

Beach 67th Street Rezoning Queens, NY, 11692

Block 16040, Lots, 12, 14, 16, 18, 20,
22, and 24
Block 16041, Lot 6

Queens Community District 14

CEQR Reference No: 21DCP048Q
ULURP Reference No:
C 200230ZMQ; N200231ZRQ

Technical Memorandum

August 2021

This memorandum summarizes the potential environmental effects of a City Council Modifications to the original proposed zoning map amendment and zoning text amendment that was previously analyzed in the February 26th, 2021 Beach 67th Street Rezoning Environmental Assessment Statement (EAS). The Proposed Actions that were analyzed in the EAS and certified by the Department of City Planning at a CPC Certification hearing on March 1st, 2021 were (1) a zoning map amendment to rezone the Proposed Project Area from an R4A zoning district to an R6 zoning district, and (2) a zoning text amendment to ZR Appendix F: Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing Areas for Queens Community District 14, to establish the Proposed Project Area as a Mandatory Inclusionary Housing (“MIH”) Designated Area.

The Proposed Actions are located within Queens Community District 14, and would introduce mixed-use growth in close proximity to existing residential districts and public transit while rendering conforming the existing residential buildings within the Affected Area. The Proposed Actions would also introduce additional residential uses, including 84 AIRS units, and community facility uses to the Rezoning Area.

The City Council Modifications remove Block 16041, Lot 6 from the Rezoning Area. The Modifications would not affect the Applicant's Projected Development on Block 16040, Lot 12, 14, 16, 18, 20, 22, and 24.

Block 16041, Lot 6, identified as Projected Development Site 2 in the EAS, would be removed from the Rezoning Area and would thus continue in its present form in the With-Action Condition as a 76,692 gsf nursing home with an approximate height of 75 feet on a 56,000 sf-lot.

The EAS analyzed a Future With-Action Scenario where the lot would be improved with a 75-foot tall, 221,760 GSF (201,600 ZSF) UG2 residential building with 221 dwelling units (44 permanently set aside as affordable). The 3.6 FAR represents the maximum amount of available floor area for residential uses in an R6 zoning district.

The result of the City Council Modifications would result in 221 fewer dwelling units (44 fewer affordable units), and the conditions of the lot would remain unchanged in the With-Action Scenario. Block 16041, Lot 6 would maintain its existing use as a nursing home with 76,692 gsf of floor area and a height of approximately 75 feet. Therefore, the City Council Modifications would not adversely affect the analysis or screening included in the EAS for land use, zoning, and public policy; socioeconomic conditions; community facilities; open space; shadows; historic and cultural resources; urban design and visual resources; natural resources; hazardous materials; water and sewer infrastructure; transportation; air quality; noise; neighborhood character; or construction as summarized below.

- **Land Use, Zoning, and Public Policy:** The removal of Block 16041, Lot 6 from the Proposed Rezoning Area, which also would remove Projected Development Site 2 from the Rezoning Areas, would not affect land uses, zoning, or applicable public policies on Block 16040, Lots 12, 14, 16, 18, 20, 22, and 24, and would not affect existing or potential land uses, zoning, or public policies, including the Waterfront Revitalization Program policies, within the remainder of the rezoning area.
- **Socioeconomic Conditions:** The EAS analyzed socioeconomic impacts assuming an additional 221 dwelling units, of which 44 would be classified as affordable on Lot 6, would be added to the Rezoning Area. The modified scenario would not add any units of housing on Lot 6. Therefore, there would be no impacts on socioeconomic conditions within the Study Area.
- **Community Facilities:** Under the Proposed Action, the EAS analyzed an additional 221 dwelling units were expected to be developed by 2022 on Lot 6 within the Rezoning Area. This would generate 69

elementary and 31 intermediate school students by the 2022 analysis year. The modified scenario would not add any units of housing on Lot 6 and would not generate any students on Lot 6. Therefore, there would be no impacts on Community Facilities within the Study Area.

