

CITY PLANNING COMMISSION

August 18, 1997/Calendar No. 27

C 970410 HUQ

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 New York City Charter, for Edgemere Urban Renewal Plan for the Edgemere Urban Renewal Area, Borough of Queens, Community District 14.

The application for the Designation of the Edgemere Urban Renewal Area was filed by the Department of Housing Preservation and Development (HPD) on February 13, 1997. HPD submitted a revised application on July 18, 1997.

RELATED ACTIONS

In addition to the establishment of the Edgemere Urban Renewal Plan which is the subject of this report, implementation of the proposed development also requires action by the City Planning Commission on the following applications which are being considered concurrently with this application:

- N 970409 HGQ** The designation of the Edgemere Urban Renewal Area.
- C 970411 ZMQ** Zoning changes which both eliminate and establish C1-2, C2-1, C2-2 and C2-4 districts that serve neighborhood residents.
- C 970412 HDQ** The disposition of city-owned land in Edgemere.
- C 950223 MMQ** A change in the City Map for the mapping and demapping of streets and parks, including grade and alignment changes.

The proposed plan provides for the acquisition of 88 sites designated primarily for residential use. The plan also includes sites designated for open space, commercial use and community facilities. The plan will facilitate development of up to 800 dwelling units and

up to 100,000 square feet of neighborhood retail commercial space.

The following properties are proposed for acquisition:

Site	Block	Lot(s)	Portions of Streets to be Mapped
1	15825	1, 7	Rockaway Beach Blvd*
	15845	30*, 32*, 35*	
2	15826	1, 19*, 22*, 25*, 30, 32*, 33*, 36*	Rockaway Beach Blvd*
	15845	15*, 21*	
3	15828	7*,8*,10*,12*,14,16,14,16,36,38*,39*, 41*,48*,48*,49*,59,70*,72,74*,76,90*, ,92,94*,96,107*,110*, 112, 114, 116	
4	15828	18*, 20, 22, 23, 78, 80*, 98, 100*, 118,120	
5	15829	1, 2, 6, 8, 9*, 11*, 13*, 15, 52, 54, 58	
6	15829	47*, 48	
7	15829	21, 23, 24*	
8	15829	25*, 27*, 28, 29, 30*, 31, 40, 41, 42, 43, 44*, 46*	
9	15830	15*, 16, 17*, 19*, 23*, 26*, 28*, 30, 38, 39, 45*, 46, 50, 51, 52*, 53*, 54*, 55*, 59*, 60, 61	Beach 41st Street*
10	15830	6, 7, 9	

11	15831	1, 17, 20, 25*, 29*, 32, 50	Beach 41st Place*
	15832	60*, 75*	
12	15833	1, 7*, 9*, 10*, 12, 14*, 16 18, 20*, 46, 55, 58, 71, 73	
13	15834	38, 42	
14	15834	24, 25*, 26, 28, 43*, 45	
15	15834	1*, 11, 17, 19, 21, 53, 54, 56, 58*, 62, 64*, 158*	
16	15835	29	
17	15836	1*, 7, 22	
18	15837	29, 31*, 33, 41*, 47, 49, 51, 52*, 54*	
19	15837	21, 23	
20	15837	64*, 65*, 66, 67*, 69*	
21	15837	9*, 10*, 12*	
22	15838	3, 7*, 9*, 11, 12, 13, 15*, 17*, 19*, 20*, 21, 23, 25, 27, 29, 33, 35, 37*, 39, 51	
23	15839	26	
24	15839	40	
25	15839	44	
26	15839	51*	
27	15840	1*	

28	15845	4, 8 10. 13*, 14*, p/o44*, 79, 80*, 81, 82*, 83*, 84*, 85*, 86*, 87*, 88*, 89	Beach 39th Street*
	15848	48, 50, 52*, 54*, 55, 57*, 58*, 60*, 62*, 63*, 65*, 67*	
30	15849	6*, 8, 9*, 10*, 17, 18*, 19*, 20*, 27*, 28*, 29*	
31	15850	1, 6*	
32	15851	33, 35, 40, 42*, 44, 58, 59	Beach 43rd Street*
33	15852	60, 64, 68, 84, 86, 88	
34	15853	40*, 48*, 53*, 90*, 95, 102	
35	15952	38*	
36	15952	42	
37	15952	45, 144*	
38	15952	13*, 14	
39	15952	1*, 3, 5*, 7*, 49*, 51, 57, 59	
40	15952	25*, 27*	Norton Avenue* Beach 36th St.*
	15953	25, 27, 31*, 40, 43*	Beach 37th St.* Beach 38th St.*
	15954	25, 27*, 28*, 30, 31, 33*, 51*, 131*	
41	15953	47*	
42	15953	1*, 3, 11*, 13*, 17*, 19, 21*, 51*, 55*, 57, 63, 65*, 67*, 69*, 71*	

43	15954	56*	
44	15954	21*, 22, 60	
45	15954	13*, 18*, 64*, 66*, 68*	
46	15954	10*, 72	
47	15954	1*, 74, 76*, 78, 80	
48	15961	100*	
49	15961	95*, 97*	
50	15961	83*, 85*, 87*	Norton Avenue
51	15961	61*, 63	
52	15960	43*, 46*, 48*, 49, 51	
53	15960	39, 40, 41*	
54	15960	34, 35*	
55	15960	28*, 29*, 30*	
56	15960	15*, 16*, 17*, 18*, 20, 21, 22*, 23*, 24, 25	
57	15960	3*, 4, 5, 6, 7*, 8*	
58	15962	p/o19*, 28*, 30, 33, 54*, 56, 57*	Beach 44th St.* Beach 45th St.* Beach 46th St.*
	15963	1*, 21*, 30*, 32, 33, 34*, 35*, 36*, 38*, 39*, 40*, 41*, 42*, 43*, 44*, 45*, 46, 47*, 48*, 53, 54*, 55*	

	15964	50, 51, 53, 54, 55*, 58*, 61, 62*, 63, 64*, 65, 152, 153	
	15970	3	
59	15962	p/o19*, 61, 63	
60	15962	1, 3*, 5, 6, 7*, 9*, 10*, 11*, 14*, 15*, 17*, 73*, 79, 81*, 82*, 83*, 84*, 85*, 86*, 89*, 90*, 91*, 92, 95*, 101*, 102, 104*, 183*, 201*	
61	15965	40, 41, 42, 43, 51*, 52, 53, 54, 55, 67*, 68*, 69*, 70*, 71*, 73*, 75*, 79*, 80*, 81*	
62	15965	19, 20, 21, 29*, 31, 34*, 35*, 36*, 37, 38*, 84, 85*, 86, 87, 93, 95*, 96, 97, 98, 99*, 101*, 103, 104	
63	15965	107, 108*, 109, 110	
64	15966	27*, 28*, 29*, 30, 36*, 45*, 52*, 53	
65	15966	23*, 25*, 59, 61*	
66	15966	3, 5, 7, 8, 17, 18, 19, 20, 64, 65, 66*, 68, 70, 72*, 74*, 75*, 76*, 77, 78*, 79*, 80, 81*	
67	15967	18	
68	15967	10*, 12*, 13*, 22, 111*	
69	15967	1*, 28*, 30	
70	15968	44	
71	15968	72, 73, 74	

