Peninsula Hospital Site Redevelopment

Final Scope of Work for an

Environmental Impact Statement

CEQR #18DCP124Q

ULURP Nos. 190251 MMQ, 190325 ZMQ,

N190364 ZRQ, 190366 ZSQ, and 190375 ZSQ

Lead Agency:

New York City Department of City Planning

May 3, 2018

FOREWORD

This document is the Final Scope of Work for the Peninsula Hospital Site Redevelopment Draft Environmental Impact Statement (DEIS). This Final Scope of Work has been prepared to describe the proposed project, present the framework for the Environmental Impact Statement (EIS) analysis, and discuss the procedures to be followed in the preparation of the DEIS.

A Draft Scope of Work was prepared in conformance to the State Environmental Quality Review Act (SEQRA), City Environmental Quality Review (CEQR) procedures, and the 2014 *CEQR Technical Manual,* and was distributed for public review . A public scoping meeting was held on April 26, 2018, at 4:00 pm in the auditorium of Queens P.S. 105 located at 420 Beach 51st Street in Far Rockaway during which the public was provided opportunity to comment on the Draft Scope of Work. The period for receipt of comments on the Draft Scope of Work remained open until the close of business on May 7, 2018, at which point the scope review process was closed. Subsequent to the close of the comment period, the lead agency reviewed and considered comments received during the public scoping process and oversaw preparation of this Final Scope of Work. The DEIS will be prepared in accordance with this Final Scope of Work.

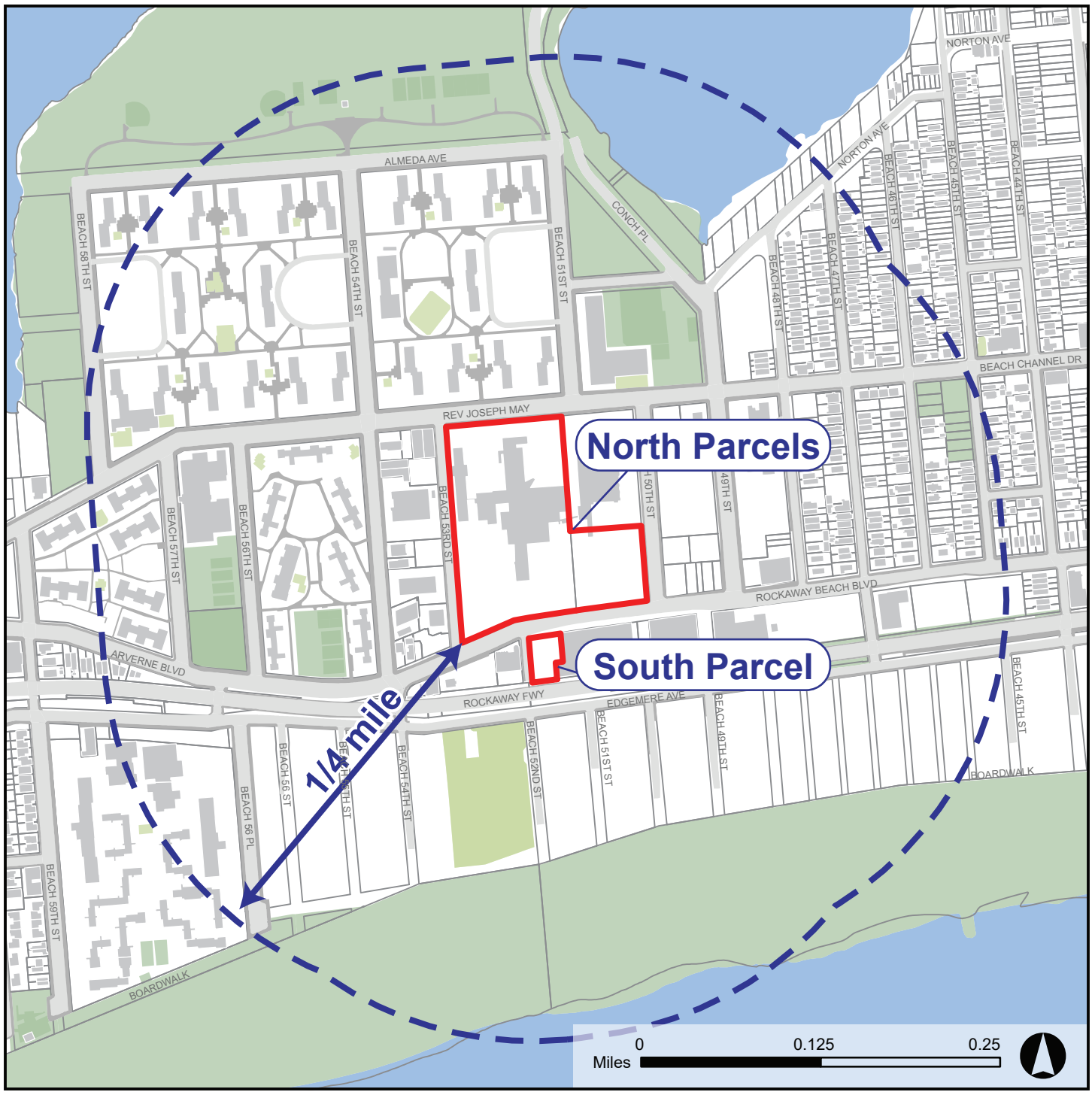
Appendix A to this Final Scope of Work identifies the comments made at the April 26, 2018 public scoping meeting and the written comments received during the public review process and provides responses to comments received. Copies of written comments received are included in **Appendix B**. Revisions to the Draft Scope of Work based on comments received have been incorporated into this Final Scope of Work and are indicated by double-underlining in the document.

I. INTRODUCTION

This Final Scope of Work (Final Scope) outlines the technical areas to be analyzed in the preparation of the EIS for the redevelopment of the Peninsula Hospital Site located on Lot 1 of Block 15842, Lot 1 of Block 15843, (the "North Parcels") and Lot 1 of Block 15857 (the "South Parcel") in Queens Community District 14 (CD 14) (the North Parcels and South Parcel are collectively referred to as the "Project Site")(**Figure 1: Site Location Map**).

Peninsula Rockaway Limited Partnership (the "Applicant") is requesting several discretionary actions from the City Planning Commission (CPC) to facilitate a proposal by the Applicant to redevelop the approximately 9.34-acre Project Site. The actions being sought from the CPC, as described in detail herein, include zoning map and text amendments, a large-scale general development (LSGD) special permit, and a City Map Amendment to re-establish a portion of Beach 52nd Street south of Rockaway Beach Boulevard to reconnect with Rockaway Freeway. The Applicant also intends to seek public funds and/or financing from various City and New York State agencies and/or programs related to affordable housing development. The discretionary CPC actions, along with the discretionary public funds that may be sought by the Applicant are collectively referred to as the "Proposed Actions," and are subject to environmental review pursuant to the SEQRA and CEQR process.

The Proposed Actions would facilitate an approximately 2,371,000 gross square feet (gsf) development (the "Proposed Project") on the Project Site, comprised of 11 buildings with approximately 2,200 residential dwelling units (DUs), of which 1,927 DUs would be income-restricted up to 80% of the Area Median Income (AMI), to include approximately 201 DUs set aside for Affordable Independent Residences for Seniors (AIRS), with the remaining 273 DUs restricted to income levels not exceeding 130% of AMI. In addition to the residential DUs, the Proposed Project would include approximately 72,000 gsf of retail space, including a fitness center and a supermarket; approximately 77,000 gsf of community facility space, approximately 24,000 square feet (sf) of publicly-accessible open space, and approximately 973 accessory parking spaces.