- **Open Space:** The EAS analyzed open space impacts assuming an additional 654 residents would be added to the Rezoning Area on Lot 6. The modified scenario remove Lot 6 from the Rezoning Area and Lot 6 would not see an increase in residents under the Modifications, and therefore there would continue to be no potential for impacts on open space resources within the Study Area.
- **Shadows:** The modified scenario would eliminate Block 16041, Lot 6 from the Rezoning Area, and there would no longer be shadows cast by the development analyzed on Projected Development Site 2. Therefore, under the modified scenario, there would continue to be no potential for shadows impacts within the Study Area.
- **Historic and Cultural Resources:** No impacts were identified in the EAS for historic and cultural resources, and the modified scenario would not alter these findings.
- **Urban Design and Visual Resources:** The modified scenario would eliminate Projected Development Site 2 since the Modifications would be removing Block 16041, Lot 6 from the Rezoning Area. Therefore, the modified scenario would not affect urban design as the existing nursing home would remain in the With-Action Scenario.
- **Natural Resources:** The modified scenario would eliminate Projected Development Site 2 since the Modifications would be removing Block 16041, Lot 6 from the Rezoning Area. As the Modifications would result in less in ground disturbance and development, no adverse impacts are expected with regards to natural resources resulting from the Modification.
- **Hazardous Materials:** The Modifications would not impact the E Designation that is currently on Projected Development Site 1. Thus, no impacts to Hazardous Materials are expected as a result of the Modification as no changes to the E Designation would Projected Development Site 1 would occur. The E Designation proposed on Projected Development Site 2 would be removed.
- **Water and Sewer Resources:** The Proposed Modifications which would remove Projected Development Site 2 on Block 16041, Lot 6 from the Rezoning Area, would not adversely impact sewer and water infrastructure. Less water and sewer would be flowing into the sewage system.

In the future with the Proposed Project, wastewater from Projected Development Site 1 would continue to be treated by the Rockaway WWTP. The capacity of the plant would not change as a result of the Proposed Project, and the facility would continue to operate within its SPDES-permitted capacity of 45 mgd.

With regards to sewer and stormwater run-off, the Proposed Modifications would not alter the results of the conclusions of the analysis in the EAS, which are below.

Sanitary Sewer:

Based on analysis, the proposed actions would likely result in an increase of 643% (1.094 cfs) in the sanitary flow of the adjacent sewers based on analysis using the proposed community and residential usages and flow factors outlined above. A hydraulic analysis of the existing sewer system will likely be required prior to the submittal of the Site Connection Proposal Application (SCP) to determine whether the existing sewer system can support higher density development and related increase in wastewater flow, or whether there will be a need to upgrade the existing sewer system. In addition, there might be a need to amend the existing drainage plan based on the hydraulic analysis calculations.

Stormwater Runoff:

A stormwater analysis will be required as part of the DEP site connection approval process in order to bring the building into compliance with the required stormwater release rate.

Water System:

The proposed development would generate an incremental water demand in the New York City water supply system. Existing infrastructure should be able to handle the water demand.

- **Transportation:** The removal of Project Site #2 from the rezoning action reduces person trips by 108 during the weekday AM peak hour, 50 during the weekday Afternoon peak hour, and 135 during the weekday PM peak hour (Table 1). The removal of Project Site #2 reduces vehicle trips by 27 during the weekday AM peak hour, 3 during the weekday Afternoon peak hour, and 40 during the weekday PM peak hour.

