Street south of Mott Avenue—would be redeveloped with an approximately 10-story (105-foot-tall) building that would include 176 DUs (all of which would be affordable), 7,421 gsf of local ground floor retail, 11,557 gsf of community facility space, and 40 parking spaces at grade. Independent of the Proposed Project, the current bus layover use on this site will be relocated to another location within the immediate neighborhood. As described below, a portion of Lot 59 would be disposed of as part of the Proposed Project and the remaining portion would be developed as a plaza as part of the DOT Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project.

Development Site Criteria (Projected and Potential Development Sites)

In addition to development expected to occur on the Proposed DFRURA and Disposition Sites, the Proposed Actions would result in development elsewhere within the Rezoning Area. In projecting the amount and location of other new development expected to occur as a result of the Proposed Actions, several factors have been considered in identifying likely development sites. These include known development proposals, past and current development trends, and the development site criteria described below. Generally, for area-wide rezonings that create a broad range of development opportunities, new development can be expected to occur on selected, rather than all, sites within the rezoning area. The first step in establishing the development scenario was to identify those sites where new development could be reasonably expected to occur, based on criteria outlined in the *CEQR Technical Manual*. Certain lots that met the criteria have been excluded from the scenario because they are very unlikely to be redeveloped as a result of the Proposed Rezoning.

Definition of Projected and Potential Development Sites

To produce a reasonable, conservative estimate of future growth, the development sites have been divided into two categories: projected development sites and potential development sites. The projected development sites are considered more likely to be developed within the 15-year analysis period for the Proposed Actions (i.e., by the 2032 analysis year). Potential Development Sites are considered less likely to be developed by the 2032 Build Year, and are assessed only for site-specific technical areas of CEQR. Of the sites identified based on the criteria described above, Potential Development Sites were identified based on the following criteria:

- Lots with slightly irregular shapes, topographies, or encumbrances such as extensive map easements.
- Active businesses, which may provide unique services or are prominent, and successful neighborhood establishments that are unlikely to move.
- Lots with five or more commercial tenants with their primary frontage on Mott Avenue between Beach Channel Drive and Cornaga Avenue, and that are currently developed to less than 0.5 FAR under existing zoning would be difficult to develop due to long-term leases; however, given their location on primary commercial corridors, it is reasonable to assume that these lots would potentially be redeveloped in the longer-term after the anticipated 2032 build year, and therefore should be considered Potential Development Sites.

Based on the above criteria, in addition to the Proposed DFRURA and the Disposition Sites, a total of 28 development sites (19 Projected Development Sites and 9 Potential Development Sites) have been identified in the Project Area.

Development Scenario Parameters

Dwelling Unit Factor

The number of projected DUs in apartment buildings is determined by dividing the total amount of residential floor area by 1,000 and rounding to the nearest whole number. The Proposed DFRURA would

include a series of 4-story townhouses along Redfern Avenue in Building E. Given the design, each of the townhouse units are assumed to be 2,000 gsf each.

Affordable Housing Assumptions

The Proposed Actions will support the development of new permanently affordable housing construction by mapping new zoning districts to permit residential development in areas where it is not permitted today and to increase residential density where it is permitted today. While Downtown Far Rockaway has not experienced market-rate multifamily construction in recent years, the neighborhood is characterized by a number of underutilized sites with capacity for significant growth. Zoning changes to allow residential development at higher densities would facilitate expansion of the neighborhood's supply of affordable housing and the construction of new permanently affordable housing development. For the immediate future, it is anticipated that new multifamily development will resemble recent multifamily development in the broader area, which has generally utilized public subsidy and been affordable to low-income households.

It is expected that a variety of City and State financing programs for affordable housing would result in the creation of a substantial amount of affordable housing within the project area under the Proposed Actions. Included among the Proposed Actions is the designation of a MIHA which will require that new residential developments include a permanently affordable component. The MIH requirement that a percentage of housing units developed under the Proposed Action remain permanently affordable can ensure that new development will address the needs of residents at lower income levels, even in the event that local housing market conditions change. In addition to the permanently affordable housing generated by MIH, the use of public subsidies can help broaden and deepen affordability.

While it is possible that by the time of the 2032 Build Year, changes in the housing market and government subsidies may result in non-subsidized multifamily development occurring, the MIH program would ensure that a substantial amount of new housing would be permanently affordable to low- to moderate-income households. The MIH program includes two primary options for set-aside percentages with different affordability levels. One option would require 25 percent of residential floor area to be for affordable housing units for residents with incomes averaging 60 percent of AMI (with ten percent of the floor area affordable at 40 percent AMI) and the second would require 30 percent of residential floor area to be for affordable housing units for residents with incomes averaging 80 percent AMI.

In combination with these options, two other options may be utilized. A "Deep Affordability Option" may be utilized under which 20 percent of residential floor area must be affordable housing units affordable to households with income at a weighted average of 40 percent of AMI. Also, a "Workforce Option" also may be utilized providing 30 percent of residential floor area must be affordable housing units affordable to households with income at a weighted average of 115 percent, with five percent of residential floor area must be affordable housing units affordable to households with income at an income band of 70 percent of AMI and another five percent of residential floor area must be affordable housing units affordable to households with income at an income band of 90 percent of AMI. No public funding may be used for MIH development utilizing the "Deep Affordability Option or the "Workforce Option".

As part of this project, both Option 1 and Option 2 are proposed to apply within the MIHA. The CPC and the City Council will ultimately determine whether one or both options will be selected. Therefore, each impact category utilizes whichever of the two primary MIH options would provide the more conservative basis for its specific analysis.

Within the Proposed DFRURA, it is assumed that 50 percent of the future dwelling units would be affordable. The total number of affordable DUs assumed on the city-owned sites (874 for the Proposed DFRURA and 184 for Disposition Sites) was estimated based on known development proposals, past and current development trends, the City, State, and Federal programs that support the construction of affordable housing, the proposals in Housing New York, the Mayor's 10-year housing plan, that aim to

significantly increase the amount of affordable housing created and preserved in the five boroughs, and the City's specific commitments to providing affordable housing in Downtown Far Rockaway.

Future without the Proposed Actions

In the future without the Proposed Actions (the No Action condition), the Proposed DFRURA, Disposition Sites, and Projected Development Sites are assumed to remain unchanged from existing conditions. The No Action condition is expected to contain approximately 8 DUs, 95,092 sf of commercial space, 5,000 sf of community facility space, 43,822 sf of industrial space and 310 parking spaces. While some projected development sites—particularly those that are vacant, occupied by vacant buildings, or occupied by low intensity uses—could become occupied by uses that are as-of-right under existing zoning, in order to ensure a conservative analysis, it is assumed that these sites would remain unchanged. However, there are several planned projects that are expected to occupy six unrelated sites within the Project Area:

1. At 11-38 Foam Place (Block 15545, Lot 19), a seven-unit residential building is planned²;
2. At 18-31 Mott Avenue (Block 15560, Lot 30), an approximately 5,236-gsf commercial building, with two units, is planned³;
3. At 16-37 Central Avenue (Block 15559, Lot 25) the Far Rockaway Public Library is slated for renovation and expansion;
4. At 15-26 Central Avenue (Block 15537, Lot 137) an open area behind the existing charter school for middle school students will be redeveloped as a play area for the school;
5. At 15-28 Central Avenue (Block 15537, Lot 133), the vacant building fronting Central Avenue will be demolished and redeveloped as a charter school for primary and intermediate school students, and the vacant building at the rear of the lot will be rehabilitated to be part of the charter school campus, containing a mix of classroom and administrative space.
6. As part of the DOT Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project (described below), an approximately 14,000-sf area of City-owned property (on Block 15705, Lot 59) immediately north of the DOT/MTA Disposition Site—currently under the jurisdiction of DOT—will be improved with a new public plaza, and the existing slip lane at Mott and Central Avenues will be closed and converted to a public plaza.

The No Action condition assumes that the DOT Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project⁴ will be completed by the 2032 build year. The project, undertaken by DOT, in a priority Vision Zero location, is aimed at enhancing the public realm by implementing a comprehensive urban design plan and streetscape improvements that will encourage a safer, more inviting pedestrian experience while employing sustainable, energy-efficient and visually-appealing street design elements. The project will include full street reconstruction in conjunction with new DEP storm and sanitary sewers, new curbs, sidewalks and expanded pedestrian spaces throughout the downtown. While the project is expected to address maintenance and safety concerns in the study area, improvements will be limited to the area generally bounded by Cornaga Avenue to the south and east, Beach Channel Drive to the west, and Foam Place to the north.

Future with the Proposed Actions

The full build-out of the Proposed Project includes development projected to be completed within the 15-year analysis window by 2032 (this includes development on the Proposed DFRURA, Disposition Sites, and Projected Development Sites). Since Potential Development Sites are not expected to be redeveloped under the Proposed Actions, the program associated with these sites is not included in the projection of

² DOB Building Information System.

³ Ibid.

⁴ DDC Capital Project Nos. SANDR02, HWQ1079 and SE-830.

future project-generated development. The full build-out under the RWCDs is assumed to include 3,131 DUs, 259,687 gsf of commercial space and 85,947 gsf of community facility space. Most of the off-street parking for the Proposed DFRURA would be provided below grade, as would the parking for Projected Development Sites 6 and 15. All of the remaining off-street parking is assumed to be provided at grade. The Proposed Project also would provide a new privately-owned, publicly-accessible plaza along Mott Avenue on the Proposed DFRURA. The analysis assumptions for the No Action condition, With Action condition, and increment for analysis are summarized below in **Table 1**.

Table 1
Comparison of No Action and With-Action Conditions
Proposed DFRURA, Disposition Sites and Projected Development Sites

Uses	No Action Condition	With-Action Condition	Increment for Analysis
- Residential (DUs)	8	3,131	3,123
- Retail (GSF)	95,092	259,687	164,595
- Community Facility (GSF)	5,000	85,947	80,947
- Vacant ¹ (GSF)	334,634	0	(334,634)
- Open Space (SF)	0	30,000	30,000
Note: ¹ Includes undeveloped lots, and auto-related uses with no build structures.			
Sources: mapPLUTO 15v1 and AKRF, Inc.			

6. PROBABLE IMPACTS OF THE PROPOSED ACTIONS

Land Use, Zoning and Public Policy

The Proposed Actions would not adversely affect surrounding land uses, nor would the Proposed Actions generate land uses that would be incompatible with existing zoning and land uses. Furthermore, the Proposed Actions would not result in development that conflicts with adopted public policies. As such, the proposed project would not result in significant adverse impacts related to land use, zoning, and public policy.

The Proposed Actions would result in beneficial land use effects by facilitating mixed-use, transit-oriented development, substantial amounts of new permanently affordable housing, as well as publicly accessible open space. New, higher-density development is expected to occur at the commercial core along and north of Mott Avenue and near mass transit resources, while the character of Downtown Far Rockaway’s historic village center would be preserved through the new Special District. Overall, the Proposed Actions would improve land use conditions in the Project Area by allowing it to evolve into an active, mixed-use neighborhood while blending new development into the existing neighborhood fabric.

Socioeconomic Conditions

The Proposed Actions would not result in significant adverse impacts to socioeconomic conditions. The following summarizes the findings with respect to the five CEQR areas of concern.

Direct Residential Replacement

A screening-level assessment finds that the Proposed Actions would not result in significant adverse socioeconomic impacts due to direct residential displacement. Under the Reasonable Worst-Case Development Scenario (RWCDs), by 2032 the Proposed Actions could directly displace an estimated 17 residents living in eight dwelling units (DUs). Seven DUs are located on the Proposed DFRURA, and one DU is located on a Projected Development Site.

According to the *CEQR Technical Manual*, direct displacement of less than 500 residents would not typically be expected to alter the socioeconomic character of a neighborhood. The 17 potentially displaced residents represent less than one-half of one percent of the Socioeconomic Study Area⁵ population, and therefore the displacement does not have the potential alter the socioeconomic character in the Study Area.

To facilitate implementation of the Proposed Actions, the City would acquire properties located within the Proposed DFRURA through negotiated purchase or, if necessary, through eminent domain. If the City, acting through HPD, acquires property within the Proposed DFRURA through eminent domain, in accordance with the New York State Eminent Domain Procedure Law (NYS EDPL), displaced owner-occupants of buildings within the Proposed DRFURA would be compensated for the value of their property and fixtures through the NYS eminent domain process and may also be entitled to additional benefits under applicable relocation benefit laws and regulations. In addition, any displaced residents who qualify for affordable housing could apply for new affordable housing developed as part of the Proposed Project.

Direct Business Displacement

A preliminary assessment finds that the Proposed Actions would not result in significant adverse impacts due to direct business displacement. Under the RWCDs, by the 2032 Analysis Year, the Proposed Actions could directly displace up to 30 businesses employing an estimated 299 workers. While all businesses contribute to neighborhood character and provide value to the City's economy, the 30 potentially displaced businesses were determined not to be of substantial economic value to the Study Area as defined under CEQR. The potentially displaced businesses do not contribute substantially to a defining element of neighborhood character, and alternative sources for the goods and services provided by these businesses can be found elsewhere in the Study Area or within a product's trade area. The potentially displaced businesses do not represent a majority of the Study Area businesses for any given industry sector. In addition, under the RWCDs, the Proposed Actions would result in the incremental development of 164,595 gsf of commercial (retail) space and 80,947 gsf of community facility space. Comparable services to those provided by directly displaced commercial businesses could be provided as part of the Proposed Project. Further, the Proposed Actions would result in valuable amenities that would serve existing and new residential populations.