Source: 2016 Pluto, DCP

EDGEMERE, QUEENS

Project Site

1/4-Mile Radius

SITE LOCATION MAP

Figure 1

II. PROPOSED ACTIONS

Actions Necessary to Facilitate the Proposed Project

The following discretionary approvals subject to the Uniform Land Use Review Procedure (ULURP) and pursuant to Section 200 of the City Charter are needed to facilitate the Proposed Project:

Zoning Map Amendment

- **Zoning map amendment to rezone the North Parcels and p/o Lot 100 on Block 15842 from R5 and R5/C1-2 zoning districts to a C4-4 zoning district, and to rezone p/o Lot 7 on Block 15857 and the South Parcel from a C8-1 zoning district to a C4-3A zoning district;**

  The existing R5 and R5/C1-2 zoning districts on the northern portion of the Project Site (Block 15843, Lot 1 and Block 15842, Lot 1) allows for a maximum floor area ratio (FAR) of 1.25 for residential, 1.0 for commercial, and 2.0 for community facility. The proposed C4-4 zoning district (**Figure 2: Zoning Map**) is a R7-2 equivalent and produces a maximum 3.44 FAR for residential uses, 3.4 FAR for commercial uses, and 6.5 FAR for community facility uses. Residential development under the Quality Housing program in a proposed Mandatory Inclusionary Housing (MIH) designated area have a maximum 4.6 FAR and a maximum 5.01 FAR for AIRS. Quality Housing buildings within an MIH area have a maximum buildable height of 135 feet for buildings with a qualifying ground floor. Off-street parking is required for 50% of all DUs, or it can be waived if five or fewer spaces are required. In Queens CD 14 however, R6 and R7 zoning districts are subject to the accessory off-street parking regulations of an R5 district (required for 85% of all DUs), except for developments located within an Urban Renewal Area (URA) established prior to August 14, 2008 or to income-restricted units. Outside the Transit Zone, off-street parking would be required for 15% of the income-restricted housing units and 10%of the AIRS housing units. The existing C8-1 zoning district on the South Parcel of the Project Site allows for a maximum FAR of 1.0 for commercial and 2.4 for community facility. The C4-3A district (R6A residential equivalent) would allow commercial uses a 3.0 FAR, residential uses a maximum of 3.0 FAR, and community facility uses a maximum 6.5 FAR. Residential buildings developed under the Quality Housing regulations in MIH designated areas have a maximum FAR of 3.6 FAR for residential use and 3.9 FAR for AIRS. The minimum and maximum base heights permitted in the C4-3A zoning district is 40 feet and 65 feet, respectively. The maximum building height in the C4-3A district is 85 feet. The C4-3A (R6A residential equivalent) requires off-street parking for 85% of the dwelling units. Outside the Transit Zone, off-street parking would be required for 15% of the income-restricted housing units. Outside the Transit Zone, AIRS have a parking requirement of 10%of the total number of the DUs.

  Through the LSGD plan, the Applicant requests waivers of the C4-4 and C4-3A zoning district regulations to enable greater design flexibility for the purpose of a better overall site plan. LSGDs are typically located in medium-density commercial districts and uses in an LSGD must adhere to the underlying zoning district. The waivers requested through the LSGD special permits as set forth below would allow for the creation of more affordable DUs within the Project Site and also allow for flexibility for retail development. Upon approval, the Applicant will enter into a Restrictive Declaration, a legally binding mechanism tied to the Project Site that governs the provisions of the LSGD.

Zoning Text Amendments

- **Zoning text amendment to Appendix F (Inclusionary Housing and Mandatory Inclusionary Housing Areas) of the ZR to designate the Project Site a MIH Area;**

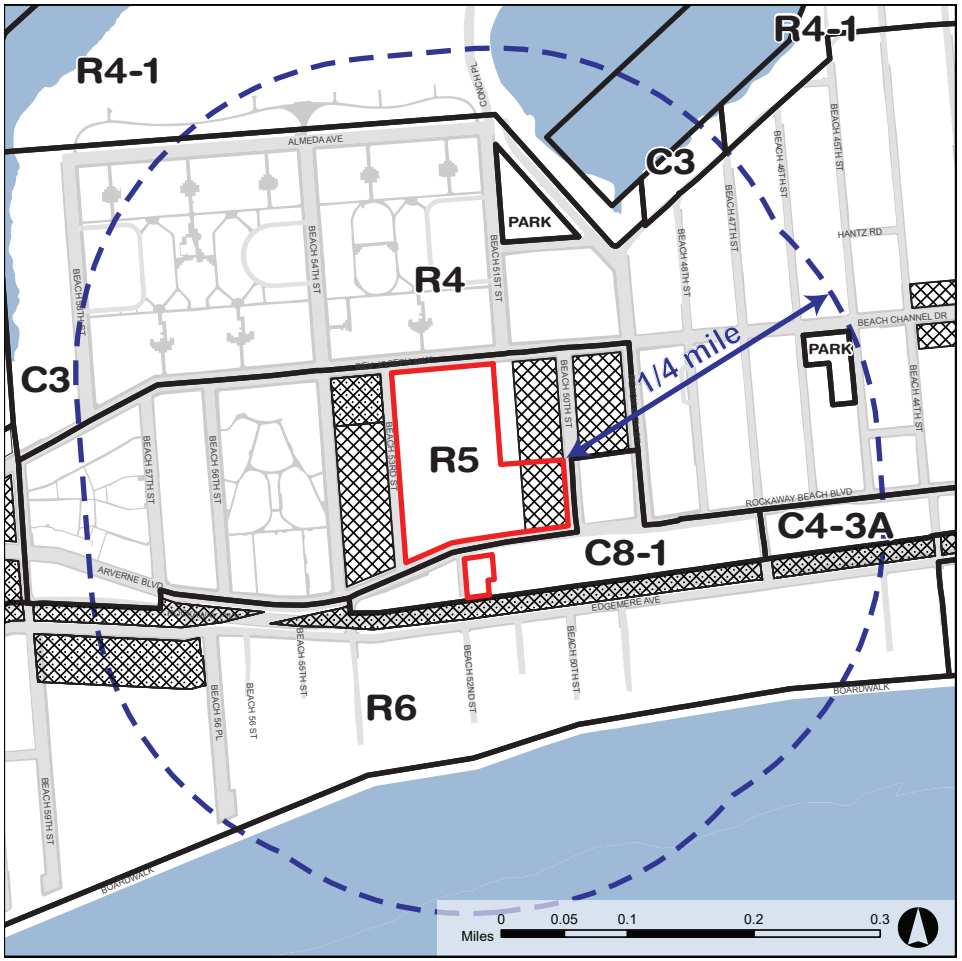
The zoning text amendment to Appendix F would designate the Project Site as a MIH area. While 100% of the DUs in the Proposed Project are intended to be restricted as affordable and moderate-income housing units by a regulatory agreement, the MIH requirements ensures that a set percentage of the residential floor area for any future development within the MIH area would be permanently affordable. Within an MIH area, all housing developments, enlargements, and conversions that meet the criteria set forth in the MIH Program must comply with the requirements of either of four options, to be selected through the land use review process.

It is anticipated that the Project Site would be designated under MIH Option 1: 25% of the residential floor area shall be provided as housing affordable to households at an average of 60% of the AMI, with no unit targeted at a level exceeding 130% AMI. The Proposed Development would provide approximately 1,927 affordable housing units and would comply with MIH Option 1 that 25% of the residential floor area would be permanently affordable. While 100% of the DUs would be restricted by a regulatory agreement as affordable and moderate-income housing units, the MIH requirement ensures that these units and any future development within the MIH area are permanently affordable.