72	15968	79*, 80*	
73	15968	82, 83, 84*, 85, 86, 87, 88*, 89, 90*, 91	
74	15968	10, 11*, 12, 14, 16*, 17*	
75	15968	97	
76	15968	107, 108, 109, 209	
77	15968	5*, 6	
78	15969	30, 33, 35, 40*, 42*, 47*, 48*, 49*, 50*, 51, 135	
79	15969	56, 57*, 58, 59*, 60*	
80	15969	6*, 7*	
81	15969	73*	
82	15971	21*	
83	15971	16*	
84	15972	33*	
85	15972	3	
86	15973	p/o 1*	
87	15973	p/o 1*, 38	
88	15971	1*, 100*	Almeda Avenue*
88	15976	45	
88	15977	1, 50, 75	

89			Alameda Avenue*
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All mapped and/or built streets within the Project Boundary

The following properties are to be acquired exclusively for the establishment, widening or realignment of new streets, or for the development of existing mapped, unbuilt streets:

Block	Lot(s)
15845	28* 29*
15952	23*, 37*
15953	23, 49
15954	24*, 58*
15961	p/o68,p/o69,p/o70,p/o72,p/o74,p/o76,p/o78*,p/o79,p/o80,p/o88,p/o92,98*,p/o102,p/o103, p/o104
15962	18,p/o45,p/o46,p/o48,p/o49,p/o50,p/o51,p/o59,p/o67,70*,p/o75, p/o78,p/o87, p/o88, 105*
15965	39, 82*, 83*
15968	64*

Beach 43rd Street between Norton Avenue and Conch Basin*

*City-owned property

BACKGROUND

The proposed Edgemere Urban Renewal Area (URA) is located in Community District 14, Rockaway, Queens. The area is generally bounded by Conch Basin, Beach Channel Drive, and Norton Basin on the north, Beach 35th Street on the east, Beach Channel Drive, Rockaway Beach Boulevard and the northern boundary of the Rockaway Freeway on the south, and Beach 51st and Beach 49th Streets on the west.

It is predominately residential and zoned R4. The adjoining Beach 41st Street Houses (which has been excluded from the Urban Renewal Plan and Area, but is within the general project vicinity) is zoned R5. Several C1-2 commercial overlays are mapped in the urban renewal area to accommodate neighborhood stores and services. A C3 district located on Conch Basin permits waterfront recreation and related uses, and low density residential development.

Edgemere was first developed in the early 1900's with seasonal bungalows in Rockaway. Through World War I and the 1920's Edgemere continued to grow although new construction was predominately small bungalows, which were leased to summer tenants. By the 1950's, summer vacationers stopped coming to Edgemere and buildings began to fall into disrepair, continuing into the 1960's and 1970's. Consequently, many houses were demolished in Edgemere and the surrounding area, and the land was cleared for the construction of several large publicly aided housing developments, including Beach 41st Street Houses,

Arverne and Edgemere Houses. During the past 15 years, no public or private housing has been constructed in Edgemere nor has any publicly assisted substantial rehabilitation occurred.

The Edgemere URA is bordered to the south by a rapid transit line running on a viaduct elevated over Rockaway Freeway. There is access from the subway to Edgemere from two nearby stations: Beach 44th Street (Frank Avenue) and Beach 36th Street (Edgemere). The line is part of the IND Division and is served by the A Line. Passengers from Edgemere using the A train can travel through Queens into downtown Brooklyn, from there continuing into Lower Manhattan.

HPD proposes to develop affordable, scattered-site, infill housing in the Edgemere URA. Up to eight hundred units of housing are planned in primarily two-story, two-family houses, reflecting the character of the existing neighborhood. The housing units that are likely to be developed include a mixture of detached and semi-detached houses, with one parking space provided for each unit. Units will be reserved for moderate to middle income households, with an annual income between \$32,000 and \$71,000. Housing sites are distributed throughout the Project Area, with the vast majority of houses to be built on land that is currently vacant. In addition, HPD is proposing to develop up to 100,000 gross square feet of retail uses, including a 50,000 square foot supermarket, on six different sites. A replacement for a NYC Human Resources Administration (HRA) day care center located at Beach 44th Street and Beach Channel Drive, and almost thirteen acres of park

and open space mostly adjacent to Norton and Conch Basins will also be provided. A storm sewer system will be built to facilitate the project, including a stormwater outfall at Beach 45th Street and Conch Basin. New sanitary sewers will be provided throughout the project area.

The project will require relocation of approximately twenty households from residential buildings to be demolished by HPD. HPD is proposing the relocation of families and individuals displaced from sites acquired pursuant to this Plan into dwellings in comparable areas at rents or prices within the financial means of such families or individuals. Relocation of commercial development would be required for five businesses with fourteen employees.

Redevelopment will encompass portions of 41 of the approximately 42 blocks in the Urban Renewal Area for residential, commercial, or recreational purposes. The housing sites vary in size, from entire blocks to vacant lots between rows of houses. The largest concentration of housing sites is in the southeast portion of the URA, south of Beach Channel Drive and east of Beach 44th Street. Other substantial tracts of vacant land for housing are located north of Beach Channel Drive, between Beach 48th and Beach 49th Streets and between Beach 43rd and Beach 44th Streets.

An extension of Michaelis-Bayswater Park will involve the realignment of Norton Avenue between Beach 35th and Beach 38th Streets, and will include the area between the northern

boundary of the new Norton Avenue and Norton Basin, excluding any existing housing. Another park, an extension of Rockaway Community Park, is proposed on the block bordered by Beach 51st Street, Elizabeth Avenue, and Conch Basin by demapping Alameda Avenue. This park may include a ballfield and a shoreline walkway. A third park, including some active recreational space for young children, will be developed on the south side of Beach Channel Drive between Beach 45th and Beach 46th Streets. These three new parks are proposed to be developed by the NYC Department of Parks and Recreation (DPR) and remain under their jurisdiction. Funding for development and maintenance of these parks has not been identified. Other open space areas designated in the URA include five open spaces along the west side of Norton Basin, as well as much of the shoreline on the east side of Conch Basin north of Beach 47th Street. These additional open space areas will be cleaned of all debris and fenced. The open space areas will be managed by one of the following: HPD, a not-for-profit organization, or a homeowner's association.