The directly displaced employees would not represent a majority of employment for most industry sectors in the Study Area. The two sectors where potentially directly displaced businesses represent a majority of industry sector employment are Finance and Insurance, and Transportation and Warehousing. The displaced Finance and Insurance sector business, a Capitol One bank, represents an estimated 52.8 percent (19 employees) of Finance and Insurance employment within the Study Area. With the Proposed Actions, the new commercial space developed within the Proposed DFRURA is expected to include a bank that would provide comparable services and employment opportunities to those provided by the existing Capitol One bank. Therefore, while the Capitol One would be displaced, employment opportunities in the Finance and Insurance sector would continue to be available on the Proposed DFRURA and within the Study Area in the future with the Proposed Actions. The directly displaced employees within Transportation and Warehousing represent an estimated 77.8 percent (21 employees) of Study Area employment within the sector. Warehousing uses are not defining characteristic of the Study Area and the displacement of 21 employees would not represent a substantial change in economic conditions and employment opportunities within the Study Area.

⁵ The socioeconomic study area is the area within which the Proposed Actions could directly or indirectly affect socioeconomic conditions. The Socioeconomic Study Area for this analysis captures an approximately ½-mile to ¾-mile area surrounding the Project Area, including Downtown Far Rockaway as well as the greater Far Rockaway, Wave Crest, and Bayswater neighborhoods.

One potentially-displaced business—the Food Dynasty grocery store located on the Proposed DFRURA—is a large-format neighborhood grocery store within the boundaries of the City’s Food Retail Expansion to Support Health (FRESH) Program. The FRESH Program provides zoning and/or financial incentives as a way to promote the establishment and retention of neighborhood grocery stores. Through the FRESH Program, discretionary tax incentives are available in Far Rockaway but zoning incentives are not available. As a neighborhood grocery store within the boundaries of the FRESH Program, the Food Dynasty is the subject of plans or programs to preserve, enhance, or protect it, but has not benefitted from FRESH incentives. While the displacement of this supermarket would adversely affect the availability of large-format grocery stores within the immediate downtown Far Rockaway neighborhood, there would continue to be other grocery stores within a reasonable area from which residents could shop. There are numerous small-scale grocers and markets within Downtown Far Rockaway and the broader Study Area, as well as large-scale grocers within the Study Area such as the local Key Foods, Bravo Supermarket and C-Town Supermarket. In addition, with the Proposed Actions, the new commercial space development within the Proposed DFRURA is expected to include a grocery store that would be comparable in size to the existing Food Dynasty grocery store. Therefore, the potential displacement of the Food Dynasty grocery store would not result in significant adverse socioeconomic impacts.

To facilitate implementation of the Proposed Actions, the City would acquire properties located within the Proposed DFRURA through negotiated purchase or, if necessary, through eminent domain. If the City, acting through HPD, acquires property within the Proposed DFRURA through eminent domain, in accordance with the New York State Eminent Domain Procedure Law (NYS EDPL), displaced owner-occupants of buildings within the Proposed DFRURA would be compensated for the value of their property and fixtures through the NYS eminent domain process and may also be entitled to additional benefits under applicable relocation benefit laws and regulations.

Indirect Residential Displacement

A preliminary assessment finds that the Proposed Actions would not result in significant adverse socioeconomic impacts due to indirect residential displacement. Under the RWCDs, by 2032 the Proposed Actions would introduce a net increment of 3,123 DUs to the Project Area, of which 1,543 would be market-rate units and 1,580 would be affordable units, divided between units on City-owned sites and units on privately-owned Projected Development Sites.⁶

The purpose of the preliminary assessment of indirect residential displacement is to determine whether the Proposed Actions would introduce a substantial new use that would alter or accelerate existing trends in rent, resulting in significant adverse socioeconomic impacts. According to the U.S. Census, recent Study Area trends show that the average household income has declined by approximately 6 percent since 2000, while the average and median gross rents have increased by more than 26 percent. There is very little new housing development within Downtown Far Rockaway compared to surrounding areas, leading to the conclusion that these socioeconomic trends are likely to continue.

The Proposed Actions could facilitate the development of a substantial amount of new housing within the Project Area, potentially leading to demographic shifts. The market-rate units associated with the Proposed Actions would introduce a population that has a higher average household income than existing

⁶ Given that the specific number of affordable units has not been determined, a conservative assumption was developed that assumes that 50 percent of the DUs on the Proposed DFRURA would be affordable, 100 percent of the DUs on the Disposition Sites would be affordable, and 30 percent of the DUs on the Projected Development Sites would be affordable, except for Projected Development Sites 9, 18, and 19, where 100 percent of the DUs would be affordable. For the Projected Development Sites, a specific MIH option has not been chosen but would be determined during the land use approval process. As such, the option that generates the most affordable DUs was used for this analysis, but should not be construed as the specific MIH option for the Proposed Project. For purposes of this analysis, it was assumed that all affordable units would be available to households at or below 80 percent of the AMI.

Study Area residents, while the affordable housing would introduce households at or below the area's average household income. In the aggregate, the average household income of the Project-generated population would be approximately \$70,000, exceeding the Study Area's current average household income by approximately \$12,500.

Many lower-income households in the Study Area live in housing protected by rent control, rent stabilization or other government regulations limiting rent increases, and are not defined under CEQR as a vulnerable to displacement due to rent increases. A vulnerable population is one who lives in market-rate rental housing, and who is unable to afford rent increases in their neighborhood. Based on Census estimates, approximately 13 percent of Study Area residents live in buildings with less than five units (which are not rent protected) and who are considered "rent burdened," paying 30 percent or more of their household income toward gross rent. A portion of these rent-burdened households are vulnerable to displacement if their rents were to continue to increase. Given existing market trends, these residents are already subject to rising rents and potential displacement.

The Proposed Project's housing would initially be targeted to moderate-income families, with a large affordable component for lower-income residences. These Proposed Actions would stabilize the rental market by increasing the supply of affordable housing in the area. The increased supply of housing for this market segment created by the Proposed Actions would provide additional opportunities for vulnerable households to remain in the area. The new housing is not expected to accelerate the housing market. Instead, these actions would moderate rent increases for vulnerable, low, and moderate-income families.

Market-rate rents in Downtown Far Rockaway currently do not support new, unsubsidized construction of multifamily housing, and it is expected that this condition will continue in the near future. However, the Proposed Actions would increase the permitted residential density and allow residential development in areas where it was previously not allowed, making a greater number of development sites available. In the near future with the Proposed Actions, these sites would be redeveloped with subsidies to create mixed-income, multifamily housing, maintaining a supply of rent-protected housing and a population that is socioeconomically diverse.

Given market conditions and the Study Area's location, in the future with the Proposed Actions new development is expected to result in a gradual influx of higher income residents, to a point when the market supports new mixed-income development under MIH. However, given the Study Area's distance from dense job centers, such as Downtown Brooklyn, Jamaica, or Long Island City, near term growth of housing supply would be expected to continue to primarily serve moderate income households. In both the No Action and with Action condition, it is likely that rents would rise in Downtown Far Rockaway and in the overall Study Area, with unprotected units gradually turning over to moderate-income populations. However, the additional housing supply created by the Proposed Actions, particularly the affordable housing developed in the first phase of the RWCDs, and the required affordable housing under MIH would result in a more socioeconomically diverse population than in the future No Action condition.

Adverse Effects on Specific Industries

A preliminary assessment finds that the Proposed Actions would not significantly affect the business conditions in any specific industry or any category of business within or outside the Study Area. The Proposed Actions could directly displace an estimated 30 businesses employing approximately 299 workers. The potentially displaced businesses do not represent a critical mass of businesses within any City industry or category of business. Although these businesses are valuable individually and collectively to the City's economy, the goods and services offered by potentially displaced businesses can be found elsewhere within the Socioeconomic Study Area, within a broader trade area, and/or within the City as a whole. Furthermore, the products and services offered by the businesses that would be directly displaced are not expected to be essential to the viability of other businesses within or outside the Study Area. Finally, the Proposed Actions, through direct or potential indirect business displacement, would not

substantially reduce employment or have an impact on the economic viability in any City industry or category of business.

Community Facilities

Based on a preliminary screening, the RWCDS associated with the Proposed Actions does not exceed the thresholds requiring analyses of health care facilities or fire and police protection services, indicating that there would be no significant adverse impacts on these facilities. The RWCDS exceeds the thresholds for an analysis of elementary, intermediate and high schools, libraries and child care facilities, and detailed analyses for these facilities have been prepared. The detailed analyses find that the RWCDS would not result in significant adverse impacts on elementary, intermediate and high schools, or on libraries. However, a detailed analysis found that the RWCDS would result in significant adverse impacts on child care facilities.

Open Space

According to the *CEQR Technical Manual*, a proposed action may result in a significant impact on open space resources if: (a) there would be direct displacement/alteration of existing open space within the study area that would have a significant adverse effect on existing users, or an imposition of noise, air pollutant emissions, odors, or shadows on public open space that may alter its usability; or (b) it would reduce the open space ratio and consequently result in the overburdening of existing facilities or further exacerbating a deficiency in open space.

As the Proposed Actions under the RWCDS would introduce substantial new worker and residential populations, an open space analysis was conducted for both a non-residential (¼-mile) study area and residential (½-mile) study area. The analysis finds that the Proposed Actions would result in both direct and indirect significant adverse impacts to open space resources within the study areas. The following summarizes the findings, and the measures that are proposed to mitigate potential impacts.

Direct Effects

The Proposed Actions would not directly displace any public open spaces. However, as detailed in FEIS Chapter 6, “Shadows,” the Proposed Project would cast incremental shadows on three existing open space resources available to area residents and workers: Beach 20th Street Plaza; M.S. 53 Community Playground; and Redfern Houses Playground. The Proposed Actions would also cast shadows on the DOT plaza to be developed immediately north of the DOT/MTA Disposition Site in the No Action condition as part of the Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project. While there would be incremental shadows on the above-described open spaces, the shadows would not significantly alter the usability of the resources, nor significantly threaten the health of their vegetation.

With the Proposed Actions certain construction-related activities associated with the development of the DOT/MTA Disposition Site and Projected Development Site 3 are predicted to produce noise levels at the DOT plaza in the low 60s to mid 80s dBA. Additionally, noise levels at the existing Beach 20th Street Plaza—across the street from the DOT/MTA Disposition Site—are predicted in the high 60s to low 80s dBA. The predicted noise level increases at these locations would be noticeable, and would result in significant adverse impacts throughout the excavation and foundation construction of the DOT/MTA Disposition Site and Projected Development Site 3. Although temporary in nature, there would be no practical or feasible mitigation measures that would fully mitigate the significant adverse construction noise impacts.

Construction activities also would result in some elevated air pollutant concentrations at open space locations within the existing Beach 20th Street Plaza and the planned DOT Plaza. However, predicted concentrations would fall below all applicable thresholds, and would not result in any significant adverse air quality impacts within publicly accessible open spaces.

Indirect Effects

According to the *CEQR Technical Manual*, a project may result in a significant adverse open space impact if the project would reduce the open space ratio by more than five percent in areas that are currently below the optimal ratio for worker populations of 0.15 acres of passive open space per 1,000 workers, or the City's median community district open space ratio of 1.5 acres per 1,000 residents. An open space assessment also considers qualitative factors in determining the potential for impacts.

Non-Residential (¼-mile) Study Area

The Proposed Actions would not result in a significant adverse indirect impact on passive open spaces available to workers within the ¼-mile non-residential study area. In the With Action condition, under the RWCDS the passive open space ratio would be approximately 5.22 acres per 1,000 non-residents, which is well above the optimal ratio of 0.15 acres per 1,000 non-residents. Workers in the ¼-mile study area would continue to be well-served by passive open space resources. Moreover, the new public plaza on the Proposed DFRURA would provide a new, expansive, centrally-located passive resource for workers and residents within Downtown Far Rockaway.

Residential (½-Mile) Study Area

Within the Proposed Project's ½-mile residential study area, the existing total open space ratio is 1.15 acres per 1,000 residents, slightly below the city-wide median open space ratio of 1.5 acres per 1,000 residents. With the Proposed Actions, under the RWCDS the total residential study area open space ratio would decline by approximately 14 percent, to 1.15 acres per 1,000 residents; the residential study area's active open space ratio would decline by approximately 15 percent, to 0.40 acres per 1,000 residents; and the residential study area's passive open space ratio would decline by approximately 14 percent, to 0.75 acres per 1,000 residents. Because the ½-mile residential study area already exhibits a shortfall of open space, the population introduced by the Proposed Project would result in significant adverse open space impacts within the residential study area for total, active, and passive open space ratios.

Shadows

The shadows analysis compares shadows that would be cast by new buildings that would result from the Proposed Actions (the "With Action condition") against the shadows that originate from existing buildings and those buildings that will be built in the future without the Proposed Actions (the "No Action condition"). The Proposed Project would create incremental shadows on four existing sunlight-sensitive resources—Beach 20th Street Plaza, MS 53 Community Playground, Trinity Chapel's original stained glass window, and Redfern Houses Playground—as well as three future sunlight-sensitive resources to be developed in the No Action condition as part of the Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project—the Pedestrian Gateway, the Mott Avenue Greenstreet, and the DOT Plaza.

The detailed shadow analysis found that none of the seven affected resources would experience a significant adverse shadows impact. However, three resources—Beach 20th Street Plaza, the future Pedestrian Gateway, and the future DOT Plaza—would receive fairly substantial new shadow in certain seasons. The new shadows would not significantly alter the usability of the resources nor significantly threaten the health of their vegetation. Substantial new shadows on Beach 20th Street Plaza would be limited to late afternoons, leaving the space mostly in sun for much of the day in each season, and allowing enough direct sunlight to support the plantings over the course of the day during the growing season. The Pedestrian Gateway would receive substantial shadow only on the winter analysis day, and given the typically low usage of this kind of small, street-side space in winter, the new shadow would not cause a significant adverse impact. In the case of the planned DOT Plaza, new shadow would never block all direct sunlight from reaching the plaza and park users would benefit from a large, well-lit, project-generated public plaza across Mott Avenue. The DOT Plaza landscaping will include plant species tolerant to low durations of direct sunlight.