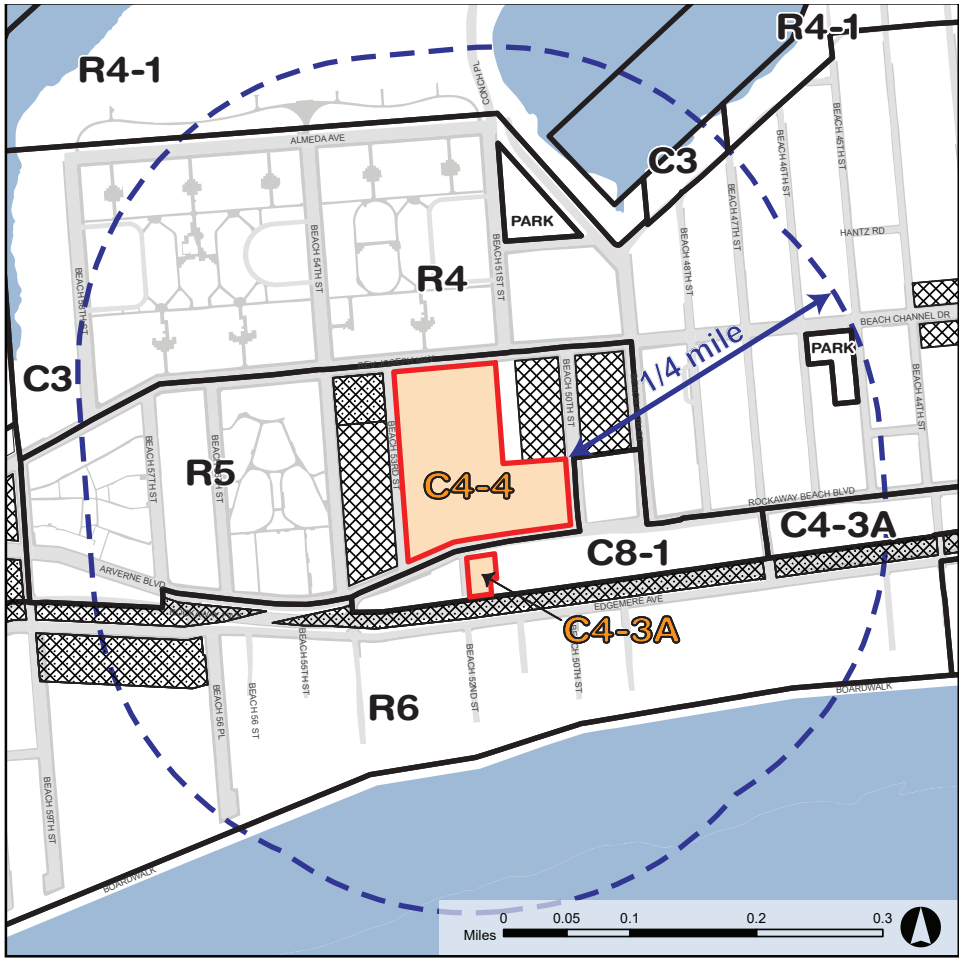
- **Zoning text amendment to ZR Section 74-744(a) (Use modifications) to allow a PCE as-of-right within the LSGD;**

  The zoning text amendment would allow a Physical Culture Establishment (PCE) (fitness center) without obtaining a special permit from the Board of Standards and Appeals (BSA), as currently required. The text amendment would permit the physical culture or health establishment use in the context of a LSGD within Queens Community District 14 as-of-right.

EXISTING ZONING



PROPOSED ZONING



Source: NYCDCP

EDGEMERE, QUEENS

Project Site

Study Area

M Manufacturing Districts

R Residential Districts

C Commercial Districts

C1-2 Overlay

C2-4 Overlay

Proposed Zoning

PROPOSED ZONING MAP

Figure 2

City Map Amendment

- **City Map Amendment to establish a portion of Beach 52nd Street between Rockaway Beach Boulevard and Shore Front Parkway**

  The proposed change in the City Map (**Figure 3: Alteration Map**) would establish a portion of Beach 52nd Street between Rockaway Beach Boulevard and Shore Front Parkway/Rockaway Freeway. The proposed City Map change would allow the new privately-owned open, publicly-accessible internal street network to connect with the City-owned Beach 52nd Street down to its intersection with Rockaway Freeway. This new connection would permit vehicular traffic to facilitate better circulation exiting the Project Site. The proposed City Map change would re-establish the street connection at the intersection of Beach 52nd Street and Rockaway Freeway providing greater access and movement throughout the Proposed Project and this part of the peninsula. The opening of the intersection at Beach 52nd Street and Rockaway Freeway provides more direct access to Rockaway Freeway from the Proposed Project through the newly proposed privately-owned, open street network mapping Beach 52nd Street through the development. Currently, the only two roadways providing access to Rockaway Freeway are Beach 54th Street and Beach 47th Street so this will provide a new direct connection down to this major thoroughfare from the development. Additionally, the new street connection will connect Beach 52nd Street all the way through the site from Beach Channel Drive all the way to Rockaway Freeway. It is intended that this new street connection will be limited to a right turn into Beach 52nd Street from Rockaway Freeway and a right turn out of the Beach 52nd Street and Rockaway Freeway intersection. The change in the City Map will improve traffic and circulation throughout the surrounding area by reducing conflicting right-turning vehicles at the intersection of Rockaway Beach Boulevard and Beach 52nd Street and reducing conflicting left-turning vehicles at the intersection of Rockaway Beach Boulevard and Beach 54th Street.

CITY OF NEW YORK, BOROUGH OF QUEENS
OFFICE OF THE PRESIDENT
TOPOGRAPHICAL BUREAU

ALTERATION MAP
MAP No. 5033

SHOWING

THE ESTABLISHMENT

OF

A PORTION OF
BEACH 52ND STREET,
BETWEEN
ROCKAWAY BEACH BOULEVARD
AND
SHORE FRONT PARKWAY

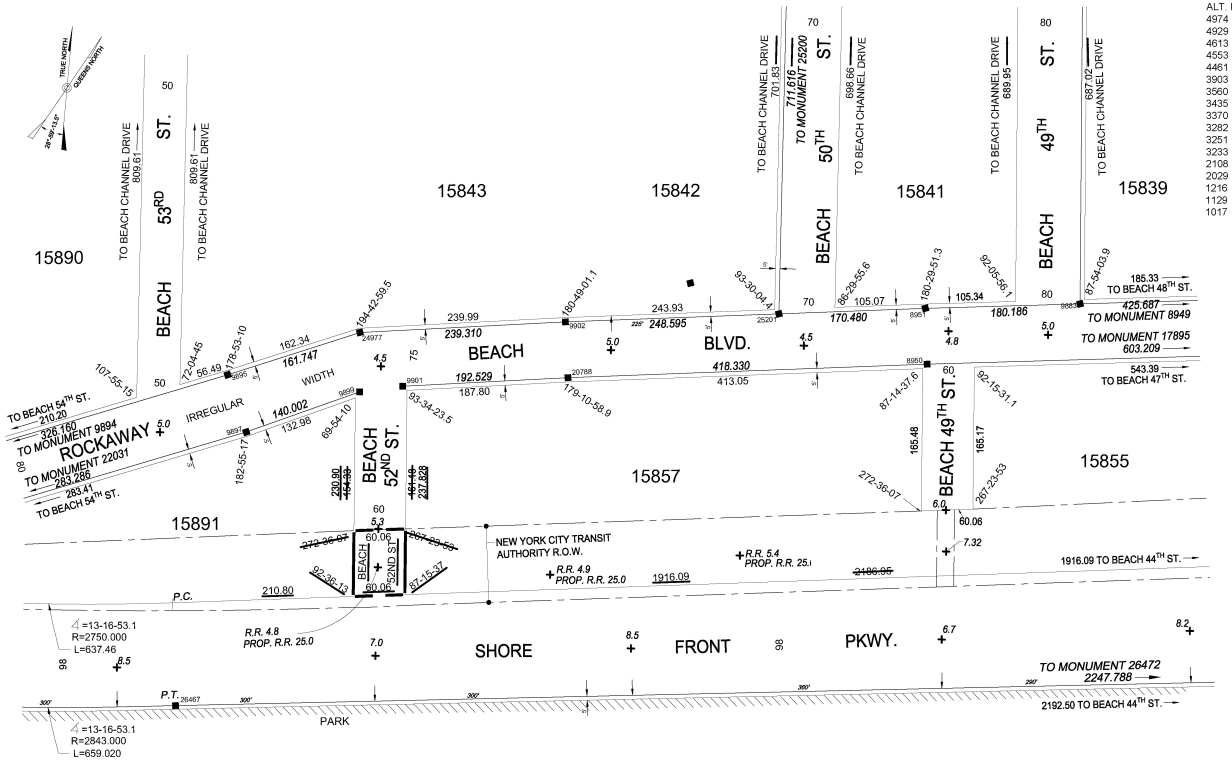
AND

THE ADJUSTMENT OF GRADES AND BLOCK DIMENSIONS NECESSITATED THEREBY

REFERENCE MAPS

FINAL SECTION MAPS

ALT. NO.	C.P.C. NO.
4974	030433 MMQ
4929	950223MMQ
4613	22412
4553	20650
4461	19593
3903	12665
3560	9601
3435	7380
3370	6968
3282	6035
3251	5580
3233	5446
2108	H-10380
2029	H-9564
1216	
1129	
1017	



NOTE

- Indicates street line heretofore established and hereby retained.
- Indicates street line hereby established.
- Indicates street line heretofore established and hereby eliminated.
- Indicates roadway and sidewalk treatment hereby established or heretofore established and hereby retained .
- Indicates railroad Right of Way Line.
- 187.80 Indicates dimension heretofore established and hereby retained.
- 60.06 Indicates dimension hereby established.
- ~~161.18~~ Indicates dimension heretofore established and hereby eliminated.
- 5.0 Indicates elevation heretofore established and hereby retained.
- 390' Indicates tie-in distance heretofore established and hereby retained.
- 5' Indicates roadway and sidewalk treament dimension heretofore established and hereby retained.
- 15857 Indicates Queens tax block number.
- P.C. Indicates Point of Curvature.
- P.T. Indicates Point of Tangency.
- Indicates survey monument, monument line and monument identification number.
- PARK Indicates Park Line heretofore established and hereby retained.