The Edgemere Urban Renewal Plan designates Site 5, located on Beach 39th Street and Rockaway Beach Boulevard as a Community Facility/ Residential use. HPD intends to secure funding for a new elementary school for Site 5, to accommodate the additional students that would be generated by the new development.

Six sites are proposed for neighborhood retail development: 1) a supermarket site, with up to 50,000 square feet of floor area, from Beach 43rd Street to Beach 46th Street between Rockaway Beach Boulevard and the Rockaway Freeway; and five neighborhood retail sites

as follows: (2) the block bounded by Beach Channel Drive, the Rockaway Freeway, Beach 36th and Beach 35th Streets, as well as the adjacent demapped portion of Rockaway Beach Boulevard; (3) the southwest corner of Beach Channel Drive and Beach 43rd Street; (4) the south side of Beach Channel Drive between Beach 39th and Beach 40th Streets; (5) the southeast corner of Beach Channel Drive and Beach 39th Street; and (6) the north side of Beach Channel Drive between Beach 37th and Beach 38th Streets.

Retail sites (1), (2) and (6) are currently vacant. Site (3) is currently occupied by a motel, a liquor store, and a pizza parlor. Site (4) is primarily vacant with two vacant one-family dwellings, and site (5) is primarily vacant with two vacant one-family dwellings.

Development in the Edgemere URA is expected to occur in four phases. These phases will coincide with the availability of funds, and the construction timetable for the infrastructure. Phase I, which will consist of 159 dwelling units and four retail sites, will extend from Beach 35th Street to Beach 39th Street and from Norton basin in the north to the former Rockaway Freeway. Phase II consists of 200 dwelling units and one commercial structure, and will extend from Beach 40th Street to Beach 45th Street, and from Beach Channel Drive to Rockaway Beach Boulevard. Phase III consists of 161 dwelling units and will extend from Beach 46th Street to the western boundary of the URA at Beach 51st Street between Conch Basin and the Rockaway Freeway. Phase IV is divided into an A and a B section. Phase IVA consists of 52 dwelling units, and a 50,000 sq. ft. supermarket in the area south of Rockaway Beach Boulevard between Beach 40th Street and Beach 46th

Street. Phase IVB consists of 194 dwelling units, the HRA day care facility, and the sewer outfall which extends north of Beach Channel Drive from Beach 43rd Street to Beach 45th Street.

Site acquisition is expected to begin in 1997. The process is expected to take one (1) year to complete, resulting in the first property acquired in the Fall of 1998. The Request for Qualifications will be issued shortly thereafter, and new home construction is expected to take place after sewer and road construction has commenced in 1999.

On July 18, 1997 HPD submitted a revised application for the Edgemere Urban Renewal Plan to delete the following properties from acquisition:

<u>SITE</u>	<u>BLOCK</u>	<u>LOT</u>	<u>ADDRESS</u>
9	15830	60	319 Beach 40th Street
9	15830	61	317 Beach 40th Street
11	15831	32	41-05 Beach Channel Drive
56	15960	24	438 Beach 43rd Street
56	15960	25	Beach 43rd Street (vacant lot)
66	15966	64	471 Beach 44th Street
68	15967	22	423 Beach 44th Street
69	15967	1	Beach 45th Street (vacant lot)
69	15967	28	Beach 44th Street (vacant lot)
69	15967	30	Beach 44th Street (vacant lot)
76	15968	107	405 Beach 45th Street

ENVIRONMENTAL REVIEW

This application (C 970410 HUQ), in conjunction with the application for the related actions (N 970409 HGQ), (C 970412 HDQ), (C 970411 ZMQ), (C 950223 MMQ), 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 Procedures of 1991 and Executive Order No. 91 of 1977. The designated CEQR number is 94HPD031Q. The lead agency is the Department of Housing Preservation and Development.

A Positive Declaration was issued on December 10, 1990, and distributed, published and filed, and the applicant was asked to prepare or have prepared a Draft Environmental Impact Statement (DEIS). It was determined that the proposed action may have a significant effect on the environment, and that an environmental impact statement would be required for the following reasons:

STATEMENT OF SIGNIFICANT EFFECT:

The Departments of City Planning and Environmental Protection as CEQR Lead Agencies have determined, pursuant to 6 NYCRR, Part 617.11, that the proposed action may have a significant effect on the quality of the human environment as detailed in the following environmental impact(s):

1. The proposed actions may result in potentially significant traffic impacts.
2. The proposed actions have the potential to create significant adverse impacts on the air and noise quality of the existing environment.
3. The proposed actions may result in potentially significant impacts on local elementary and intermediate schools.
4. The proposed actions have the potential to create significant adverse impacts

on existing natural areas.

SUPPORTING STATEMENTS:

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

1. Vehicular traffic generated from the proposed project may create potentially significant traffic impacts within the existing traffic network, (see #1 above).
2. The potential for significant air and noise quality impacts (see #2 above) may result from project induced vehicular traffic increasing the existing carbon monoxide and noise levels of the surrounding area.
3. Pupils generate from the proposed project may significantly exacerbate the shortage of elementary and intermediate school seats in Region I, (see #3 above).
4. Significant adverse impacts (see #4 above) on the natural areas within and around the project site may result from induced development.
5. Further review of the proposed project may disclose other potentially significant environmental impacts unforeseen at this time.

The applicant prepared a DEIS and issued a Notice of Completion on November 8, 1996. Pursuant to the SEQRA regulations and the CEQR procedures, a joint public hearing was held on the DEIS on June 25, 1997, in conjunction with the public hearings on the related items (C 970411 ZMQ), (C 970410 HUQ), (N970409 HGQ), (C 970411 HDQ) and (C 950223 MMQ). The Final Environmental Impact Statement (FEIS) was completed, and a Notice of Completion of the FEIS was issued on July 25, 1997. The Notice of Completion for the FEIS identified the following significant impacts and proposed the following mitigation measures:

PROBABLE IMPACTS OF THE PROPOSED PROJECT

Schools

Impact

The assessment of the proposed Edgemere URA's impact on school resources, based on NYC Board of Education (BOE) projections, determined that two elementary schools within the Edgemere study area would be adversely impacted by the proposed project. The number of elementary school students generated by the proposed Edgemere URA would exacerbate the existing over-capacity operation of these schools.

Mitigation

To mitigate the impact on elementary schools, discussions with the Board of Education would include the construction of a new 600-seat elementary school on Rockaway Beach Boulevard between Beach 39th and Beach 40th Streets. Mitigation for the proposed impact on elementary schools would be required for Phase II of the proposed project.

