

NORTH CONDUIT AVENUE DEMAPPING
Environmental Assessment Statement

CEQR No.: 15DCP020Q
ULURP No.: 140187MMQ

CEQR Lead Agency:
New York City Department of City Planning

Prepared For:
219-25 LLC

Prepared By:
Philip Habib & Associates

January 12, 2018

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City Environmental Quality Review

ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) SHORT FORM

FOR UNLISTED ACTIONS ONLY • Please fill out and submit to the appropriate agency ([see instructions](#))

Part I: GENERAL INFORMATION

1. Does the Action Exceed Any Type I Threshold in 6 NYCRR Part 617.4 or 43 RCNY §6-15(A) (Executive Order 91 of 1977, as amended)? YES NO

If "yes," STOP and complete the **FULL EAS FORM**.

2. Project Name North Conduit Avenue Demapping EAS

3. Reference Numbers

CEQR REFERENCE NUMBER (to be assigned by lead agency) 15DCP020Q		BSA REFERENCE NUMBER (if applicable)	
ULURP REFERENCE NUMBER (if applicable) 140187MMQ		OTHER REFERENCE NUMBER(S) (if applicable) (e.g., legislative intro, CAPA)	
4a. Lead Agency Information NAME OF LEAD AGENCY New York City Department of City Planning (DCP)		4b. Applicant Information NAME OF APPLICANT 219-25 LLC	
NAME OF LEAD AGENCY CONTACT PERSON Robert Dobruskin, AICP, Director, EARD		NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON David Koptiev	
ADDRESS 120 Broadway, 31 st Floor		ADDRESS 102-10 Metropolitan Avenue	
CITY New York	STATE NY	ZIP 10271	CITY Forest Hills
TELEPHONE 212-720-3420	EMAIL rdobrus@planning.nyc.gov	TELEPHONE 718-268-1200	STATE NY
			ZIP 11375
			EMAIL gabrieldevelopment@gmail.com

5. Project Description

This application is for a change in the City Map involving the elimination, discontinuance, and closing of an approximately 18,656 sf mapped and unused portion of North Conduit Avenue (the "area to be demapped") between Springfield Boulevard and 144th Avenue in the Laurelton neighborhood of Queens Community District 13. The proposed City Map change would allow the applicant to acquire the area to be demapped from the City, increasing the total lot area of the applicant's property (consisting of Lots 4, 10, and 20 on Block 13085), for use, on a permanent basis, for permitted off-street accessory parking for abutting commercial uses owned by the applicant. The improved accessory parking lot would have a capacity of approximately 47 spaces. (Refer to Attachment A, "Project Description" for details).

Project Location

BOROUGH Queens	COMMUNITY DISTRICT(S) 13	STREET ADDRESS 219-01- 219-25 North Conduit Avenue
TAX BLOCK(S) AND LOT(S) Block 13085, Lots 4, 10 & 20	ZIP CODE 11413	
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS The area to be demapped is generally bounded by the mapped and built North Conduit Ave. to the south, Springfield Blvd. to the west, and 144 th Ave. to the north and east		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY R3X/C1-3	ZONING SECTIONAL MAP NUMBER 19b	

6. Required Actions or Approvals (check all that apply)

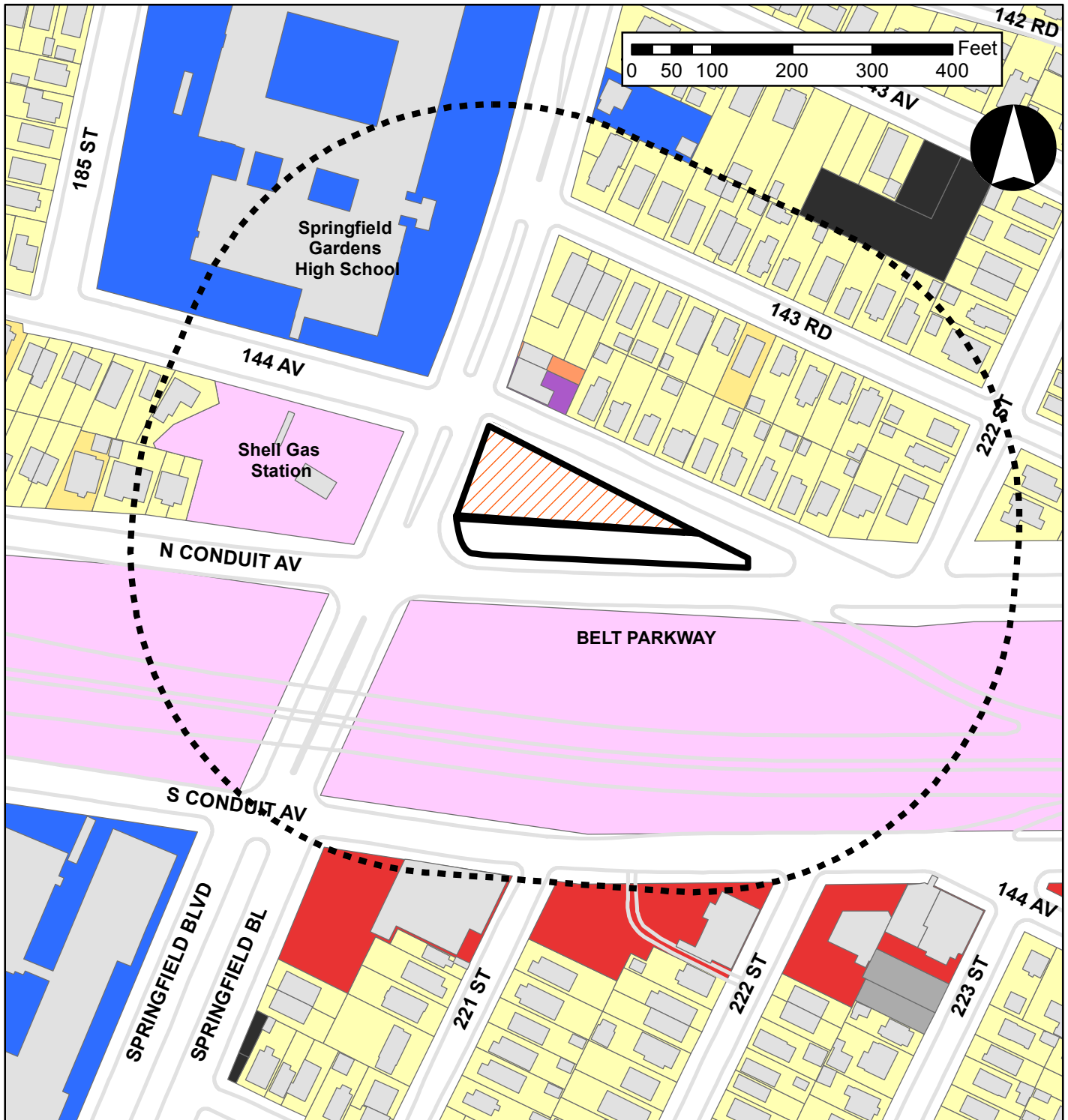
- City Planning Commission:** YES NO UNIFORM LAND USE REVIEW PROCEDURE (ULURP)
- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> CITY MAP AMENDMENT | <input type="checkbox"/> ZONING CERTIFICATION | <input type="checkbox"/> CONCESSION |
| <input type="checkbox"/> ZONING MAP AMENDMENT | <input type="checkbox"/> ZONING AUTHORIZATION | <input type="checkbox"/> UDAAP |
| <input type="checkbox"/> ZONING TEXT AMENDMENT | <input type="checkbox"/> ACQUISITION—REAL PROPERTY | <input type="checkbox"/> REVOCABLE CONSENT |
| <input type="checkbox"/> SITE SELECTION—PUBLIC FACILITY | <input type="checkbox"/> DISPOSITION—REAL PROPERTY | <input type="checkbox"/> FRANCHISE |
| <input type="checkbox"/> HOUSING PLAN & PROJECT | <input type="checkbox"/> OTHER, explain: | |
| <input type="checkbox"/> SPECIAL PERMIT (if appropriate, specify type: <input type="checkbox"/> modification; <input type="checkbox"/> renewal; <input type="checkbox"/> other); EXPIRATION DATE: | | |

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION


Board of Standards and Appeals: YES NO

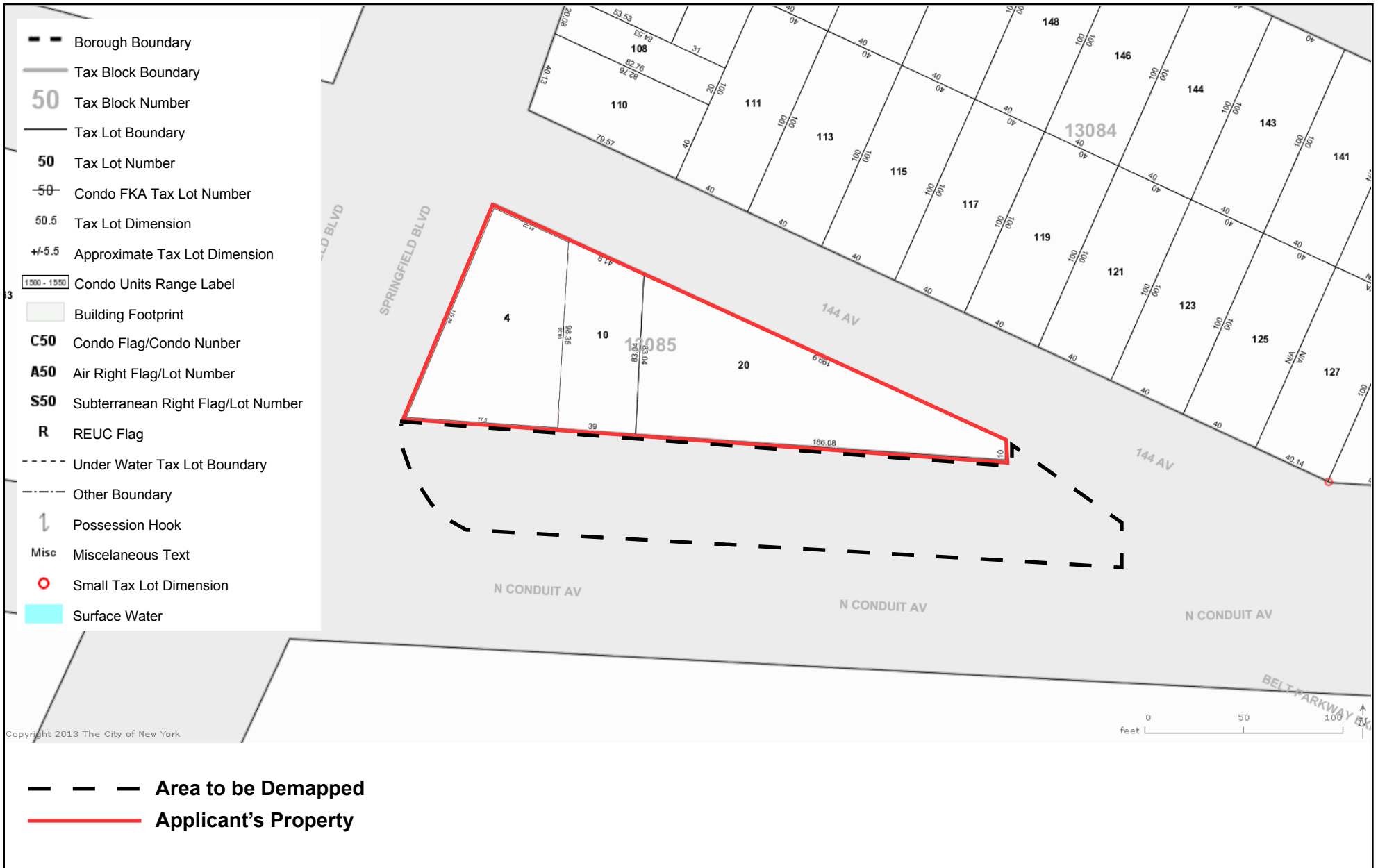
VARIANCE (use)

<input type="checkbox"/> VARIANCE (bulk) <input type="checkbox"/> SPECIAL PERMIT (if appropriate, specify type: <input type="checkbox"/> modification; <input type="checkbox"/> renewal; <input type="checkbox"/> other); EXPIRATION DATE: SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION				
Department of Environmental Protection: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO If "yes," specify:				
Other City Approvals Subject to CEQR (check all that apply)				
<input type="checkbox"/> LEGISLATION	<input type="checkbox"/> FUNDING OF CONSTRUCTION, specify:			
<input type="checkbox"/> RULEMAKING	<input type="checkbox"/> POLICY OR PLAN, specify:			
<input type="checkbox"/> CONSTRUCTION OF PUBLIC FACILITIES	<input type="checkbox"/> FUNDING OF PROGRAMS, specify:			
<input type="checkbox"/> 384(b)(4) APPROVAL	<input type="checkbox"/> PERMITS, specify:			
<input checked="" type="checkbox"/> OTHER, explain: NYCDOT approval				
Other City Approvals Not Subject to CEQR (check all that apply)				
<input type="checkbox"/> PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)		<input type="checkbox"/> LANDMARKS PRESERVATION COMMISSION APPROVAL		
<input type="checkbox"/> OTHER, explain:				
State or Federal Actions/Approvals/Funding: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO If "yes," specify:				
7. Site Description: The directly affected area consists of the project site and the area subject to any change in regulatory controls. Except where otherwise indicated, provide the following information with regard to the directly affected area.				
Graphics: The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11 x 17 inches in size and, for paper filings, must be folded to 8.5 x 11 inches.				
<input checked="" type="checkbox"/> SITE LOCATION MAP	<input checked="" type="checkbox"/> ZONING MAP	<input checked="" type="checkbox"/> SANBORN OR OTHER LAND USE MAP		
<input checked="" type="checkbox"/> TAX MAP	<input type="checkbox"/> FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)			
<input checked="" type="checkbox"/> PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP				
Physical Setting (both developed and undeveloped areas)				
Total directly affected area (sq. ft.): 18,656 sf (total lot area)		Waterbody area (sq. ft) and type: N/A		
Roads, buildings, and other paved surfaces (sq. ft.): 18,656 sf		Other, describe (sq. ft.): N/A		
8. Physical Dimensions and Scale of Project (if the project affects multiple sites, provide the total development facilitated by the action)				
SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 18,656 sf (area to to be demapped)				
NUMBER OF BUILDINGS: N/A		GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): N/A		
HEIGHT OF EACH BUILDING (ft.): N/A		NUMBER OF STORIES OF EACH BUILDING: N/A		
Does the proposed project involve changes in zoning on one or more sites? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				
If "yes," specify: The total square feet owned or controlled by the applicant:				
The total square feet non-applicant owned area:				
Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				
If "yes," indicate the estimated area and volume dimensions of subsurface permanent and temporary disturbance (if known):				
AREA OF TEMPORARY DISTURBANCE: sq. ft. (width x length)		VOLUME OF DISTURBANCE: cubic ft. (width x length x depth)		
AREA OF PERMANENT DISTURBANCE: sq. ft. (width x length)				
Description of Proposed Uses (please complete the following information as appropriate)				
	Residential	Commercial	Community Facility	Industrial/Manufacturing
Size (in gross sq. ft.)	N/A	N/A	N/A	N/A
Type (e.g., retail, office, school)	units			
Does the proposed project increase the population of residents and/or on-side workers? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				
If "yes," please specify: NUMBER OF ADDITIONAL RESIDENTS: N/A NUMBER OF ADDITIONAL WORKERS: N/A				
Provide a brief explanation of how these numbers were determined:				
Does the proposed project create new open space? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO If "yes," specify size of project-created open space: sq. ft.				
Has a No-Action scenario been defined for this project that differs from the existing condition? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO				