Table 1
Trip Generation Summary

	ONE PARCEL REZONING	TWO PARCEL REZONING	NET DIFFERENCE
Peak Hour Trips:			
AM	1,114	1222	-108
Midday	33	55	-22
Afternoon	1,093	1143	-50
PM	92	227	-135

	Saturday	63	120	-57
Person Trips:				
AM	Auto	389	418	-29
	Taxi	0	1	-1
	Public Bus	38	57	-19
	Subway	43	100	-57
	Walk/Other	485	486	-1
	School Bus	158	158	0
	Total	1,113	1220	-107
Midday	Auto	14	9	5
	Taxi	0	0	0
	Public Bus	4	9	-5
	Subway	12	37	-25
	Walk/Other	2	-2	4
	School Bus	0	0	0
Total	32	53	-21	
Afternoon	Auto	381	385	-4
	Taxi	0	0	0
	Public Bus	36	46	-10
	Subway	36	72	-36
	Walk/Other	484	483	1
	School Bus	158	158	0
Total	1,095	1144	-49	
PM	Auto	38	81	-43
	Taxi	0	1	-1
	Public Bus	11	34	-23
	Subway	27	92	-65
	Walk/Other	15	19	-4
	School Bus	0	0	0
Total	91	227	-136	
Saturday	Auto	28	25	3
	Taxi	0	0	0
	Public Bus	10	22	-12
	Subway	24	73	-49
	Walk/Other	4	1	3
	School Bus	0	0	0
Total	66	121	-55	
Vehicle Trips:				

AM	Auto	251	278	-27
	Taxi	0	1	-1
	Taxi (Balanced)	0	2	-2
	School Bus (Balanced)	10	10	0
	Truck	2	2	0
	Total	263	293	-30
Midday	Auto	10	-3	13
	Taxi	0	0	0
	Taxi (Balanced)	0	0	0
	School Bus (Balanced)	0	0	0
	Truck	2	-2	4
	Total	12	-5	17
Afternoon	Auto	244	247	-3
	Taxi	0	0	0
	Taxi (Balanced)	0	0	0
	School Bus (Balanced)	10	10	0
	Truck	0	0	0
	Total	254	257	-3
PM	Auto	31	71	-40
	Taxi	0	1	-1
	Taxi (Balanced)	0	2	-2
	School Bus (Balanced)	0	0	0
	Truck	0	0	0
	Total	31	74	-43
Saturday	Auto	18	-3	21
	Taxi	0	0	0
	Taxi (Balanced)	0	0	0
	School Bus (Balanced)	0	0	0
	Truck	0	0	0
	Total	18	-3	21

IMPACTED INTERSECTIONS

The signalized intersection analysis results for the With-Action condition were compared against the results for the No-Action condition during the weekday AM, Afternoon, and PM peak hours (Table 2.11-18, Table 2.11-19, and Table 2.11-20 in the EAS, respectively). Based on the comparisons using the criteria provided in the CEQR Technical Manual, the following significant traffic impacts were identified (Table 2):

- Beach Channel Drive and Beach 66th Street – westbound approach during the weekday AM peak hour
- Beach Channel Drive and Beach 67th Street – westbound approach during the weekday AM peak hour
- Beach Channel Drive and Beach 62nd Street - eastbound approach during the weekday AM and Afternoon peak hours

Table 2
Impacted Intersections

Intersection	AM Peak Hour	Afternoon Peak Hour	PM Peak Hour
Beach Channel Dr and Beach 68th St	**	**	**
Beach Channel Dr and Beach 67th St	X		
Beach Channel Dr and Beach 66th St	X		
Thursby Ave and Beach 68th St			
Thursby Ave and Beach 67th St			
Thursby Ave and Beach 66th St			
Beach Channel Dr and Beach 73rd St			
Rockaway Beach Blvd and Beach 73rd St			
Rockaway Beach Blvd and Beach 67th St			
Beach Channel Dr. and Beach 62nd St/Arverne Blvd.	X	X	

X Impacted Intersection Requiring Mitigation

** Approach does not meet 90 PCE threshold to be an impact

INTERSECTION TRAFFIC VOLUMES

The removal of Project Site #2 from the rezoning action reduces vehicle trips at the Beach Channel Drive and Beach 62nd Street intersection by 12 during the weekday AM peak hour and 1 during the weekday Afternoon peak hour (Table 3). The removal of Project Site #2 from the rezoning action reduces vehicle trips at the Beach Channel Drive and Beach 67th Street intersection by 47 during the weekday AM peak hour. The removal of Project Site #2 from the rezoning action reduces vehicle trips at the Beach Channel Drive and Beach 66th Street intersection by 13 during the weekday AM peak hour.