Four other resources—MS 53 Community Playground, Trinity Chapel’s original stained glass window, Redfern Houses Playground, and the future Mott Avenue Greenstreet—would receive new shadows in some seasons, but these new shadows are limited in extent and duration, and would not significantly affect the use of these resources or their vegetation.

Historic Resources

Archaeological Resources

The study area for archaeological resources is the area where there would be increased ground disturbance as a result of the Proposed Actions. While the larger study area has the potential to be archaeologically sensitive, the potential area of disturbance for the Proposed Actions would be limited to the Projected Development Sites, Potential Sites, Disposition Sites, and the Proposed DFRURA. Letters from LPC dated June 21, 2016, and March 29, 2017, found that those sites have no archaeological significance and no further assessment is warranted.

Architectural Resources

Architectural resources are defined as properties or districts that are S/NR-listed or determined eligible for such listing, National Historic Landmarks (NHLs), New York City Landmarks (NYCLs), and Historic Districts, and properties that have been found by the LPC to appear eligible for designation, considered for designation (“heard”) by LPC at a public hearing, or calendared for consideration at such a hearing (these are “pending” NYCLs).

The study area for architectural resources is determined based on a Proposed Action’s area of potential effect on architectural resources, which accounts for both direct physical impacts and indirect impacts. Direct impacts include demolition of a resource and alterations to a resource that cause it to become a different visual entity. A resource could also be damaged by construction activities such as blasting, pile driving, falling objects, subsidence, collapse, or damage from construction machinery unless proper protection measures are put in place. Construction activity that would occur within 90 feet of an architectural resource, as defined in the NYC Department of Buildings (DOB) *Technical Policy and Procedure Notice (TPPN) #10/88*, may cause such damage.

There are no known architectural resources located on any of the Projected Development Sites, Potential Sites, Disposition Sites, or Proposed DFRURA. However, construction-related activities in connection with the Proposed Actions on Projected Development Site 10 could result in significant adverse direct impacts on one known architectural resources in the rezoning area—the S/NR-listed Trinity Chapel at 18-74 Mott Avenue. This resource could experience accidental damage from adjacent construction. However, the 2014 NYC Building Code, in Section BC 3309: Protection of Adjoining Property, provides protection measures for all properties against accidental damage from adjacent construction by requiring that all buildings, lots, and service facilities adjacent to foundation and earthwork areas be protected and supported. Further, Section BC 3309.4.4 requires that “historic structures that are contiguous to or within a lateral distance of 90 feet ... from the edge of the lot where an excavation is occurring” be monitored during the course of excavation work. In addition, the DOB *TPPN #10/88*, applies to NYCLs, properties within NYC Historic Districts, and NR-listed properties. *TPPN #10/88* supplements the standard building protections afforded by the Building Code by requiring a monitoring program to reduce the likelihood of construction damage to adjacent NR-listed properties (within 90 feet) and to detect at an early stage the beginnings of damage so that construction procedures can be changed. These measures would avoid the potential for significant adverse construction-related impacts on Trinity Chapel.

Only one architectural resource with sunlight-dependent features—Trinity Chapel—would be affected by new shadow from the Proposed Project. The stained glass window above the south-facing porch would receive new incremental shadows for approximately 30 minutes at the end of the May 6/August 6 and June 21 analysis days (representing the summer growing season and the summer solstice), and for approximately 45 minutes at the end of the December 21 analysis day (the winter solstice). On the same three analysis days, the stained glass window would receive direct sunlight for nearly the entirety of the

remaining portions of the day. The shadows analysis presented in FEIS Chapter 6 concluded that the short duration of new shadow on the stained glass window would not significantly impact the public enjoyment of this architectural resource, and therefore would not cause significant adverse impacts due to shadows.

Urban Design and Visual Resources

The Proposed Actions would allow for new residential and commercial developments at a greater density than what is currently permitted as-of-right in the Project Area and would represent a notable change in the urban design character of the Project Area and Primary Study Area. Compared to the future without the Proposed Actions, the visual appearance and vehicle and pedestrian circulation patterns, and therefore the pedestrian experience of the Primary Study Area, would change. However, these changes would not constitute a significant adverse urban design impact because the changes that would occur with the Proposed Actions would not alter the arrangement or functionality of the area such that the alteration would adversely affect a pedestrian's experience of the area. Rather, development anticipated with the Proposed Actions would enhance the pedestrian experience along designated commercial corridors by replacing underutilized and vacant lots with new buildings built to the sidewalk creating consistent streetwalls. The buildings' massings would be broken down with setbacks generally at the fifth floor, and active ground floor uses and transparency requirements would further contribute to a more vibrant and walkable streetscape as would new publicly accessible open spaces in and connections through the Proposed DFRURA.

The scale of the new buildings that would be developed with the Proposed Actions would be appropriate to the scale of existing buildings in the Primary Study Area. The proposed zoning changes would focus higher density buildings toward the center of large lots. The bulk of the building heights within the Proposed DFRURA would be shifted toward the middle of the DFRURA site, minimizing the effect on the pedestrian experience by allowing the buildings along existing streets to be shorter and similar to existing buildings within the Primary Study Area. Taller buildings would be grouped along the new north-south oriented street within the Proposed DFRURA, or on sites near mass transit stations/resources, with shorter buildings located closer to Mott, Central, and Redfern Avenues. Building heights would be in keeping with the urban design of the Primary Study Area. Lower building heights would be concentrated on the periphery of the Proposed DFRURA. Buildings located on secondary corridors would have varied heights, bulk, and massing that would contribute to the visual and physical transition between the Project Area to the Primary Study Area. New buildings with ground-floor retail and active street-level uses would replace vacant lots and underdeveloped sites along these corridors, enhancing street-level activity and pedestrian safety. Existing sites currently surrounded by fencing or accessed by multiple curb cuts also would be redeveloped with new buildings that would enliven the streetscape with new active uses and residents, particularly in locations where mixed residential and commercial buildings are not permitted today. The new buildings are expected to contribute to pedestrian activity on the sidewalks in the Project Area and surrounding Primary Study Area, improving pedestrian safety and walkability.

While the Proposed Actions would not result in any new development in the Secondary Study Area, some of the Projected and Potential Sites located at, or near, the edge of the Project Area would be visible from the Secondary Study Area. The With-Action developments would contribute to the visual character and pedestrian activity by introducing residential and retail uses and pedestrians within the Secondary Study Area. Views of the Project Area With-Action condition buildings would be limited to the parts of the Secondary Study Area that are most proximate to the Project Area. By focusing the highest density development near mass transit resources and the interior portion of large sites, the building heights near the Project Area's border would provide a visual transition between the Project Area and the Primary Study Area, where there are buildings with similar height, bulk, and massing, and the lower-scale Secondary Study Area.

Because views within the Project Area and the Primary and Secondary Study Areas are already limited by the existing street pattern and street trees, the Proposed Actions would not result in any significant

adverse impacts to view corridors or views to visual resources. While the buildings that could be built under the Proposed Actions would be taller than the existing buildings in the Project Area and in the Primary and Secondary Study Areas, the new buildings in the Project Area would create consistent streetwalls, and add visual interest by constructing new buildings that could have articulated facades. Therefore, the new buildings would maintain views on existing view corridors on the Project Site and in the Primary Study Area. Beach 9th Street, which provides the longest views within the Secondary Study Area, runs north-south and is located approximately 1,200 feet east of the closest Projected and Potential Sites and there is no visual relationship between the Beach 9th Street and these sites. Therefore, the Proposed Actions would not result in any significant adverse impact to view corridors or views to visual resources.

The Proposed Actions would not result in any significant adverse visual and contextual impacts to Trinity Chapel, the only visual resource in the Project Area. Although the nine-story building that would be constructed immediately adjacent to Trinity Chapel would obstruct most views of the church from vantage points to the west along Mott Avenue, these views are already restricted by existing buildings and the irregular street pattern. Further, views of Trinity Chapel would remain available and unobstructed from the vantage points to the east. The First Presbyterian Church, the only visual resource in the Secondary Study Area, is located approximately 1,200 feet northeast of the closest Projected and Potential Sites. The buildings on the Projected and Potential Sites would not affect views of this church and the existing landscaping surrounding the church would be maintained. Therefore, the Proposed Actions would not result in any significant adverse impacts on visual resources.

Overall, the Proposed Actions would not result in any significant adverse impacts to the urban design character or visual resources in the Project Area or within the Primary or Secondary Study Areas.

Natural Resources

The analysis finds that construction and operation of the Proposed Project would not result in significant adverse impacts to natural resources.

With the implementation of measures, such as an (E) designation (E-415) and health and safety plans detailed in FEIS Chapter 10, "Hazardous Materials," significant adverse impacts to groundwater are not expected to occur due to the construction of below-grade parking structures in the Proposed DFRURA or at Projected Development Sites 6 and 15, both of which would have below-grade parking.

Floodplains would not be affected by construction related activities or the operation of buildings and open space areas that would result from the Proposed Project. Any construction for the Proposed DFRURA would comply with New York City Building Codes for construction within the 500-year floodplain and would incorporate sea level rise resilience measures into the design of building structures. Therefore, operation of the Proposed Project would not result in significant adverse impacts to floodplains.

The Proposed Project would result in the disturbance of paved road/path, mowed lawn with trees, urban vacant lot and urban structure exterior habitat. These ecological communities provide limited habitat to wildlife other than species common to urban areas. Loss of this habitat may adversely affect individual wildlife unable to find suitable available habitat in the vicinity of the study area. Loss of individuals of these common species would not result in significant adverse impacts to populations of these species within the New York City metropolitan region. Landscaping resulting from the Proposed Project such as street tree plantings has the potential to improve ecological communities and habitat for wildlife during operation of the Proposed Project.

Hazardous Materials

The hazardous materials assessment identified various potential sources of contamination on, or in close proximity to, the Proposed DFRURA, Disposition Sites, and most of the Projected and Potential

Development Sites. Potential sources of contamination included past or present: auto-related uses (auto repair, filling stations and/or petroleum storage); manufacturing; a scrap metal yard; day cleaning; and potentially, soil exceeding United States Environmental Protection Agency (USEPA) hazardous waste threshold for lead (on the Proposed DFRURA). To reduce the potential for adverse impacts associated with new construction resulting from the Proposed Actions, further environmental investigations will be required at sites where a high or moderate potential for contamination was identified. To ensure that these investigations are undertaken, a hazardous materials (E) designation (E-415) will be placed on the following sites:

- Projected Development Sites 1 through 9, 13, and 15 through 19;
- Potential Development Sites A through I; and
- Sites within the Proposed DFRURA that are currently privately owned.

This (E) designation requires the owners of the properties to do the following prior to obtaining DOB permits for new development entailing soil disturbance or for changes to a more sensitive building use (e.g., from non-residential to residential):

- Conduct a Phase I ESA in accordance with the American Society of Testing Materials (ASTM) E1527-13, where one was not previously conducted or where required by the Mayor's Office of Environmental Remediation (OER) based on the date of the previous assessment;
- Prepare and implement a soil and groundwater testing protocol approved by OER;
- Where appropriate, conduct remediation in accordance with an OER-approved Remedial Action Plan (RAP) and Construction Health and Safety Plan (CHASP) to the satisfaction of the OER; and
- Prepare a post-construction Remedial Closure Report (RCR) documenting compliance with the RAP/CHASP, to obtain a Notice of Satisfaction and Certificates of Occupancy for newly constructed structures.

For the Disposition Sites, the City and the sites' developer(s) would enter into a Land Disposition Agreement (LDA) that would require the developer(s) to carry out the following prior to new development entailing soil disturbance:

- Prepare and implement a soil and groundwater testing protocol approved by DEP or OER;
- Where appropriate, conduct remediation in accordance with a DEP- or OER-approved RAP and CHASP to the satisfaction of either oversight agency; and
- Prepare and submit to OER or DEP for approval a post-construction Remedial Closure Report (RCR) documenting compliance with the RAP/CHASP, prior to obtaining Certificates of Occupancy for the new uses.

The hazardous materials assessment also identified the potential for hazardous materials in existing buildings (such as asbestos-containing materials [ACM], lead-based paint [LBP], and polychlorinated biphenyl [PCB]-containing equipment and lighting fixtures). Regulatory requirements for maintenance and (if necessary) disposal of such materials prior to or during demolition would continue to be followed.

With the implementation of the measures required by an (E) designation, Memorandum of Understanding (MOU), and LDAs, the Proposed Actions would not result in any significant adverse impacts with respect to hazardous materials.

Water and Sewer Infrastructure

DEP is planning infrastructure capital improvements within the Project Area, and is currently evaluating those projects to identify improvements necessary to support future development. These identified improvements will be incorporated into currently planned capital projects or future capital projects. Additionally, the City's drainage plan will be amended to reflect the infrastructure improvements that are needed to support future development based on the proposed change in zoning. With the completion of all

infrastructure improvements identified by DEP or improvements necessary for new developments to connect to the City sewer system (if taking place in advance of the capital work), as well as the incorporation of the appropriate sanitary flow and stormwater control best management practices (BMPs) that would be required as part of the DEP site connection approval process for each development within the Project Area, the water supply and sewer system in the Project Area would be sufficient to handle the increased water demand and wastewater flow resulting from the Proposed Project. In particular, the BMPs would result in reduced overall volumes of water demand, sanitary sewer discharge, and stormwater runoff. Additionally, in accordance with New York State Department of Environmental Conservation (NYSDEC) regulations, development of the Proposed DFRURA and any other site or parcel assemblage larger than one acre (which includes the DOT/MTA Disposition Site and may include Projected Development Site 6) would require a Stormwater Pollution Prevention Plan (SWPPP), which would identify both temporary erosion and sediment controls and permanent water quality controls for the development of these sites. Treatment capacity at the Rockaway Wastewater Treatment Plant (WWTP) is sufficient to handle wastewater flow resulting from the Proposed Project. Therefore, with the completion of the required infrastructure improvements, there would be no significant adverse impacts on wastewater treatment or stormwater conveyance infrastructure.