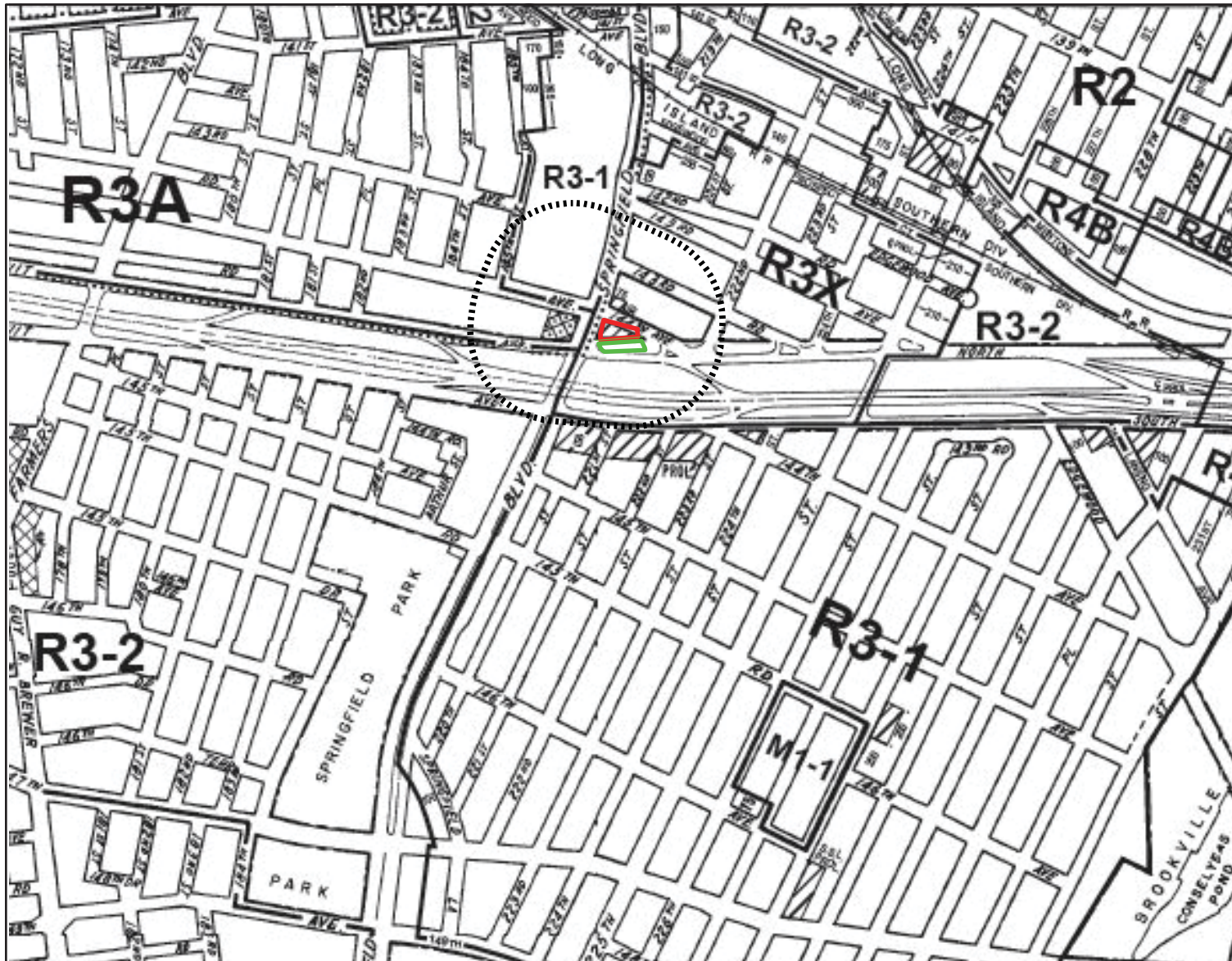
Legend

- | | | |
|---|---|---|
|  400-Foot Radius |  Multi-Family Elevator Buildings |  Open Space |
|  Applicant's Property |  Mixed Commercial/Residential Buildings |  Parking Facilities |
|  Area of Proposed Demapping |  Commercial/Office Buildings |  Vacant Land |
|  One & Two Family Buildings |  Transportation/Industrial/Manufacturing |  Building Footprints |
|  Multi-Family Walkup Buildings |  Public Facilities & Institutions | |



North Conduit Avenue Demapping EAS

Figure 2
Tax Map



ZONING MAP

THE NEW YORK CITY PLANNING COMMISSION

Major Zoning Classifications:

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

- R — RESIDENTIAL DISTRICT
- C — COMMERCIAL DISTRICT
- M — MANUFACTURING DISTRICT

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

AREA(S) REZONED

Effective Date(s) of Rezoning:

05-11-2011 C 110145 ZMQ

Special Requirements:

For a list of lots subject to CEQR environmental requirements, see [APPENDIX C](#).

For a list of lots subject to "D" restrictive declarations, see [APPENDIX D](#).

For Inclusionary Housing designated areas on this map, see [APPENDIX F](#).

MAP KEY

18c	19a	19c
18d	19b	19d
24c	25a	

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ZONING MAP 19b

Area of Proposed Demapping

Applicant Property

400 Foot Radius

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NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in [Article VII, Chapter 6](#) (Location of District Boundaries) of the Zoning Resolution.

NOTE: Zoning information as shown on this map is subject to change. For the most up-to-date zoning information for this map, visit the Zoning section of the Department of City Planning website: www.nyc.gov/planning or contact the Zoning Information Desk at (212) 720-3291.

North Conduit Avenue Demapping EAS

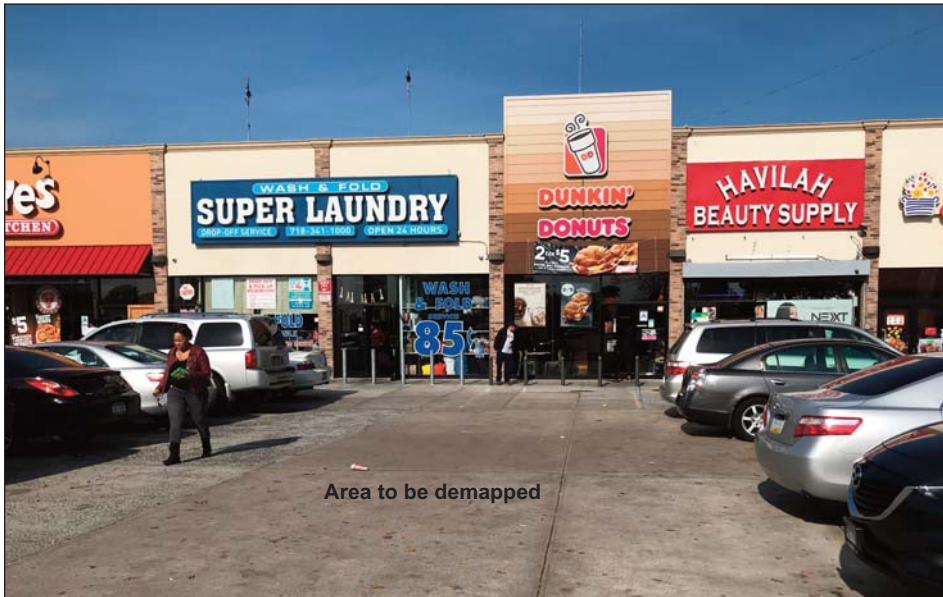
Figure 3
Zoning Map



1. View looking east from Springfield Boulevard to the area to be demapped and the applicant's property.



2. Rear view of the commercial uses on the applicant's property on 144th Avenue.



3. View looking to the applicant's property from North Conduit Avenue.



4. View looking to the applicant's property from intersection of North Conduit Avenue and Springfield Boulevard.



5. Existing mixed-uses on Springfield Boulevard, north of the applicant's commercial property.



6. Two- and three-story residential buildings along the north side of 144th Avenue, north of the applicant's commercial property.



7. A Shell gas station and food mart located across Springfield Boulevard, west of the area to be demapped.



8. Springfield Gardens High School, located northwest of the area to be demapped.

If "yes," see [Chapter 2](#), "Establishing the Analysis Framework" and describe briefly: Refer to the Analysis Framework and RWCDs section of Attachment A, "Project Description."

9. Analysis Year [CEQR Technical Manual Chapter 2](#)

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2019

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 4-8 Months

WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? YES NO IF MULTIPLE PHASES, HOW MANY? N/A

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: The proposed parking area would be completed in 2019

10. Predominant Land Use in the Vicinity of the Project (check all that apply)

RESIDENTIAL MANUFACTURING COMMERCIAL PARK/FOREST/OPEN SPACE OTHER, specify:
Institutional; transportation

Part II: TECHNICAL ANALYSIS

INSTRUCTIONS: For each of the analysis categories listed in this section, assess the proposed project’s impacts based on the thresholds and criteria presented in the CEQR Technical Manual. Check each box that applies.

- If the proposed project can be demonstrated not to meet or exceed the threshold, check the “no” box.
- If the proposed project will meet or exceed the threshold, or if this cannot be determined, check the “yes” box.
- For each “yes” response, provide additional analyses (and attach supporting information, if needed) based on guidance in the CEQR Technical Manual to determine whether the potential for significant impacts exists. Please note that a “yes” answer does not mean that an EIS must be prepared—it means that more information may be required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant to provide additional information to support the Short EAS Form. For example, if a question is answered “no,” an agency may request a short explanation for this response.

	YES	NO
1. LAND USE, ZONING, AND PUBLIC POLICY: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Is there the potential to affect an applicable public policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) If “yes,” to (a), (b), and/or (c), complete a preliminary assessment and attach.		
(e) Is the project a large, publicly sponsored project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City’s Waterfront Revitalization Program boundaries ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” complete the Consistency Assessment Form .		
2. SOCIOECONOMIC CONDITIONS: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
o Generate a net increase of 200 or more residential units?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Generate a net increase of 200,000 or more square feet of commercial space?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Directly displace more than 500 residents?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Directly displace more than 100 employees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Affect conditions in a specific industry?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. COMMUNITY FACILITIES: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
o Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Indirect Effects		
o Child Care Centers: Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Libraries: Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Public Schools: Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Health Care Facilities and Fire/Police Protection: Would the project result in the introduction of a sizeable new neighborhood?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. OPEN SPACE: CEQR Technical Manual Chapter 7		
(a) Would the proposed project change or eliminate existing open space?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Is the project located within an under-served area in the Bronx , Brooklyn , Manhattan , Queens , or Staten Island ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” would the proposed project generate more than 50 additional residents or 125 additional employees?	<input type="checkbox"/>	<input type="checkbox"/>
(c) Is the project located within a well-served area in the Bronx , Brooklyn , Manhattan , Queens , or Staten Island ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” would the proposed project generate more than 350 additional residents or 750 additional employees?	<input type="checkbox"/>	<input type="checkbox"/>
(d) If the project is located in an area that is neither under-served nor well-served, would it generate more than 200 additional residents or 500 additional employees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
5. SHADOWS: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. HISTORIC AND CULTURAL RESOURCES: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources.		
7. URBAN DESIGN AND VISUAL RESOURCES: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. NATURAL RESOURCES: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," complete the Jamaica Bay Watershed Form , and submit according to its instructions .		
9. HAZARDOUS MATERIALS: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (e.g., gas stations, oil storage facilities, heating oil storage)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Has a Phase I Environmental Site Assessment been performed for the site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify:		
	<input type="checkbox"/>	<input type="checkbox"/>
10. WATER AND SEWER INFRASTRUCTURE: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If the proposed project located in a separately sewer area , would it result in the same or greater development than the amounts listed in Table 13-1 in Chapter 13 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Would the proposed project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas , including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
(f) Would the proposed project be located in an area that is partially sewerred or currently unsewerred?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or generate contaminated stormwater in a separate storm sewer system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. SOLID WASTE AND SANITATION SERVICES: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14 , the project’s projected operational solid waste generation is estimated to be (pounds per week): N/A		
o Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12. ENERGY: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15 , the project’s projected energy use is estimated to be (annual BTUs): N/A		
(b) Would the proposed project affect the transmission or generation of energy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13. TRANSPORTATION: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If “yes,” conduct the screening analyses, attach appropriate back up data as needed for each stage and answer the following questions:		
o Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? <i>**It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.</i>	<input type="checkbox"/>	<input type="checkbox"/>
o Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line?	<input type="checkbox"/>	<input type="checkbox"/>
o Would the proposed project result in more than 200 pedestrian trips per project peak hour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?	<input type="checkbox"/>	<input type="checkbox"/>
14. AIR QUALITY: CEQR Technical Manual Chapter 17		
(a) <i>Mobile Sources:</i> Would the proposed project result in the conditions outlined in Section 210 in Chapter 17 ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) <i>Stationary Sources:</i> Would the proposed project result in the conditions outlined in Section 220 in Chapter 17 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17 ? (Attach graph as needed)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Does the proposed project involve multiple buildings on the project site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15. GREENHOUSE GAS EMISSIONS: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project fundamentally change the City’s solid waste management system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If “yes” to any of the above, would the project require a GHG emissions assessment based on the guidance in Chapter 18 ?	<input type="checkbox"/>	<input type="checkbox"/>
16. NOISE: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17. PUBLIC HEALTH: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
<p>(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in <u>Chapter 20</u>, "Public Health." Attach a preliminary analysis, if necessary.</p>		
<p>18. NEIGHBORHOOD CHARACTER: CEQR Technical Manual Chapter 21</p>		
<p>(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in <u>Chapter 21</u>, "Neighborhood Character." Attach a preliminary analysis, if necessary.</p>		
<p>19. CONSTRUCTION: CEQR Technical Manual Chapter 22</p>		
<p>(a) Would the project's construction activities involve:</p>		
o Construction activities lasting longer than two years?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o The operation of several pieces of diesel equipment in a single location at peak construction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Closure of a community facility or disruption in its services?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Activities within 400 feet of a historic or cultural resource?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Disturbance of a site containing or adjacent to a site containing natural resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in <u>Chapter 22</u>, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination.</p>		

20. APPLICANT'S CERTIFICATION

I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of the pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.

Still under oath, I further swear or affirm that I make this statement in my capacity as the applicant or representative of the entity that seeks the permits, approvals, funding, or other governmental action(s) described in this EAS.

<p>APPLICANT/REPRESENTATIVE NAME Lisa Jourdy, Philip Habib & Associates</p>	<p>DATE 01/12/2018</p>
---	----------------------------

SIGNATURE



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

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

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

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

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

2. Are there any aspects of the project relevant to the determination of whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials?

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

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

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

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

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

4. LEAD AGENCY'S CERTIFICATION

TITLE Director, Environmental Assessment & Review Division	LEAD AGENCY New York City Department of City Planning
NAME Robert Dobruskin, AICP	DATE January 12, 2018
SIGNATURE <i>Robert Dobruskin</i>	

North Conduit Avenue Demapping EAS ATTACHMENT A: PROJECT DESCRIPTION

I. INTRODUCTION

This attachment provides a detailed description of the proposed action and any resultant development, including project site location, existing conditions of the project site, project purpose and need, the proposed development, and the governmental approvals required for implementation. The proposal involves an application by 219-25 LLC (the “applicant”) to change the City Map, involving the elimination, discontinuance, and closing of an approximately 18,656 square foot (sf) unused portion of North Conduit Avenue between Springfield Boulevard and 144th Avenue (the “subject street”), including the authorization or disposition of real property related thereto, in the Laurelton neighborhood of Queens Community District 13. The proposed City Map change would allow the applicant to purchase the demapped area from the City to use, on a permanent basis, for permitted off-street accessory parking for abutting commercial development at 219-01- 2019-25 North Conduit Avenue (including Lots 4, 10, and 20 on Block 13085) owned by the applicant. The improved off-street accessory parking lot would have a capacity of approximately 47 spaces.