Day Care

Impact

According to the CEQR thresholds, based on the number of children generated by the proposed project that will be eligible for public day care and the amount of public day care slots that are expected to be provided in the build year of 2002, the provision of public day care will be significantly adversely impacted by the proposed Edgemere URA.

Mitigation

To mitigate the impact on public day care, HPD will coordinate with local community groups and religious organizations to expand the existing day care facilities by approximately 185 slots and/or to locate a new day care center operator for the existing 222-slot Blanche Community Day Care Center, on Beach Channel Drive within the Project Area, which will be vacated in 1999 when HRA moves to a new facility. However, if this will not be possible, the potential development of a 185 slot day care facility will be discussed with the Human Resources Administration and/or the Board of Education. Mitigation of the impact on day care will be required for Phase II.

Aquatic Ecology

Impacts

The proposed outfall to be constructed at Beach 45th Street and Conch Basin will result in both short- and long-term significant impacts to tidal wetland areas. Short-term impacts to vegetated wetlands will include the temporary loss of vegetation and/or wildlife habitat value. Long-term impacts will include the permanent loss of vegetative cover.

Mitigation

Mitigation requirements will be formally determined after the permit application. However, discussions with DEC suggested permanent disturbances (i.e., outfall structure), estimated at 31 square feet, will need to be mitigated at a ratio of 3:1. To provide this mitigation, a 100 square foot extension of the existing tidal wetland is proposed. A possible replacement site will be within a proposed open space area along the eastern shore of Conch Basin, in the vicinity of the proposed outfall at Beach 45th Street. A location in the vicinity of the proposed outfall is considered ideal, as wetlands serve to improve surrounding water conditions. The exact replacement location will be determined after consultation with DEC.

Short-term disturbances to tidal wetland areas, estimated at 2,000 square feet, (i.e., piping for the outfall structure) will require mitigation at a ratio of 1:1. At the discretion of DEC, restoration of the temporarily disturbed areas may be considered adequate mitigation for temporary disturbances.

Street Raising

Impact

Five houses within the Project Area are expected to be significantly impacted by the proposed street raising. Two of the five houses (Block 15968, Lots 75 and 71) have first floor elevations substantially lower than the legal grade while the three other houses (Block 15968 Lot 65, Block 15967 Lot 14, and Block 15828 Lot 1) are partially situated within the mapped streets.

Mitigation

To mitigate the impact to the two houses with substantially lower first floor elevations, the NYC Department of Design and Construction (DDC), at the design stage, will determine whether adjustments to the final street grades can be made near these homes in order to avoid damage. However, if grade damage is

unavoidable, appropriate mitigation will be provided to the homeowners as discussed below under "Ponding". Both houses with first floor elevations substantially lower than legal grade are in Phase IVB.

With respect to the three houses that are partially located within the street right-of-way, DDC will determine whether to acquire portions of these properties before reconstruction begins or whether to build only a portion of the mapped right-of-way and leave the properties unaffected by the proposed street construction. Of the three properties, Block 15828 Lot 1 is in Phase I of the proposed project, while Block 15968 Lot 65 and Block 15967 Lot 14 are in Phase IVB.

Ponding

Impact

The development of infill housing on vacant lots may significantly impact upon some adjacent properties not being acquired as part of the proposed project. In order to meet the requirements of flood insurance, new homes within the 100-year floodplain must have a first floor elevation above 9.7 National Geodetical Vertical Datum (NGVD). Also site regrading will likely be needed to meet legal grade of the new streets. As a result, there may be a difference in the elevation of the new streets/proposed housing sites and the adjacent existing properties. This may in turn cause ponding on existing properties.

Ponding in Edgemere would be mostly likely to occur in low-lying areas where the topography prevents runoff migration, and runoff is forced to percolate into the ground. In accordance with New York City Local Law 103, storm water from any new, higher properties will be prevented from draining to adjacent, existing lower properties. In addition, streets and sidewalks would be designed to drain into the storm sewer system, and not onto adjacent properties. The final designs of the proposed housing and streets are needed to determine which properties may experience ponding.

Mitigation

A number of design guidelines have been developed for new streets and new development in Edgemere that would help prevent ponding on adjacent properties. DDC and HPD will coordinate the implementation of these recommendations.

Recommendations for the design of new streets in Edgemere are as follows:

1. Streets should be provided with an ample number of catch basins at appropriate intervals to the size of the street and the street grade, which is

- expected to be relatively flat.
2. At least one-half of the width of each sidewalk area should consist of a permeable surface, such as a planted strip (ribbon sidewalks).
 3. Intersections should be carefully graded to channel runoff to nearby catch basins.
 4. Storm sewers should be placed as high as possible in the crown of the street to reduce any backflow during surges of the waters in the bay under storm conditions.
 5. Grading to be done on existing properties by DDC should be gradual (no steeper than 10%), and should be performed with the use of highly permeable (sandy) fill material.

Recommendations for the design of new development in Edgemere are as follows:

1. Fill material placed on sites for development should consist of highly permeable, sandy soil with maximum porosity for good permeability.
2. All areas of a site that are within 20 feet of the property line should be graded at 4% away from the property line, at a minimum, so as to direct stormwater away from the property line.
3. Impermeable surfaces on a site, such as parking pads, driveways and concrete slabs, should be kept to a minimum. It is recommended that, since first floor elevations of new homes must be at or above +9.7 to qualify for flood insurance, off-street parking should be provided on the basement level. Overflow parking should occur at the curbsides, which are presently underutilized.
4. When the final design for new housing has been completed, the potential for ponding should be examined on a lot by lot basis, taking into account topography, the new street grades, and the grading.

In the limited areas where ponding does occur as a result of the project, one to two feet of permeable fill would remediate the situation. Should it be determined that an existing property may experience ponding from a change in the elevation of streets, as discussed under "Street Raising," above, remediation will be performed to the extent authorized by applicable laws governing change in street grades. Potential remediation includes: a) sloped fill with temporary wooden steps and temporary driveway access; b) full footprint fill with a concrete walkway and permanent driveway; c) limited fill in conjunction with a retaining wall and drainage, with temporary steps and driveway; or d) fill and drainage of the affected area with concrete walkway and permanent driveway, including topsoil, seed and fence restoration. The mitigation will be selected by the City in coordination with the property owner and be based on the degree of impact. Mitigation will occur simultaneously with the construction of adjacent lots.

Hazardous Materials

Impacts

Six locations in the Edgemere URA were identified as potentially containing elevated levels of contaminants, due to previous or current auto-related use or potential buried tanks. Of the six locations, two sites are in Phase I, three are in Phase IVA, and one is in Phase IVB.