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

Elevations apply to centerline of the streets unless otherwise noted.

ENGLISH SCALE: 1 INCH = 60 FEET

0 60 120 180 240

0 6.0 18.0 30.0 42.0

METRIC SCALE: 1 CM = 6.00 METERS (19.685 FEET)

PREPARED BY:

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Source: Langan Engineering

EDGEMERE, QUEENS

ALTERATION MAP

Figure 3

Peninsula Hospital Site Redevelopment

Large-Scale General Development (LSGD) Special Permit

- **LSGD special permit pursuant to ZR Section 74-743(a)(2) to allow the location of buildings without regard for the applicable yard requirements of Sections 35-54 (Special Provisions Applying Adjacent to R1 Through R5 Districts) and 23-533 (Required rear yard equivalents for Quality Housing buildings); and the height and setback regulations of Section 35-651 (Street wall location), and Sections 35-654 (Modified height and setback regulations for certain Inclusionary Housing buildings or affordable independent residence for seniors) and 23-644 (Modified height and setback regulations for certain Inclusionary Housing buildings or affordable independent residence for seniors);**

(i) Side Yard Requirement

ZR Section 35-54 requires that a side yard of at least eight feet wide be provided along the entire length of the zoning lots side lot line that is adjacent to zoning lots in R1 through R5 districts. Zoning Lot 1 has two common side lot lines that are adjacent to Block 15842, Lot 100, which will remain in an R5 district. One of the common side lot line intersecting Beach Channel Drive extends 420 feet and 11 inches and the other common side lot line intersecting Beach 50th Street is 260 feet. Building B would have a two-story base portion that encroaches into the side yard area and does not provide the required side yard along the entire length of the common side lot line. The required side yard is provided along the first portion of the common side lot line extending approximately 125 feet and 2 inches. A waiver of the required side yard applying adjacent to R1 through R5 districts is requested to allow the two-story base the Building B to be built out to the zoning lot line.

(ii) Rear Yard Equivalent

Zoning Lot 1 will not provide the rear yard equivalent required by Section 23-533. ZR Sections 35-53 and 23-533 require that a rear yard equivalent consisting of an open area with a minimum depth of 60 feet midway provided between two street lines upon which a through lot fronts. Zoning Lot 1 is comprised of three corner lots, two interiors lots and a through lot, which fronts on Beach Channel Drive and Rockaway Beach Boulevard. The through lot portion has a depth of 794 feet and 3 inches. Zoning Lot 1 would contain Buildings A, B, C, D, and E. Portions of Buildings A, B, C, and D would be located within the through lot portion. An open private street network with a minimum distance of 60 feet is also provided within the through lot portion. An open area of more than 60 feet is provided through the proposed open private street network between Buildings A and B, and Buildings C and D, but such street network does not coincide with the rear yard equivalent area. Portions of Buildings A and B are located in the rear yard equivalent area and thus, a waiver of the required rear yard equivalent is requested.

(iii) Height and Setback Regulations (ZR Section35-654 and 23-664(c))

Maximum Base Height and Setback

In the C4-4 district, ZR Sections 35-654 and 23-664(c) require a maximum base height of 75 feet and a front setback of at least 15 feet along narrow street. Along Beach 53rd Street, a narrow street, within 15 feet of the street line, Buildings A and C would rise up to a height ranging from 80 feet to 110 feet without providing a 15-foot front setback. Thus, a waiver of the maximum base height and setback is requested. Along Beach 50th Street, a narrow street, within 15 feet of the street line, Building E would rise up to a

height ranging from 80 feet, 110 feet and 140 feet without providing a 15-foot front setback. Along Beach Channel Drive, a wide street, within 10 feet of the street line, Building B would rise up to a height of 100 feet without providing a 10-foot front setback. Along Rockaway Beach Boulevard, a wide street, Buildings C, D and E would rise to a height ranging from 80 feet, 90 feet, 110 feet and 120 feet without providing a 15-foot front setback. Thus, waivers of the maximum base height and setback are requested.

In the C4-3A district, ZR Sections 35-654 and 23-664, require a minimum base height of 40 feet, a maximum base height of 65 feet and a front setback of at least 15 feet along narrow street and 10 feet along wide street. Building E would rise to a height of 70 feet without providing the required front setback. Thus, a waiver of the maximum base height and setback is requested.

Maximum Building Height and Number of Stories

ZR Sections 35-654 and 23-664(c) permits, in C4-4 district, a maximum building height of 135 feet and maximum of 13 stories. Building A proposes maximum building heights ranging from 150 feet (14 stories), 170 feet (16 stories) and up to 200 feet (19 stories). Building B proposes maximum building heights ranging from 150 feet (14 stories), 160 feet (15 stories), 180 feet (17 stories), and up to 190 feet (18 stories). Building C proposes maximum building heights ranging from 150 feet (14 stories), 170 feet (16 stories), and up to 200 feet (19 stories). Building D proposes a maximum building height of 150 feet (14 stories). Building E proposes maximum building heights ranging from 150 feet (14 stories), 170 feet (16 stories), up to 200 feet (19 stories). Thus, a waiver of maximum building height and maximum number of stories is requested.

ZR Sections 35-654 and 23-664 permits, in C4-3A district, a maximum building height of 85 feet and a maximum of 8 stories. Building E proposes a maximum building height of 90 feet (8 stories). Thus, a waiver of maximum building height is requested.

The proposed waivers for yards, height, and setback are intended to facilitate a better overall site plan that is responsive to the urban design and surrounding community (refer to Waiver Plan depicted in **Figure 4a** through **Figure 4d**). The variation in heights would allow the Applicant to shift bulk around the Project Site to allow for a new privately-owned, publicly-accessible internal street network with two new 60-foot wide publicly-accessible, private streets including: (i) an extension of existing Beach 52nd Street north through the center of the Project Site to Beach Channel Drive and (ii) Peninsula Way a new east-west street from Beach 50th Street to Beach 53rd Street, breaking up the existing superblock. The Applicant would raise this center to an elevation of 4 feet above base flood elevation to lift areas of the site out of the flood hazard area, this elevated area is known as Highpoint intersection. This new street framework creates an intersection that forms and highlights a core or central area for the development where heights are scaled up at the center of the site and scaled down around the periphery of the Proposed Project.

- **Large-Scale General Development Special Permit Pursuant to Section 74-744(c)(1)**

The requested special permit pursuant to ZR Section 74-744(c)(1) would allow signs that exceed the surface area requirement of the applicable district signage regulations set forth in ZR Section 32-64 (Surface Area and Illumination Provisions). The proposed surface area waiver works in conjunction with the LSGD bulk waivers in order to develop a better overall site plan that creates a strong sense of place and existence to activate street life and enhance pedestrian experience within the Proposed Development and the immediate surrounding neighborhood.

ZR Sections 32-62 through 32-65, inclusive, provides signage requirements applicable in C4 districts. In general, C4 signage rules permit a total surface area of up to five times the street frontage but not to exceed 500 square feet for each retail establishment for illuminated non-flashing and non-illuminated signs, and up to a maximum height of 40 feet. Pursuant to ZR Section 32-67, C1 district signage regulations are made applicable within 100 feet of the street line of any street which adjoins a residential district. Consequently, within 100 feet of Beach Channel Drive, the proposed signage within Zoning Lot 1 must conform with C1 signage regulations as set forth in ZR Sections 32-62 through 32-68, inclusive. C1 sign regulations allow a total surface area of three times the street frontage but not to the exceed 50 square feet per retail establishment for illuminated non-flashing signs or 150 square feet per retail establishment for non-illuminated signs, and up to a height of 25 feet. All proposed signs are located below the height of 25 feet. However, signs located within 100 feet of Beach Channel Drive and the anchor super market sign exceed the maximum allowable total surface area. All other signs conform with the C4 district signage regulations. Thus, such signs require waiver of Section 32-64 (Surface Area and Illumination Provisions).