Solid Waste and Sanitation Services

The analysis finds that the Proposed Actions would not result in a significant adverse impact on solid waste and sanitation services. The Proposed Actions would not directly affect a solid waste management facility. Development resulting from the Proposed Actions would generate an increment above the No Action condition of approximately 103.14 tons per week of solid waste, of which approximately 64 percent (65.61 incremental tons) would be handled by DSNY, and 36 percent (37.54 incremental tons) would be handled by private carters. This correlates to approximately 5.24 additional truckloads per week of solid waste handled by DSNY, and between 2.50 and 3.00 additional truckloads per week handled by private carters. Although this would be an increase compared with the conditions in the future without the Proposed Actions, the additional solid waste resulting from the Proposed Actions would be a negligible increase relative to the approximately 12,260 tons of solid waste handled by the DSNY every day, or the 13,000 tons handled by private carters.⁷ As such, the Proposed Actions would not result in an increase in solid waste that would overburden available waste management capacity, nor would they. The Proposed Actions would not conflict with, or require any amendment to, the City's solid waste management objectives as stated in the SWMP.

Energy

The Proposed Actions would not result in a significant adverse impact on energy systems. In the future with the Proposed Actions (the "With Action condition"), the Reasonable Worst-Case Development Scenario (RWCDs) would result in increased demand of approximately 430.9 billion British Thermal Units (BTUs) of energy per year as compared to future conditions without the Proposed Actions (the "No Action condition"). This increase in annual demand represents less than one percent of the projected year 2025 service demand for the Long Island service area, which includes Far Rockaway.⁸

Any new development resulting from the Proposed Actions would be required to comply with the New York City Energy Conservation Code (NYCECC), which governs performance requirements of heating, ventilation, and air conditioning systems, as well as the exterior building envelope of new buildings. In compliance with this code, new developments must meet standards for energy conservation, which include requirements related to energy efficiency and combined thermal transmittance.

⁷ About DSNY: <http://www1.nyc.gov/assets/dsny/about/inside-dsny.shtml>

⁸ New York Independent System Operator's 2015 Load & Capacity Data report, p.12. The Project Area is located within Zone K, which includes Nassau and Suffolk Counties as well as portions of the Rockaways. Year 2025 forecasted energy demand for Zone K is 23,062 Gwh, which is approximately 78.69 trillion BTUs.

Transportation

Traffic

The Proposed Actions would result in significant adverse traffic impacts at 17 study area intersections during one or more analyzed peak hours; specifically 20 lane groups at 11 intersections during the weekday AM peak hour, 21 lane groups at 12 intersections during the weekday midday peak hour, 27 lane groups at 17 intersections during the PM peak hour, and 14 lane groups at eight intersections during the Saturday midday peak hour. Most of these impacts could be mitigated through the implementation of traffic engineering improvements, including:

- Modification of traffic signal phasing and/or timing;
- Elimination of on-street parking within 100 feet of intersections to add a limited travel lane, known as “daylighting”; and
- Channelization and lane designation changes to make more efficient use of available street widths.

The types of mitigation measures proposed are standard measures that are routinely identified by the City and considered feasible for implementation. Implementation of the recommended traffic engineering improvements is subject to review and approval by DOT. If, prior to implementation, DOT determines that an identified mitigation measure is infeasible, an alternative and equivalent mitigation measure will be identified. In the absence of the application of mitigation measures, the impacts would remain unmitigated and constitute unavoidable significant adverse traffic impacts.

Identified significant adverse impacts would be fully mitigated at all but 16 lane groups at eight intersections during the weekday AM peak hour; 13 lane groups at eight intersections during the midday peak hour; 20 lane groups at 11 intersections during the PM peak hour; and 12 lane groups at seven intersections during the Saturday midday peak hour. In total, impacts to one or more approach movements would remain unmitigated in one or more peak hours at 11 intersections.

In the time between issuance of the DEIS and the FEIS, further review was conducted of proposed mitigation measures for intersections with significant adverse impacts in order to confirm adequacy and feasibility of their implementation. This review included additional traffic signal timing modeling in an effort to optimize signal timing parameters for certain intersections. In addition, the lead agency in consultation with DOT, explored other mitigation measures to mitigate impacts at intersections for which no feasible mitigation measures were identified before issuance of the DEIS. This additional analysis determined that other measures are not available to mitigate the identified impacts, either in part or in whole, and therefore these impacts are identified in this FEIS as unmitigable. Consequentially, these impacts would constitute unavoidable significant adverse traffic impacts as a result of the Proposed Actions.

Transit

The Proposed Actions would result in a capacity shortfall of 13 spaces on the westbound Q22 service and 59 spaces on the northbound Q113/Q114 service in the AM peak hour and a shortfall of 48 spaces on the eastbound Q22 service in the PM peak hour. Therefore, westbound and eastbound Q22 service would be significantly adversely impacted in the AM and PM peak hours, and northbound Q113/Q114 service would be significantly adversely impacted in the AM peak hour based on *CEQR Technical Manual* criteria. These significant adverse impacts to Q22 bus service could be fully mitigated by the addition of one standard bus in the westbound direction in the AM peak hour and one standard bus in the eastbound direction in the PM peak hour. The significant impact to the Q113/Q114 service could be mitigated by addition of one articulated bus in the northbound direction in the AM peak hour. The general policy of the MTA bus company is to provide additional bus service where demand warrants, taking into account financial and operational constraints. In the absence of the application of mitigation measures, this impact would remain unmitigated and would result into an unavoidable significant adverse impact.

Pedestrians

Results of the analyses of pedestrian conditions show that demand from the Proposed Actions would significantly adversely impact the west crosswalk at the intersection of Mott Avenue and Beach 21st Street during the weekday PM and Saturday peak hours. A significant adverse pedestrian impact is considered mitigated if measures implemented return the anticipated conditions to an acceptable level, following the same impact criteria used in determining impacts. Standard mitigation for projected significant adverse pedestrian impacts can include providing additional signal green time or new signal phases; widening crosswalks; relocating or removing street furniture; providing curb extensions, neck-downs or lane reductions to reduce pedestrian crossing distance; and sidewalk widening.

The proposed mitigation measures consist of shifting two seconds of green time from the eastbound/westbound (EB/WB) phase to the northbound (NB) phase in both the weekday PM and Saturday peak hours, which would fully mitigate the significant adverse impacts to the west crosswalk at Mott Avenue and Beach 21st Street.

If, prior to implementation, DOT determines that an identified mitigation measure is infeasible, an alternative and equivalent mitigation measure would be identified. The proposed mitigation measures could be implemented early at the discretion of the DOT to address actual conditions experienced at that time.

Parking

The parking analyses document changes in the parking supply and utilization in the rezoning area and within a ¼-mile radius of the rezoning area under both No-Action and With-Action conditions. There is one off-street public parking lots within ¼-mile of the Rezoning Area, which is located on one of the City-owned disposition sites and which would be displaced under No-Action conditions. Under the With Action RWCDs, it is assumed that up to 1,268 accessory parking spaces would be provided on projected development sites. Additionally 171 new publically accessible parking spaces are anticipated to be provided within the Proposed DFRURA.

After accounting for new parking demand and the number of required accessory spaces provided on a site-by-site basis under the RWCDs, it is estimated that compared to the No Action condition, incremental on-street parking demand from new development associated with the Proposed Actions would total approximately 290 spaces in the weekday midday period and 1,373 spaces during the overnight period.

In the future with the Proposed Actions, approximately 1,681 on-street spaces would remain available within ¼-mile of the Rezoning Area in the weekday midday period, while approximately 51 on-street spaces would remain available during the overnight period. Therefore, the Proposed Actions are not expected to result in significant adverse parking impacts during the weekday midday peak period for commercial and retail parking demand, nor during the overnight peak period for residential demand.

Air Quality

The analyses conclude that the Proposed Actions would not result in any significant adverse air quality impacts on sensitive uses in the surrounding community, and the Proposed Actions would not be adversely affected by existing sources of air emissions in the rezoning area. A summary of the findings is presented below.

The mobile source analyses determined that concentrations of CO and fine particulate matter less than ten microns in diameter (PM₁₀) due to project-generated traffic would not result in any violations of National Ambient Air Quality Standards (NAAQS). The results show that CO increments, as well the annual and daily (24-hour) PM_{2.5} increments, are predicted to be below *de minimis* criteria.

The analysis of the parking facilities, assumed to be developed as a result of the Proposed Actions, determined that there would not be any significant adverse air quality impacts from the Proposed Actions. The maximum predicted eight-hour average CO concentration from parking facilities in the With Action condition is 1.5 parts per million (ppm). This value includes a predicted concentration of 0.08 ppm from the parking garage analyzed, and a background level of 1.4 ppm. The maximum predicted concentration is substantially below the applicable NAAQS of nine ppm and the *de minimis* CO criteria of 5.2 ppm.

The stationary source analyses determined that there would be no potential significant adverse air quality impacts from fossil fuel-fired heat and hot water systems. For certain Proposed DFRURA sites and the DOT/MTA Disposition Site, restrictions would be necessary to ensure that emissions from fossil fuel-fired heat and hot water systems would not result in any significant air quality impacts. The restrictions would be set forth in a MOU, LDA, Contract of Sale, Lease Agreement or other legally binding document between the City and the developer(s) to ensure compliance with these restrictions.

Additionally, an air quality (E) designation (E-415) will be mapped to ensure the development on certain Projected and Potential Development Sites as well as on sites within the Proposed DFRURA that are currently privately owned would not result in any significant air quality impacts from fossil fuel-fired heat and hot water systems emissions.

Greenhouse Gas Emissions and Climate Change

The building energy use and vehicle use associated with the Proposed DFRURA and Disposition Sites would result in up to approximately 32.5 kilotons of carbon dioxide equivalent (CO₂e) emissions per year. These emissions estimates are conservatively high since, per *CEQR Technical Manual* guidance, they do not account for the decreasing carbon footprint of electricity and vehicular emissions associated with renewable power sources and improved engine performance. The emissions resulting from the Proposed Actions would also be lower due to the incorporation of emission reduction measures (see below). Note that in the No Action condition, if new buildings were to be constructed elsewhere to accommodate the same number of units and space for other uses, the emissions from the use of electricity, energy for heating and hot water, and vehicle use could equal or exceed those estimated for the proposed project, depending on their location, access to transit, building type, and energy efficiency measures. There would be additional greenhouse gas (GHG) emissions associated with the Projected and Potential Development Sites, which, per the *CEQR Technical Manual* guidance, have not been quantified here.

The *CEQR Technical Manual* defines five goals through which a project's consistency with the City's emission reduction goal is evaluated: (1) efficient buildings; (2) clean power; (3) sustainable transportation; (4) construction operation emissions; and (5) building materials carbon intensity.

The development of the Proposed DFRURA and the Disposition Sites would be required to achieve certification under the Enterprise Green Communities (EGC) program, or to achieve equivalent energy efficiency.⁹ The EGC program is designed to achieve a minimum of 15 percent reduction in energy expenditure relative to the current building code, as well as other sustainability measures that would indirectly reduce GHG emissions. The Proposed Actions' mandatory requirements under the EGC program, and additional measures aimed at achieving points necessary for certification or resulting from the RFP encouraging energy efficient development, would result in substantially reduced energy

⁹ The Proposed DFRURA and Disposition Sites would be developed under the affordable housing requirements of HPD. The Land Disposition Agreement between EDC and the developer(s) would require a commitment to certification under the EGC program per the HPD EGC Overlay, or the incorporation of equivalent sustainability measures through the Leadership in Energy and Environmental Design (LEED) or Energy Star programs. Proposed DFRURA developments would also require certification under the EGC program or the incorporation of equivalent sustainability measures through the provisions of a contract of sale or long-term lease, or other legally binding agreement between the City and the developer(s).

consumption at the Proposed DFRURA and Disposition Sites as compared with buildings designed to meet but not exceed the building code. In general, dense, mixed-use development with access to transit and existing roadways is consistent with sustainable land use planning and smart growth strategies to reduce the carbon footprint of new development. The EGC program may also result in the use of lower-GHG materials and materials reduction, and would require recycling construction materials. Overall, the implementation of the various design measures and features described would result in development that is consistent with the City's emissions reduction goal, as defined in the *CEQR Technical Manual*.

The Proposed Actions would also support the other GHG goals because of the proximity of the sites to public transportation, commitment to construction air quality controls, and the fact that as a matter of course, construction in New York City uses recycled steel and includes cement replacements. All of these factors demonstrate that the Proposed Actions support the GHG reduction goal.

Therefore, based on the commitment to energy efficiency and by virtue of location and other factors discussed above, the Proposed Actions would be consistent with the City's emissions reduction goals, as defined in the *CEQR Technical Manual*.

Noise

The analysis finds that the Proposed Actions would not result in any significant adverse noise increases at nearby noise receptors. Additionally, the building attenuation analysis determined that the buildings to be constructed at the Proposed DFRURA and the Projected and Potential Development Sites included in the Proposed Actions would require between 23 and 33 dBA window/wall attenuation to meet *CEQR Technical Manual* interior noise level requirements. For the Disposition Sites, these attenuation requirements would be included in a LDA between the City and the sites' developer(s). For Projected and Potential Development Sites, and for sites within the Proposed DFRURA that are currently privately owned, the attenuation requirements would be included in a noise (E) designation (E-415) mapped on the sites. With these measures, the Proposed Actions would not have the potential to result in any significant adverse noise impacts.