Mitigation

Before site grading activities, excavation or construction, a site specific assessment to determine the presence of contaminants in the soil and groundwater at the Edgemere URA would be conducted following a DEP-approved electromagnetic survey, soil and groundwater sampling protocol. In addition, a health and safety plan would be developed to prevent potential exposure to construction workers and offsite exposure of hazardous materials at sensitive receptors. It would include dust suppression controls and development of an appropriate health and safety plan to prevent direct contact, ingestion, or inhalation of contaminants. After the completion of the approved survey and testing, a written report containing test results and potential remediation measures would be presented to DEP for review and approval.

Underground storage tanks are known or suspected to be at five locations within the Edgemere URA. Verification of the location of tanks and pipelines will be conducted by electromagnetic survey. The tanks and all associated piping will be remediated upon confirmation of tank locations.

The remediation of the tank areas will involve the safe removal of tank contents, in compliance with all appropriate guidelines in American Petroleum Institute (API) 1604, API 1628, and API 2015 governing the handling of tank contents and all city, state, and federal regulatory requirements. Tank decontamination can be accomplished on- or off-site. The tanks will then be disposed of in accordance with city, state, and federal regulatory requirements. In addition, oil drums found on waterfront lots within the URA must also be disposed of in accordance with city, state, and federal regulatory requirements.

The remedial alternatives for contaminated soils include but are not limited to the following: isolation/containment; excavation and disposal in landfills; excavation and land treatment on-site (land farming); excavation and aeration/enhance volatilization; excavation and on-site thermal treatment; chemical fixation; in situ bioremediation; passive remediation.

In situ treatment methods applicable to the site include, but are not limited to, isolation/ containment and in situ bioremediation. Typical isolation/containment technologies utilize caps, slurry walls, grout curtains, or cutoff walls.

Traffic

Impacts

The proposed Edgemere URA travel demand will be generated by the project's residents and the proposed supermarket. Trips to and from the proposed supermarket are considered to be generated from within 2 to 3 miles perimeter of the supermarket. The analysis of this demand was conducted for three weekday peak hours (AM, midday and PM) as well as during the Saturday midday period.

The proposed project will result in significant traffic impacts at five locations in one or more peak hours, of which three impacts were recorded in the AM, two in the midday, eight in the PM and two on Saturday.

Mitigation

To mitigate the traffic impacts a traffic mitigation plan has been prepared. The proposed traffic mitigation plan consists mostly of a series of signal timing adjustments and a conversion of the 60-second cycle lengths for the stretch between Beach 35th Street and Beach 84th Street along Beach Channel Drive to 90-second cycles in the peak hours. In addition, changes in parking regulations are proposed at the following three locations on Beach Channel Drive: at Beach 40th, Beach 67th, and Beach 84th Streets. No new signals are needed to mitigate the effects of this URA development.

Table 1 shows the proposed mitigation changes (cycle length and timing plans) and Table 2 presents their effectiveness in eliminating the significant traffic impacts. Due to the size of the proposed development, its diffusion over a large area with numerous cross-streets, and the low volumes on each cross-street, minor changes in cycle-length, signal timing, and parking regulations are all that is necessary to eliminate the traffic impacts of the project in the 2002 Build year. The proposed mitigation measures are also easily implementable if the signal timings on the Beach Channel Drive arterial are computerized, as is planned for 1998 in the Rockaways. These signal timing changes will be made by NYCDOT in the future during its periodic updates to the signal timing plans in the Rockaways, which are made to correspond to changes in traffic flow patterns. No other transportation-related mitigation measures are required for the proposed project.

Noise

Impact

Under existing, no build and build conditions, all sites within the Edgemere URA are within the Marginally Unacceptable CEPO-CEQR category when noise levels from all sources (aircraft, rail and vehicular) are combined.

The Edgemere URA is approximately two miles south of the nearest runway at JFK International Airport. The URA lies beneath the take-off and landing patterns for Runways 22R, 13R, and 4R. Most of the URA site is between the airport's annual 60 and 65 dBA L_{dn} contours, which will classify it as Marginally Acceptable under CEPO-CEQR standards. Some northern portions of the URA in the vicinity of Beach 44th Street are within the 65 dBA L_{dn} , which will place them in the Marginally Unacceptable category. For those sites that have aircraft noise levels in the Marginally Acceptable category, when noise levels from the rail and vehicular sources are added, cumulative noise levels become within the Marginally Unacceptable category. Therefore, all sites within the Edgemere URA are within the Marginally Unacceptable CEPO-CEQR category under existing conditions.

The proposed project, as under existing conditions, will fall within the Marginally Unacceptable category for the proposed uses. Since the Edgemere URA is classified as a sensitive receptor due to the proposed housing uses, this constitutes a significant impact (even though the Marginally Unacceptable category was also applicable to Existing and No Build Conditions).

Mitigation

Mitigation measures are required because the exterior noise levels in the Edgemere URA fall within the Marginally Unacceptable category for housing uses. The mitigation measures must ensure that interior noise levels comply with NYC CEPO-CEQR guidelines. Such measures can focus on the source, the receivers, or the transmission path of the noise. Source treatment is not feasible. Noise levels from future aircraft flyovers already reflect mitigation measures in the use of quieter, Stage III aircraft and revised flight patterns. Rerouting traffic on side streets will be difficult because the additional vehicular volume is due to placement of new residential units on previously vacant lots. Treating the path of noise transmission via acoustic barriers is also infeasible, since noise barriers cannot be erected in residential areas with narrow rights-of-way, curbside parking, and closely spaced driveways. Therefore, the recommended mitigation measures focus on treating the receivers. Construction materials should provide an exterior to interior noise level attenuation of at least 35 dBA. This can be accomplished with masonry walls, double- or triple-glazed windows, provision of air conditioning so windows can be

kept closed during warm weather, and other acoustical treatments. These recommendations should be included in the bid documents.

IV. UNAVOIDABLE ADVERSE IMPACTS

As presented above, most of the Edgemere URA impacts will be mitigated, with the possible exception of the project's impacts on elementary schools. The number of elementary school students generated by the Edgemere URA will exceed the CEQR thresholds and result in a significantly adverse impact on elementary schools in the study area. The project addresses the need to mitigate this impact through plans to construct a new elementary school to be located on Rockaway Beach Boulevard between Beach 39th and Beach 40th Streets.

However, at the present time, funding for construction of the new school by the BOE is not yet certain. HPD has been working with the BOE and will continue to do so until a satisfactory arrangement is formulated. If no such arrangement can be made, the fully built project will have a significant unmitigated impact on elementary schools in the study area.

UNIFORM LAND USE REVIEW

This application (C 970410 HUQ), in conjunction with the applications for the related actions (C 950223 MMQ), (C 970411 ZMQ) and (C 970412 HDQ), was certified as complete by the Department of City Planning on March 17, 1997, and was duly referred to Community Board 14 and the Borough President, in accordance with Article 3 of the Uniform Land Use Review Procedure (ULURP) rules, along with the application for the non-ULURP item (N 910409 HGQ) which was referred for review and comment.