The proposed signage waivers will allow flexibility for marketing the Proposed Project to future retailers in an area in need of new commercial development (refer to Waiver Plan depicted in **Figure 4e**).

In addition to the discretionary approvals listed above, the Applicant intends to seek public funding and/or financing from various City and New York State agencies and/or programs related to affordable housing development.



Source: Aufgang Architects

EDGEMERE, QUEENS

Existing Access Easement

Building does not comply with height requirements. Special permit requested pursuant to ZR 74-743(a)(2).

Building does not comply with yard requirements. Special permit requested pursuant to ZR 74-743(a)(2).

Building does not comply with inner court requirements. Special permit requested pursuant to ZR 74-743(a)(2).

Zoning District Line

Property Line

Fence

Zoning Lot Line

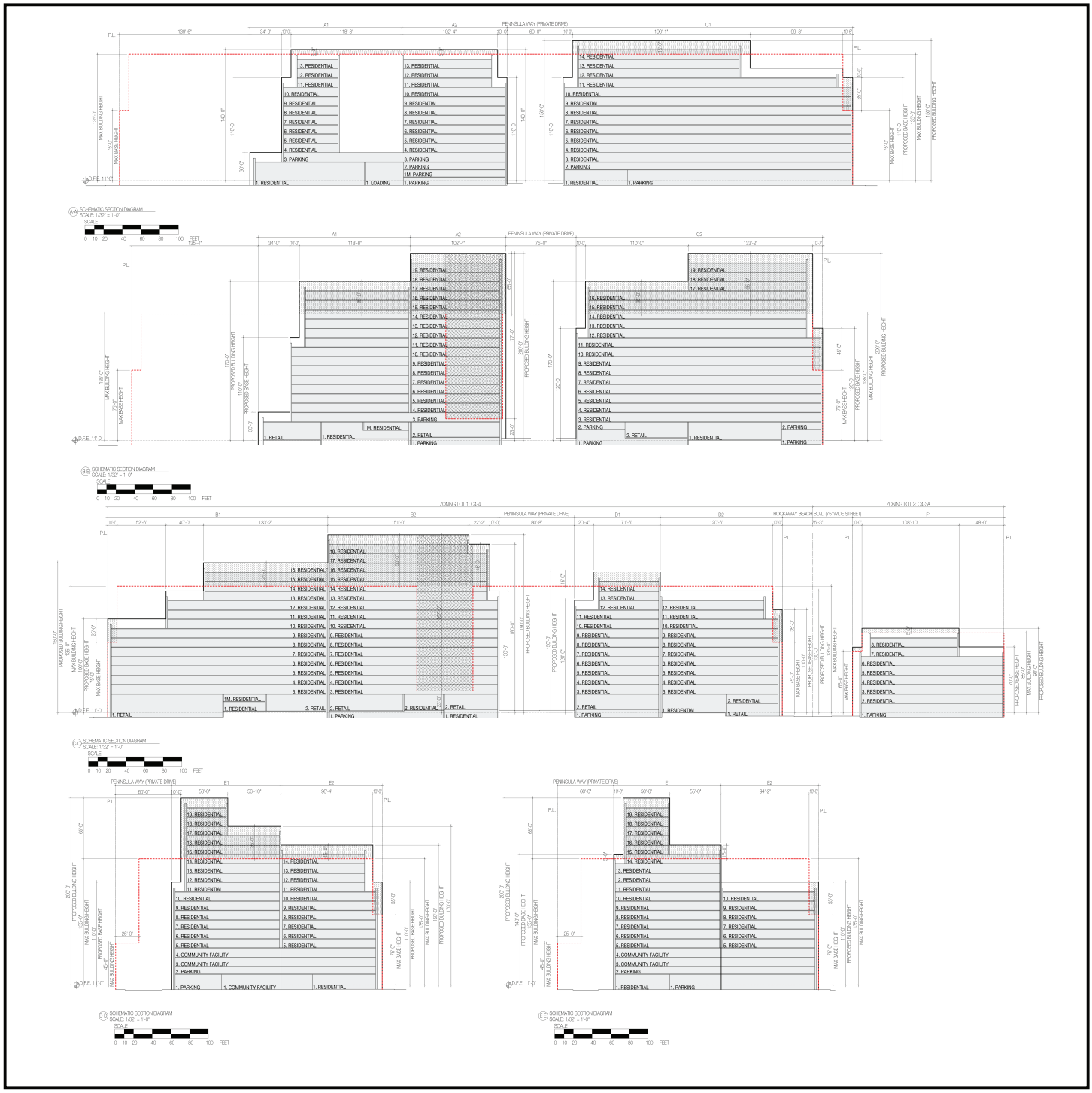
Large Scale Boundary

Dimension

WAIVER PLAN

Figure 4a

Peninsula Hospital Site Redevelopment



Source: Aufgang Architects

EDGEMERE, QUEENS

- Property Line
- Fence
- Zoning Lot Line
- Large Scale Boundary
- 54'-6" Dimension

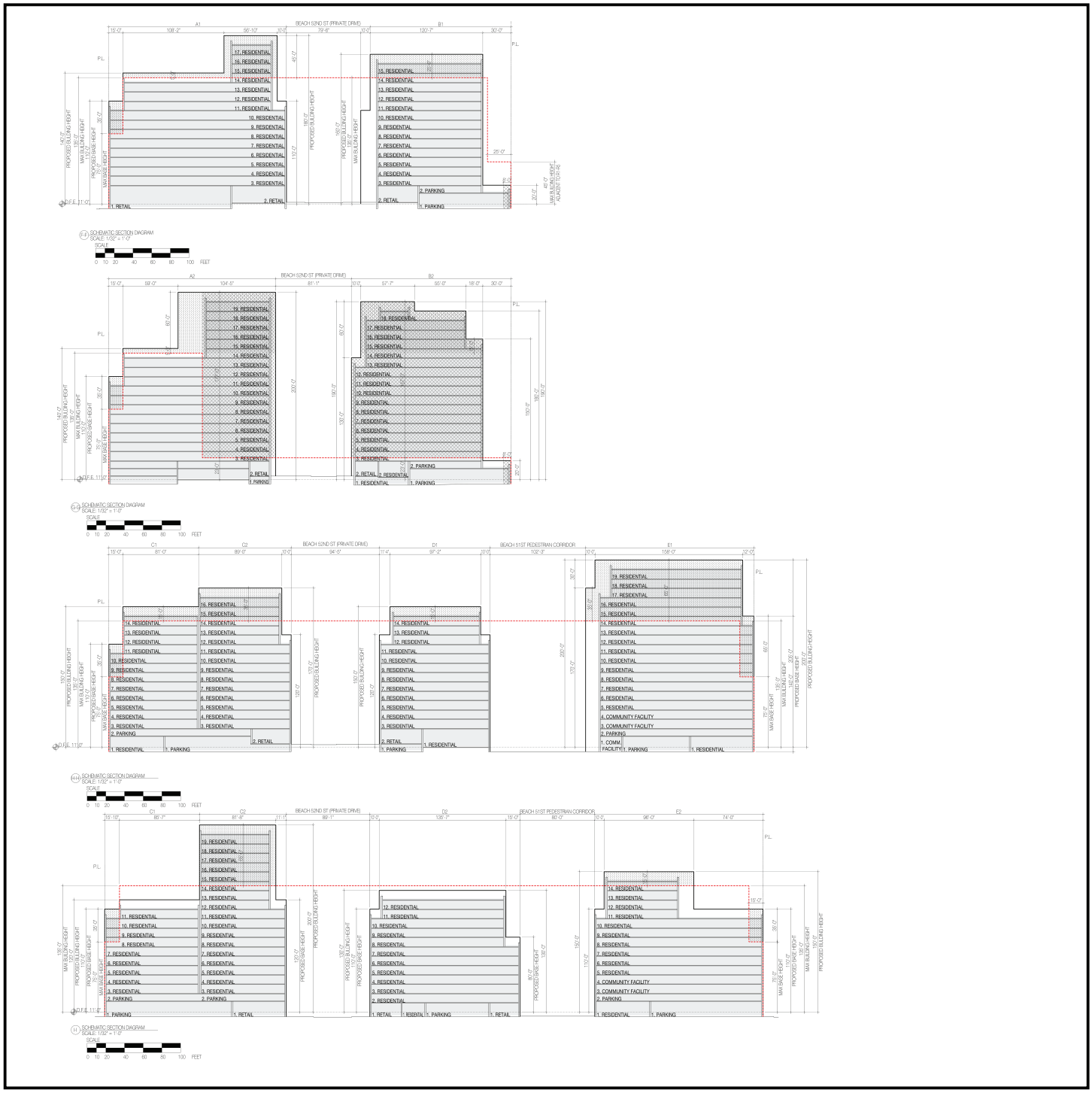
Building does not comply with height requirements.
Special permit requested pursuant to ZR 74-743(a)(2).