II. BACKGROUND AND EXISTING CONDITIONS

Land Use

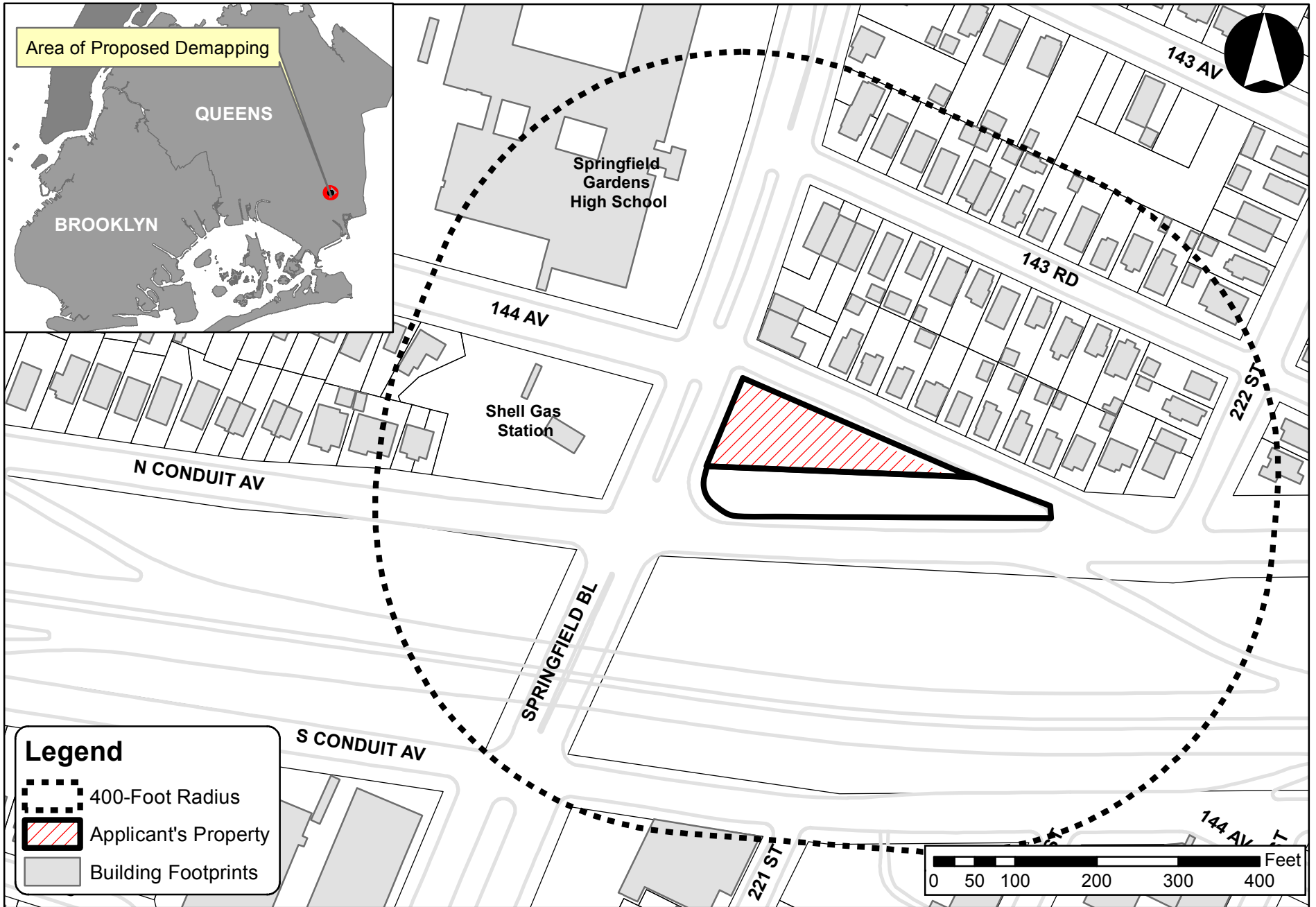
Area to be Demapped

As described above, the area to be demapped comprises an unbuilt portion of North Conduit Avenue between Springfield Boulevard and 144th Avenue located in the Laurelton neighborhood of Southeastern Queens (refer to Figures A-1 and A-2). It is City-owned, under the New York City Department of Transportation (DOT’s) jurisdiction and comprises an approximately 18,656 sf triangular area, including 15,357 sf of which abuts the south side of the applicant’s properties at 219-01- 219-25 North Conduit Avenue, and is being licensed to the applicant by the New York City Department of Citywide Administrative Services (DCAS) (the “licensed area”).¹ The current DCAS license agreement permits the applicant to temporarily use the subject street for off-street accessory business parking only². This area is paved with approximately 42 off-street parking spaces, four 10-foot wide curb cuts on North Conduit Avenue, traffic parking curbs, and light poles (refer to Figure A-3 for site photos, and Figure A-3a for an illustrative site plan). The remaining 3,299 sf triangular-shaped portion of the area to be demapped abuts the east side of the applicant’s property and is vacant and unimproved (“triangular area”).

The portion of North Conduit Avenue to be demapped was added to the City Map by action of the Board of Estimate in 1938. However, the street segment was never constructed or opened and terminates at the east side of Springfield Boulevard with no connection to any street. Prior to the

¹ The applicant has been licensing approximately 15,357 sf of the proposed demapped area from DCAS since 2012 in order to provide his retail tenants on Lots 4, 10, and 20 of Block 13085 with parking spaces for their customers, as required by the terms of their leases which are in effect until 2033.

² The agreement expired on April 29, 2014 and the applicant has continued to lease the property from the City on a month-to-month basis.



North Conduit Avenue Demapping EAS

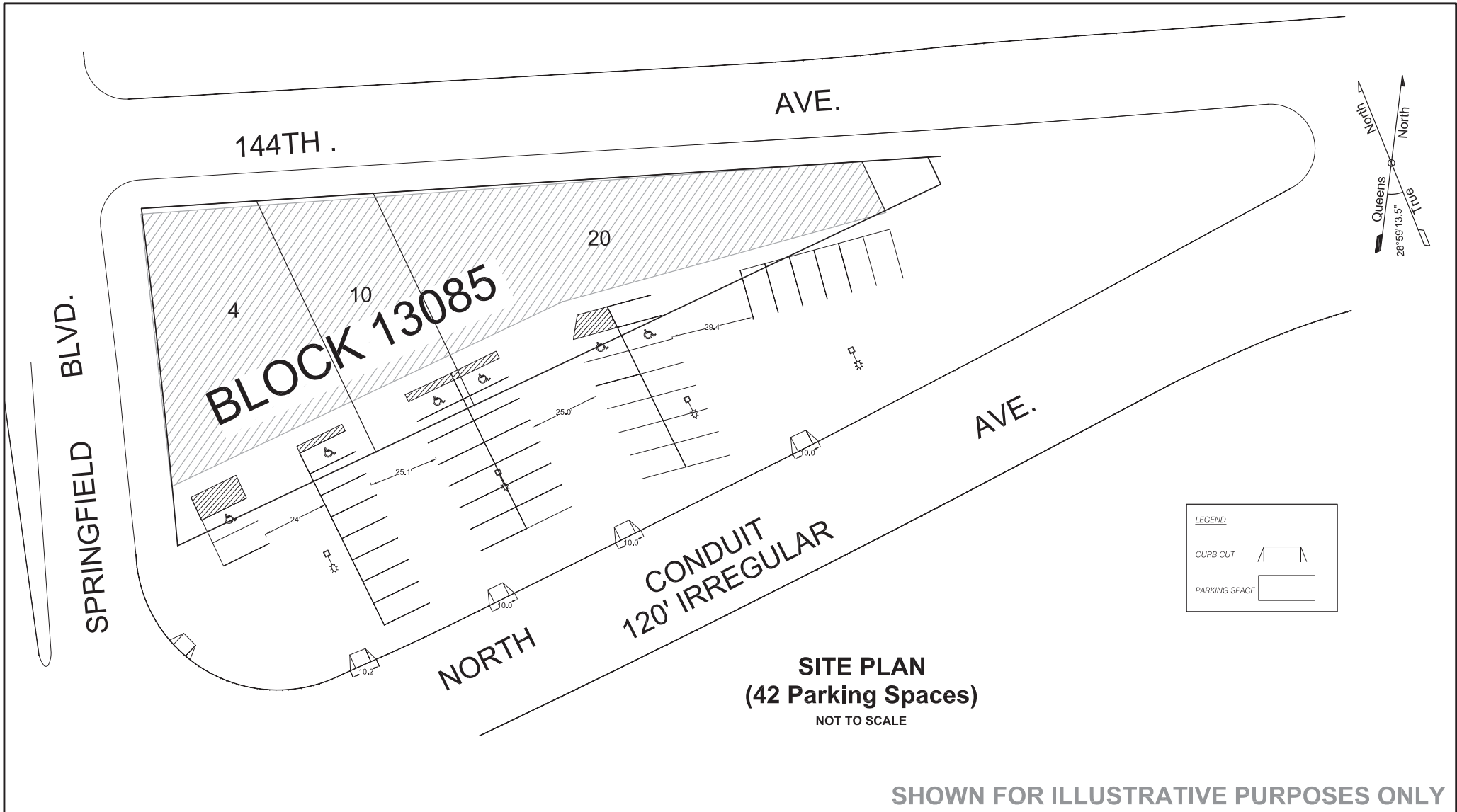
Figure A-1
Project Location Map



— Applicant's Property — Area of Proposed Demapping

North Conduit Avenue Demapping EAS

Figure A-2
Aerial View



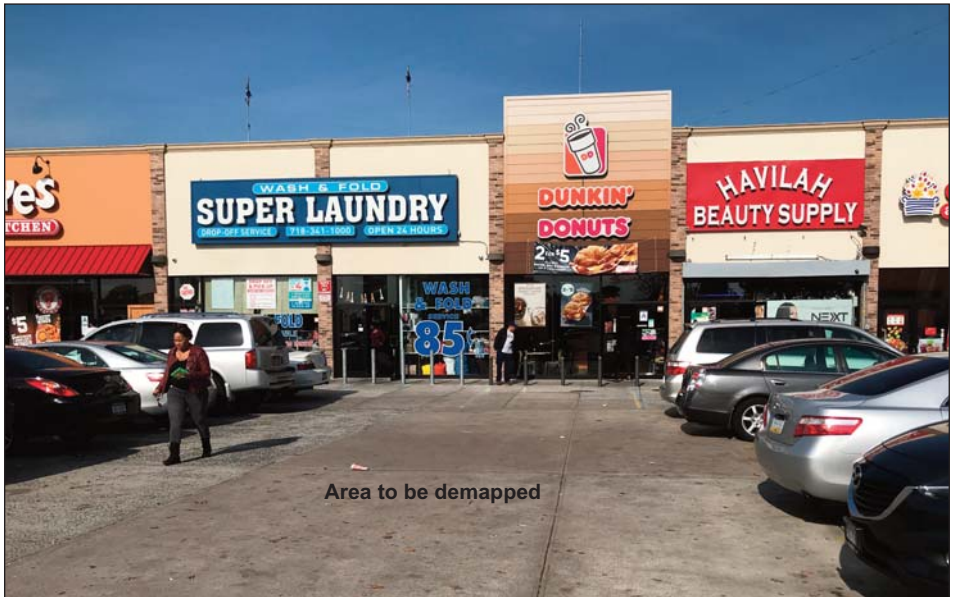
SHOWN FOR ILLUSTRATIVE PURPOSES ONLY



1. View looking east from Springfield Boulevard to the area to be demapped and the applicant's property.



2. Rear view of the commercial uses on the applicant's property on 144th Avenue.



3. View looking to the applicant's property from North Conduit Avenue.



4. View looking to the applicant's property from intersection of North Conduit Avenue and Springfield Boulevard.

license agreement between the applicant and the City, the street segment had been unimproved, vacant land that had been overgrown with weeds.

The Applicant's Property

The applicant is the owner of Lots 4, 10 and 20 on Queens Block 13085 (for a total area of approximately 18,476 sf), which are three separate zoning and tax lots located adjacent to the area to be demapped (see Table A-1). The applicant's property is zoned R3X with a C1-3 commercial overlay. R3X contextual zoning districts are mapped in low-density neighborhoods and permit only one-and two-family detached homes on lots that must be at least 35 feet wide. The maximum 0.5 floor area ratio (FAR) in R3X districts may be increased by an attic allowance of up to 20 percent for inclusion of space beneath a pitched roof. The perimeter wall may rise to 21 feet before sloping back to a maximum building height of 35 feet. Two side yards that total at least 10 feet are required and there must be a minimum of distance of eight feet between houses on adjacent lots. The front yard of a home must be at least 10 feet deep and, to promote a unified streetscape, it must be as deep as an adjacent front yard but need not exceed a depth of 20 feet. One accessory parking space is required for each dwelling unit. C1-3 commercial overlays permit commercial development up to an FAR of 1.0 in R3X districts and accessory parking is required at a rate of one space per 400 sf of general retail or service uses. In addition, commercial businesses are limited to a height of 30 feet or two stories, whichever is less, by ZR Section 33-431.

Table A-1
Description of Applicant's Existing Commercial Development on Block 13085

	Lot Area (sf)	Building (zsf)	Building Height (ft.)	Built FAR	Max Commercial FAR	Accessory Parking
Lot 4 219-03 N. Conduit Ave.	6,280	5,748	18	0.92	1.00	3
Lot 10 219-11 N. Conduit Ave.	3,537	2,563	18	0.72	1.00	2
Lot 20 219-25 N. Conduit Ave.	8,657	5,456	18	0.63	1.00	3

Source: Zoning drawings filed at the New York City Department of Buildings.

For operational purposes, each of the applicant's tax lots is a separate zoning lot, and is improved with one of three new buildings completed in late 2013 and eight accessory parking spaces. All three of the applicant's properties are developed to more than 50 percent of the sites' maximum allowable commercial FAR. These buildings are occupied by various commercial uses (Use Group 6), including a Subway, Dunkin' Donuts, Popeye's Chicken, Edible Arrangements, laundromat, beauty supplies store, MetroPCS, Cash for Gold, and a variety store. Lot 4 has frontage on the east side of Springfield Boulevard, and all three lots have frontage along the south side of 144th Avenue and the north side of North Conduit Avenue (refer to Figure A-2). All of the existing commercial tenants have 20-year leases with the applicant.

The total floor area of each new building on the applicant's property generates a requirement of fewer than 25 accessory parking spaces (as per Section 36-21 of the New York City Zoning Resolution (ZR)). Therefore, the requirement for accessory parking is waived pursuant to ZR Section 36-231. An approximately 25-foot strip on the south side of each of the applicant's property is used for a total of eight accessory off-street parking spaces (refer to Figure A-5).

The Surrounding Area

The project area is located in a well-developed area that is primarily low-density residential. As shown in Figure A-3, one and two family detached homes are located to the north of the subject street. Significant exceptions include an auto body repair shop (Springfield Auto Parts & Repair) located

across 144th Avenue to the north of the subject street. Adjacent to this automotive use is a 2-story mixed commercial and residential building, with a local deli on the ground floor. Other uses within a 400-foot radius of the project site include a portion of the Springfield Gardens High School campus located to the northwest of the project area. Transportation uses to the west and south include the Belt Parkway, which is comprised of a series of limited-access highways including the Shore Parkway, Southern Parkway, Laurelton Parkway and Cross Island Parkway. A Shell Gas Station (with auto repair services) is located on the west side of Springfield Boulevard. A cluster of commercial uses are located just outside of the 400-foot radius to the south along South Conduit Avenue.

There is one open space in the surrounding area, Springfield Park, located approximately 0.24 miles away from the project site. There are no city- or state-designated historic structures or historic districts within the surrounding area.

There are no subway stations in the Laurelton neighborhood. The immediate neighborhood is served by the MTA Bus Lines Q77, Q85 (an existing bus stop on Springfield Boulevard between North Conduit Avenue and 144th Avenue would provide direct access to the development site). Additionally, the Far Rockaway branch of the Long Island Railroad (LIRR) provides commuter rail service to the area via the Laurelton station (approximately 0.3 miles northeast of the development site).

Zoning

The Laurelton neighborhood is a low density residential neighborhood, mapped almost exclusively with residential districts (R2 and R3 districts). Both the project area and the applicant's property are located in an R3X contextual residential zoning district with a C1-3 commercial overlay. Residential zoning districts are commonly found in the surrounding area and throughout the Laurelton neighborhood and include an R3-1 to the south, R3-2 and R4B residential districts to the northeast, and an R3A contextual district to the west of the subject street. R3X districts only permit single and two-family detached homes that are required to have a minimum lot width of 35 feet. R3X districts permit a maximum floor area ratio ("FAR") of up to 0.5 for residential use³ and up to 1.0 for community facility uses. C1-3 commercial overlays are typically mapped along streets with a depth of approximately 150 feet and include uses such as neighborhood grocery stores, restaurants and beauty parlors. C1-3 commercial overlays mapped in R1 through R5 residential districts permit a maximum 1.0 FAR for commercial uses. Pursuant to ZR Section 36-12, the applicant would be allowed to develop a maximum of 150 permitted parking spaces on the subject street following the proposed change to the City Map as per requirements of the C1-3 commercial overlay⁴.

III. PROJECT PURPOSE AND NEED

Although the total floor area for each of the applicant's commercial buildings at 219-01- 2019-25 North Conduit Avenue generates a requirement of fewer than 25 accessory off-street parking spaces, which can be waived pursuant to ZR Section 36-231 for each of the three existing zoning lots, there is a need for accessory parking at the site. The proposed action addresses a specific need of the applicant to accommodate the vehicle trips of workers and visitors to the commercial uses on the applicants' property. The parking on the subject street would afford patrons and employees additional spaces for convenient parking in an area that is underserved by public transportation, and to avoid parking on the surrounding streets. The proposed action would permit the applicant to continue to accommodate and

³ An additional 20% FAR "attic allowance" is available for residential uses.

⁴ Current zoning allows the Applicant to develop a maximum of 150 permitted parking spaces, however, due to the size and irregular shape of the subject block, it is anticipated that the total number of parking spaces would be significantly less (approximately 47 spaces) under the proposed action; required parking would be waived pursuant to ZR Section 36-231.

attract a greater number of customers to the new commercial establishments on the applicants' property by providing readily accessible parking spaces. It is in the applicants' opinion that the recently introduced retail uses would create jobs and generate tax revenue in support of the economic development of the Laurelton community.