Community Board Public Hearing

Community Board 14 held a public hearing on this application on May 13, 1997, and on that date, by a vote of 40 to 0 with 0 abstentions, adopted a resolution recommending approval

of the application subject to the following conditions:

1. That funding for an elementary school be secured prior to any home construction and the construction of the elementary school begin during Phase I.
2. Proper safety measures be taken in regard to the bay and streets including but not limited to barriers and signs. Additionally bulkheading be constructed on the bayfront to prevent flooding and the bulkheading be built with each phase.
3. All steps be taken to mitigate any flooding to existing homes through: regrading, retention walls and additional drainage on homeowners property. Also all homeowners to receive a letter detailing these assurances.
4. Withdraw the proposal for the widening of Beach 43 Street thus eliminating the acquisition of 5 feet of property from each property owner.

Borough President Recommendation

This application was considered by the Borough President, who issued a recommendation approving the application with conditions on July 1, 1997.

The Borough President's conditions included:

1. HPD shall work (sic) the New York City Board of Education (BOE) to include the proposed construction of an elementary school as a top priority in the BOE's 2000-2005 capital plan;
2. HPD shall consult the New York City Department of Transportation (DOT) and investigate the possibility of mapping Beach 43rd Street between Norton Avenue and Conch Basin at its current 40-foot width, rather than the proposed 50 feet, provided that a 40-foot street is adequate to protect the health, safety, and welfare of local residents, pedestrians, and motorists. The proposed 50-foot right-of-way would require the acquisition of 5 feet of streetfront property located on either side of the street, which would adversely impact the front yards of existing homes on the west and east sides of the street.
3. HPD shall work closely with property owners and tenants to provide

relocation assistance to people who will be displaced from their homes as a result of City condemnation;

4. HPD shall take steps necessary to mitigate as much as possible ponding that might occur on existing properties as a result of future changes in street grades and infill housing development.

City Planning Commission Public Hearing

On June 11, 1997 (Calendar No. 6), the City Planning Commission scheduled June 25, 1997, for a public hearing on this application (C 970410 HUQ). The hearing was duly held on June 25, 1997 (Calendar No. 24), in conjunction with the public hearings on the applications for the related actions (N 970409 HGQ), (C 950223 MMQ), (C 970411 ZMQ), (C 970412 HDQ) and the DEIS. There were eight speakers in favor of the application and five speakers in opposition. Those who spoke in favor included representatives of the Department of Housing Preservation and Development and its consultants, and the New York City Housing Authority. Their comments consisted of describing the project and how the area would benefit from development.

Speakers in opposition included a representative from the Beach 43rd Street Block Association, community residents and concerned citizens who raised the following issues: receiving fair market value for the homes being taken by HPD, mitigation measures proposed for the possible flooding and ponding that might result with new construction, the taking of five feet of property along either side of Beach 43rd Street for a proposed street widening, and securing funding for the proposed elementary school.

There were no other speakers and the hearing was closed.

Waterfront Revitalization Program Consistency Review

This application, in conjunction with the applications for the related actions, was reviewed by the Department of City Planning for consistency with the policies of the New York City Waterfront Revitalization Program (WRP), adopted by the Board of Estimate on September 30, 1982 (Calendar No. 17), 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 94-011.

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

CONSIDERATION

The Commission believes that the proposed Urban Renewal Plan for the Edgemere Urban Renewal Area is appropriate.

The development of the Edgemere URA will add approximately 2,800 new residents to the area by 2002 and will raise the population of the Rockaway Peninsula by 2.2 percent, to 131,900. The Edgemere URA is bordered to the south by a rapid transit line running on a viaduct elevated over Rockaway Freeway. There is access from the subway to Edgemere from two nearby stations: Beach 44th Street (Frank Avenue) and Beach 36th Street

(Edgemere).

The Edgemere URA development intends to provide subsidized housing units to those who cannot afford the cost of unsubsidized new housing. By stopping the expansion of blight and deterioration of living conditions, the project will slow the existing trend toward the decline of population and housing within the URA and in areas immediately adjacent. The effects of new construction on housing market conditions in the surrounding area would likely encourage private capital investment in new and existing housing.

Redevelopment will encompass portions of 41 of the approximately 42 blocks in the Project Area for residential, commercial, or recreational purposes. The housing sites vary in size, from entire blocks to vacant lots between rows of houses. Housing sites are distributed throughout the Project Area, with the majority of houses to be built on land that is currently vacant. Up to eight hundred units of housing are planned in primarily two-story, two-family houses, reflecting the character of the existing neighborhood. The housing units would be a mixture of detached and semi-detached houses, with one parking space provided for each unit.

The project will require the relocation of approximately 20 households with approximately 60 occupants. HPD is proposing the relocation of families and individuals displaced from sites acquired pursuant to this Plan into dwellings in comparable areas at rents or prices within the families or individuals financial budget, and reasonably accessible to their places

of employment. Careful phasing of the development will minimize the inconvenience to the displaced households, allowing them the opportunity to relocate to the extent possible directly into new units within the same neighborhood.

Six sites are designated for commercial use that would allow up to 100,000 square feet of neighborhood retail and supermarket development. These sites include a supermarket site, with 50,000 square feet of potential floor area, and five neighborhood retail sites.

The project is expected to add more retail space and increase the demand for retail goods and services in the project area. The 800 new households residing in the URA will require a variety of retail facilities such as grocery and drug stores, furniture and clothing stores, hardware stores, and eating and drinking establishments. The proposed 100,000 square feet of commercial uses within the Edgemere URA, including a 50,000 square foot supermarket, will adequately serve the retail needs of the new residents, make shopping more convenient and accessible for present and future residents in the currently underserved Edgemere Project Area.

A new school site is identified in the Edgemere Urban Renewal Plan. HPD is working with the Board of Education to obtain funding for the proposed school to coincide with their phasing plan. The Edgemere Urban Renewal Plan designates three park sites that will be mapped and maintained by the Department of Parks and Recreation. An extension of Michaelis-Bayswater Park will involve the realignment of Norton Avenue between Beach

35th and Beach 38th Streets, and will include the area between the northern boundary of the new Norton Avenue and Norton Basin. Another park, an extension of Rockaway Community Park, is proposed on the block bordered by Beach 51st Street, Elizabeth Avenue, and Conch Basin by demapping Almeda Avenue. This park may include a ballfield and a shoreline walkway. A third park, including some active recreational space for young children, is proposed on the south side of Beach Channel Drive between Beach 45th and Beach 46th Streets. These three new parks will be developed by the Department of Parks and Recreation (DPR) and will serve the existing as well as the future needs of the community.