Public Health

As described in this FEIS, the Proposed Actions would not result in unmitigated significant adverse impacts in the following technical areas that contribute to public health: air quality, water quality, hazardous materials, or operational noise.

Construction activities associated with the Proposed Actions could result in significant adverse noise impacts that would not be fully mitigated. Under the RWCDS, construction activities associated with the Proposed DFRURA would have the potential to result in significant adverse construction noise impacts at up to 34 receptor locations, and construction activities associated with Projected Development Sites would have the potential to result in significant adverse construction noise impacts at up to 72 receptor locations. These locations, including residences, library, community facilities, and open space locations (at Beach 20th Street Plaza and DOT Plaza) would intermittently experience exterior noise levels up to the mid 80s dBA. The maximum predicted noise level increments, which would occur only during the limited amount of time that impact pile driving would occur at the points nearest adjacent receptors on the same block as construction, are predicted to be up to approximately 27 dBA compared with existing levels. The most noise intensive construction activities would occur during portions of up to approximately 3 to 5 years of the Proposed DFRURA construction period.

Despite these potentially unmitigated impacts, the predicted overall changes in noise levels would not be large enough to significantly affect public health, as they would be below the public health-based *CEQR Technical Manual* noise threshold of 85 dBA. The Proposed Actions are not anticipated to cause excessively high chronic noise exposure and, therefore, are not expected to result in a significant adverse

public health impact related to noise. Therefore, the Proposed Actions would not result in significant adverse public health impacts during construction.

Neighborhood Character

The neighborhood of Downtown Far Rockaway is primarily characterized by the commercial downtown with surrounding residential use at varying densities. The Downtown Far Rockaway neighborhood can be characterized as a ‘village,’ as the neighborhood has provided the local community with commercial and institutional services typical of a village center. However, as the neighborhood has grown and changed, the services provided have become inadequate to meet the local need. In terms of land use, the majority of the study area (which includes the Project Area and a ¼-mile buffer surrounding the Project Area) is characterized by residential uses along the side-streets, a variety of commercial and institutional uses along the major roadways, and pockets of industrial and auto-related uses throughout the study area; the patch-work of uses, combined with the presence of vacant and underutilized sites, contribute to a disjointed streetscape. Features such as the neighborhood’s proximity to Rockaway Beach also contribute to the area’s defining character.

Currently, the neighborhood’s character is largely defined by the uses and built form found within the Proposed DFRURA, which is located at the heart of the Project Area and directly across from the NYCT A-Train subway line. The Proposed DFRURA is primarily characterized by aging, underutilized, and in some cases poorly maintained buildings, as well as vacancy (both vacant land and vacant structures). Evidence of recent reinvestment was observed with the ongoing façade renovations to the Far Rockaway Shopping Center, but little additional evidence of physical improvements to repair, update or upgrade buildings and/or lot conditions were observed for any of the remaining lots in the Proposed DFRURA.

The Proposed Actions would not result in significant adverse impacts in the areas of land use, zoning, and public policy; socioeconomic conditions; shadows; urban design and visual resources; or noise (during operational conditions). The significant adverse open space and traffic impacts would not adversely affect defining features of Downtown Far Rockaway’s neighborhood character; nor would a combination of moderately adverse effects impact the area’s defining features. While the Proposed Actions would result in significant adverse open space impacts, as the residential study area is currently underserved by open space and would remain so in both the No-Action and With-Action conditions, open space is not a critical defining feature of the Downtown area, and any resultant impacts to open space would not have a significant adverse impact on neighborhood character. In addition, while the Proposed Actions would result in increased transportation activities and significant adverse transportation impacts, the resulting conditions would be similar to those seen in other urban neighborhoods and would not result in density of activity or service conditions that would be out of character with a typical downtown core.

With the development of approximately 3,100 DUs, the Proposed Actions would introduce a large residential population to Downtown Far Rockaway; the Proposed Actions would also introduce additional amenities such as community facility space and commercial resources, to meet the needs of the existing and Project-generated populations. The amenities introduced by the Proposed Actions would enhance the “village character” of the neighborhood by bringing mixed-use, transit-oriented development to the area, and by requiring active ground floor uses, mandatory sidewalk widenings and other urban design controls along major corridors to enliven the streetscape.

Construction

As is the case with any major construction project, construction of the Proposed Project as defined by the RWCDs would result in some temporary disruptions in the surrounding area. Construction of the Proposed Project is anticipated to be completed over a 15-year period with completion in 2032 (this includes development on the Proposed DFRURA, Disposition Sites, and Projected Development Sites). Since Potential Development Sites are not expected to be redeveloped under the Proposed Actions by the 2032 Analysis Year, these sites were not considered in the construction assessment. As described in detail

below, construction activities associated with the Proposed Project would result in temporary significant adverse impacts from construction noise and traffic conditions. Additional information for key technical areas is summarized below.

Transportation

Based on the RWCDs and conceptual construction schedule, construction travel demand—construction work and truck volumes generated by construction activities on development sites—is expected to peak in the fourth quarter of 2019 (2019(Q4)), the third quarter of 2022 (2022(Q3)), and the fourth quarter of 2028 (2028(Q4)). Therefore these quarters were selected as a reasonable worst-case analysis periods for assessing potential cumulative transportation impacts from operational trips from completed portions of the Proposed Project and construction trips. Both of these periods were therefore analyzed for potential transportation impacts during construction.

Traffic

During construction, traffic would be generated by construction workers commuting via autos and by construction trucks transporting materials. Traffic volume increases during the 6-7 AM and 3-4 PM construction peak hours would be less than those projected under the With Action condition analyzed in FEIS Chapter 14, “Transportation”. In all of the worst-case analysis periods, traffic conditions during the construction peak hours are also expected to be generally better than traffic conditions during the analyzed operational peak hours under the With Action condition. Consequently, there would be substantially fewer intersections with potential significant adverse traffic impacts during the 2019(Q4), 2022(Q3), and 2028(Q4) construction analysis years compared with the 2032 operational analysis year, and no additional intersections are expected to experience significant adverse traffic impacts in these peak hours.

Transit

In worst-case analysis periods, transit conditions during the 6-7 AM and 3-4 PM construction peak hours are expected to be generally better than during the analyzed operational peak hours with full build-out of the Proposed Actions in 2032. As the Proposed Actions are not expected to result in any significant subway station impacts, no subway station impacts are expected during construction.

The Proposed Actions’ significant adverse bus impact would also be less likely to occur during construction than with full build-out of the Proposed Actions in 2032 because incremental demand would be lower during construction and would not occur during the peak hours of commuter demand. It is expected that the mitigation measures identified for operational transit impacts would also be effective at mitigating any potential impacts from construction transit trips during the 2019(Q4), the 2022(Q3), and the 2028(Q4) construction periods.

Pedestrians

In the fourth quarter of 2019 (2019(Q4)), construction workers—and therefore generated pedestrian trips—would be at a peak. Pedestrian trips by construction workers would be widely distributed among the development sites that would be under construction in this period, and would primarily occur outside of the weekday AM and PM commuter peak periods and weekday midday peak period when area pedestrian facilities typically experience their greatest demand. It is unlikely that any single sidewalk, corner, or crosswalk is expected to experience 200 or more peak-hour trips (the threshold below which significant adverse pedestrian impacts are considered unlikely to occur based on *CEQR Technical Manual* guidelines). Consequently, significant adverse pedestrian impacts in the 2019(Q4) peak construction period are not anticipated.

In 2022(Q3) and 2028(Q4), cumulative construction and operational travel demand would result in peak number of on-site daily workers. Pedestrian conditions during the 6:00-7:00 AM and 3:00-4:00 PM

construction peak hours are expected to be generally better than pedestrian conditions during the analyzed operational peak hours with full build-out of the Proposed Actions in 2032. The Proposed Actions' significant adverse sidewalk, corner area and crosswalk impacts would therefore be less likely to occur during this construction period than with full build-out of the Proposed Actions in 2032, but is projected to occur. It is expected that mitigation measures identified for 2032 operational pedestrian impacts would also be effective at mitigating any potential impacts from construction pedestrian trips during the 2022(Q3) and 2028(Q4) construction periods. These mitigations would include sidewalk widening and/or relocating or removing street furniture. In addition, shifts to signal timing may be done to mitigate significant adverse impacts to pedestrians. If, prior to implementation, DOT determines that an identified mitigation measure is infeasible, an alternative and equivalent mitigation measure would be identified. The proposed mitigation measures could be implemented early than the full build-out of the Proposed Actions in 2032 at the discretion of the DOT to address actual conditions experienced at that time.

Parking

Based on the extent of available on-street parking spaces within ¼-mile of the rezoning area, there would be sufficient on-street parking capacity to accommodate all of the projected construction worker parking demand during the 2019(Q4) peak construction period—when the number of construction workers would be at a peak. During the 2022(Q3) peak construction period for cumulative construction and operational traffic, the maximum daily parking demand from project site construction workers would be accommodated by the expected available spaces. While there would be a relatively small parking shortfall of 26 spaces during the 2028(Q4) peak construction period for cumulative construction and operational traffic, this relatively small parking shortfall does not exceed more than half of the available on-street parking spaces within the ¼-mile radius, and therefore would not be considered a significant adverse impact per 2014 *CEQR Technical Manual* criteria. In addition, the parking demand associated with construction workers commuting via auto would be temporary in nature and the potential shortfall would be limited to one calendar quarter over the entire construction period. Furthermore, there are multiple transit options available to the proposed rezoning area and the excess demand is expected to be accommodated outside of the ¼-mile parking study area radius.

Air Quality

Measures would be taken to reduce pollutant emissions during construction in accordance with all applicable laws, regulations, and building codes. These include dust suppression measures, idling restriction, and the use of ultra-low sulfur diesel (ULSD) fuel. In addition, an emissions reduction program, including the use of best available tailpipe reduction technologies and utilization of newer equipment would be implemented during construction for the Proposed DFRURA as well as the Disposition Sites. These measures would be required to be undertaken by the developer(s) through provisions of a MOU, LDA, Contract of Sale, Lease Agreement, or other legally binding document between the City and the developer(s). The MOU, LDA, Contract of Sale, Lease Agreement, or other legally binding agreement would require the use of a construction monitor, which will operate under the oversight of the Mayor's Office of Environmental Coordination, to ensure that the emissions reduction measures, to the extent practicable and feasible, are implemented during construction activities.

Projected Development Sites with construction durations of more than two years are anticipated to implement similar emissions reduction programs. However, there would be no mechanism under *CEQR* to provide for a commitment to implement any of the above emission reduction measures on Projected Development Sites. Nevertheless, construction in future years is expected to meet these emissions reduction requirements, as there would be an increasing percentage of newer and cleaner engines.

A detailed analysis of on-site and on-road emissions determined that annual-average nitrogen dioxide (NO₂), carbon monoxide (CO), particulate matter with an aerodynamic diameter less than 10 microns (PM₁₀), and particulate matter with an aerodynamic diameter less than 25 microns (PM_{2.5}) concentrations would be below their corresponding National Ambient Air Quality Standards (NAAQS) or *de minimis*

thresholds. Therefore, construction under the Proposed Actions would not result in significant adverse air quality impacts due to construction sources.

Noise

Detailed construction noise modeling analysis concluded that construction activities associated with the Proposed DFRURA would have the potential to result in significant adverse construction noise impacts at up to 34 receptor locations, and construction activities associated with Projected Development Sites would have the potential to result in significant adverse construction noise impacts at up to 72 receptor locations. At these locations, construction noise levels would exceed *CEQR Technical Manual* noise impact criteria for an extended period of time. These locations, including residences, library, healthcare facilities, and open space locations (at Beach 20th Street and DOT Plaza) would intermittently experience exterior noise levels up to the mid 80s dBA. The maximum predicted noise level increments, which would occur only during the limited amount of time that impact pile driving would occur at the points nearest adjacent receptors on the same block as construction, are predicted to be up to approximately 27 dBA compared with existing levels. The most noise intensive construction activities would occur during portions of up to approximately 3 to 5 years of the Proposed DFRURA construction period.

At other receptors near the development area, noise resulting from construction of the Proposed Project may at times be noticeable, but would be temporary, would generally not exceed typical noise levels for New York City, and would not rise to the level of a significant adverse noise impact.

Construction activities would be required to follow the requirements of the *NYC Noise Control Code* (also known as Chapter 24 of the Administrative Code of the City of New York, or Local Law 113) for construction noise control measures. Specific noise control measures would be incorporated in noise mitigation plan(s) required under the *NYC Noise Code*. These measures could include a variety of source and path controls. In terms of source controls (i.e., reducing noise levels at the source or during the most sensitive time periods), the following measures would be implemented in accordance with the *NYC Noise Code*:

- Equipment that meets the sound level standards specified in Subchapter 5 of the *NYC Noise Control Code* would be utilized from the start of construction.
- As early in the construction period as logistics would allow, diesel- or gas-powered equipment would be replaced with electrical-powered equipment such as welders, water pumps, bench saws, and table saws (i.e., early electrification) to the extent feasible and practicable.
- Where feasible and practicable, construction sites would be configured to minimize back-up alarm noise. In addition, all trucks would not be allowed to idle more than three minutes at the construction site based upon Title 24, Chapter 1, Subchapter 7, Section 24-163 of the *NYC Administrative Code*.
- Contractors and subcontractors would be required to properly maintain their equipment and mufflers.