IV. DESCRIPTION OF THE PROPOSED ACTION

The City Map is the official, adopted map of New York City that shows the location, dimension and grades of streets, parks, public places and certain public easements. Map changes are applications to alter, add or remove elements from the City Map. The proposed City Map change would eliminate, discontinue and close a currently mapped but unbuilt portion of North Conduit Avenue between Springfield Boulevard and 144th Avenue from the City Map. The proposed action would narrow the mapped street along this segment and permit the applicant to purchase the area to be demapped to use, on a permanent basis, for approximately 47 permitted off-street accessory parking spaces in connection with the operation of three as-of-right, commercial buildings on Lots 4, 10 and 20 on Queens Block 13085 (the applicant's property). The area to be demapped would become its own separate zoning tax lot. Figure A-4 shows the ULURP application map for the proposed City Map change.⁵

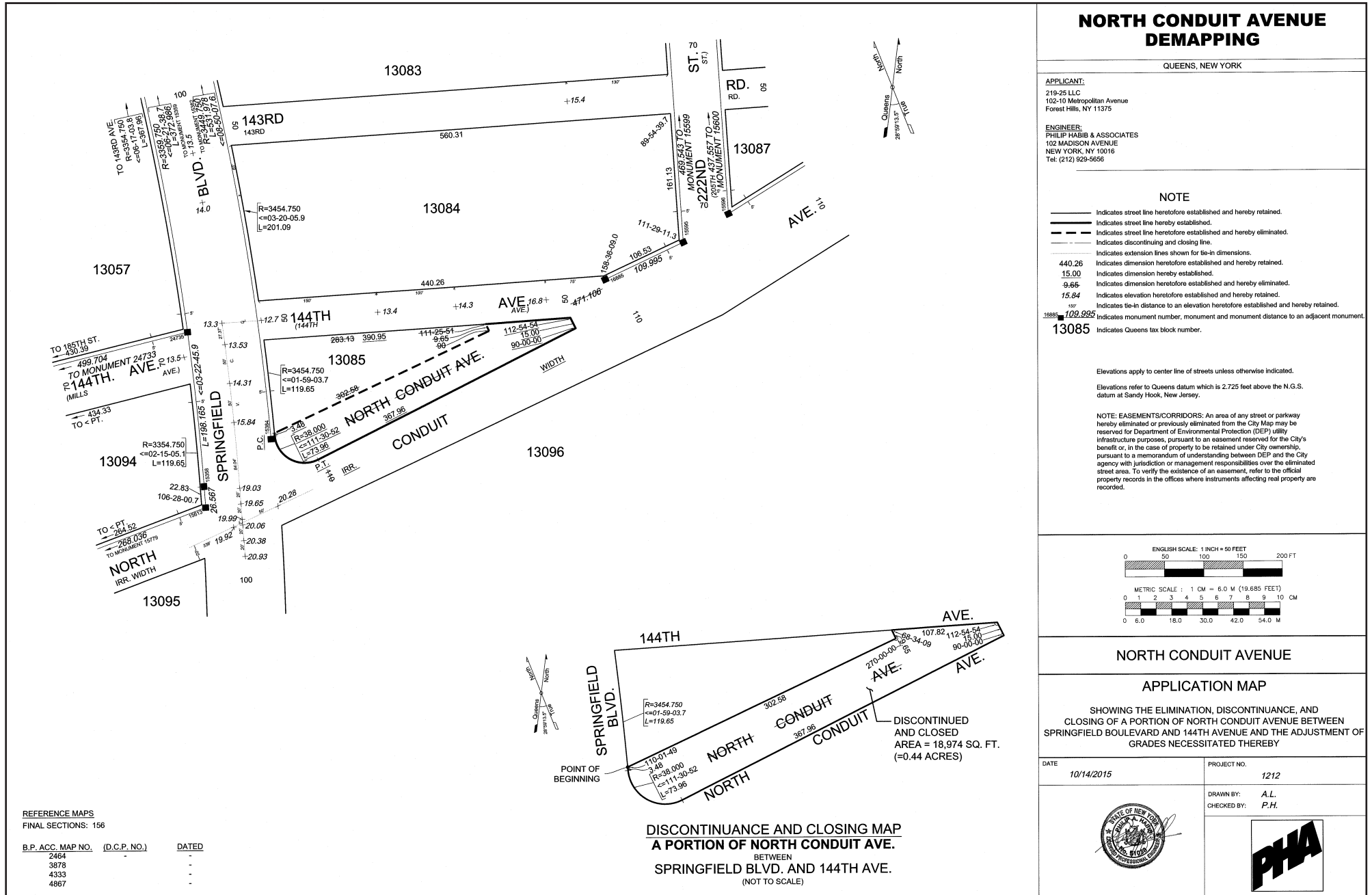
In conjunction with the demapping, the applicant is proposing the disposition of the City-owned portion of the subject street. The disposition of City Property will require coordination with both DCAS and DOT, and any conditions of the two City agencies regarding the sale of the property would be memorialized in the mapping agreement.

The proposed action requires Uniform Land Use Review Procedure (ULURP)⁶ and as part of ULURP, DOT required the preparation of a transportation study, which is attached to this EAS as Appendix A. DOT has also provided preliminary approval for a conceptual site plan of an accessory parking lot with a capacity of approximately 47 spaces with two 22-foot wide curb cuts, including one on North Conduit Avenue and another on 144th Avenue (see Figure A-6).

A mapping agreement would be executed between the applicant and New York City Law Department, which would authorize the disposition of the project area. As part of the contract of sale with DCAS, the applicant would agree to a deed restriction which would limit the project area to be used for 47 accessory parking spaces for a period of 20 years from the date of the deed. The mapping and purchase and sale agreement between the City and the applicant would be drafted once the project has entered into ULURP, and the deed restriction would be executed after the proposed City Map change and associated disposition is approved through the ULURP process. This restriction would only permit the area to be demapped to be used for accessory parking and no other development would be allowed at the site for a period of 20 years from the date of the deed. Appendix B includes proposed language for the deed restriction that would be subject to negotiation during the drafting of the mapping agreement.

⁵ It should be noted since the filing of the application map, the area to be demapped has slightly decreased from 18,974 sf to 18,656 sf based on additional survey prepared at the request of the Queens Borough President's Topographical Bureau.

⁶ Proposed alterations or changes in the City Map are subject to Sections 197-c (ULURP), 198 and 199 of the New York City Charter.



NORTH CONDUIT AVENUE DEMAPPING

QUEENS, NEW YORK

APPLICANT:

219-26 LLC
102-10 Metropolitan Avenue
Forest Hills, NY 11375

ENGINEER:

PHILIP HABIB & ASSOCIATES
102 MADISON AVENUE
NEW YORK, NY 10016
Tel: (212) 929-5656

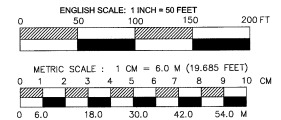
NOTE

- Indicates street line heretofore established and hereby retained.
- Indicates street line hereby established.
- - - Indicates street line heretofore established and hereby eliminated.
- - - Indicates discontinuing and closing line.
- Indicates extension lines shown for tie-in dimensions.
- 440.26 Indicates dimension heretofore established and hereby retained.
- 15.00 Indicates dimension hereby established.
- 9.66 Indicates dimension heretofore established and hereby eliminated.
- 15.84 Indicates elevation heretofore established and hereby retained.
- 157 Indicates tie-in distance to an elevation heretofore established and hereby retained.
- 18885-109,995 Indicates monument number, monument and monument distance to an adjacent monument.
- 13085 Indicates Queens tax block number.

Elevations apply to center line of streets unless otherwise indicated.

Elevations refer to Queens datum which is 2.725 feet above the N.G.S. datum at Sandy Hook, New Jersey.



NOTE: EASEMENTS/CORRIDORS: An area of any street or parkway hereby eliminated or previously eliminated from the City Map may be reserved for Department of Environmental Protection (DEP) utility infrastructure purposes, pursuant to an easement reserved for the City's benefit or, in the case of property to be retained under City ownership, pursuant to a memorandum of understanding between DEP and the City agency with jurisdiction or management responsibilities over the eliminated street area. To verify the existence of an easement, refer to the official property records in the offices where instruments affecting real property are recorded.



NORTH CONDUIT AVENUE

APPLICATION MAP

SHOWING THE ELIMINATION, DISCONTINUANCE, AND CLOSING OF A PORTION OF NORTH CONDUIT AVENUE BETWEEN SPRINGFIELD BOULEVARD AND 144TH AVENUE AND THE ADJUSTMENT OF GRADES NECESSITATED THEREBY

DATE	PROJECT NO.
10/14/2015	1212
DRAWN BY:	CHECKED BY:
A.L.	P.H.
 	

North Conduit Avenue Demapping EAS

Figure A-4
Application Map

V. EAS ANALYSIS FRAMEWORK AND RWCDS

In order to assess the potential effects of the proposed action, a reasonable worst-case development scenario (RWCDS) for both the “Future without the Proposed Action (No-Action Condition)” and “Future with the Proposed Action (With-Action Condition)” is analyzed for an analysis year, or “Build Year” of 2019. The future With-Action scenario identifies the amount, type, and location of development that is expected to occur by 2019 as a result of the proposed action. The future No-Action condition identified similar development projections for 2019 absent the proposed action. The incremental difference between the With-Action and No-Action conditions serves as the basis for impact analyses.

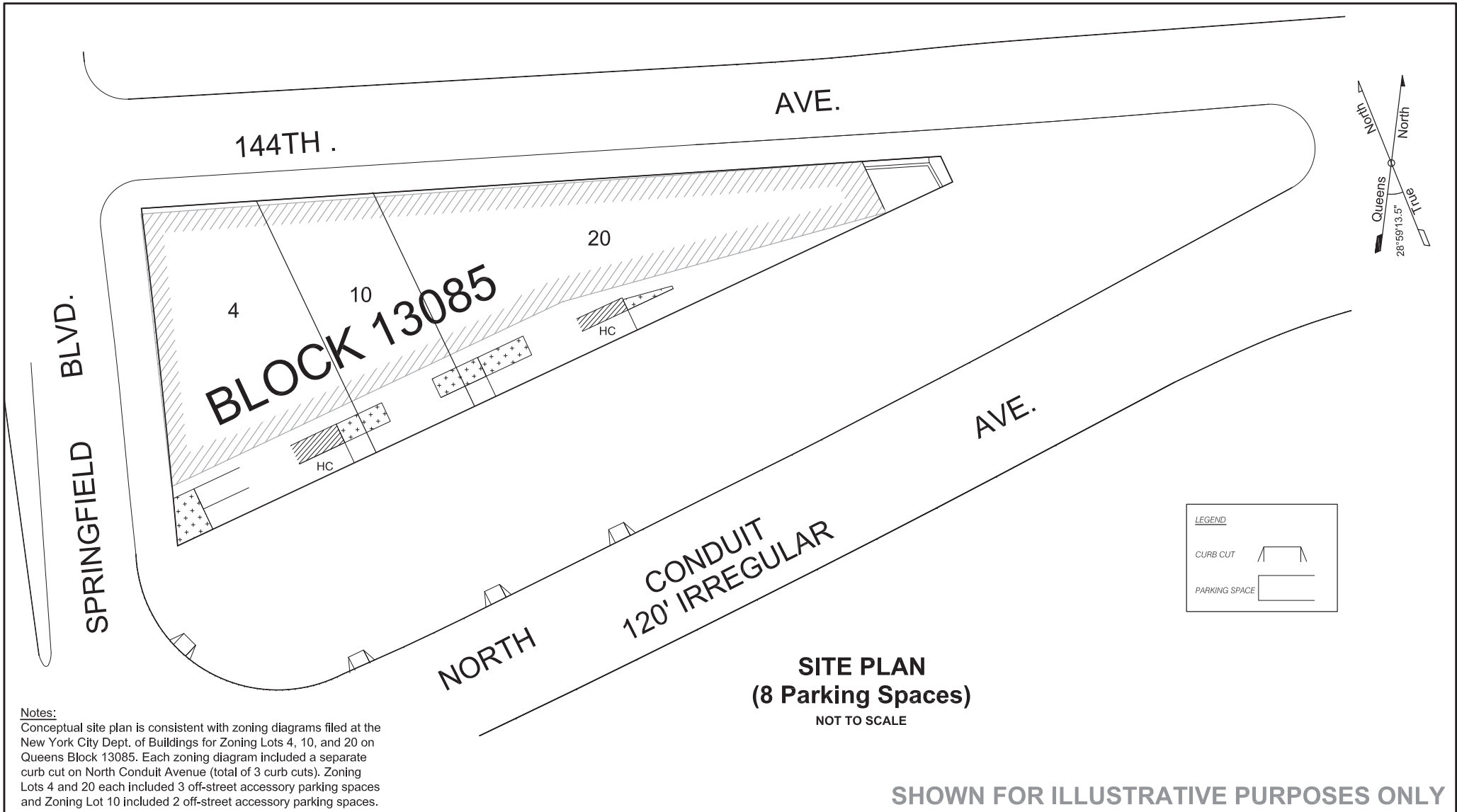
Future without the Proposed Action (No-Action Condition)

In the future without the proposed action, the subject street would not be demapped. Pursuant to the DCAS license, the 15,357 sf licensed area would remain under the jurisdiction of the City and the applicant would be required to restore the licensed area to its condition prior to the commencement of the license. Thus, under No-Action conditions, the existing parking spaces, light poles, traffic parking curbs, and new curb cuts on North Conduit Avenue would be removed from the licensed area. The subject street including both the licensed and triangular areas would remain vacant and largely unimproved. The applicant’s property would continue to be fully occupied by approximately 14,189 gsf of commercial uses and provide approximately 8 permitted accessory parking spaces (refer to Figure A-5). As shown in Figure A-5, these spaces would be accessed by three curb cuts on each of the respective zoning lots. Pedestrian access to the existing buildings would be provided from both North Conduit Avenue and Springfield Boulevard. No pedestrian access would be located along 144th Avenue.

Future with the Proposed Action (With-Action Scenario)

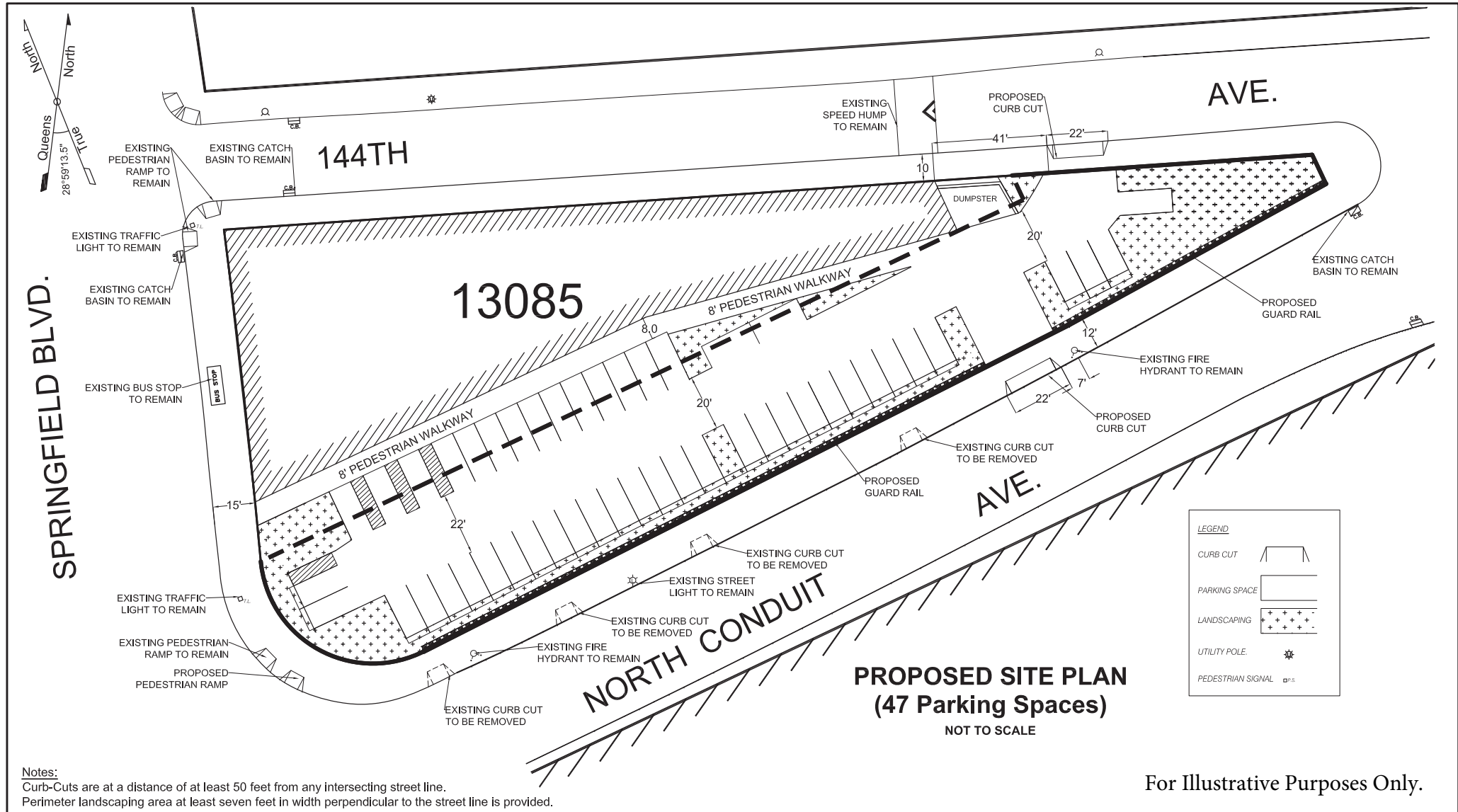
In the future with the proposed action, the approximately 18,656 sf subject street would be demapped and the applicant would be able to acquire the property. As noted above, the area to be demapped would become its own separate zoning tax lot. The applicant intends to construct an improved parking lot with a capacity of approximately 47 spaces abutting the south side of the existing commercial development, which has been reviewed and approved by DOT. As also noted above, the applicant would agree to a 20-year deed restriction included in the contract of sale for the area to be demapped and the mapping agreement with DCAS. This restriction would only permit the area to be demapped to be used for accessory parking and no other development would be allowed at the site.