Building does not comply with yard requirements.
Requires special permit pursuant to ZR 74-743(a)(2).

WAIVER PLAN

Figure 4b

Peninsula Hospital Site Redevelopment



Source: Aufgang Architects

EDGEMERE, QUEENS

Property Line

Fence

Zoning Lot Line

Large Scale Boundary

54'-6" Dimension

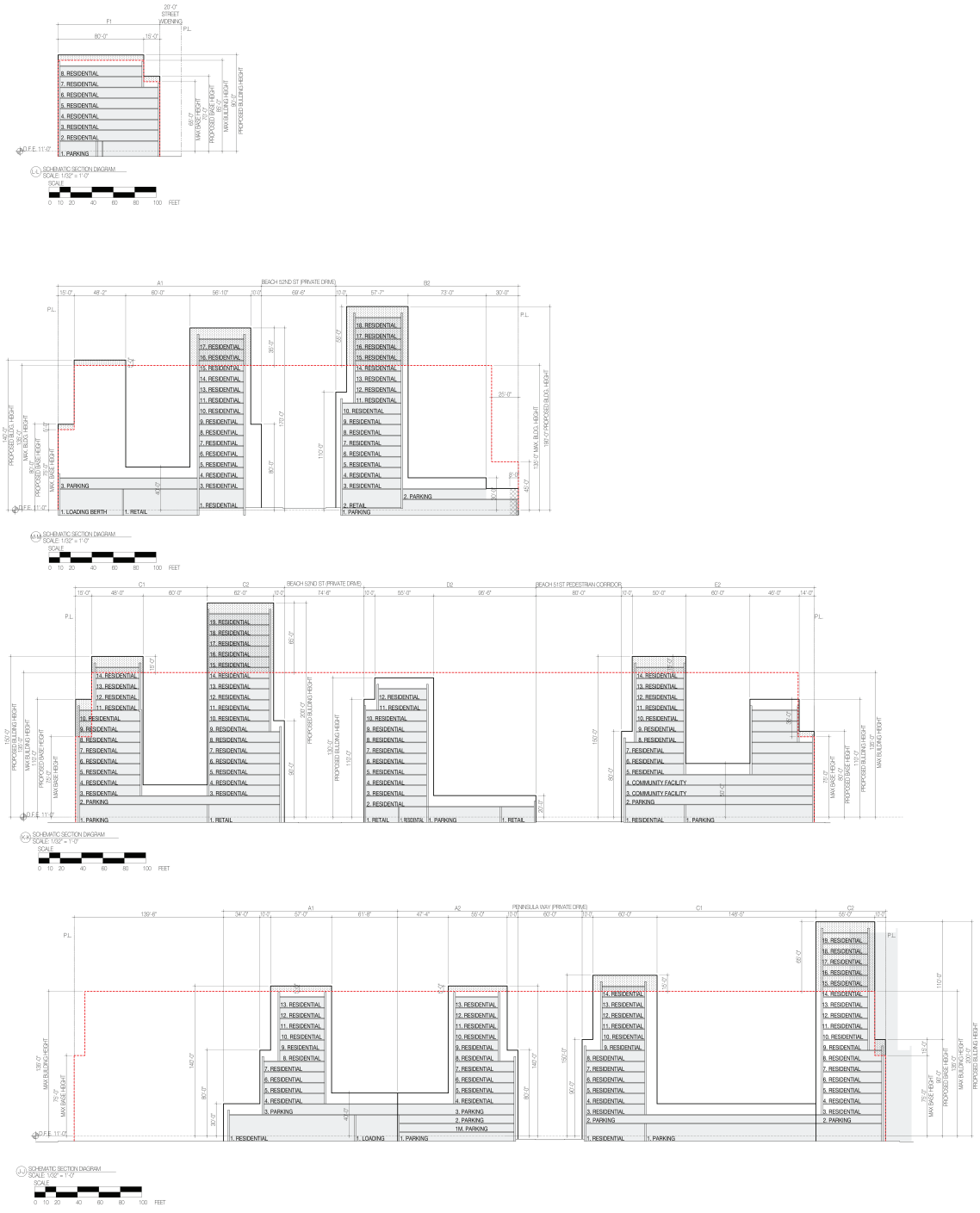
Building does not comply with height requirements.
Special permit requested pursuant to ZR 74-743(a)(2).

Building does not comply with yard requirements.
Requires special permit pursuant to ZR 74-743(a)(2).

WAIVER PLAN

Figure 4c

Peninsula Hospital Site Redevelopment



Source: Aufgang Architects

EDGEMERE, QUEENS

Property Line

Fence

Zoning Lot Line

Large Scale Boundary

54'-6" Dimension

Building does not comply with height requirements.
Special permit requested pursuant to ZR 74-743(a)(2).

Building does not comply with yard requirements.
Requires special permit pursuant to ZR 74-743(a)(2).

WAIVER PLAN

Figure 4d

Peninsula Hospital Site Redevelopment

SIGNAGE REGULATIONS

ZR ITEM	ZR SECTION	DESCRIPTION
Non-illuminated signs	32-642	In C1 districts, 3 x street frontage not to exceed 150 SF for interior or through lots or 150 SF on each frontage for corner lots
		In C4 districts, 5 x street frontage not to exceed 500 SF for interior or through lots or 500 SF on each frontage of corner lots
Illuminated non-flashing signs	32-643	In C1 districts, 3 x street frontage not to exceed 50 SF for interior or through lots or 50 SF on each frontage for corner lots
Illuminated signs	32-644	In C4 districts, 5 x street frontage not to exceed 500 SF for interior or through lots or 500 SF on each frontage of corner lots
Permitted Projections	32-652	18 inches for double- or multi-faceted signs or 12 inches for all other signs
Height of Signs	32-655	In C1 districts, 25 ft maximum for C1 signs
	32-655	In C4 districts, 40 ft maximum in C4 districts
Restrictions along District Boundaries	32-67	Within 100 feet of the street line of any street or portion thereof in which the boundary of an adjoining Residential District is located, or which adjoins a public park of one-half acre or more, no advertising sign that faces at an angle of less than 165 degrees away from such Residence District or park boundary shall be permitted and all other signs facing at less than such an angle shall conform with all the sign regulations applicable in C1 districts as set forth in Sections 32-62 through 32-68, inclusive, relating to Sign Regulations.
Permitted Signs on Mixed Buildings	32-68	Where non-residential uses are permitted to occupy two floors of the building, all signs accessory to non-residential uses located on the second floor shall be non-illuminated signs, and shall be located below the level of the finished floor of the third story.