In terms of path controls (e.g., placement of equipment, implementation of barriers or enclosures between equipment and sensitive receptors), the following measures for construction would be implemented to the extent feasible and practicable:

- Where logistics allow, noisy equipment, such as cranes, concrete pumps, concrete trucks, and delivery trucks, would be located away from and shielded from sensitive receptor locations.
- Noise barriers constructed from plywood or other materials would be erected to provide shielding; and
- Path noise control measures (i.e., portable noise barriers, panels, enclosures, and acoustical tents, where feasible) for certain dominant noise equipment would be employed to the extent feasible and practical based on the results of the construction noise calculations.

However, there are no practical or feasible mitigation measures that would fully mitigate the significant adverse construction noise impacts. Therefore, an unavoidable significant adverse construction noise impact would occur as a result of the Proposed Actions.

Vibration

Construction of the Proposed Actions would not have the potential to result in vibration at a level that could result in architectural or structural damage to adjacent buildings. Additionally, construction would generate vibration at a level that would have the potential to be noticeable or annoying only for limited periods of time, therefore there is no potential for significant adverse vibration impacts due to construction resulting from the Proposed Actions.

Historic and Cultural Resources

Letters from the New York City Landmarks Preservation Commission (LPC) dated June 21, 2016 and March 29, 2017 found that development sites considered as part of the Proposed Actions have no archaeological significance and no further assessment is warranted. There are no known architectural resources located on any of the Projected Development Sites, Disposition Sites, or on the Proposed DFRURA. However, construction-related activities on Projected Development Site 10 have the potential to result in significant adverse impacts on an adjacent architectural resource—the State/National Registers of Historic Places (S/NR)-listed Trinity Chapel at 18-74 Mott Avenue. This resource could experience accidental damage from adjacent construction on Projected Development Site 10. However, the 2014 New York City Building Code, in Section BC 3309: Protection of Adjoining Property, provides protection measures for all properties against accidental damage from adjacent construction by requiring that all buildings, lots, and service facilities adjacent to foundation and earthwork areas be protected and supported. Further, Section BC 3309.4.4 requires that “historic structures that are contiguous to or within a lateral distance of 90 feet ... from the edge of the lot where an excavation is occurring” be monitored during the course of excavation work. In addition, DOB *TPPN #10/88* applies to NYCLs, properties within New York City Historic Districts, and NR-listed properties. *TPPN #10/88* supplements the standard building protections afforded by the Building Code by requiring a monitoring program to reduce the likelihood of construction damage to adjacent NR-listed properties (within 90 feet) and to detect at an early stage the beginnings of damage so that construction procedures can be changed. These measures would avoid the potential for significant adverse construction-related impacts on Trinity Chapel.

Hazardous Materials

As discussed in FEIS Chapter 10, “Hazardous Materials,” the hazardous materials assessment identified various potential sources of contamination on, or in close proximity to, the Proposed DFRURA, Disposition Sites, and most of the Projected Development Sites. To reduce the potential for adverse impacts associated with new construction resulting from the Proposed Actions, further environmental investigations will be required at sites where a high or moderate potential for contamination was identified. As detailed in FEIS Chapter 10, to ensure that these investigations are undertaken, a hazardous materials (E) designation would be placed on sites within the Proposed DFRURA that are currently privately owned, and Projected Development Sites 1 through 9, 13, and 15 through 19. These (E) designations require the owners of the properties to do the following prior to obtaining DOB permits for new development entailing soil disturbance or for changes to a more sensitive building use (e.g., from non-residential to residential):

- Conduct a Phase I ESA in accordance with ASTM E1527-13, where one was not previously conducted or where required by OER based on the date of the previous assessment;
- Prepare and implement a soil and groundwater testing protocol approved by OER;
- Where appropriate, conduct remediation in accordance with an OER-approved RAP and CHASP to the satisfaction of the OER; and
- Prepare a post-construction RCR documenting compliance with the RAP/CHASP, to obtain a Notice of Satisfaction and Certificates of Occupancy for newly constructed structures.

For the Disposition Sites, the City and the sites' developer(s) would enter into a LDA that would require the developer(s) to carry out the following prior to new development entailing soil disturbance:

- Prepare and implement a soil and groundwater testing protocol approved by DEP or OER;
- Where appropriate, conduct remediation in accordance with a DEP- or OER-approved RAP and CHASP to the satisfaction of either oversight agency; and
- Prepare and submit to OER or DEP for approval a post-construction RCR documenting compliance with the RAP/CHASP, prior to obtaining Certificates of Occupancy for the new uses.

The hazardous materials assessment also identified the potential for hazardous materials in existing buildings (such as asbestos-containing materials [ACM], lead-based paint [LBP], and polychlorinated biphenyl [PCB]-containing equipment and lighting fixtures). Regulatory requirements for maintenance and (if necessary) disposal of such materials prior to or during demolition would continue to be followed.

With the implementation of the measures required by the (E) designation, LDAs, and MOUs, construction under the Proposed Actions would not result in any significant adverse impacts with respect to hazardous materials.

7. MITIGATION

Child Care Services

Under the Reasonable Worst-Case Development Scenario (RWCDS), by 2032 the Proposed Actions would result in the development of 1,580 affordable dwelling units (DUs).¹⁰ Based on *CEQR Technical Manual* child care multipliers, the development of this amount of affordable housing would result in an estimated 222 additional children under the age of six who would be eligible for publicly-funded child care programs. With the addition of these children, child care facilities in the study area would operate at 154.2 percent utilization, with a deficit of 209 slots, resulting in a significant adverse impact on child care facilities.

To avoid the identified significant adverse impact on child care facilities, the number of affordable DUs that could be developed as a result of the Proposed Actions would have to be reduced to 93, which would be a 94 percent (1,487-DU) reduction in the number of affordable units. The 93 affordable DUs would generate 13 children under age six eligible for publicly funded child care, and study area facilities would operate at capacity with no child care slot shortfall. Alternatively, the provision of an additional 209 child care slots would fully mitigate the significant adverse child care center impact. With 209 additional child care slots, study area facilities would operate at capacity, with no child care slot shortfall.

Possible mitigation measures for this significant adverse impact were developed in consultation with the New York City Administration for Children's Services (ACS). Mitigation for a significant child care impact included the provision of additional suitable location(s) for a child care center and within a reasonable distance, funding, and making program improvements to support additional capacity. While funding and program improvements were not deemed feasible measures, it was identified that increased

¹⁰ Given that the specific number of affordable units has not been determined, a conservative assumption was developed that assumes that 50 percent of the DUs on the Proposed DFRURA would be affordable, 100 percent of the DUs on the Disposition Sites would be affordable, and 30 percent of the DUs on the Projected Development Sites would be affordable except for Projected Development Sites 9, 18, and 19, where 100 percent of the DUs would be affordable. For the Projected Development Sites, a specific MIH option has not been chosen but would be determined during the land use approval process. As such, the option that generates the most affordable DUs was used for this analysis, but should not be construed as the specific MIH option for the Proposed Project. For purposes of this analysis, it was assumed that all affordable units would be available to households at or below 80 percent of the AMI.

demand for child care slots could be met through expanded capacity. HPD is expected to subsidize the development of a significant number of new mixed-use buildings in the Proposed DFRURA, and developers of Projected Development Sites may also seek HPD subsidies. The Proposed DFRURA and Projected Development Sites would allow for non-residential ground floor uses in any new development, thus expanding the amount of available commercial and community facility space in the neighborhood. These spaces could be occupied by retail or community facility uses such as day care facilities. HPD will encourage the inclusion of community facilities, including day care providers, in any Request for Proposals for sites within the DFRURA as well as any developments receiving HPD subsidy. Outside of City-controlled and City-subsidized development sites, the ability to expand capacity is limited because the City cannot mandate the provision of day care facilities on private sites. ACS will monitor the demand and need for additional publicly funded day care services in the area and identify the appropriate measures to meet demand for additional slots. While new development subsidized by HPD may occur in the near future and would potentially offset or at least partially mitigate the identified significant adverse impact by providing day care facilities, there are no known development plans or funding commitments for such developments at this point in time. Therefore, the Proposed Actions would result in an unavoidable significant adverse impact on day care facilities.

Open Space

Construction activities associated with development of the DOT/MTA Disposition Site and Projected Development Site 3 would result in temporary significant adverse noise impacts on the existing Beach 20th Street Plaza and the planned DOT Plaza, to be located between Beach 21st and Beach 22nd Streets along Mott Avenue. Although temporary in nature, there would be no practical or feasible measures that would fully mitigate this significant adverse construction noise impact.

By 2032 under the RWCDS, the Proposed Actions would result in significant adverse open space impacts within the ½-mile residential study area for total, active, and passive open space ratios. To avoid the identified significant adverse residential study area open space impacts, the number of residents that could be introduced by the Proposed Actions would have to be reduced from 8,463 to 55 (or from approximately 3,123 to 28 DUs). This would represent an approximately 99 percent reduction in the number of DUs anticipated under the RWCDS. Alternatively, in order to avoid significant adverse open space impacts, the Proposed Actions would have to provide approximately 11.0 acres of additional open spaces (including a minimum of 7.1 acres of passive open space and a minimum of 3.9 acres of active open space) to the study area.

Measures considered to mitigate the Proposed Actions' significant adverse open space impact included: expanding existing parks within the NYCHA Redfern Houses; reconstructing existing parks and playgrounds within the NYCHA Redfern Houses; creating new open space on publicly-owned sites; making the PS 253 Playground accessible to the community after school hours through the Schoolyards to Playgrounds program; improving existing parks to allow for more diverse programming and enhanced usability. These potential mitigation measures were explored in coordination with the lead agency, DCP, DPR, NYCHA, and HPD between the DEIS and FEIS. Due to the complexity of interagency coordination required for implementation of these mitigation measures and the lack of committed capital and expense funding to build and maintain the additional open space at this point in time, the significant adverse open space impacts identified will not be mitigated. Consequentially, unavoidable significant adverse open space impacts would occur as a result of the Proposed Actions.

However, the City will continue to explore opportunities to implement the measures identified and contemplated between DEIS and FEIS, as discussed above, and to explore opportunities within the neighborhood to provide more open space, improve existing open spaces, or provide additional programming within existing open spaces. The City will also pursue opportunities to encourage owners of large privately-owned sites to create new public open space as part of their development. The City will also inventory city-owned property within Downtown Far Rockaway as well as throughout the peninsula that would be suitable sites for community farming or gardening.

Transportation

Traffic

The Proposed Actions would result in significant adverse traffic impacts at 17 study area intersections during one or more analyzed peak hours; specifically 20 lane groups at 11 intersections during the weekday AM peak hour, 21 lane groups at 12 intersections during the weekday midday peak hour, 27 lane groups at 17 intersections during the PM peak hour, and 14 lane groups at eight intersections during the Saturday midday peak hour. Most of these impacts could be mitigated through the implementation of the following traffic engineering improvements, which will be implemented by DOT, including:

- Modification of traffic signal phasing and/or timing;
- Elimination of on-street parking within 100 feet of intersections to add a limited travel lane, known as “daylighting”; and
- Channelization and lane designation changes to make more efficient use of available street widths.

Identified significant adverse impacts would be fully mitigated at all but 16 lane groups at eight intersections during the weekday AM peak hour; 13 lane groups at eight intersections during the midday peak hour; 20 lane groups at 11 intersections during the PM peak hour; and 12 lane groups at seven intersections during the Saturday midday peak hour. In total, impacts to one or more approach movements would remain unmitigated in one or more peak hours at 11 intersections.

In the time between issuance of the DEIS and the FEIS, further review was conducted of proposed mitigation measures for intersections with significant adverse impacts in order to confirm adequacy and feasibility of their implementation. This review included additional traffic signal timing modeling in an effort to optimize signal timing parameters for certain intersections. In addition, the lead agency in consultation with DOT explored other mitigation measures to mitigate impacts at intersections for which no feasible mitigation measures were identified before issuance of the DEIS. This additional analysis, however, determined that other measures were not available to mitigate the identified impacts, either in part or in whole, and therefore these impacts are identified in this FEIS as unmitigable. Consequentially, these impacts would constitute unavoidable significant adverse traffic impacts as a result of the Proposed Actions.

As discussed above, implementation of traffic engineering improvements such as mitigation measures, including modification of traffic signal phasing and/or timing, elimination of on-street parking within 100 feet of intersections to add a limited travel lane (daylighting), and channelization and lane designation changes to make more efficient use of available street widths would provide mitigation for many of the anticipated traffic impacts. Implementation of the recommended traffic engineering improvements is subject to review and approval by DOT prior to implementation. If, prior to implementation, DOT determines that an identified mitigation measure is infeasible, an alternative and equivalent mitigation measure will be identified, if possible.

In addition, the future selected developer(s) of properties located within the Proposed DFRURA will inform DOT six months prior to the completion and occupancy of a proposed development so that DOT can investigate the need for implementation of the proposed traffic engineering improvements and if these are deemed necessary, coordinate their implementation. Any required drawings/designs will be prepared as per American Association of State Highway and Transportation Officials (AASHTO) and DOT specifications for review and approval. For properties located in the DFRURA, DOT’s requirements will be enforced through the Land Disposition Agreement between HPD and the future selected developer(s).

Transit (Bus)

The Proposed Actions would result in a capacity shortfall of 13 spaces on the westbound Q22 service and 59 spaces on the northbound Q113/Q114 service in the AM peak hour and a shortfall of 48 spaces on the eastbound Q22 service in the PM peak hour. Therefore, westbound and eastbound Q22 service would be significantly adversely impacted in the AM and PM peak hours, and northbound Q113/Q114 service would be significantly adversely impacted in the AM peak hour based on *CEQR Technical Manual* criteria. These significant adverse impacts to Q22 bus service could be fully mitigated by the addition of one standard bus in the westbound direction in the AM peak hour and one standard bus in the eastbound direction in the PM peak hour. The significant impact to the Q113/Q114 service could be mitigated by addition of one articulated bus in the northbound direction in the AM peak hour. The general policy of the MTA bus company is to provide additional bus service where demand warrants, taking into account financial and operational constraints. In the absence of the application of mitigation measures, this impact would remain unmitigated and would result into an unavoidable significant adverse impact.