In addition the URP identified an additional five parcels along the west side of Norton Basin, as well as much of the shoreline on the east side of Conch Basin north of Beach 47th Street as open space. Many of these open space areas are in designated wetlands. They will allow for the passive use of the shoreline while protecting it from dumping through the installation of protective devices such as bollards. The open spaces areas will be managed by either HPD, a not-for-profit organization or a homeowner's association.

The Commission expressed concern about possible flooding impacts on existing homes when new construction begins. The Environmental Impact Statement identified five existing houses within the project area that will be impacted by the proposed street reconstruction. Two of the five houses have first floor elevations substantially lower than the legal grade, while the three remaining houses are partially situated within existing mapped streets. To

mitigate the impact to the two houses with lower first floor elevations, the NYC Department of Design and Construction (DDC), at the design stage, will determine whether adjustments to the final street grades can be made near these homes in order to minimize or avoid damage after construction of the new street.

The Commission was also concerned that the development of infill housing on vacant lots may impact upon some adjacent properties not being acquired as part of the Edgemere URP. Site regrading may be necessary in order to meet legal grade of the new streets. As a result, there may be a change in the elevation of the new street, and adjacent existing properties may be impacted by ponding. The final design of the proposed housing and streets is needed to determine which properties will be impacted by ponding. A technical memo analyzing the effects of ponding on three prototypical blocks within Phase I of the project area in Edgemere was submitted by HPD to the Commission prior to the Commission's public hearing. This memo addressed many of the concerns that the Commissioners expressed regarding ponding. The effects of bringing the proposed new streets into grade alignment should have a minimal impact on the existing community. When the final design stage has been completed, the potential for ponding will be examined on a lot by lot basis taking into account the existing grades, and the new street grades.

Should it be determined that an existing property may experience ponding, appropriate measures will be taken to prevent such a situation. Potential measures include: a) sloped fill with temporary wooden steps and temporary driveway access; b) full footprint fill with

a concrete walkway and permanent driveway; c) limited fill in conjunction with a retaining wall and drainage, with temporary steps and driveway; or d) fill and drainage of the affected area with concrete walkway and permanent driveway, including topsoil, seed and fence restoration. The mitigation will be selected by the City in coordination with the property owner and be based on the degree of impact. Mitigation will occur simultaneously with the construction of adjacent lots.

The Commission further notes that the mapping and building of Beach 43rd Street in accordance with the Department of Transportation standard of fifty feet (50') is a concern to the existing homeowners. The Commission recognizes these concerns. In a letter to HPD dated July 28, 1997, DOT indicates that a 50 foot minimum width is "considered the minimum design standard accepted by DOT". This width allows for an adequate roadway, sidewalks and provisions for underground utilities. In this particular case, mapping Beach 43rd Street to a 50 foot width could necessitate acquisition of private property.

The streets within the Edgemere Urban Renewal Area are being designed by the Department of Design and Construction (DDC). The Commission understands that the improved width of streets is determined after discussions with various city agencies including DOT, the Police and Fire departments and the Department of Sanitation. The Commission also recognizes that there are many situations in the city where streets are mapped at widths greater than the actual improved width and believes that the proposed mapped width of 50 feet is appropriate for Beach 43rd Street. In a letter dated August 5,

1997 to the Commission, HPD has indicated that it "has discussed this issue with DDC and will work with DDC, DOT and other involved agencies to establish an improved width for the street that would minimize if not eliminate the need to acquire private property."

The Commission also raised concerns regarding three privately owned properties on Beach 43rd Street, and the selection of Site 5 for a new elementary school. In a letter dated August 12, 1997, HPD responded to these concerns and indicated that they will consider including the three blighted parcels in a future amendment to the Urban Renewal Plan. HPD also justified the selection of Site 5 for the school based on extensive discussions with the Board of Education. The site met all of the selection criteria, and would be built during Phase 2 of the Urban Renewal Plan, when the funding would be available and the need for the school would be reduced by the construction of housing generated in Phase I.

The Department of Housing Preservation and Development on July 18, 1997 submitted a revision to the certified application for the deletion of eleven (11) properties from the Edgemere Urban Renewal Plan. These properties have been deleted because HPD found them undesirable for acquisition since they were in better condition than originally believed, because either the owners renovated them, or the adjacent owner expressed a willingness to acquire them.

RESOLUTION

RESOLVED, that having considered the Final Environmental Impact Statement (FEIS), for

which a Notice of Completion was issued on July 25, 1997, with respect to this application (CEQR No. 94HPD031Q), the City Planning Commission finds that the requirements of Part 617, State Environmental Quality Review, have been met and that, consistent with social, economic and other essential considerations:

1. From among the reasonable alternatives thereto, the actions to be approved are ones which minimize or avoid adverse environmental impacts to the maximum extent practicable; and
2. The adverse environmental impacts revealed in the FEIS will be minimized or avoided to the maximum extent practicable by incorporating as conditions to the approval those mitigative measures that were identified as practicable.

The report of the City Planning Commission, together with the FEIS, 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 is consistent with WRP policies; and be it further

RESOLVED, that the City Planning Commission finds that the proposed Edgemere Urban Renewal Plan is an appropriate plan for the area involved; and

The City Planning Commission certifies that the Urban Renewal Plan for the Edgemere Urban Renewal Area complies with provisions of Section 502, Article 15 of the General Municipal Law of New York State, conforms to the comprehensive community plan for the development of the municipality as a whole and is consistent with local objectives; and

The Commission further certifies that the Urban Renewal Plan for the Edgemere Urban Renewal Area is in conformity with the findings and designation of the Edgemere Urban Renewal Area as adopted by the City Planning Commission on August 18, 1997. The Commission certifies its unqualified approval of the Urban Renewal Plan for the Edgemere Urban Renewal Area, pursuant to Section 505, Article 15 of the General Municipal Law of New York State; and be it further

RESOLVED, by the City Planning Commission, pursuant to Section 197-c of the New York City Charter, the Uniform Land Use Review Procedure, and Section 505, Article 15 of the General Municipal Law of New York State, and after due consideration of the appropriateness of this action, that the proposed Urban Renewal Plan for the Edgemere Urban Renewal Area, Community District 14, Borough of Queens, submitted by the Department of Housing Preservation and Development on February 13, 1997, and revised on July 18, 1997 is approved.

The above resolution (C 970410 HUQ), duly adopted by the City Planning Commission on August 18, 1997 (Calendar No. 27), 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.

JOSEPH B. ROSE, Chairman

VICTOR G. ALICEA, Vice-Chairman

ALBERT ABNEY, ANGELA M. BATTAGLIA, IRWING. CANTOR, P.E.,

KATHY HIRATA CHIN, ESQ., ALEXANDER GARVIN,

ANTHONYI. GIACOBBE, ESQ., WILLIAMJ. GRINKER, BRENDA LEVIN, EDWARD T.