BUILDING SIGNAGE

Building Frontage		Allowable Signs per Establishment	Maximum Allowable Area	Maximum Allowable Height	Length x Width	Area (SF)	Notes/Compliance
Beach 52nd Street East Elevation - A-A							
B1-2a	124'-4"	3x street frontage but 150 sf max	150 sf	25 ft	25'-0" X 7'-0"	175	Special Permit pursuant to Section 74-744(c)(1) to modify Section 32-64
B1-3a		3x street frontage but 150 sf max	150 sf	25 ft	25'-0" X 7'-0"	175	Special Permit pursuant to Section 74-744(c)(1) to modify Section 32-64
B1-4a		3x street frontage but 150 sf max	150 sf	25 ft	25'-0" X 7'-0"	175	Special Permit pursuant to Section 74-744(c)(1) to modify Section 32-64
Beach Channel Drive South Elevation - B-B							
A1-4a	191'-3"	5x street frontage but 500 sf max	500 sf	40 ft	100'-0" X 10'-0"	1000	Special Permit pursuant to Section 74-744(c)(1) to modify Section 32-64
A1-5		5x street frontage but 500 sf max	500 sf	40 ft	25'-0" X 7'-0"	175	Complies
A1-6a		5x street frontage but 500 sf max	500 sf	40 ft	25'-0" X 7'-0"	175	Complies
B1-5a	104'-11"	3x street frontage but 150 sf max	150 sf	25 ft	25'-0" X 7'-0"	175	Special Permit pursuant to Section 74-744(c)(1) to modify Section 32-64
B1-5b		3x street frontage but 50 sf max	50 sf	25 ft	25'-0" X 7'-0"	175	Special Permit pursuant to Section 74-744(c)(1) to modify Sections 32-64
B1-6a		3x street frontage but 150 sf max	150 sf	25 ft	25'-0" X 7'-0"	175	Special Permit pursuant to Section 74-744(c)(1) to modify Section 32-64
B1-6b		3x street frontage but 50 sf max	50 sf	25 ft	25'-0" X 7'-0"	175	Special Permit pursuant to Section 74-744(c)(1) to modify Sections 32-64
B1-7a		3x street frontage but 150 sf max	150 sf	25 ft	25'-0" X 7'-0"	175	Special Permit pursuant to Section 74-744(c)(1) to modify Section 32-64
B1-7b		3x street frontage but 50 sf max	50 sf	25 ft	25'-0" X 7'-0"	175	Special Permit pursuant to Section 74-744(c)(1) to modify Sections 32-64
B1-11	64'-0"	5x street frontage but 500 sf max	320 sf	40 ft	25'-0" X 7'-0"	175	Complies
B1 Building West Elevation - C-C							
B1-8a	118'-7"	3x street frontage but 150 sf max	150 sf	25 ft	25'-0" X 7'-0"	175	Special Permit pursuant to Section 74-744(c)(1) to modify Section 32-64
B1-8b		3x street frontage but 50 sf max	50 sf	25 ft	25'-0" X 7'-0"	175	Special Permit pursuant to Section 74-744(c)(1) to modify Sections 32-64
B1-9a		3x street frontage but 150 sf max	150 sf	25 ft	25'-0" X 7'-0"	175	Special Permit pursuant to Section 74-744(c)(1) to modify Section 32-64
B1-9b		3x street frontage but 50 sf max	50 sf	25 ft	25'-0" X 7'-0"	175	Special Permit pursuant to Section 74-744(c)(1) to modify Sections 32-64
B1-10a		3x street frontage but 150 sf max	150 sf	25 ft	25'-0" X 7'-0"	175	Special Permit pursuant to Section 74-744(c)(1) to modify Section 32-64
B1-10b		3x street frontage but 50 sf max	50 sf	25 ft	25'-0" X 7'-0"	175	Special Permit pursuant to Section 74-744(c)(1) to modify Sections 32-64



Source: Aufgang Architects

EDGEMERE, QUEENS

Non-illuminated signage - C1 regulation. Sign does not comply with maximum square feet as per ZR 32-642- Non-illuminated signs. Requires special permit pursuant to ZR 74-744(c)(1) to waive ZR 32-642.

Illuminated non-flashing signage - C1 regulation. Sign does not comply with maximum square feet as per ZR 32-643- Illuminated non-flashing signs. Requires special permit pursuant to ZR 74-744(c)(1) to waive ZR 32-643.

Non-illuminated signage - C4 regulation. Sign does not comply with maximum square feet as per ZR 32-642- Non-illuminated signs. Requires special permit pursuant to ZR 74-744(c)(1) to waive ZR 32-642.

Illuminated signage - C4 regulation. Sign does not comply with maximum square feet as per ZR 32-644- Illuminated signs. Requires special permit pursuant to ZR 74-744(c)(1) to waive ZR 32-644.

For illustrative purposes, as-of-right signage.

WAIVER PLAN

Figure 4e

Peninsula Hospital Site Redevelopment

III. ENVIRONMENTAL REVIEW PROCESS

The New York City Department of City Planning (DCP), acting as lead agency on behalf of the CPC, has determined that the Proposed Actions would have the potential for significant adverse impacts, thus requiring that an EIS be prepared in conformance with all applicable laws and regulations, including SEQRA, the City's Executive Order No. 91, EQR regulations (August 24, 1977), and relevant guidelines of the 2014 *CEQR Technical Manual*.

The CEQR scoping process is intended to focus the EIS on those issues that are most pertinent to the Proposed Actions. It also allows other agencies and the public a voice in framing the scope of the EIS. During the scoping period, those interested in reviewing the Draft Scope of the EIS may do so and give their comments to the lead agency. The Draft Scope of Work was prepared in conformance to SEQRA and CEQR procedures, and the 2014 *CEQR Technical Manual,* and was distributed for public review on March 23, 2018 following issuance of a Positive Declaration for the proposed project by the lead agency on March 16, 2018 to require completion of a DEIS. The public, interested agencies, CD 14, and elected officials were invited to comment on the Draft Scope, either in writing or orally, at a public scoping meeting held on April 26, 2018 at Queens P.S. 105, located at 420 Beach 51st Street, Far Rockaway, New York 11691. Comments received during the public scoping meeting, and written comments received up to 10 days after the public meeting (until May 7, 2018) were considered and incorporated as appropriate into the Final Scope of the EIS. The lead agency oversaw preparation of this Final Scope, which incorporates all relevant comments on the Draft Scope and revises the extent of methodologies of the studies, as appropriate, in response to comments made during scoping. The DEIS will be prepared in conformance with the Final Scope.

Once the lead agency is satisfied that the DEIS is complete, the document will be made available for public review and comment. The DEIS will accompany the ULURP application through the public hearings at the Community Board and CPC. A public hearing will be held on the DEIS in conjunction with the CPC hearing on the ULURP applications to afford interested parties the opportunity to submit oral and written comments on both the ULURP application and DEIS. The record will remain open for 10 days after the public hearing to allow for receipt of additional written comments on the DEIS. At the close of the public review period, a Final EIS (FEIS) will be prepared that will respond to all substantive comments on the DEIS, along with any revisions to the technical analyses necessary to respond to those comments. The FEIS will then be used by the decision makers to develop CEQR findings, which will address project impacts and proposed mitigation measures, before deciding whether to approve the requested discretionary actions.

IV. EXISTING CONDITIONS

Project Site

Land Use

The Project Site is in the Edgemere neighborhood of Queens and is comprised of three tax lots: Block 15842, Lot 1; Block 15843, Lot 1; and Block 15857, Lot 1, which have a total lot area of 409,928 square feet (sf) (approximately 9.34 acres). The North Parcels are comprised of two contiguous tax lots (Block 15842, Lot and Block 15843, Lot 1), which forms an "L"-shape partly bound by Beach 50th Street and an excluded property (Block 15842, Lot 100) to the east, Rockaway Beach Boulevard to the south, Beach 53rd Street to the west, and Beach Channel Drive to the north. The South Parcel occupies Block 15857, Lot 1 and is bound by Rockaway Beach Boulevard to the north, an adjacent lot (Block 15857, Lot 7) to the east, Beach 52nd Street to the west, and Rockaway Freeway to the south. Rockaway Beach Boulevard and Beach Channel Drive are both wide streets as defined in the ZR; Beach 53rd and Beach 52nd Streets are both narrow streets, as defined in the Zoning Resolution.

The North Parcels were previously occupied by the 173-bed Peninsula Hospital Center (**Figure 5: Land Use Map**). Founded in 1908, it closed operations in April 2012 after its laboratory failed a state examination and was shut down by the New York State Department of Health.[1] The North Parcels were recently cleared of all vacant hospital structures. The South Parcel is vacant with a perimeter fence in the spring of 2018. The Project Site continues to be served by water, sewer, and utility infrastructure that previously served the hospital center.

Zoning

The North Parcels are currently mapped with an R5 zoning district with a C1-2 commercial overlay mapped to a depth of 150 feet from Beach 50th Street on Block 15842, Lot 1. A C8-1 zoning district is mapped on the South Parcel, which is located south of Rockaway **B**each Boulevard.

R5 zoning districts allow a variety of housing types. The maximum residential FAR of 1.25 typically produces three- and four-story attached houses and small apartment buildings. The maximum street wall height in an R5 district is 30 feet and the maximum building height is 40 feet. Above a height of 30 feet, a setback of 15 feet is required from the street wall of the building; in addition, any portion of the building that exceeds a height of 33 feet must be set back from a rear or side yard line. Parking is required for 85% of the number of DUs. Under R5 zoning districts, the maximum community facility FAR is 2.00.