Pedestrians

Results of the analyses of pedestrian conditions show that demand from the Proposed Actions would significantly adversely impact the west crosswalk at the intersection of Mott Avenue and Beach 21st Street during the weekday PM and Saturday peak hours. A significant adverse pedestrian impact is considered mitigated if measures implemented return the anticipated conditions to an acceptable level, following the same impact criteria used in determining impacts. Standard mitigation for projected significant adverse pedestrian impacts can include providing additional signal green time or new signal phases; widening crosswalks; relocating or removing street furniture; providing curb extensions, neck-downs or lane reductions to reduce pedestrian crossing distance; and sidewalk widening.

The proposed mitigation measures consist of sidewalk widening and/or relocating or removing street furniture. With implementation of the proposed mitigation measures, this crosswalk would operate at an acceptable LOS D in the impacted peak hours, and all significant adverse crosswalk impacts would be fully mitigated. In addition, shifting 2 seconds of green time from the EB/WB phase to the NB phase in both the weekday PM and Saturday peak hours would fully mitigate the significant adverse impacts to the west crosswalk at Mott Avenue and Beach 21st Street.

If, prior to implementation, DOT determines that an identified mitigation measure is infeasible, an alternative and equivalent mitigation measure would be identified. The proposed mitigation measures could be implemented early at the discretion of the DOT to address actual conditions experienced at that time.

Construction

Noise

The Proposed Actions have the potential to result in significant adverse construction noise impacts at locations throughout the Project Area. Specifically, under the RWCDS construction activities associated with the Proposed DFRURA would have the potential to result in significant adverse construction noise impacts at up to 34 receptor locations, and construction activities associated with Projected Development Sites would have the potential to result in significant adverse construction noise impacts at up to 72 receptor locations. These locations, including residences, library, community facilities, and open space locations (at Beach 20th Street Plaza and the future DOT Plaza) would intermittently experience exterior noise levels up to the mid 80s dBA. The maximum predicted noise level increments, which would occur only during the limited amount of time that impact pile driving would occur at the points nearest adjacent receptors on the same block as construction, are predicted to be up to approximately 27 dBA compared with existing levels. The most noise intensive construction activities would occur during portions of up to approximately 3 to 5 years of the Proposed DFRURA construction period.

At other receptors near construction areas, noise resulting from construction of the Proposed Project may at times be noticeable, but would be temporary, would generally not exceed typical noise levels for New York City, and would not rise to the level of a significant adverse noise impact.

Construction activities would be required to follow the requirements of the *NYC Noise Control Code* (also known as Chapter 24 of the Administrative Code of the City of New York, or Local Law 113) for construction noise control measures. Specific noise control measures would be incorporated in noise mitigation plan(s) required under the *NYC Noise Code*. These measures could include a variety of source and path controls. In terms of source controls (i.e., reducing noise levels at the source or during the most sensitive time periods), the following measures would be implemented in accordance with the *NYC Noise Code*:

- Equipment that meets the sound level standards specified in Subchapter 5 of the *NYC Noise Control Code* would be utilized from the start of construction.
- As early in the construction period as logistics would allow, diesel- or gas-powered equipment would be replaced with electrical-powered equipment such as welders, water pumps, bench saws, and table saws (i.e., early electrification) to the extent feasible and practicable.
- Where feasible and practicable, construction sites would be configured to minimize back-up alarm noise. In addition, all trucks would not be allowed to idle more than three minutes at the construction site based upon Title 24, Chapter 1, Subchapter 7, Section 24-163 of the *NYC Administrative Code*.
- Contractors and subcontractors would be required to properly maintain their equipment and mufflers.

In terms of path controls (e.g., placement of equipment, implementation of barriers or enclosures between equipment and sensitive receptors), the following measures for construction would be implemented to the extent feasible and practicable:

- Where logistics allow, noisy equipment, such as cranes, concrete pumps, concrete trucks, and delivery trucks, would be located away from and shielded from sensitive receptor locations.
- Noise barriers constructed from plywood or other materials would be erected to provide shielding; and
- Path noise control measures (i.e., portable noise barriers, panels, enclosures, and acoustical tents, where feasible) for certain dominant noise equipment would be employed to the extent feasible and practical based on the results of the construction noise calculations.

However, the implementation of these measures would not eliminate the identified significant adverse construction noise impacts predicted to occur during hours when the loudest pieces of construction equipment (e.g., impact pile driver) are in use. In order to avoid significant adverse construction noise impacts, Proposed Project buildings could not be developed on the same block as, or across a narrow street from, an existing sensitive receptor; and/or all buildings would require construction without pile foundations, which would severely limit the achievable development density. There are no further practical or feasible measures that would fully mitigate the significant adverse construction noise impacts. Therefore, the Proposed Actions would result in unavoidable significant adverse construction noise impacts.

8. ALTERNATIVES

No Action Alternative

The No Action Alternative examines future conditions within the Project Area, but assumes the absence of the Proposed Actions (i.e., none of the discretionary approvals proposed as part of the Proposed Actions would be adopted). Under the No Action Alternative, existing zoning would remain in the Project Area, the Proposed DFRURA would not be established and the City would not seek to acquire properties within the Proposed DFRURA, and the Proposed DFRURA and Disposition Sites would not be disposed of to the developer(s) for redevelopment.

Under the No Action Alternative, no development is expected to occur by the 2032 Analysis Year on the Proposed DFRURA, the two City-owned Disposition Sites, the 19 Projected Development Sites, or the 9 Potential Development Sites. However, some moderate levels of privately- and publicly-sponsored residential, commercial, and community facility development are planned on five other sites within the Project Area, as well as City-sponsored streetscape and water and sewer infrastructure improvements.

The significant adverse impacts anticipated for the Proposed Actions would not occur under the No Action Alternative. However, the No Action Alternative would not meet the goals of the Proposed Actions. The benefits expected to result from the Proposed Actions—including transforming underutilized properties with mixed-use, transit-oriented development, providing permanently affordable, mixed-income housing, and providing a substantial amount of new off-street parking to address the community's parking needs while promoting a walkable and vibrant streetscape—would not be realized under this alternative, and the No Action Alternative would fall short of the objectives of the Proposed Actions.

No Unmitigated Significant Adverse Impacts Alternative

The No Unmitigated Significant Adverse Impacts Alternative examines a scenario in which the density and other components of the Proposed Actions are changed specifically to avoid the unmitigated significant adverse impacts associated with the Proposed Actions. There is the potential for the Proposed Actions to result in unmitigated significant adverse impacts related to child care services, open space, traffic and bus transit, and construction noise.

Under the RWCDS, the Proposed Actions would result in a significant adverse impact on publicly funded child care facilities. Practical and feasible mitigation measures were not identified between DEIS and FEIS, and therefore, the significant adverse child care impact would be unmitigated. To avoid the identified significant adverse child care center impact, the number of affordable DUs that could be developed on development sites would have to be reduced to 93, which is a 94 percent (1,487-DU) reduction in the number of affordable units anticipated under the RWCDS. Such a reduction in the number of affordable housing units developed in the rezoning area would be less supportive of the goals and objectives of the Proposed Actions. If the amount of affordable housing were to equal the amount assumed under the RWCDS, the provision of an additional 209 child care slots under this alternative would fully mitigate the significant adverse child care impact.

The Proposed Actions would result in significant adverse indirect impacts to open space resources in the residential (½-mile) study area. To avoid the identified impacts, the number of residents that could be introduced on Project Area development sites would have to be reduced from 8,204 to 55 (or from approximately 3,123 to 28 residential units). This would represent an approximately 99 percent reduction in the number of incremental residential units anticipated under the RWCDS and would, therefore, not support the Proposed Actions' goal of promoting mixed-income housing, including affordable housing development. If the number of incremental residential units was equal to the amount assumed under the RWCDS, this alternative would have to provide approximately 11.0 acres of additional open space (including a minimum of 7.1 acres of passive open space and a minimum of 3.9 acres of active open space) to the study area to avoid the unmitigated significant adverse open space impact.

The Proposed Actions would result in significant adverse traffic impacts at 17 study area intersections during one or more analyzed peak hours. Implementation of traffic engineering improvements, such as signal timing changes or modifications to curbside parking regulations, would provide mitigation for many of the anticipated traffic impacts. However, because of existing congestion at a number of these intersections, even a minimal increase in traffic would result in unmitigated impacts. Specifically, in the No Action condition, a total of 11 intersections will have at least one congested lane group in one or more peak hours, and a total of four, three, four, and three intersections will have one or more lane groups operating at or over capacity in the weekday AM, midday, and PM and Saturday midday peak hours, respectively. According to the *CEQR Technical Manual*, for a lane group that would operate at LOS F in

the No Action condition, a projected delay of three or more seconds is considered a significant impact. As such, small increases in incremental project-generated traffic volumes at some of the congested intersection approach movements would result in significant adverse impacts that could not be fully mitigated during one or more analysis peak hours, and almost any new development in the rezoning area could result in unmitigated traffic impacts. Therefore, no reasonable alternative could be developed to completely avoid such impacts without substantially compromising the Proposes Actions' stated goals.

No practical or feasible alternative could be developed to completely avoid significant adverse construction noise impacts at locations adjacent to development sites while still maintaining the Proposed Action's stated goals. In order to avoid significant adverse construction noise impacts, Proposed Project buildings could not be developed on the same block as, or across a narrow street from, an existing sensitive receptor; and/or all buildings would require construction without pile foundations, which would severely limit the achievable development density.

Overall, in order to fully mitigate all identified significant adverse impacts, the Proposed Actions would have to be modified to a point where their principal goals and objectives would not be realized.

Lesser Density Alternative

The Lesser Density Alternative was developed for the purpose of assessing whether reducing the size of the Project Area—resulting in a lesser amount of overall development—would eliminate or reduce the identified significant adverse impacts of the Proposed Actions while also meeting the goals and objectives of the Proposed Actions. Under the Lesser Density Alternative, a portion of the Project Area generally west of Redfern Avenue would be removed, as would a large portion of the Project Area generally east of Beach 19th Street and Central Avenue. The removal of portions of the Project Area would result in fewer Projected and Potential Development Sites. Overall, under this alternative, 12 Projected Development Sites and 8 Potential Development Sites would be outside of the proposed rezoning boundary and would not be redeveloped. The remaining seven Projected Development Sites, the Proposed DFRURA, and the two Disposition Sites would be redeveloped under this alternative, and would contain 205,306 gsf of commercial (retail) space, 73,352 gsf of community facility space, and 2,538,204 gsf of residential space (2,517 DUs). The incremental development associated with the Lesser Density Alternative (when discounting for existing uses) would be 122,084 gsf of commercial (retail) space, 68,352 gsf of community facility space, and 2,530,991 gsf of residential space (2,510 DUs). The Lesser Density Alternative would result in the same mix of uses as the Proposed Actions, but the total amount of development would be reduced by approximately 20 percent as compared to the RWCDS for the Proposed Actions.

For CEQR impact areas that are density-related (e.g., community facilities, open space, traffic, etc.), the effects of this alternative are reduced in magnitude since there would be fewer DUs, and therefore, fewer residents than under the Proposed Actions. However, since the Projected and Potential Development Sites that remain for the Lesser Density Alternative are the same as for the Proposed Actions, site-specific impacts (e.g., hazardous materials) would be similar under both scenarios. As compared to the Proposed Actions, the significant adverse impacts expected under the Lesser Density Alternative would be generally the same, although the extent would be somewhat less due to the smaller number of Projected and Potential Development Sites and overall lower density. However, the Lesser Density Alternative would not avoid any significant adverse impacts that are predicted to occur under the Proposed Actions. Similar to the Proposed Actions, the Lesser Density Alternative would result in significant adverse impacts on publicly funded day care facilities, open space conditions, transportation, and construction noise. Also similar to the Proposed Actions, feasible and practicable measures could not be identified to mitigate the significant adverse impacts to publicly funded day care facilities, open space conditions, and construction noise, nor would measures be available to fully mitigate all identified traffic impacts under this alternative.

The Lesser Density Alternative would not fully support the Proposed Actions' goals of re-establishing Downtown Far Rockaway as the commercial and transportation hub of the Rockaway peninsula, repositioning the area as a mixed-use district including mixed-income housing, activating the public realm with new connections and public open space, improving the quality of life for residents through access to community services, education, and quality jobs, as well as building the capacity of community organizations and supporting local businesses. The Lesser Density Alternative would result in fewer DUs, including fewer affordable DUs through Mandatory Inclusionary Housing (MIH), and less commercial and community facility space along Mott, Cornaga, and Central Avenues—three key commercial corridors in Downtown Far Rockaway. In addition, the Lesser Density Alternative would not result in any new commercial or community facility uses on Beach Channel Drive, which is also an important commercial corridor. Overall, the Lesser Density Alternative would not serve to eliminate or substantially reduce the identified significant adverse impacts of the Proposed Actions while also meeting the goals and objectives of the Proposed Actions.

9. UNAVOIDABLE ADVERSE IMPACTS

Child Care

The Proposed Actions are expected to result in significant adverse impacts to publicly funded child care centers. The Proposed Actions under the RWCDs would introduce 1,580 affordable residential units, generating an estimated 222 additional children under age six eligible for publicly funded child care programs. With the addition of these children, child care facilities in the study area would operate at 154.2 percent of capacity, which represents an increase in the utilization rate of 57.5 percentage points over the future No Action condition. This increase exceeds the five percent threshold in the *CEQR Technical Manual* for a significant adverse impact.