Table 3
Project Generated Vehicle Trips by Intersection (with PCE)
Beach 67th Street Rezoning EAS

Intersection	ONE PARCEL REZONING			TWO PARCEL REZONING			NET DIFFERENCE		
	BLOCK 16040			BLOCKS 16040 and 16041					
	AM Peak Hour	Afternoon Peak Hour	PM Peak Hour	AM Peak Hour	Afternoon Peak Hour	PM Peak Hour	AM Peak Hour	Afternoon Peak Hour	PM Peak Hour
Beach Channel Dr and Beach 68th St	67	66	8	83	67	31	-16	-1	-23
Beach Channel Dr and Beach 67th St	138	124	19	185	112	19	-47	12	0
Beach Channel Dr and Beach 66th St	114	109	13	127	110	31	-13	-1	-18
Thursby Ave and Beach 68th St	77	79	7	67	87	30	10	-8	-23
Thursby Ave and Beach 67th St	134	137	12	116	151	54	18	-14	-42
Thursby Ave and Beach 66th St	57	58	5	50	64	23	7	-6	-18
Beach Channel Dr and Beach 73rd St	99	99	11	115	100	34	-16	-1	-23
Rockaway Beach Blvd and Beach 73rd St	66	66	8	76	66	23	-10	0	-15
Rockaway Beach Blvd and Beach 67th St	53	47	7	53	47	7	0	0	0
Beach Channel Dr. and Beach 62nd St/Arverne Blvd.	113	108	13	125	109	31	-12	-1	-18