For conservative analysis purposes, the RWCDS assumes that the 18,656 sf area to be demapped would be substantially improved with 47 accessory parking spaces (including five handicapped spaces) (see Figure A-6 and Table A-2). The applicant would also introduce perimeter landscaping around the parking area as applicable, and a guard rail along the length of the new property line of North Conduit Avenue. Pedestrian access to the retail uses on the applicants’ property would be provided by an 8-foot wide pedestrian walkway. As required by DOT, the applicant would also install two pedestrian ramps at the northeast corner of the intersection of Springfield Boulevard and North Conduit Avenue.



Notes:
 Conceptual site plan is consistent with zoning diagrams filed at the New York City Dept. of Buildings for Zoning Lots 4, 10, and 20 on Queens Block 13085. Each zoning diagram included a separate curb cut on North Conduit Avenue (total of 3 curb cuts). Zoning Lots 4 and 20 each included 3 off-street accessory parking spaces and Zoning Lot 10 included 2 off-street accessory parking spaces.

SHOWN FOR ILLUSTRATIVE PURPOSES ONLY



SPRINGFIELD BLVD.

144TH

13085

AVE.

AVE.

NORTH CONDUIT

**PROPOSED SITE PLAN
(47 Parking Spaces)**

NOT TO SCALE

LEGEND	
CURB CUT	
PARKING SPACE	
LANDSCAPING	
UTILITY POLE	
PEDESTRIAN SIGNAL	

Notes:
 Curb-Cuts are at a distance of at least 50 feet from any intersecting street line.
 Perimeter landscaping area at least seven feet in width perpendicular to the street line is provided.

For Illustrative Purposes Only.

**Table A-2
Comparison of No-Action and With-Action Conditions**

Site Characteristics	Existing	No-Action	With-Action	Increment
Land Uses	Parking Lot: 15,357 sf Vacant Land: 3,299 sf	Vacant Land: 18,656 sf	Parking Lot: 18,656 sf	Parking Lot: 18,656 sf
Parking Spaces	42 accessory parking spaces ¹	N/A (No parking provided on area to be demapped) ¹	47 accessory parking spaces ²	47 parking spaces

Notes:

¹ Under existing conditions, there are eight additional off-street accessory parking spaces located on the applicant’s property that would remain in the No-Action condition.

² As shown in Figure A-6, a portion of the 47 space off-street accessory parking lot would be located on the applicant’s property.

The new curb cuts on both 144th Avenue and North Conduit Avenue would replace the existing 10-foot curb cuts on North Conduit Avenue. The two new curb cuts would be 22 feet wide and at least 50 feet away from any intersecting street. The proposed curb cut and driveway on North Conduit Avenue would also be located seven feet from an existing fire hydrant per DOT’s requirements, and the curb cut and driveway on 144th Avenue would be located roughly 40 feet from an existing speed hump, ensuring safe ingress and egress of vehicles to the site from 144th Avenue. The new curb cut on North Conduit Avenue would allow future trips to make right turns safely off North Conduit Avenue into the parking area and would prevent autos making turns from approaching the intersection of Springfield Boulevard and North Conduit Avenue.

Apart from the 47-space accessory parking lot, there are no other lots on the subject block to be developed as a result of the proposed action. Although the proposed City Map change would create approximately 18,656 sf of commercial development rights, it is not expected that the applicant would transfer any development rights obtained from the area to be demapped to the three adjacent commercial properties that consist of three separate zoning lots (Lots 4, 10 and 20 on Queens Block 13085), also under the applicant’s control.

The applicant has been licensing approximately 15,357 sf of the proposed demapped area from DCAS since 2012 to provide his existing retail tenants with parking spaces for their customers, as required by the terms of each respective tenant’s 20-year lease agreement, effective until 2033. These parking spaces are not required by zoning as the existing commercial floor area on each of the three zoning lots generates a requirement of less than 25 accessory parking spaces, and therefore the accessory parking requirement is waived per ZR Section 36-231. In a C1-3 commercial overlay, the 18,656 sf of commercial development rights would generate a requirement of 47 accessory parking spaces (1 space per 400 sf of retail per ZR Section 36-21). Therefore, the applicant would need to provide 81 parking spaces, including the required 47 parking spaces for the 18,656 sf of commercial development rights and the 34 spaces provided for the existing 13,767 sf of retail. This parking could not be accommodated on the site, as the minimum size for an off-street parking space either open or enclosed in a C1-3 zoning district pursuant to the ZR is 300 sf. There would only be 47 spaces provided if the proposed action is approved. DOT has only approved an accessory parking lot with capacity of approximately 47 spaces.

In addition, the 18,656 sf of development rights would generate a requirement that one loading berth be provided (ZR Section 36-62). If the New York City Department of Buildings counts the 13,767 sf of existing commercial floor area towards the loading requirement, then two loading berths would have to be installed. Currently, no loading is required as each zoning lot has less than 8,000 sf of retail. It is unclear whether providing one or two required berths would be logistically or operationally possible given the configuration of the site. Therefore, it is not reasonable to assume that the applicant would redevelop the adjacent commercial properties on Lots 4, 10 and 20 on Queens Block 13085).

VII. REQUIRED APPROVALS AND REVIEW PROCEDURES

The proposed action requires approval from the New York City Planning Commission (CPC) for the demapping of the subject street on the City Map and related disposition of City-owned property. The proposed demapping is a discretionary public action subject to both the Uniform Land Use Review Procedure (ULURP), as well as the City Environmental Quality Review (CEQR). ULURP is a process that allows public review of proposed actions at four levels: the Community Board; the Borough President; the City Planning Commission; and if applicable, the City Council. The procedure mandates time limits for each stage to ensure a maximum review period of seven months once the application is certified as complete and review under ULURP commences. CEQR is a process by which agencies review discretionary actions for the purpose of identifying the effects those actions may have on the environment using screening thresholds and technical guidance provided in the *2014 CEQR Technical Manual*.

In addition, as a portion of the Subject Street is City-owned property, the proposed action would also involve the disposition of the property to the Applicant prior to development which would require review and approval by DOT and DCAS. As part of the Uniform Land Use Review Process (ULURP) mapping application, the DOT requested that the proposed City Map change be modified to include an additional approximately 3,299 sf triangular area located at North Conduit Avenue and 144th Avenue. This underutilized and unkempt space is not needed for DOT's purposes, and the inclusion of the approximately 3,299 sf area would allow for the City Map to align with the built conditions of North Conduit Avenue and 144th Avenue. In addition, as part of the ULURP, DOT also requested that the applicant prepare a traffic study and analysis of existing conditions and conditions in the future with the proposed action, which has been submitted to DOT for review and approval (see Appendix A).

North Conduit Avenue Demapping EAS

ATTACHMENT B: SUPPLEMENTAL SCREENING

I. INTRODUCTION

This Environmental Assessment Statement (EAS) has been prepared in accordance with the guidelines and methodologies presented in the *2014 CEQR Technical Manual*. For each technical area, thresholds are defined which if met or exceeded, require that a detailed technical analysis be undertaken. Using these guidelines, preliminary analyses were conducted for all aspects of the proposed action to determine whether detailed analysis of any technical area would be appropriate. Part II of the EAS Form identified those technical areas that warrant additional assessment. For those technical areas that warranted a “yes” answer in Part II of the EAS Form, a supplemental screening is provided in this attachment. The technical areas discussed in this attachment are Land Use, Zoning and Public Policy, Natural Resources, Air Quality, and Noise. Based on the discussion below, no detailed technical analyses are warranted. The remaining technical areas detailed in the *2014 CEQR Technical Manual* were not deemed to require any supplemental screening because they do not trigger CEQR thresholds and/or are unlikely to result in significant impacts (see Part II of the EAS Form).

As detailed in Attachment A, “Project Description,” this application is for the elimination, discontinuance, and closing of a portion of North Conduit Avenue between Springfield Boulevard and 144th Avenue (the “area to be demapped”), a mapped but unimproved street segment, and the authorization or disposition of real property related thereto, in the Laurelton neighborhood of Queens Community District 13. The proposed demapping would allow the applicant (219-25 LLC) to purchase the area to be demapped from the City to use, on a permanent basis, for permitted off-street accessory parking for abutting commercial uses under the applicant’s ownership. The improved off-street parking lot would have a capacity of approximately 47 accessory parking spaces.

II. LAND USE, ZONING, PUBLIC POLICY

According to the *2014 CEQR Technical Manual*, a preliminary assessment, which includes a basic description of existing and future land uses, zoning, including any future changes in zoning that could cause changes in land use, should be provided for all projects that would affect land use or would change the zoning on a site, regardless of the project’s anticipated effects. In addition, the preliminary assessment should include a basic description of the project facilitated by the proposed action to determine whether a more detailed assessment of land use would be appropriate. This information is essential for conducting the other environmental analyses and provides a baseline for determining whether a detailed analysis is appropriate. *CEQR* requires a detailed assessment of land use conditions if a detailed assessment has been deemed appropriate for other technical areas. As such, the *2014 CEQR Technical Manual* does not require a detailed land use and zoning assessment for a project such as the proposed action, as it has only a limited effect on land use on a single site, and does not require detailed analysis of any other technical areas. A preliminary assessment of land use and zoning is provided below for informational purposes and to demonstrate that a more detailed analysis is not warranted for the proposed action. As described below, the proposed actions would not result in any significant adverse impacts on land use, zoning, and public policy.

Existing Conditions

Land use

Area to be Demapped

The 18,656-sf project area is a mapped, but unimproved street segment of North Conduit Avenue between Springfield Boulevard and 144th Avenue. Currently, approximately 15,357 sf of the area to be demapped is under the New York City Department of Transportation's (DOT's) jurisdiction and is being licensed to the applicant by the New York City Department of Citywide Administrative Services (DCAS) for use as temporary off-street accessory parking for abutting commercial uses owned by the applicant at 219-01- 2019-25 North Conduit Avenue (Lots 4, 10, and 20 on Block 13085). This area is paved with approximately 42 off-street parking spaces, four 10-foot wide curb cuts on North Conduit Avenue, traffic parking curbs, and light poles. The remaining 3,299 sf is under DOT's jurisdiction, and is occupied by vacant land.

Study Area

The 400-foot study area is roughly bounded by 143rd Road to the north, 222th Street to the east, South Conduit Avenue to the south, and 185th Street to the west. As shown in Figure 1 in the EAS Form, the study area includes a range of uses including residential, public facility/institutional, commercial, and transportation-related uses.

The applicant's property at 219-01- 2019-25 North Conduit Avenue, which abuts the area to be demapped to the north, is improved with three new one-story, attached, commercial retail buildings completed in late 2013. The buildings range in size from approximately 2,563 sf to 5,748 sf, and have a height of 18 feet. The buildings are occupied by various commercial uses (Use Group 6), including a Subway, Dunkin' Donuts, Popeye's Chicken, Edible Arrangements, laundromat, beauty supplies store, MetroPCS, Cash for Gold, and a variety store. Further to the north, the area is characterized by low-rise two- and three-story, detached and semi-detached one- and two-family residences that feature driveways and small front and side yards. Many of the residences have fenced in yards.

Directly south of the area to be demapped is North Conduit Avenue, which is a 120-foot wide westbound signal-controlled arterial that has four travel lanes, and is a designated through truck route. No on-street parking is permitted along North Conduit Avenue. North Conduit Avenue also functions as a service road for the Belt Parkway, which is located just to the south. Belt Parkway is a limited access expressway connecting the Brooklyn-Queens Expressway (I-278) in the west to the Cross Island Parkway and Southern Parkway in the east.

To the east of the area to be demapped is a Shell Gas Station and Food Mart that is accessible from curb cuts on North Conduit Avenue and Springfield Boulevard. The Springfield Gardens High School campus is located on the northwest corner of 144th Avenue and Springfield Boulevard.

Zoning

Area to be Demapped

The project area is zoned R3X with a C1-3 commercial overlay. R3X contextual zoning districts are mapped in low-density neighborhoods and permit only one-and two-family detached homes on lots that must be at least 35 feet wide. The maximum 0.5 floor area ratio (FAR) in R3X districts may be increased by an attic allowance of up to 20 percent for inclusion of space beneath a pitched roof. The perimeter wall may rise to 21 feet before sloping back to a maximum building height of 35 feet. Two

side yards that total at least 10 feet are required and there must be a minimum of distance of eight feet between houses on adjacent lots. The front yard of a home must be at least 10 feet deep and, to promote a unified streetscape, it must be as deep as an adjacent front yard but need not exceed a depth of 20 feet. One accessory parking space is required for each dwelling unit. C1-3 commercial overlays permit commercial development up to an FAR of 1.0 in R3X districts and accessory parking is required at a rate of one space per 400 sf of general retail or service uses. In addition, commercial businesses are limited to a height of 30 feet or two stories, whichever is less, by ZR Section 33-431.

Study Area

In addition to R3X, the 400-foot study area includes R3-1, R3A, and R3-2, as well as a small C2-2 commercial overlay that is mapped along Springfield Boulevard between North Conduit and 144th Avenues.

R3-1 districts are the lowest density districts that allow semi-detached one-and two-family residences, as well as detached homes. In R3-1 districts the minimum lot width for a detached home is 40 feet; semidetached houses must be on zoning lots that are at least 18 feet wide. For both detached and semi-detached houses, the maximum lot coverage is 35 percent, and the 0.5 FAR may be increased by an attic allowable of up to 20 percent for inclusion of space beneath a pitched roof. The perimeter wall may rise to 21 feet before sloping back to a maximum building height of 35 feet. The front yard must be at least 15 feet deep. Two side yards that total at least 13 feet are required for a detached residence and one eight-foot side yard is require for each semi-detached residence. One accessory parking space is required for each dwelling unit.

R3-2 districts are general residence districts that allow a variety of housing types, including low-rise attached houses, small multifamily apartment houses, and detached and semi-detached one- and two-family residences. It is the lowest density zoning district in which multiple dwellings are permitted. The 0.5 FAR may be increased by an attic allowable of up to 20 percent for the inclusion of space beneath a pitched roof. The perimeter wall may rise to 21 feet before sloping or being set back to a maximum building height of 35 feet. Lots with detached homes must be at least 40 feet wide; if occupied by semi-detached and attached buildings, lots must be at least 18 feet wide. The maximum street wall length for a building on a zoning lot is 125 feet. The maximum lot coverage of any residence is 35 percent. Front yards must be at least 15 feet deep. One off-street parking space is required for each dwelling unit.

R3A is a contextual zoning district that feature single- and two-family detached residences on zoning lots as narrow as 25 feet in width. The amount of required open space on residential lots in R3A districts is governed by yard requirements. New detached homes must have two side yards totaling at least eight feet, but there is no minimum width requirement for either one. R3A districts also permit zero lot line buildings, which are set along a side lot line and have one side yard at least eight feet wide. The front yard of a new home must be at least 10 feet deep and, to promote a unified streetscape, it must be as deep as an adjacent front yard but need not exceed a depth of 20 feet. The maximum FAR of 0.5 may be increased up to 20 percent by an attic allowance for the inclusion of space beneath a pitched roof. The perimeter wall may rise to 21 feet before sloping or being set back to a maximum building height of 35 feet. One off-street parking space is required for each dwelling unit.

C2-2 commercial overlays permit a slight wider range of commercial uses than C1, such as funeral homes and repair services. Commercial development up to an FAR of 1.0 is permitted in R3A districts and accessory parking is required at a rate of one space per 400 sf of general retail or service uses.