ROGOWSKY, JACOB B. WARD, ESQ., Commissioners

Queens Borough President Recommendation

APPLICATION: ULURP #N970410 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 New York City Charter, for Edgemere Urban Renewal Plan for the Edgemere Urban Renewal Area, Edgemere, Borough of Queens.

PUBLIC HEARING

A Public Hearing was held in Room 213 at 120-55 Queens Boulevard on June 5, 1997 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 (l) of the New York City Charter. The applicant made a presentation. Seven people testified in favor of the application with the conditions made by Community Board 14 at its May 13, 1997 public hearing. The hearing was closed.

CONSIDERATION

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

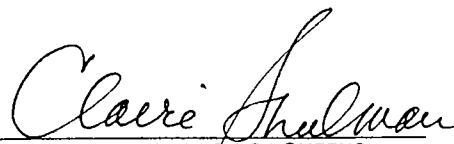
- o This application is for the Edgemere Urban Renewal Plan for the Edgemere Urban Renewal Area;
- o The proposed plan provides for the acquisition of 89 sites designated primarily for residential use. The plan also includes sites designated for open space, commercial use and community facilities. The plan will facilitate development of up to 800 dwelling units and up to 100,000 square feet of neighborhood retail commercial space;
- o At its May 14 public hearing, Community Board 14 voted 41-0-0 to recommend approval of this application with the following conditions:
 - 1) The funding for an elementary school be secured prior to any home construction and the construction of the school to begin during Phase I;
 - 2) Proper safety measures be taken in regard to the bay end streets including but not limited to barriers and signage. Additional bulkheading should be constructed on the bayfront to prevent flooding and bulkheading be built with each phase;
 - 3) All steps be taken to mitigate any flooding to existing homes through regrading, retention walls and additional drainage. Homeowners are to receive a letter [from the City] detailing these assurances;
 - 4) Withdraw the proposal of widening Beach 43rd Street and not acquire the 5-foot ROW on either side of the existing street.

continued...

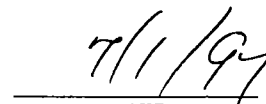
RECOMMENDATION

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

- 1) HPD shall work the New York City Board of Education (BOE) to include the proposed construction of an elementary school as a top priority in the BOE' s 2000-2005 capital plan;
- 2) HPD shall consult the New York City Department of Transportation (DOT) and investigate the possibility of mapping Beach 43rd Street between Norton Avenue and Conch Basin at its current 40-foot width, rather than the proposed 50 feet, provided that a 40-foot street is adequate to protect the health, safety, and welfare of local residents, pedestrians, and motorists. The proposed 50-foot right-of-way would require the acquisition of 5 feet of streetfront property located on either side of the street, which would adversely impact the front yards of existing homes on the west and east sides of the street.
- 3) HPD shall work closely with property owners and tenants to provide relocation assistance to people who will be displaced from their homes as a result of City condemnation;
- 4) HPD shall take steps necessary to mitigate as much as possible ponding that might occur on existing properties as a result of future changes in street grades and infill housing development.



PRESIDENT, BOROUGH OF QUEENS



DATE

Community/Borough Board
Recommendation

CITY PLANNING COMMISSION
22 Reade Street, New York, NY 10007
FAX # (212) 720-3356

INSTRUCTIONS

1. Return this completed form with any attachments to the Calendar Information Office, City Planning Commission, Room 2E at the above address.

2. Send a copy of the completed form with any attachments to the applicant's representative as indicated on the Notice of Certification, one copy to the Borough President, and one copy to the Borough Board, when applicable.

APPLICATION # C 970410 HUQ

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 New York City Charter, for Edgemere Urban Renewal Plan for the Edgemere Urban Renewal Area.

The proposed plan provides for the acquisition of 89 sites designated primarily for residential use. The plan also includes sites designated for open space, commercial use and community facilities. The plan will facilitate development of up to 800 dwelling units and up to 100,000 square feet of neighborhood retail commercial space.

COMMUNITY BOARD NO. 14
BOROUGH Queens

BOROUGH BOARD _____

DATE OF PUBLIC HEARING _____
WAS QUORUM PRESENT? YES NO

LOCATION _____

(A public hearing shall require a quorum of 2/3 of the appointed members of the board but in no event fewer than seven such members.)

VOTE ADOPTING RECOMMENDATION TAKEN
DATE _____

LOCATION _____

RECOMMENDATION

APPROVE APPROVE WITH MODIFICATIONS/CONDITIONS
 DISAPPROVE DISAPPROVE WITH MODIFICATIONS/CONDITIONS

EXPLANATION OF RECOMMENDATION-MODIFICATION/CONDITIONS (Attach additional sheets if necessary)

See - attached

CITY PLANNING COMMISSION
97 MAY 23 PM 1:52
DEPT. OF CITY PLANNING

VOTING : IN FAVOR 40 AGAINST 0 ABSTAINING 0
TOTAL MEMBERS APPOINTED TO BOARD 49

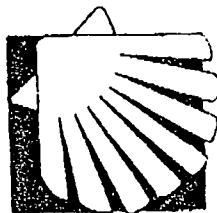
5/22/97

DATE

COMMUNITY/BOROUGH BOARD OFFICER

TITLE

CITY PLANNING COMMISSION
97 MAY 23 PM 1:52
DEPT. OF CITY PLANNING



COMMUNITY
BOARD ♦ 14

Mr. Joseph B. Rose, Chairman
Dept. of City Planning
22 Reade Street
New York, NY 10007

May 22, 1997

COMMUNITY BOARD 14
City of New York
Borough of Queens

ROSEMARY MURRAY
Chairperson

JONATHAN L. GASKA
District Manager

Dear Chairman Rose:

Community Board #14 recommends approval of ULURP# C-970412HDQ1C, C-970410HVQ, C-970410HUQ only with the following modifications/conditions:

1. The funding for an elementary school be secured prior to any home construction and the construction of the elementary school begin during Phase 1.
2. Proper safety measures be taken in regard to the bay end streets including but not limited to barriers and signs. Additionally bulkheading be constructed on the bayfront to prevent flooding and the bulkheading be built with each Phase.
3. All steps be taken to mitigate any flooding to existing homes through: regarding, retention walls and additional drainage on homeowners property. Also all homeowners to receive a letter detailing these assurances.
4. Withdraw the proposal for the widening of Beach 43 Street thus eliminating the acquisition of 5 feet of property from each property owner.

Sincerely,

Rosemary Murray
Chairperson

Jonathan Gaska
District Manager

JG:md



1931 Mott Avenue
Far Rockaway, NY 11691
Tel (718) 471-7300
Fax (718) 868-2657