Note: Intersections with greater than 50 trips shaded

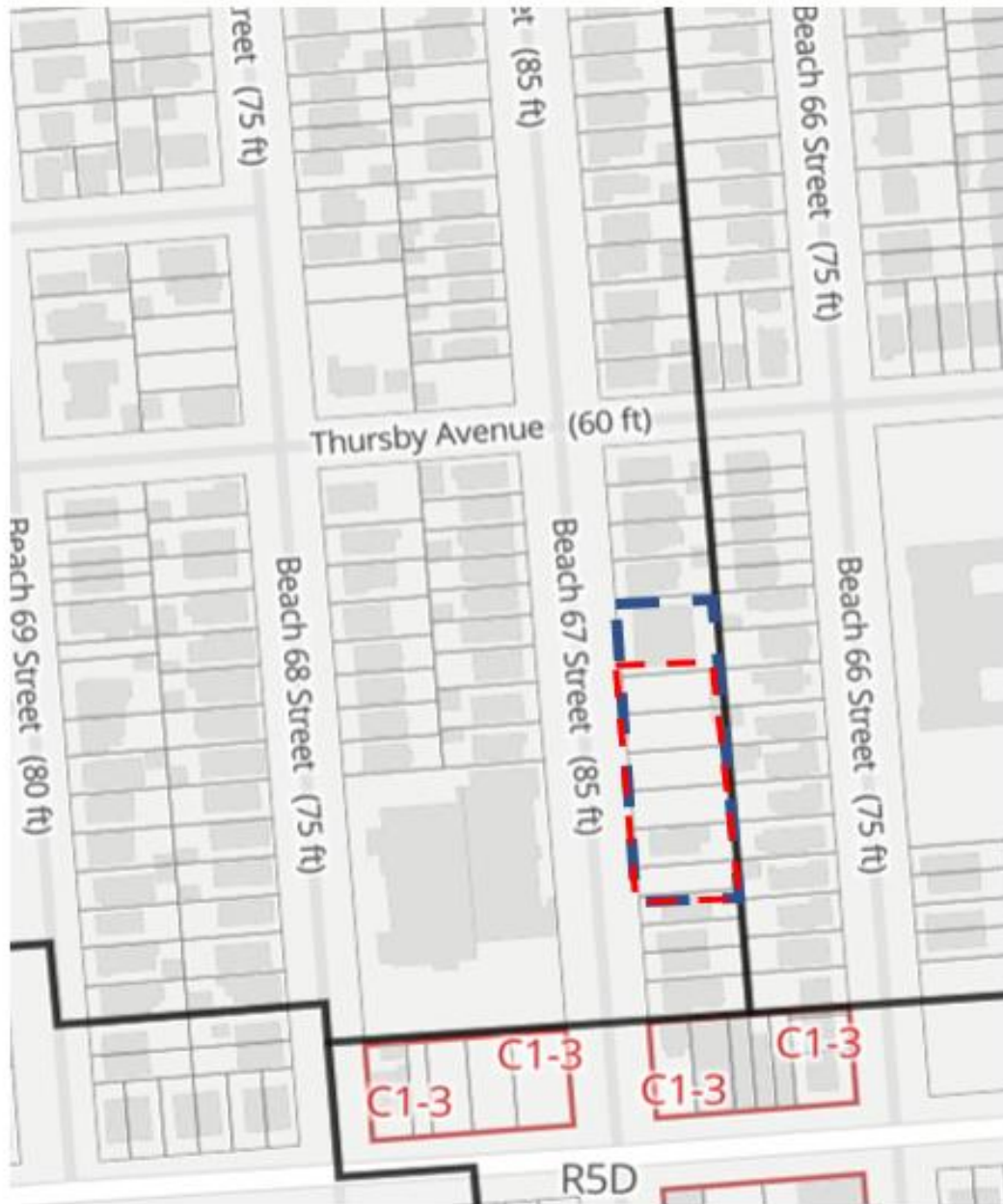
CONCLUSIONS

Based on the limited reduction of vehicle trips projected with the removal of Project Site #2 from the rezoning action, none of the traffic impacts identified in the EAS could be removed. Therefore, the mitigation measures proposed in the EAS and recorded in a Restrictive Declaration would still be required to meet CEQR guidelines.

- Air Quality:** The Proposed Modifications would remove Projected Development Site 2 on Block 16041, Lot 6 from the Rezoning Area. As the EAS that was certified on March 1st, 2021 demonstrated, the analysis showed that the Projected Development (Sites 1 and 2) would not result in significant adverse impacts with regards to both stationary source and mobile source air quality sources. Therefore, removing Projected Development Site 2 from the Rezoning Area would not change the results of the EAS conclusions, and therefore, no adverse air quality impacts are expected with the Proposed Modification. The E-Designation proposed on Block 16041 as part of the EAS would be removed.
- Noise:** The Proposed Modification would remove Projected Development Site 2 on Block 16041, Lot 6 from the Rezoning Area. As the EAS that was certified on March 1st, 2021 demonstrated, the analysis showed that the Projected Development (Sites 1 and 2) would not result in significant adverse impacts with regards to both stationary source and mobile source noise sources. Therefore, removing Projected Development Site 2 from the Rezoning Area would not change the results of the EAS conclusions, and therefore, no adverse impacts to noise are expected with the Proposed Modification. The E-Designation proposed on Projected Development Site 2 would be removed.

- **Neighborhood Character:** Because removing Projected Development Site 2 would not adversely affect the original findings for each of the supplemental analyses provided in the EAS, and no impacts are expected to occur as a result of the Proposed Actions, there would be no significant impacts to any of the constituent elements of neighborhood character, and there would be no combination of moderate effects to several elements that cumulatively may affect neighborhood character.
- **Construction:** The Proposed Modification would remove a Projected Development Site from the Rezoning Area. There would be one less building that would be induced by the Proposed Actions. As the EAS certified on March 1, 2021 found no impacts with regards to construction, the Proposed Modification would also not result in any adverse impacts with regards to construction and therefore, the findings and analysis from the EAS are still applicable.

Proposed Rezoning Under the Proposed Modification



Projected Development Site 1

Proposed Rezoning Area under the Modification