Public Policy

According to the 2014 *CEQR Technical Manual*, a proposed project that would be located within areas governed by public policies controlling land use, or that has the potential to substantially affect land use regulation or policy controlling land use, requires an analysis of public policy. A preliminary assessment of public policy should identify and describe any public policies, including formal plans or published reports, which pertain to the primary and secondary study areas. If the proposed project could potentially alter or conflict with identified policies, a detailed assessment should be conducted; otherwise, no further analysis of public policy is necessary. Besides zoning, there are no other public policies applicable to the project area and 400-foot study area.

Future Without the Proposed Action**Land Use***Area to be Demapped*

In absence of the proposed action, the subject street would not be demapped. The 15,357-sf licensed area would remain under the jurisdiction of the City, and the applicant would be required to restore the licensed area to its condition prior to the commencement of the license. Thus, under No-Action conditions, the existing parking spaces, light poles, traffic parking curbs, and new curb cuts on North Conduit Avenue would be removed from the licensed area. The subject street including both the licensed and triangular areas would remain vacant and largely unimproved.

Study Area

The applicant's property at 219-01- 2019-25 North Conduit Avenue would continue to be fully occupied by approximately 14,189 gsf of commercial uses and provide approximately 8 permitted accessory parking spaces (refer to Figure A-5 in Attachment A, "Project Description"). These spaces would be accessed by three curb cuts on each of the respective zoning lots. Pedestrian access to the existing buildings would be provided from both North Conduit Avenue and Springfield Boulevard. No pedestrian access would be located along 144th Avenue. No other land use changes are anticipated in the study area.

Zoning

According to the 2014 *CEQR Technical Manual*, a preliminary assessment of zoning should identify any changes in zoning that could result in new or different land uses. There are currently no pending zoning map or text amendments that would affect any site within the study area. Furthermore, there are no known possible applications. Accordingly, it is anticipated that the existing zoning for the area to the demapped, and the study area will remain in effect without any changes in the 2019 analysis year.

Public Policy

As noted above, there are no specific public policies that are applicable to the area to be demapped and the proposed action. Further, there are no expected changes in any other public policies under the No-Action conditions that would affect the area to be demapped or the study area.

Future With the Proposed Action

The proposed action would result in a change to the City Map involving the elimination, discontinuance, and closing of an approximately 18,656 sf area, which would narrow the mapped width of North Conduit Avenue between Springfield Boulevard and 144th Avenue.

With the proposed action, the area to be demapped would be developed with an improved surface parking area with 47 permitted off-street accessory parking spaces. The proposed parking area would comply with the existing zoning and would not dramatically alter the use of the subject street. Furthermore, the proposed action would improve on the current conditions at the site through the inclusion of perimeter landscaping, a guard rail along the property line on North Conduit Avenue, improved curb cuts and pedestrian walkways. Moreover, the proposed action would not substantially affect any existing regulations or policies governing land use at the site. For the reasons stated above, there would be no significant adverse land use, zoning or public policy impacts. Therefore, an analysis of these areas is not warranted.

III. NATURAL RESOURCES

The *2014 CEQR Technical Manual* defines a natural resource as 1) the City's biodiversity (plants, wildlife, and other organisms); 2) any aquatic or terrestrial areas capable of providing suitable habitat to sustain the life processes of plants, wildlife, and other organisms; and 3) any areas capable of functioning in support of the ecological systems that maintain the City's environmental stability. In determining if a natural resources assessment is appropriate, there are two possibilities that are considered in evaluating the need for a more detailed assessment: the presence of a natural resource on or near the project site; and 2) disturbance of that resource caused by the project.

While the project area is currently located within the Jamaica Bay Watershed, the area to be demapped and the immediately surrounding area are substantially devoid of natural resources, and do not contain any "built resources" that would be known to contain or may be used as a habitat by a protected species as defined by the Federal Endangered Species Act or by the New York State Environmental Conservation Law. Additionally, there are no subsurface conditions at the project location that would be disrupted due to the proposed action. The adjacent area is urban and fully developed with commercial, residential, institutional and transportation-related uses. Thus, it is unlikely that the proposed actions would have a significant impact on natural resources.

The Jamaica Bay Watershed Form (in Appendix A) was completed as per CEQR requirements, which further confirms that impacts to natural resources would not be expected with the proposed project and thus, a more detailed analysis of natural resources is not required.

IV. TRANSPORTATION

The objective of a transportation analysis is to determine whether a proposed action may have a potentially significant adverse impact on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, safety of all roadway users (pedestrians, bicyclists, and vehicles), on- and off-street parking or goods movement. The *CEQR Technical Manual* identifies minimum incremental development densities that potentially require a transportation analysis. Development at less than the development densities shown in Table 16-1 of the *CEQR Technical Manual* generally result in fewer than 50 peak-hour vehicle trips, 200 peak-hour subway/rail or bus transit riders, and 200 peak-hour pedestrian trips, where significant adverse transportation impacts are

considered unlikely. According to Table 16-1, in Zone 5 (which includes the area to be demapped area), the development threshold for conducting a transportation screening analysis is a net increment of 60 off-street parking spaces between the No-Action and With-Action conditions. The proposed action would provide an increase of 47 parking spaces within the demapped area as compared to the No-Action condition. This increase does not exceed the criteria listed under CEQR, and therefore, a transportation assessment is not warranted.

V. AIR QUALITY

Per the guidelines provided in the 2014 *CEQR Technical Manual*, air quality analyses are conducted to assess the effect of an action on ambient air quality (i.e., the quality of the surrounding air), or effects on the project because of ambient air quality. Air quality can be affected by “mobile sources,” pollutants produced by motor vehicles, and by pollutants produced by fixed facilities, i.e., “stationary sources.” As per the 2014 *CEQR Technical Manual*, an air quality assessment should be carried out for actions that can result in either significant adverse mobile source or stationary source air quality impacts.

Per the EAS Short Form, a preliminary evaluation was carried out to assess whether the proposed action would exceed any of the threshold criteria listed in Chapter 17 of the 2014 *CEQR Technical Manual* to determine whether detailed analysis of potential mobile source impacts is warranted for the proposed action. The proposed action would provide an increase of 47 parking spaces within the demapped area as compared to the No-Action condition. This increase does not exceed the criteria listed under CEQR, and therefore, a detailed analysis is not warranted.

VI. NOISE

The 2014 *CEQR Technical Manual* defines noise as any unwanted sound. CEQR guidelines recommend an analysis of three principle types of noise sources: mobile, stationary and construction sources. The noise levels associated with the environmental noise assessment are not simply hazardous noise levels that can cause hearing loss but significant noise levels below the hazardous levels that have potential detrimental effects on the quality of life in New York City.

According to the 2014 *CEQR Technical Manual*, an initial noise impact screening considers whether a proposed action generates any mobile, stationary, or construction sources of noise, or, if the development is a sensitive receptor and if it would be in an area with high ambient noise levels. A sensitive receptor is an area where human activity may be adversely affected by noise levels. Sensitive receptors include residences, health care facilities, museums, schools, parks and other uses. Areas with high ambient noise levels include those near highly-trafficked thoroughfares, airports, railroads, or other loud activities.

Mobile Source Screening

According to the 2014 *CEQR Technical Manual*, a detailed mobile source noise analysis is generally required if passenger car equivalent (PCE) values are at least doubled between existing and proposed conditions during the worst-case expected hour at receptors likely to be the most affected by the proposed action. The proposed action would result in the creation of up to 47 permitted off-street accessory parking spaces, which is below the CEQR threshold of 60 new parking spaces for Zone 5 Developments (refer to Table 16-1 in the 2014 *CEQR Technical Manual*). Therefore, the proposed action would not result in a doubling of development-generated traffic between No-Action and With-

Action conditions. Hence, no development-generated mobile source noise impacts are anticipated and a detailed mobile source noise analysis is not warranted.

Developments that are Sensitive Receptors

As stated above, areas with high ambient noise levels include those near highly trafficked thoroughfares, airports, railroads, or other loud activities, which may create unacceptable background noise levels for developments that are sensitive receptors, such as residences, health care facilities, museums, schools and parks. As the proposed action, would result in the development of approximately 47 permitted accessory parking spaces; it is not considered a sensitive receptor.

Stationary Sources

Generally, the stationary sources of noise that are considered by CEQR are associated with mechanical systems, i.e., building heating, ventilation and air-conditioning (HVAC) systems. The proposed action would not facilitate the construction of any new buildings that would employ these systems and therefore, a detailed analysis is not required.

APPENDIX A

NORTH CONDUIT AVENUE DEMAPPING DOT TRAFFIC STUDY



MEMORANDUM

TO: Phillip Montgomery, NYC Department of City Planning
City Map Project Manager

FROM: Philip Habib & Associates

DATE: December 29, 2014

RE: North Conduit Avenue Demapping (ULURP 140187MMQ)

This memorandum provides a summary and discussion of a traffic study conducted pursuant to a request made by the New York City Department of Transportation (DOT) in a letter dated September 22, 2014 on the proposal for a City Map change in the Laurelton neighborhood of Queens Community District 13. The applicant, 219-15 LLC, is proposing an amendment to the City Map involving the elimination, discontinuance and closing of an approximately 15,357 sf mapped, but unbuilt portion of North Conduit Avenue between Springfield Boulevard and 144th Avenue, including authorization for any acquisition or disposition of real property related thereto. The proposed action would allow the applicant to purchase the area to be demapped from the City to use for permitted off-street accessory parking for the applicant's adjacent existing local retail development to the north. The applicant already has a license agreement with the City to use the area for off-street accessory parking.

The following traffic study includes a documentation of existing conditions, including a description of the directly affected area (i.e., area to be demapped or "project site") and the immediately surrounding street network, existing traffic volumes on North Conduit Avenue and 144th Avenue, and level of service (LOS) capacity analysis for two signalized intersections (North Conduit Avenue and Springfield Boulevard, and 144th Avenue and Springfield Boulevard) for weekday AM, midday, and PM peak periods. The traffic study also includes an analysis of traffic conditions in future with the proposed City Map change.

PRINCIPAL CONCLUSIONS

Traffic conditions were analyzed at two signalized intersections adjacent to the project site for the weekday AM, midday, and PM peak periods under existing conditions and in the future with the proposed action. Neither analyzed intersection has any congested movements. All movements at each intersection would continue to operate with LOS B, C, or D during all three weekday peak hours in the With-Action condition. Therefore, the proposed action would have minimal, if any effect, on traffic conditions at these two intersections.

Similar to existing conditions, traffic volumes to/from the project site in the future with the proposed action, would be low (i.e., up to approximately 30 vehicles per hour entering and 29 vehicles per hour exiting the parking lot) and represent less than 3 percent of the total traffic volume on North Conduit Avenue. Given that the users of the project site parking lot are (and would continue to be) patrons of

abutting neighborhood retail, vehicular trips to the project site are primarily pass-by trips (i.e., drivers stopping for coffee or a quick meal to and from work and other destinations) and patrons arrive and depart the project site parking lot within a very short time frame (i.e., less than an hour).

Like existing conditions, most vehicles would continue to enter and depart from the project site from North Conduit Avenue via a single 22-foot wide curb cut located at the eastern end of the project site. North Conduit Avenue is a signal-controlled arterial with a traffic signal at the southwest corner of the project site. There are a number of existing curb cuts along the north side of North Conduit Avenue in the immediate vicinity of the project site, including two for a Shell Gas Station located directly west of the project site on the northwest corner of North Conduit Avenue and Springfield Boulevard.

DIRECTLY AFFECTED AREA- PROJECT SITE

The area that would be directly affected by the proposed action (“project site” or area to be demapped) is a triangular-shaped parcel roughly bounded by 144th Avenue to the north, a built portion of North Conduit Avenue to the south, and Springfield Boulevard to the west (see Figure 1). It is a mapped, but unbuilt portion of North Conduit Avenue between Springfield Boulevard and 144th Avenue that is City-owned, and under the jurisdiction of the New York City Department of Citywide Services (DCAS). DCAS currently has a license agreement with the applicant that permits the applicant to use the project site for accessory business parking only.

The project site, which comprises approximately 15,357 sf, is entirely paved and currently accommodates approximately 40 self-park spaces. These accessory parking spaces serve an abutting approximately 13,711 gsf commercial development located at 219-03, 219-11, and 219-25 North Conduit Avenue (Block 13085, Lots 4, 10 and 20) to the north, that is owned by the applicant and consists of a few neighborhood retail and service establishments (including a Dunkin Donuts, Popeye’s Chicken, a \$0.99 store, and a laundromat) in three single-story buildings. The permitted accessory parking is self-park and offered free of charge to the workers and patrons of the adjacent retail.

As shown in the photographs in Figure 2, the topography of the project site is slightly sloped towards North Conduit Avenue. The parking lot is entirely paved with asphalt, and includes three shallow 10-foot wide curb cuts along the north side of North Conduit Avenue. No landscaping, screening or street trees are provided along the project site’s perimeter, nor is there a clear demarking of sidewalks along North Conduit Avenue and Springfield Boulevard from the parking lot area. Patrons currently access the existing parking lot primarily from North Conduit Avenue, as well as from Springfield Boulevard. There is no access to the parking lot from 144th Avenue.

ADJACENT STREET NETWORK

The surrounding area is well-developed and largely residential. The street network consists of an irregular street grid pattern with local streets as well as a number of principle arterials, including the North Conduit Avenue, Springfield Boulevard, and the Belt Parkway.

In vicinity of the project site, North Conduit Avenue (also known as NYS Route 27) is a 120-foot wide westbound signal-controlled arterial that has four travel lanes and is a designated through truck route. No on-street parking is permitted along North Conduit Avenue. There are permitted existing curb cuts to access adjacent sites both east and west of the project site.

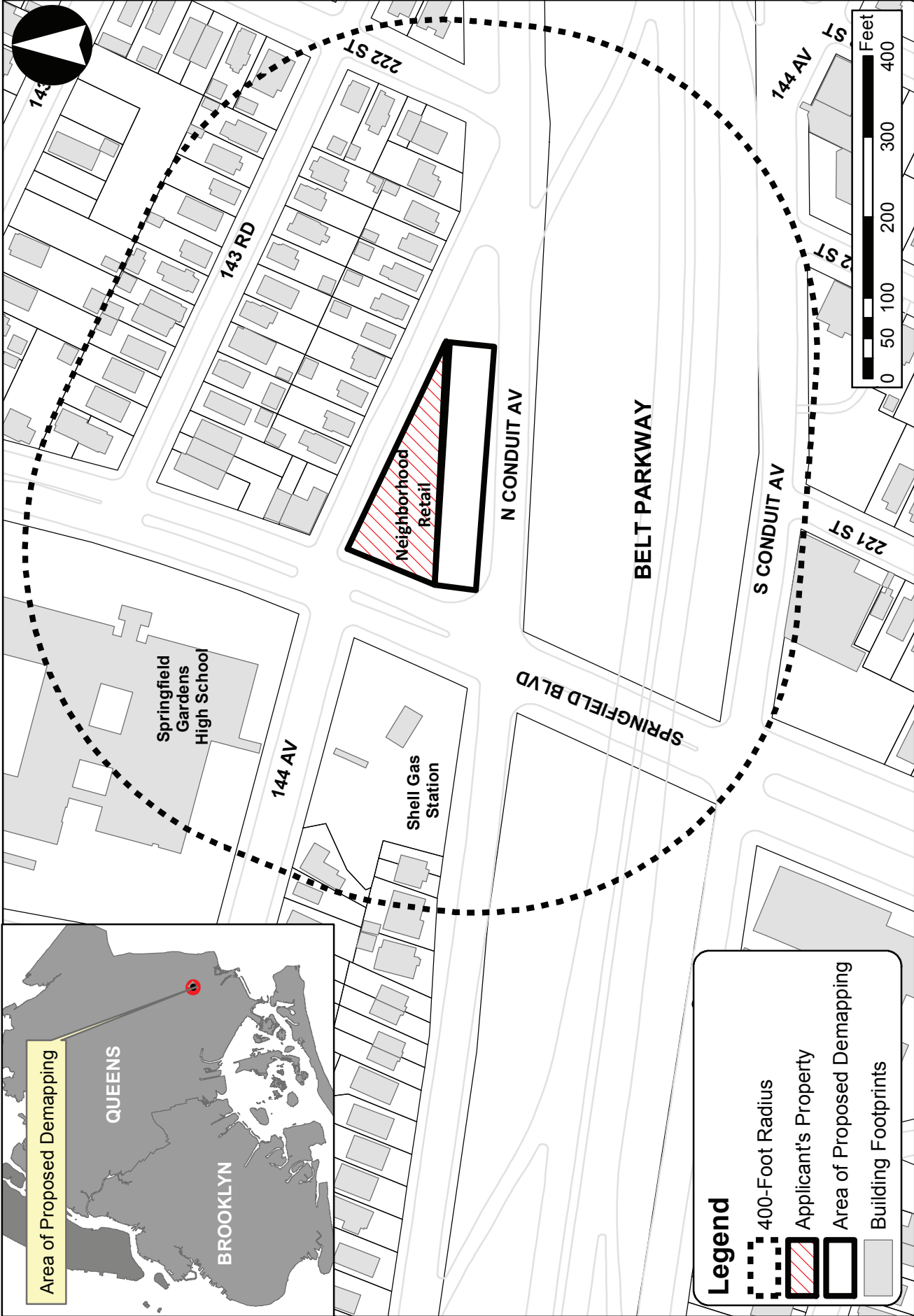
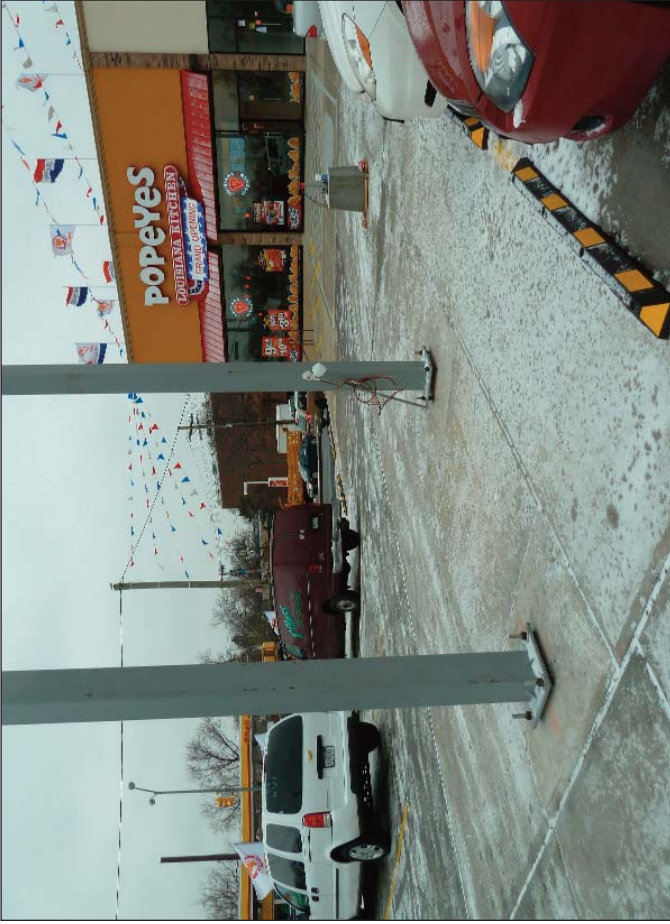


