



Negative Declaration

Notice of Determination of Non-Significance Springfield Gardens Reconstruction

June 28, 2024

CEQR No. 21DEP004Q

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Commissioner

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This Negative Declaration has been prepared in compliance with the requirements of the State Environmental Quality Review Act (SEQRA), Article 8 of the Environmental Conservation Law and implementing regulations, as set forth in 6NYCRR Part 617, and the City Environmental Quality Review (CEQR) process as set forth in Executive Order 91 of 1977, as amended. The New York City Department of Environmental Protection (DEP), assuming lead agency status, has determined that the proposed action described below does not have the potential for a significant adverse impact on the environment and is herein publishing a Negative Declaration. A Lead Agency Declaration and Environmental Assessment Statement (EAS) were distributed on May 28, 2024.

Project Description

On behalf of DEP and the Department of Transportation (DOT), the New York City Department of Design and Construction (DDC) is undertaking a pair of capital projects, SE-862/HWQ-662G and QED-1053, collectively, “the project.” The project area is in the Springfield Gardens section of Queens, Community District 13, and generally bounded by 168th Street on the east, 146th Avenue and Nassau Expressway on the south, 153rd Place on the west, and South Conduit Avenue on the north. Part of DEP’s Southeast Queens program, the project will improve drainage by replacing and/or installing new storm sewers throughout the SE-862 project area, where the incomplete storm sewer network (inadequate street gradients, insufficient storm sewer capacity and/or too few storm sewers or catch basins) results in periodic street and sidewalk flooding. Capital Project SE-862/HWQ662G involves the installation of new storm sewers and replacement of old sanitary sewers. The project will improve water supply with new water mains along Rockaway Boulevard and South Conduit Avenue, and in the area bounded by 145th Drive, 147th Avenue, Rockaway Boulevard and 175th Street. The DOT portion of the project includes full street construction where streets are in poor condition, roadway resurfacing, and curb and sidewalk replacement where needed and for Americans with Disabilities Act (ADA) compliance. To complete the DOT scope of work the project requires non-ULURP property acquisition by DDC on the City’s behalf within mapped street lines.

The project requires sewer construction in two off-street segments to connect the new infrastructure with the existing outfall to Bergen Basin. Both segments have existing DEP assets in existing drainage corridors. New storm sewers will be installed alongside the existing infrastructure which necessitates widening the existing drainage corridors. Project construction is expected to commence in calendar year 2026 and be completed in 2029.

Potential Impact Assessment

Land Use and Zoning

The project area is comprised of a mix of industrial/manufacturing, commercial, parking lots, residential, and transportation-related uses, with Kennedy Airport as the dominant land use influence. The project corridor consists mainly of mapped and built city streets but includes two off-street segments, or “drainage corridors.” One of the drainage corridors connects two discontinuous segments of 146th Avenue, between 155th Street, on the east, and 153rd Court, on the west. At present the drainage corridor and the existing DEP assets within it occupy the southern half of a demapped segment of 146th Avenue, which the City owns, and a portion of Block 14260 Lot 100, which the City also owns and leases to PP Tango NY 1 LLC. The new infrastructure to be installed under the project necessitates widening the drainage corridor within Lot 100. Once installed the DEP assets will be under ground and have no effect on land uses and their associated activities at the surface, except that Tango or its successors may not erect structures above the drainage corridor.

The other off-street project segment is where the storm sewer crosses over private property from 153rd Place to connect to the existing triple barrel sewer. This is Block 14260 Lot 111, which Gabrielli JFK Associates LLC owns and uses for truck parking and repair. To accommodate the new assets the existing drainage corridor will be widened into an area of Nassau Expressway right of way owned by New York State Department of Transportation and used by Gabrielli to park trucks.

The project requires no changes to land use and will not result in any impacts on land use. No zoning changes or approvals are required and the project will not have any impacts on or conflicts with zoning.

Public Policy

The project area lies within the coastal zone as designated by New York City and State. The project is consistent with New York City’s coastal zone policies. The Department of City Planning, Climate and Sustainability Division, having reviewed the WRP consistency analysis, issued a notice of concurrence on June 17, 2022, finding that the project would not substantially hinder the achievement of any Waterfront Revitalization Program policy (WRP #22-046).

Historic Archaeological Resources

Through consultation with the New York City Landmarks Preservation Commission (LPC) and State Historic Preservation Office, no historic resources were identified within or close to the project corridor. The State Historic Preservation Office stated that there were no properties with architectural or archaeological significance within the study area. LPC stated that review

was not necessary since the in-ground construction will involve only previously disturbed soils.

Hazardous Materials

The Phase I Corridor Assessment Report for the project identified 27 “high” risk sites within 1/8-mile radius of the project centerline. The Phase II Subsurface Corridor Investigation (SCI) found the soil and groundwater samples collected during the field activities to be consistent with those recorded in similar urban settings. As recommended in the Phase II report, DDC will take precautions in completing the project including a Materials Handling Plan, Construction Health and Safety Plan and Community Air Monitoring Plan. Following construction there will be no potential exposure to hazardous material, therefore no impacts due to hazardous materials are expected during the operational phase of the project.

Construction Impacts

The construction process in New York City is highly regulated to ensure that construction period impacts are minimized to the extent practicable. The project’s construction-related effects will be typical of the effects of DDC capital construction projects: not long-term in duration or significant in magnitude. During construction DDC will employ measures to guard against environmental impact, including a Stormwater Pollution Prevention Plan and Maintenance and Protection of Traffic Plan. Construction noise will be short-term in duration with a number of controls in place to minimize the potential for impacts on sensitive receptors.

Statement of No Significant Effect

DEP has determined that the Springfield Gardens Reconstruction, as described above, will not have any potential significant adverse impacts on the quality of the environment. No potential significant adverse impacts are anticipated in relation to land use and zoning, historic and cultural resources, hazardous materials, or other relevant impact areas.

Supporting Statements

The above determination is based on an Environmental Assessment Statement which finds that the project, as proposed, would have no potential significant adverse impact on the environment that would require the preparation of an Environmental Impact Statement.

For further information please contact:

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Sincerely,



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