Possible mitigation measures for this significant adverse impact were developed between the DEIS and FEIS in coordination with the lead agency, DCP, and ACS. Mitigation for a significant child care impact included provision of additional suitable location(s) for a child care center and within a reasonable distance, funding, or making program improvements to support additional capacity. While funding and program improvements were not deemed feasible measures, it was identified that the increased demand for child care slots could be met through expanded capacity. The Department of Housing Preservation and Development (HPD) is expected to subsidize the development of a significant number of new mixed-use buildings in the Proposed DFRURA, and developers of Projected Development Sites may also seek HPD subsidies. The Proposed DFRURA and Projected Development Sites would allow for non-residential ground floor uses in any new development, thus expanding the amount of available commercial and community facility space in the neighborhood. These spaces could be occupied by retail or community facility uses such as day care facilities. HPD will encourage the inclusion of community facilities, including day care providers, in any Request for Proposals for sites within the DFRURA as well as any developments receiving HPD subsidy. Outside of City-controlled and City-subsidized development sites, the ability to expand capacity is limited because the City cannot mandate the provision of day care facilities on private sites. ACS will monitor the demand and need for additional publicly funded day care services in the area and identify the appropriate measures to meet demand for additional slots. While new development subsidized by HPD may occur in the near future and would potentially offset or at least partially mitigate the identified significant adverse impact by providing day care facilities, there are no known development plans or funding commitments for such developments at this point in time. Therefore, the Proposed Actions result in an unavoidable significant adverse impact on day care facilities.

Open Space

Given the anticipated decrease in the total, active, and passive open space ratios in the residential study in the future with the Proposed Actions, a significant adverse open space impact would result.

Measures considered to mitigate the Proposed Actions' significant adverse open space impact included: expanding existing parks within the NYCHA Redfern Houses; reconstructing existing parks and playgrounds within the NYCHA Redfern Houses; creating new open space on publicly-owned sites; making the PS 253 Playground accessible to the community after school hours through the Schoolyards to Playgrounds program; improving existing parks to allow for more diverse programming and enhanced usability. These potential mitigation measures were explored in coordination with the lead agency, DCP, DPR, NYCHA, and HPD between the DEIS and FEIS. Due to the complexity of interagency coordination required for implementation of these mitigation measures and the lack of committed capital and expense funding to build and maintain the additional open space at this point in time, the significant adverse open space impacts identified will not be mitigated. Consequentially, unavoidable significant adverse open space impacts would occur as a result of the Proposed Actions.

However, the City will continue to explore opportunities to implement the measures identified and contemplated between DEIS and FEIS, as discussed above, and to explore opportunities within the neighborhood to provide more open space, improve existing open spaces, or provide additional programming within existing open spaces. The City will also pursue opportunities to encourage owners of large privately-owned sites to create new public open space as part of their development. The City will also inventory city-owned property within Downtown Far Rockaway as well as throughout the peninsula that would be suitable sites for community farming or gardening.

Transportation

Traffic

As detailed in FEIS Chapter 21, "Mitigation," the Proposed Actions would result in significant adverse traffic impacts at 17 study area intersections during one or more analyzed peak hours; specifically 20 lane groups at 11 intersections during the weekday AM peak hour, 21 lane groups at 12 intersections during the weekday midday peak hour, 27 lane groups at 17 intersections during the PM peak hour, and 14 lane groups at eight intersections during the Saturday midday peak hour. Of these impacts not all could be fully mitigated. In total, impacts to one or more approach movements would not be fully mitigated in one or more peak hours at 11 intersections. Possible mitigation measures for these significant adverse impacts were explored between the DEIS and FEIS in coordination with the lead agency and DOT. However, a potential exists that sufficient measures were not be available to fully mitigate the identified adverse impacts. Consequentially, these impacts would constitute unavoidable significant adverse traffic impacts as a result of the Proposed Actions.

Transit (Bus)

The Proposed Actions would result in significant adverse Q22 bus service impacts in the westbound and eastbound direction in the AM and PM peak hours. The northbound Q113/Q114 service would be significantly adversely impacted in the AM peak hour based on *CEQR Technical Manual* criteria. These significant adverse impacts to Q22 bus service could be fully mitigated by the addition of one standard bus in the westbound direction in the AM peak hour and one standard bus in the eastbound direction in the PM peak hour. The significant impact to the Q113/Q114 service could be mitigated by addition of one articulated bus in the northbound direction in the AM peak hour. The general policy of the MTA bus company is to provide additional bus service where demand warrants, taking into account financial and operational constraints. In the absence of the application of mitigation measures, this impact would remain unmitigated and would result into an unavoidable significant adverse impact.

Construction

Noise

The RWCDs the Proposed Actions would have the potential to result in significant adverse construction noise impacts at several locations throughout the Project Area. As detailed in DEIS Chapter 20, construction activities associated with the Proposed DFRURA would have the potential to result in significant adverse construction noise impacts at up to 34 receptor locations, while construction activities associated with Projected Development Sites would have the potential to result in significant adverse construction noise impacts at up to 72 receptor locations. These locations, including residences, library, community facilities, and open space locations (at Beach 20th Street Plaza and future DOT Plaza) would intermittently experience exterior noise levels up to the mid 80s dBA. The maximum predicted noise level increments, which would occur only during the limited amount of time that impact pile driving would occur at the points nearest adjacent receptors on the same block as construction, are predicted to be up to approximately 27 dBA compared with existing levels. The most noise intensive construction activities would occur during portions of up to approximately 3 to 5 years of the Proposed DFRURA construction period.

At other receptors near construction areas, noise resulting from construction of the Proposed Project may at times be noticeable, but would be temporary, would generally not exceed typical noise levels for New York City, and would not rise to the level of a significant adverse noise impact.

Construction activities would be required to follow the requirements of the *NYC Noise Control Code* (also known as Chapter 24 of the Administrative Code of the City of New York, or Local Law 113) for construction noise control measures. Specific noise control measures would be incorporated in noise mitigation plan(s) required under the *NYC Noise Code*. These measures could include a variety of source and path controls. In terms of source controls (i.e., reducing noise levels at the source or during the most sensitive time periods), the following measures would be implemented in accordance with the *NYC Noise Code*:

- Equipment that meets the sound level standards specified in Subchapter 5 of the *NYC Noise Control Code* would be utilized from the start of construction.
- As early in the construction period as logistics would allow, diesel- or gas-powered equipment would be replaced with electrical-powered equipment such as welders, water pumps, bench saws, and table saws (i.e., early electrification) to the extent feasible and practicable.
- Where feasible and practicable, construction sites would be configured to minimize back-up alarm noise. In addition, all trucks would not be allowed to idle more than three minutes at the construction site based upon Title 24, Chapter 1, Subchapter 7, Section 24-163 of the *NYC Administrative Code*.
- Contractors and subcontractors would be required to properly maintain their equipment and mufflers.

In terms of path controls (e.g., placement of equipment, implementation of barriers or enclosures between equipment and sensitive receptors), the following measures for construction would be implemented to the extent feasible and practicable:

- Where logistics allow, noisy equipment, such as cranes, concrete pumps, concrete trucks, and delivery trucks, would be located away from and shielded from sensitive receptor locations.
- Noise barriers constructed from plywood or other materials would be erected to provide shielding; and
- Path noise control measures (i.e., portable noise barriers, panels, enclosures, and acoustical tents, where feasible) for certain dominant noise equipment would be employed to the extent feasible and practical based on the results of the construction noise calculations.

However, the implementation of these measures would not eliminate the identified significant adverse construction noise impacts predicted to occur during hours when the loudest pieces of construction equipment (e.g., impact pile driver) are in use. In order to avoid significant adverse construction noise

impacts, Proposed Project buildings could not be developed on the same block as, or across a narrow street from, an existing sensitive receptor; and/or all buildings would require construction without pile foundations, which would severely limit the achievable development density. There are no practical or feasible measures that would fully mitigate the significant adverse construction noise impacts. Therefore, the Proposed Actions would result in unavoidable significant adverse construction noise impacts.

10. GROWTH INDUCING IMPACTS

The term “growth-inducing aspects” generally refers to "secondary" impacts of a proposed action that trigger further development outside the directly affected area. The *CEQR Technical Manual* indicates that an analysis of the growth-inducing aspects of a proposed action is appropriate when the project: (1) adds substantial new land use, residents, or new employment that could induce additional development of a similar kind or of support uses, such as retail establishments to serve new residential uses; and/or (2) introduces or greatly expands infrastructure capacity (e.g., sewers, central water supply).

The Proposed Actions are intended to transform the underutilized Proposed DFRURA and Disposition Sites with mixed-use, transit-oriented development and to unlock the potential for additional development throughout the Rezoning Area. The Proposed Actions would concentrate mixed-use development in one of the few areas on the peninsula located out of the floodplain, with access to transit and St. John’s Episcopal Hospital—the peninsula’s largest employer. With the inclusion of the City’s new MIH provisions, the Proposed Actions would provide permanently affordable, mixed-income housing on underutilized City-owned and privately-owned sites in Downtown Far Rockaway.

As detailed in DEIS Chapter 1, “Project Description,” a RWCDs was developed to assess the possible effects of the Proposed Actions. The total development expected to occur by the analysis year of 2032 on the Proposed DFRURA, Disposition Sites, and Projected Development Sites identified in the RWCDs under the With Action condition would consist of 3,131 residential units, 259,687 gsf of retail space and 85,947 gsf of community facility space. The incremental change between the No Action and With Action conditions that would result from the Proposed Actions would be a net increase of 3,123 residential units, 164,595 gsf of retail space, and 80,947 gsf of community facility space. The Proposed Actions also would introduce a new publicly-accessible open space.

The projected increase in residential population is likely to increase the demand for neighborhood services in the 23-block Project Area, ranging from community facilities to local goods and services retail. This would enhance the growth of local commercial corridors in the Project Area. However, the Proposed Actions take this potential growth into account as part of the RWCDs under the assumed commercial, retail, and community facility components. The Proposed Actions could also lead to additional growth in the City and State economies, primarily due to employment and fiscal effects during construction on the projected and/or potential development sites and operation of these developments after their completion. However, this secondary growth would be expected to occur incrementally throughout the region and is not expected to result in any significant impacts in any particular area or at any particular site.

The Proposed Actions would result in more intensive land uses within the Project Area, and as described in FEIS Chapter 3, “Socioeconomic Conditions,” the Proposed Actions would introduce a new residential population that could alter commercial market trends, leading to the potential indirect displacement of some existing businesses. However, storefronts that might be vacated due to indirect displacement would not be expected to remain vacant; they would turn over to retail or community facility uses that could better capitalize on the market. The Proposed Actions would generate additional local demand for neighborhood retail and services necessary to maintain a strong retail presence along the major retail corridors in the Study Area. Therefore, the limited indirect retail displacement that could result from potential rent increases would not lead to major changes within nearby commercial strips, would not result in adverse changes to neighborhood character, and would not generate significant secondary impacts resulting in substantial new development in nearby areas.

As the study area already has an established residential market and a critical mass of non-residential uses, including retail, industrial and community facility uses, the Proposed Actions would not create the critical mass of uses or populations that would induce additional development outside the Project Area not already accounted for as part of the RWCDS. Moreover, the Proposed Actions do not include the introduction of new infrastructure or an expansion of infrastructure capacity that would result in indirect development. Therefore, the Proposed Actions would not induce significant new growth in the surrounding area.

11. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Resources, both natural and man-made, would be expended in the construction and operation of developments projected to occur as a result of the Proposed Actions. These resources include the building materials used in construction; energy in the form of gas and electricity consumed during construction and operation of project-generated development by various mechanical and processing systems; and the human effort (time and labor) required to develop, construct, and operate various components of project-generated development. These are considered irretrievably committed because their reuse for some other purpose would be highly unlikely.

The projected and/or potential development under the Proposed Actions also constitutes a long-term commitment of land resources, thereby rendering land use for other purposes highly unlikely in the foreseeable future. However, the land use changes that would occur as a result of the Proposed Actions would be compatible with existing conditions and trends in the area as a whole. None of the projected or potential development sites possess any natural resource values, and the sites are in large part developed or have been previously developed. It is noted that funds committed to the design, construction/renovation, and operation of projected or potential developments under the Proposed Actions would not be available for other projects. However, this is not a significant adverse fiscal impact or a significant adverse impact on City resources.

In addition, the public services provided in connection with the projected and/or potential developments under the Proposed Actions (e.g., police and fire protection, public education, open space, and other city resources) also constitute resource commitments that might otherwise be used for other programs or projects. However, the Proposed Actions would enliven the area and produce economic growth that would generate substantial tax revenues providing a new source of public funds to offset these expenditures.

The commitments of resources and materials are weighed against the benefits of the Proposed Actions. The Proposed Actions would transform the underutilized Proposed DFRURA and Disposition Sites with mixed-use, transit-oriented development and would unlock the potential for additional development throughout the Rezoning Area. The Proposed Actions would also provide permanently affordable, mixed-income housing on underutilized City-owned and privately-owned sites in Downtown Far Rockaway.

12. NEW YORK STATE ENVIRONMENTAL CONSERVATION LAW

This Notice of Completion for the Final Environmental Impact Statement for the Downtown Far Rockaway Redevelopment project has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law.

CONTACT OFFICE

Requests for copies of the FEIS should be forwarded to the contact office, Mayor's Office of Environmental Coordination, 253 Broadway, 14th Floor, New York, NY 10007, or by email to ebrunner@cityhall.nyc.gov or telephone at (212) 676-3293. The FEIS is also available on the New York City Mayor's Office of Environmental Coordination website: <http://www1.nyc.gov/site/oec/index.page>.



Hilary Semel
Assistant to the Mayor
On behalf of the Deputy Mayor for
Housing & Economic Development

June 29, 2017

Date