Figure 1

Project Location Map



View looking north to the project site from North Conduit Avenue. The applicant-owned abutting retail development is visible in the background of the photograph.



View looking east to the project site from Springfield Boulevard. The applicant-owned abutting retail development is visible in the background of the photograph.



View looking west to the existing accessory parking lot at the project site.



View looking south to the project site from the abutting retail development.

North Conduit Avenue is a signal-controlled arterial with a traffic signal at the southwest corner of the project site. There are a number of existing curb cuts along the north side of North Conduit Avenue in the immediate vicinity of the project site that serve commercial businesses as well as residences. As an example, directly west of the project site on the northwest corner of North Conduit Avenue and Springfield Boulevard is a Shell Gas Station and Food Mart that has two existing curb cuts on North Conduit Avenue.

North Conduit Avenue carries heavy volumes of traffic and essentially functions as a service road for the Belt Parkway, a limited-access expressway connecting the Brooklyn-Queens Expressway (I-278) in the west to the Cross Island Parkway and Southern Parkway in the east. The Q85 bus route, which provides local and limited service between Rosedale and Jamaica, Queens, runs on North Conduit Avenue in the vicinity of the project site.

Springfield Boulevard, which borders the project site to the west, is a 100-foot wide north-south principal arterial that has two travel lanes in each direction, which are separated by a central raised concrete median. It is also a designated through truck route. No parking is permitted on either side of the street in the vicinity of the project site. Both the Q77 and Q85 bus routes run on Springfield Boulevard in the vicinity of the project site, and there is a bus stop for both bus routes on the east side of Springfield Boulevard between North Conduit and 144th Avenues, which is adjacent to and west of the applicant's retail development fronting on North Conduit Avenue.

144th Avenue is a narrow 50-foot wide westbound local street with one travel lane that is located to the north of project site and marks the northern boundary of applicant's commercial development at 219-03, 219-11, and 219-25 North Conduit Avenue. Parking is permitted on both sides of this local street.

TRAFFIC DATA COLLECTION

Traffic data collection for the study occurred during the week of December 8, 2014. Automated traffic recorders (ATRs) were placed at three key locations- one spanning the two northerly travel lanes of North Conduit Avenue between Springfield Boulevard and 144th Avenue (i.e., the lanes closest to the project site), another spanning the two southerly lanes of North Conduit Avenue between Springfield Boulevard and 144th Avenue, and one on 144th Avenue between Springfield Boulevard and North Conduit Avenue- to collect speed data and identify temporal and daily traffic variations in the immediate vicinity of the project site. Based on the ATR data, traffic volumes were highest from 7:15 to 8:15 AM, 1:00 to 2:00 PM, and 4:45 to 5:45 PM during the weekday AM, midday, and PM peak periods. These peak hours were therefore conservatively selected as the analysis periods for the traffic analyses of existing, and future With-Action conditions.

Concurrent with the ATRs, manual parking counts were conducted for each of the three weekday peak periods on Thursday, December 11, 2014 to capture on-site activity (i.e., the number of vehicle in/out of the project site). In addition, manual turning movement counts were conducted at two adjacent signalized intersections- North Conduit Avenue and Springfield Boulevard, and 144th Avenue and Springfield Boulevard- during the weekday AM, midday, and PM peak periods. These two selected signalized intersections currently receive the highest concentration of vehicular traffic to/from the project site.

EXISTING CONDITIONS

Figure 3 shows existing traffic volumes in the vicinity of the project site during each of the three weekday peak hours. As shown in Figure 3, North Conduit Avenue between Springfield Boulevard and 144th Avenue experiences the highest traffic volumes during the analysis period with westbound volumes ranging from

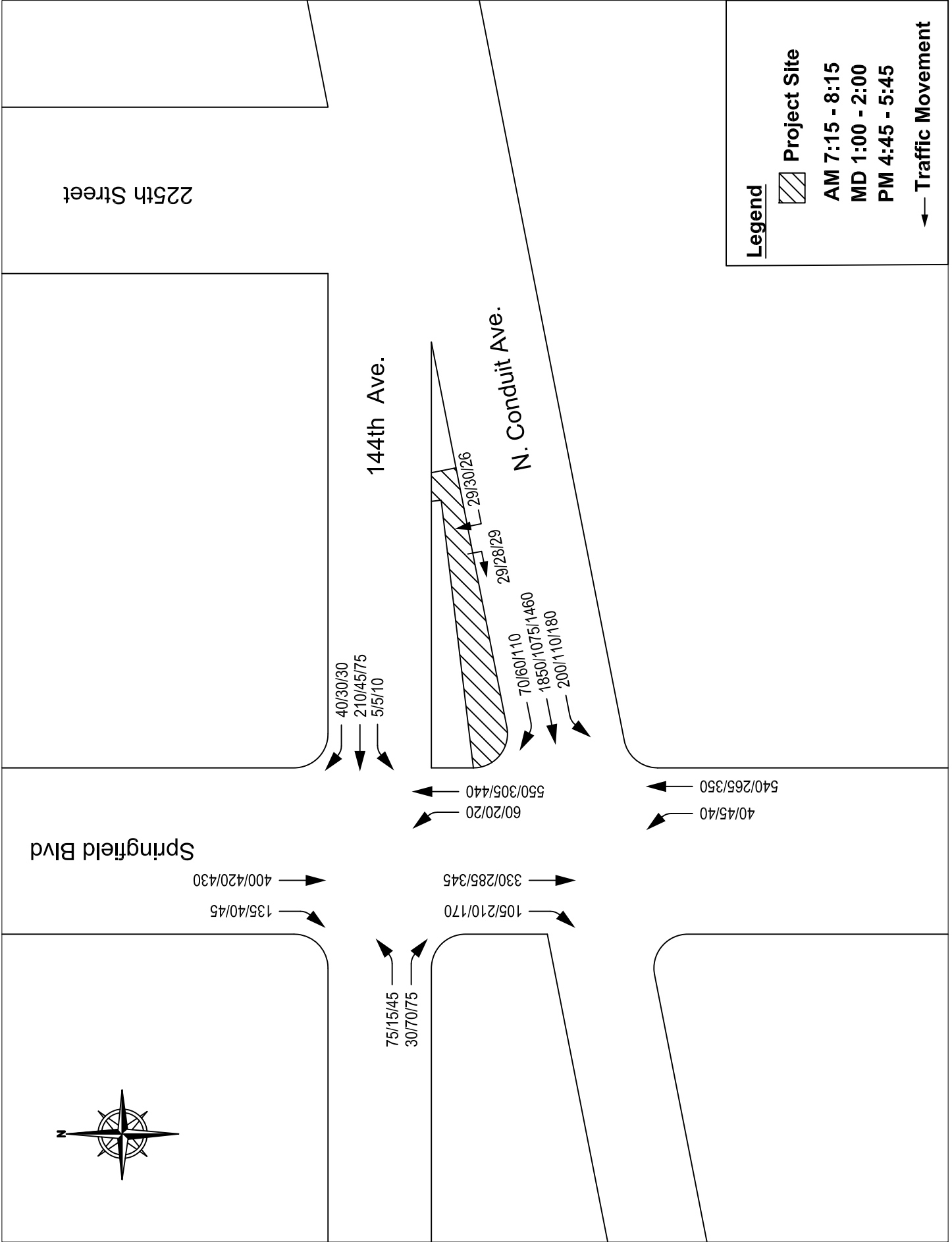


Figure 3

2014 Existing AM/MD/PM Peak Period Traffic Volumes

approximately 1,200 to 2,100 vehicles per hour (vph). Westbound traffic along 144th Street between Springfield Boulevard and North Conduit Avenue in the study area is relatively low with approximately 80 to 300 vph. Northbound traffic along Springfield Boulevard in the study area is also low with approximately 300 to 600 vph, while the southbound traffic ranges from approximately 400 to 500 vph.

Traffic volumes to the project site are relatively low and represent less than 3 percent of the total traffic volume on North Conduit Avenue. As shown in Figure 3, approximately 28 to 30 vehicles per hour enter or exit the parking lot via North Conduit Avenue during the three weekday peak hours. These vehicular trips to the project site are primarily pass-by trips (i.e., drivers stopping for coffee or a quick meal to and from work and other destinations). Field observations indicated that most the local retail patrons arrive and depart the project site parking lot within the same hour, and do not patronize multiple stores.

Table 1 shows the existing weekday peak period vehicular ins/out to/from the project site. As shown in Table 1, vehicular ins/outs to the project site are fairly uniform given that the parking spaces serve neighborhood retail uses (including a Dunkin Donuts, Popeye’s, a \$0.99 store, and a laundromat). The majority of patrons to these local retail and service establishments typically do not remain for an extended time periods, and arrive and depart the parking lot within the same 15-minute interval.

**Table 1:
Weekday Peak Period Traffic Volumes to/from the Project Site**

			15-Minute Volumes at the Project Site	
			IN	Out
AM Peak Period				
7:00 AM	To	7:15 AM	5	6
7:15 AM	To	7:30 AM	6	6
7:30 AM	To	7:45 AM	8	9
7:45 AM	To	8:00 AM	8	8
8:00 AM	To	8:15 AM	7	6
8:15 AM	To	8:30 AM	4	3
8:30 AM	To	8:45 AM	8	9
8:45 AM	To	9:00 AM	9	7
Midday Peak Period				
12:00 PM	To	12:15 PM	2	3
12:15 PM	To	12:30 PM	4	3
12:30 PM	To	12:45 PM	3	5
12:45 PM	To	1:00 PM	6	7
1:00 PM	To	1:15 PM	7	5
1:15 PM	To	1:30 PM	8	7
1:30 PM	To	1:45 PM	8	7
1:45 PM	To	2:00 PM	7	9
PM Peak Period				
4:30 PM	To	4:45 PM	9	7
4:45 PM	To	5:00 PM	7	11
5:00 PM	To	5:15 PM	10	8
5:15 PM	To	5:30 PM	4	4
5:30 PM	To	5:45 PM	5	6
5:45 PM	To	6:00 PM	7	8
6:00 PM	To	6:15 PM	10	8
6:15 PM	To	6:30 PM	8	9

Source: Manual traffic counts collected at the project site.

ANALYSIS METHODOLOGY

The capacity analyses at study area intersections are based on the methodology presented in the *Highway Capacity Manual (HCM) Software 2000 Release 5.5* for signalized intersections. Traffic data required for

these analyses include vehicular volumes on each intersection approach and various other physical and operational characteristics. The *HCM* methodology provides a volume-to-capacity (v/c) ratio for each signalized intersection lane group (see table 2). The v/c ratio represents the traffic flow on each lane group to its carrying capacity. At a v/c ratio between 0.90 and 1.00, near-capacity conditions are reached and delays can become substantial. Ratios greater than 1.05 indicate saturated conditions with queuing. The *HCM* methodology also expresses quality of flow in terms of Level of Service (LOS), which is based on the amount of delay that a driver typically experiences at an intersection. Levels of Service range from LOS A, which represents minimal delay and/or freeflow conditions a majority of the time (10.0 seconds or fewer per vehicle) to LOS F, which represents a long delay (greater than 80.0 seconds per vehicle).

Table 2:
Signalized Intersection LOS Criteria

Level of Service	Average Delay per Vehicle (seconds)
A	0.0 to 10.0
B	10.01 to 20.0
C	20.01 to 35.0
D	35.01 to 55.0
E	55.01 to 80.0
F	Greater than 80.0

Source: 2000 *HCM*

INTERSECTION CAPACITY ANALYSIS

Table 3 provides the detailed v/c ratios, delays, and LOS by movement at the two intersection selected for traffic analysis. As shown in Table 3, neither analyzed intersection has any congested movements (i.e., movements operating at LOS E or F and/or with a high v/c ratio of 0.90 and above). All movements at both intersections operate with LOS B, C, or D during all three weekday peak hours. The westbound left-turn, through and right-turn movements at the intersection of North Conduit Avenue and Springfield Boulevard operate at LOS B with delays of 18.7, 16.4, and 16.1 seconds per vehicle during the weekday AM, midday, and PM peak hours.

Table 3:
2014 Existing Conditions- Levels of Service at Analyzed Intersections

Signalized Intersection	Lane Group	Existing AM Peak Hour			Existing MD Peak Hour			Existing PM Peak Hour		
		V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
North Conduit Ave. (WB) @ Springfield Blvd. (NB)	WB LTR	0.67	18.7	B	0.39	16.4	B	0.53	16.1	B
	NB LT	0.69	38.6	D	0.28	27.4	C	0.45	32.9	C
	SB T	0.52	45.0	D	0.42	40.0	D	0.56	45.9	D
	SB R	0.38	44.7	D	0.71	53.4	D	0.64	53.7	D
144th Ave. (EW) @ Springfield Blvd. (NS)	EB LR	0.41	28.9	C	0.17	23.3	C	0.30	25.4	C
	WB LTR	0.61	32.7	C	0.17	23.3	C	0.24	24.2	C
	NB LT	0.59	22.7	C	0.27	17.3	B	0.39	18.8	B
	SB TR	0.39	18.9	B	0.32	17.9	B	0.33	18.0	B

NOTES:

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DfL-Analysis considers a Defacto Left Lane on this approach .

V/C Ratio - Volume to Capacity Ratio, SEC/VEH - Seconds per vehicle

LOS - Level of service

* -Denotes Congested location in the 2014 Existing Condition

Analysis is based on the 2010 Highway Capacity Manual Methodology (HCS+ 5.5).

FUTURE WITH THE PROPOSED ACTION (WITH-ACTION CONDITION)

As described above, in the future with the proposed action, a mapped, but unbuilt approximately 15,357 sf portion of North Conduit Avenue would be eliminated, discontinued, and closed. This change in the City Map would permit the applicant to purchase the now-leased project site from DCAS and add it to the applicant's abutting property. The project site would continue to serve as a self-park accessory parking lot for abutting commercial development located at 219-03, 219-11, and 219-25 North Conduit Avenue (Block 13085, Lots 4, 10 and 20) that is owned by the applicant. The project site would be improved with 32 spaces (including three handicapped spaces) and perimeter landscaping around the parking area (see Figure 4).

As shown in Figure 4, pedestrian access to the existing retail uses on the applicant's property would be provided by an 8-foot wide pedestrian walkway directly abutting the commercial uses. A 12-foot sidewalk would be established along North Conduit Avenue and a 15-foot wide sidewalk would be established along Springfield Boulevard. A new 22-foot wide curb cut would be installed on the south side of 144th Avenue between Springfield Boulevard and North Conduit Avenue directly east of the one-story commercial development to allow access/egress from the project site. A second 22-foot wide curb cut would be installed at the eastern end of the project site on the north side of North Conduit Avenue, which would replace the three existing curb cuts. Vehicles would be able to both enter and exit the project site from 144th and North Conduit Avenues.

Figure 5 shows With-Action condition traffic volumes in the vicinity of the project site during each of the three weekday peak hours. As shown in Figure 5, in the future With-Action condition, most vehicles would continue to enter and depart from the project site via North Conduit Avenue and a handful would enter/depart from the newly established curb-cut on 144th Avenue. As described previous under the *Existing Condition* section, traffic volumes to/from the project site are relatively low, representing less than 3 percent of the volume on North Conduit Avenue, and are expected to remain unchanged in the future with the proposed action. Further, most the local retail patrons would arrive to and depart from the project site parking lot within the same hour, and would not patronize multiple stores. Peak period vehicular ins/out to/from the project site are expected to be essentially equivalent to the pattern shown in Table 1.

Table 4 shows that the detailed v/c ratios, delays, and LOS for each movement at the two analyzed intersections in the future With-Action condition would be essentially equivalent to existing conditions. As shown in Table 4, neither analyzed intersection would have any congested movements, and all movements would continue to operate with LOS B, C, or D during all three weekday peak hours. Therefore, the proposed action would have minimal, if any effect, on future traffic conditions and no traffic impacts are expected.

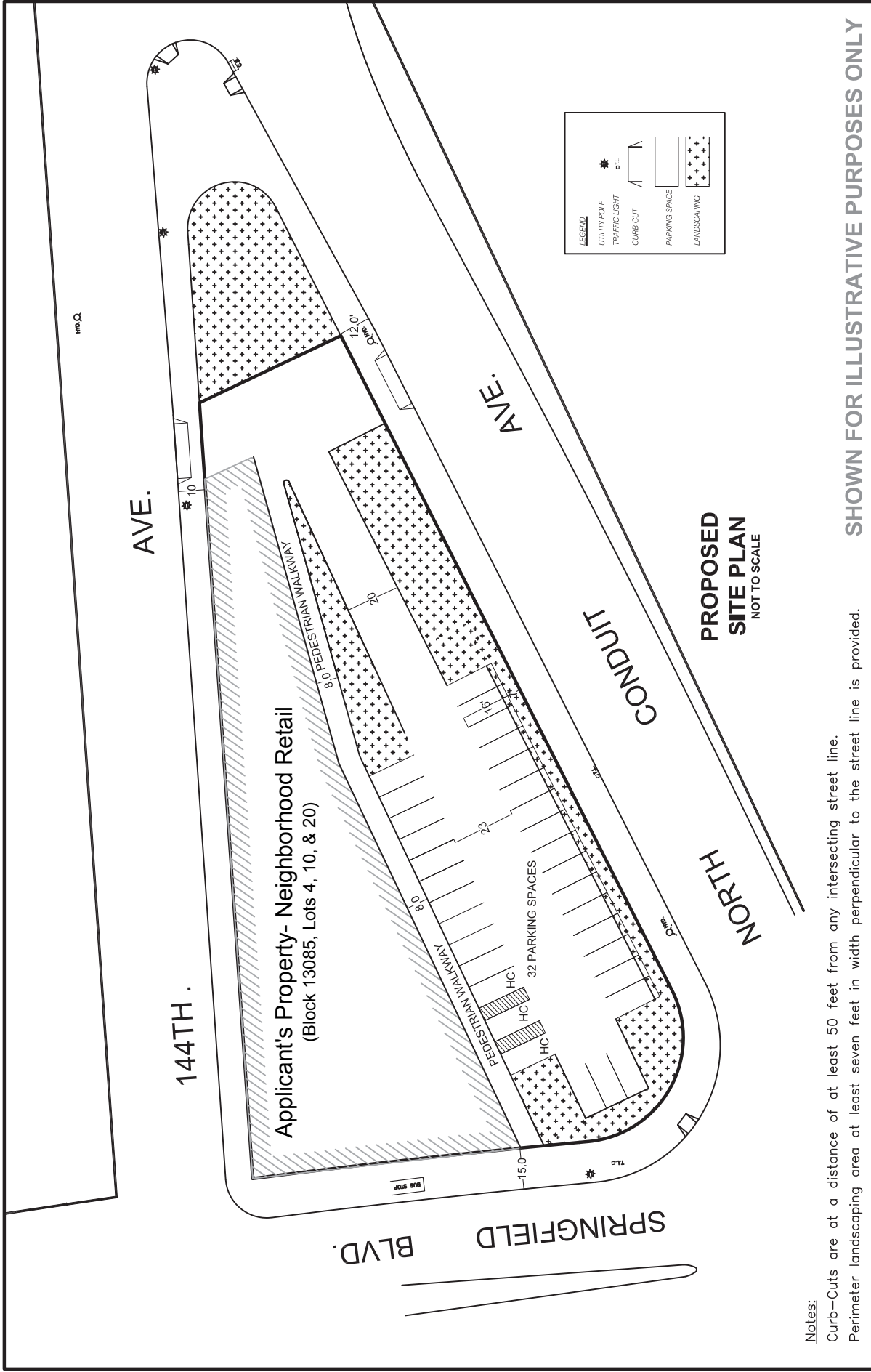


Figure 4
With-Action Preliminary Site Plan

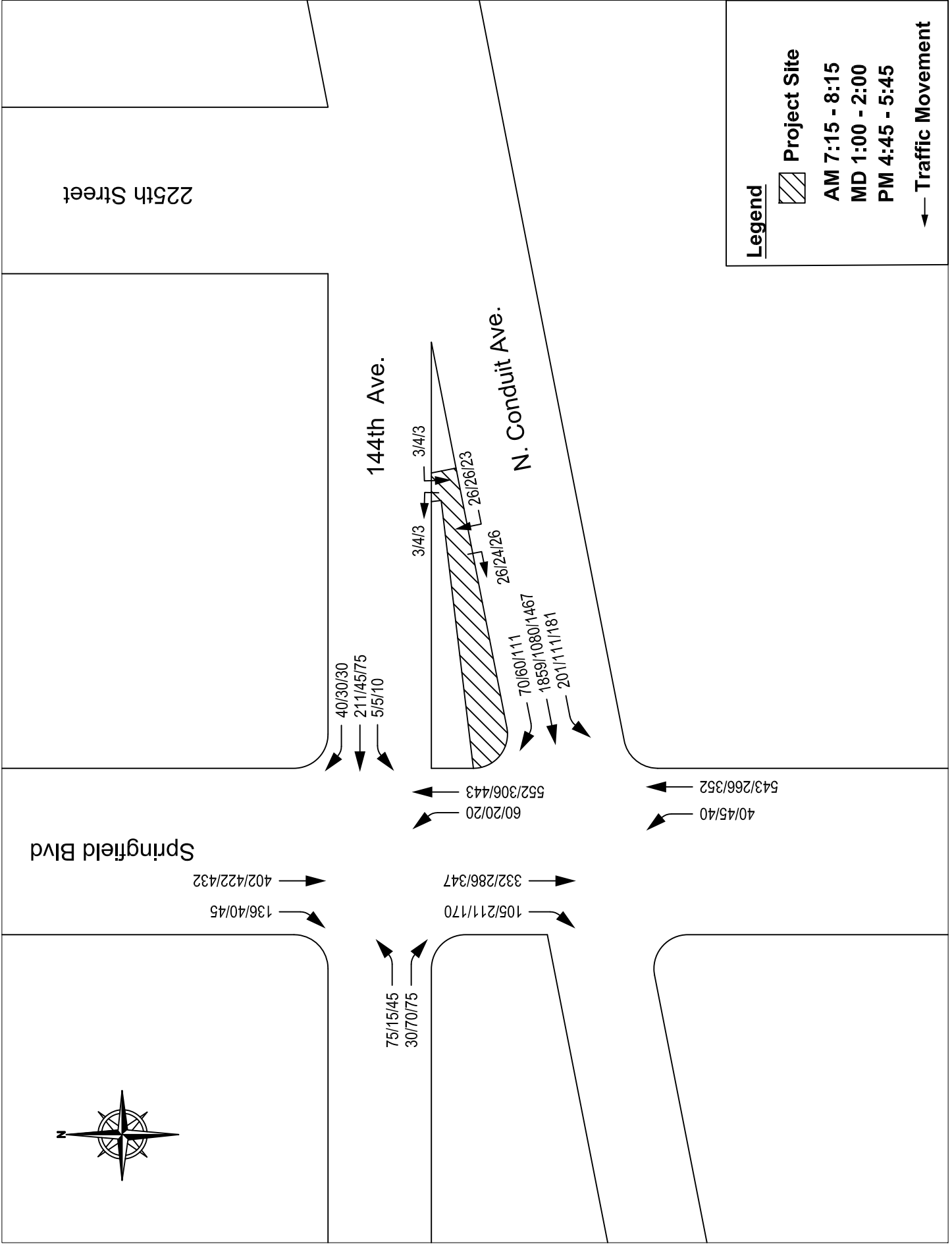


Figure 5

**Table 4:
2015 Build Conditions- Levels of Service at Analyzed Intersections**

Signalized Intersection	Lane Group	Existing AM Peak Hour			Build AM Peak Hour			Existing MD Peak Hour			Build MD Peak Hour			Existing PM Peak Hour			Build PM Peak Hour		
		V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS	V/C Ratio	Delay (sec/veh)	LOS
North Conduit Ave. (WB) @ Springfield Blvd. (NB/SB)	WB LTR	0.67	18.7	B	0.67	18.7	B	0.39	16.4	B	0.39	16.4	B	0.53	16.1	B	0.53	16.2	B
	NB LT	0.69	38.6	D	0.70	38.7	D	0.28	27.4	C	0.28	27.4	C	0.45	32.9	C	0.45	32.9	C
	SB T	0.52	45.0	D	0.52	45.1	D	0.42	40.0	D	0.42	40.0	D	0.56	45.9	D	0.56	46.0	D
	SB R	0.38	44.7	D	0.38	44.7	D	0.71	53.4	D	0.71	53.6	D	0.64	53.7	D	0.64	53.7	D
144th Ave. (EW) @ Springfield Blvd. (NS)	EB LR	0.41	28.9	C	0.41	28.9	C	0.17	23.3	C	0.17	23.3	C	0.30	25.4	C	0.30	25.4	C
	WB LTR	0.61	32.7	C	0.61	32.8	C	0.17	23.3	C	0.17	23.3	C	0.24	24.2	C	0.24	24.2	C
	NB LT	0.59	22.7	C	0.59	22.8	C	0.27	17.3	B	0.27	17.3	B	0.39	18.8	B	0.39	18.9	B
	SB TR	0.39	18.9	B	0.39	18.9	B	0.32	17.9	B	0.32	17.9	B	0.33	18.0	B	0.33	18.0	B

NOTES:

- EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound
- L-Left, T-Through, R-Right, D/L-Analysis considers a Defacto Left Lane on this approach.
- V/C Ratio - Volume to Capacity Ratio, SEC/VEH - Seconds per vehicle
- LOS - Level of service
- * -Denotes Congested Location in the 2014 Existing Condition, 2015 Build Condition.
- Analysis is based on the 2010 Highway Capacity Manual Methodology (HCS+ 5.5).

APPENDIX B

**PROPOSED DEED RESTRICTION
LANGUAGE**

The deed for the sale of the area to be demapped shall contain a provision substantially as follows:

Purchaser, on behalf of itself, its heirs, successors and assigns, covenants that the Property, for a period of twenty (20) years from the date of the Deed, shall be used exclusively for accessory off-street parking spaces for the uses on the adjacent properties located at 219-01- 219-25 North Conduit Avenue and identified as Tax Lots 4, 10 and 20 in Block 13085 on the Tax Map of the City of New York, Queens County. "Accessory" shall be as defined in Section 12-10 (Definitions) of the Zoning Resolution of the City of New York, effective December 15, 1961, as amended from time to time.

APPENDIX C

**JAMAICA BAY WATERSHED
PROTECTION PLAN
PROJECT TRACKING FORM**

Jamaica Bay Watershed Protection Plan Project Tracking Form

The Jamaica Bay Watershed Protection Plan, developed pursuant to Local Law 71 of 2005, mandates that the New York City Department of Environmental Protection (DEP) work with the Mayor’s Office of Environmental Coordination (MOEC) to review and track proposed development projects in the Jamaica Bay Watershed (http://www.nyc.gov/html/oec/downloads/pdf/ceqr/Jamaica_Bay_Watershed_Map.jpg) that are subject to CEQR in order to monitor growth and trends. If a project is located in the Jamaica Bay Watershed, (the applicant should complete this form and submit it to DEP and MOEC. This form must be updated with any project modifications and resubmitted to DEP and MOEC.

The information below will be used for tracking purposes only. It is not intended to indicate whether further CEQR analysis is needed to substitute for the guidance offered in the relevant chapters of the CEQR Technical Manual.

A. GENERAL PROJECT INFORMATION

- 1. CEQR Number: 1a. Modification
- 2. Project Name:
- 3. Project Description:
- 4. Project Sponsor:
- 5. Required approvals:
- 6. Project schedule (build year and construction schedule):

B. PROJECT LOCATION:

- 1. Street address:
- 2. Tax block(s): Tax Lot(s):
- 3. Identify existing land use and zoning on the project site:
- 4. Identify proposed land use and zoning on the project site:
- 5. Identify land use of adjacent sites (include any open space):
- 6. Describe existing density on the project site and the proposed density:

Existing Condition	Proposed Condition
<input type="text" value="15,357 sf (parking) and 3,299(vacant)"/>	<input type="text" value="18,656 sf (improved surface parking)"/>

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

C. GROUND AND GROUNDWATER

1. Total area of in-ground disturbance, if any (in square feet):
2. Will soil be removed (if so, what is the volume in cubic yards)?
3. Subsurface soil classification:
(per the New York City Soil and Water Conservation Board):
4. If project would change site grade, provide land contours (**attach** map showing existing in 1' contours and proposed in 1' contours).
5. Will groundwater be used (list volumes/rates)? Yes No
Volumes: Rates:
6. Will project involve dewatering (list volumes/rates)? Yes No
Volumes: Rates:
7. Describe site elevation above seasonal high groundwater:

D. HABITAT

1. Will vegetation be removed, particularly native vegetation? Yes No
If YES,
 - **Attach** a detailed list (species, size and location on site) of vegetation to be removed (including trees >2" caliper, shrubs, understory planting and groundcover).
 - **List** species to remain on site.
 - **Provide** a detailed list (species and sizes) of proposed landscape restoration plan (including any wetland restoration plans).
2. Is the site used or inhabited by any rare, threatened or endangered species? Yes No
3. Will the project affect habitat characteristics? Yes No
If YES, describe existing wildlife use and habitat classification using "Ecological Communities of New York State." at <http://www.dec.ny.gov/animals/29392.html>.
4. Will pesticides, rodenticides or herbicides be used during construction? Yes No
If YES, estimate quantity, area and duration of application.
5. Will additional lighting be installed? Yes No
If YES and near existing open space or natural areas, what measures would be taken to reduce light penetration into these areas?

E. SURFACE COVERAGE AND CHARACTERISTICS

(describe the following for both the existing and proposed condition):

	Existing Condition	Proposed Condition
1. Surface area:		
Roof:	N/A	N/A
Pavement/walkway:	15,357 sf of paved surface parking	18,656 sf of paved surface parking/ landscaping
Grass/softscape:	3,299 sf vacant land	Perimeter landscaping area as required pursuant to zoning
Other (describe):	N/A	N/A
2. Wetland (regulated or non-regulated) area and classification:	N/A (no wetland area at site)	N/A (no wetland area at site)
3. Water surface area:	N/A (no water surface area at site)	N/A (no water surface area at site)
4. Stormwater management (describe):		
Existing – how is the site drained?	Stormwater at the development site is currently carried to an existing storm drain at the intersection of 144th Avenue and Springfield Boulevard.	
Proposed – describe, including any infrastructure improvements necessary off-site:	Stormwater management for the parking area would be coordinated with the systems of the adjacent commercial buildings and no infrastructure improvements would be necessary off-site.	