C8-1 zoning districts, along with other C8 districts, bridge commercial and manufacturing uses and provide for automotive and other heavy commercial services that often require large amounts of land. Typical uses are automobile showrooms and repair shops, warehouses, gas stations and car washes—although all commercial uses (except large, open amusements) as well as certain community facilities are permitted in C8 districts. Residential uses are not permitted in C8 districts and performance standards are imposed for certain semi-industrial uses (Use Groups 11A and 16). The maximum FAR is 1.0 in C8-1 districts, and off-street parking requirements vary with use, but generally one parking space is required for every 300 sf of floor area.

A C1-2 commercial overlay district is typically mapped within residential districts on streets that serve local retail needs, such as neighborhood grocery stores, restaurants, and beauty parlors. Commercial uses in mixed-use buildings are limited to one or two floors and must always be located below the residential use. When commercial overlays are mapped in an R5 district, the maximum commercial FAR is 1.0. The depth of the C1-2 overlay district is 150 feet unless otherwise delineated on the zoning map.

[1] Nir, S. M. (2012, May 20). Down to One Hospital, Rockaway Braces for Summer Crowds. The New York Times. Retrieved January 25, 2017, from http://www.nytimes.com/2012/05/21/nyregion/closing-of-peninsula-hospital-in-rockaway-raises-fears.html

Area in the Vicinity of the Project Site

Land Use

Existing land uses within a quarter-mile of the Project Site are predominantly residential (**Figure 5: Land Use Map**). Residential uses east of the Project Site are comprised almost entirely of one- to two-story detached single-family homes, interspersed with vacant lots. West and north of the Project Site, residential developments have higher density and are primarily characterized by four- to 19-story multi-family buildings, including the New York City Housing Authority (NYCHA) Ocean Bay Apartments (Bayside) located directly north of the Project Site and include 24 buildings that range in height from seven to nine-stories. The Arverne View apartment complex is located approximately four blocks southwest of the Project Site and provides 1,100 DUs across 11 buildings, which range in height from four to 19 stories, and The Ocean Bay Apartments (Oceanside) are located one block west of the Project Site and contain seven buildings with heights of seven- to nine-stories. In addition, while beyond the quarter-mile area from the Project Site but within CD 14, the City of New York designated and approved an Urban Renewal Area and Plan in the Downtown Far Rockaway neighborhood of Queens in 2017.

Several open space and recreational resources are situated within a 0.25-mile of the Project Site. Six publicly-accessible open space resources near the Project Site include Arverne Playground and Cardozo Playground to the west, Conch Playground and Edgemere Urban Renewal Park to the northeast, Rockaway Beach and Boardwalk to the southeast, and Rockaway Community Park to the north.

Public facilities and institutional uses near the Project Site include two public schools: P.S. 105, located to the northeast of the Project Site at 420 Beach 51st Street, and Goldie Maple Academy located to the west of the Project Site at 36-5 Beach 56th Street. Located east of the Project Site is an assisted living facility (Rockaway Care Center), a retirement home (Seaview Manor Home for Adults), and the New York City Fire Department (FDNY) Emergency Medical Services (EMS) Station 47. A religious facility (the Solid Rock Seventh Day Adventist Church) is located directly south of the Project Site. A nursing home (Lawrence Nursing Care Center) and public library (Queens Library at Arverne) are located immediately west of the Project Site.

The Peninsula Center for Extended Care and Rehabilitation is directly adjacent to the Project Site at 5015 Beach Channel Drive. A 200-bed nursing home and rehabilitation center, it provides both long-term and short-term care. It is housed in an approximately 128,000 sf, four-story building built in 1974.

A small cluster of industrial uses is located directly adjacent to the east from the southern portion of the Project Site, south of Rockaway Beach Boulevard. These include a moving and storage warehouse as well as a hardwood warehouse.

Retail storefronts are found primarily on Beach Channel Drive and Rockaway Beach Boulevard— including fast food establishments located on the corner of Beach 49th Street and Beach Channel Drive, a medical association and medical office on Beach 54th Street between Rockaway Beach Boulevard and Beach Channel Drive, and local retail stores on Rockaway Beach Boulevard between Beach 52nd Street and Beach 54th Street.

Two Metropolitan Transportation Authority (MTA) bus facilities are located east of the Project Site: an MTA bus depot located on Rockaway Beach Boulevard, between Beach 49th Street and Beach 47th Street, and an MTA bus parking lot is located across the Rockaway Beach Boulevard from the MTA bus depot—adjacent to the eastern side of the Project Site along Beach 50th Street.

In proximity of the Project Site are portions of two URAs: the Arverne URA to the southwest and southeast of the Project Site, and the Edgemere URA to the north and east of the Project Site (**Figure 6: Edgemere**

and Arverne Urban Renewal Areas). HPD proposed a comprehensive development plan for the Arverne URA which was analyzed pursuant to CEQR in a Final Environmental Impact State (FEIS) completed in 2003. The Edgemere Urban Renewal Plan was originally adopted in 1997 and revised in 2008 to promote the development of residential, commercial, community facility, and public space uses, with new infrastructure including street widening and realignment in some areas. In addition, while beyond the quarter-mile area from the Project Site but within CD 14, the City of New York recently designated and approved an Urban Renewal Area and Plan for an approximately 23-block area of the Downtown Far Rockaway neighborhood of Queens.

Zoning

In addition to the zoning districts controlling development on the Project Site, a range of other residential zoning districts and commercial zoning districts/overlays are found near the Project Site. Areas to the north and east of the Project Site are zoned R4, while towards the south, closer to the waterfront, the area is zoned R6 and interspersed with C2-4 commercial overlays. Designated commercial zoning districts, such as C4-3A and C3, are found to the east of the Project Site. East and southeast of the Project Site, existing zoning in the surrounding area consists of medium-density mixed residential and commercial districts, including the C4-3A and C4-4 zoning districts along Rockaway Beach Boulevard. West of the Project Site is zoned R5 and R4A with commercial overlays to include C1-2, C2-3, C2-4, and C1-3 concentrated along Arverne Boulevard and Beach Channel Drive. Additionally, a C3 commercial district is located just northwest of the Project Site. Overall, the surrounding area has a mix of low-density residence districts (R4 and R5), commercial overlays (C1-2 and C2-2), a medium-density residence district (R6), and an automotive/semi-industrial district (C8-1). The surrounding area is characterized by a mix of uses including low- and mid-rise residential buildings, community facilities, transportation and semi-industrial uses, and public open space. A high concentration of public and publicly subsidized housing and long-term care facilities are also present in the surrounding area.

Much of the area north of the Project Site is zoned with an R4 zoning district, which encompasses areas with both public housing and private homes. R4 zoning districts are low-density general residence districts that allow all types of housing. R4 zoning districts permit a maximum FAR of 0.75, plus an attic allowance of up to 20% for inclusion of space under the pitched roof common to these districts . R4 districts generally produce buildings with three stories. To accommodate a potential third floor beneath a pitched roof, the perimeter wall in R4 districts may rise to 25 feet before set back to the maximum building height of 35 feet. Front yards must be 10 feet deep, or a minimum of 18 feet to provide sufficient space for on-site parking if desired. Cars may park in the side or rear yard, in the garage, or in the front yard within the side lot ribbon. The driveway must be within the side lot ribbon unless the lot is wider than 35 feet. Detached houses must have two side yards that total at least 13 feet and each one must be at least five feet wide. Semi-detached buildings need one side yard with a minimum width of eight feet. Multi-family residences must have two side yards and each one must be at least 8 feet wide. The maximum street wall length for a building on single lot is 185 feet. One off-street parking space is required for each dwelling unit.

A small portion to the northwest of the Project Site is mapped with an R4-1 zoning district. R4-1 contextual districts permit only one- and two- family detached and semi-detached houses, with a minimum lot width of 25 feet for detached houses and 18 feet for semi-detached houses, and have a maximum FAR of 0.75, plus an optional 20% increase in FAR for attic allowance. One off-street parking space is required for each dwelling unit.

A large portion of the area south of the Project Site is mapped with an R6 zoning district. R6 zoning districts can range in character from neighborhoods with a diverse mix of building types and heights to large-scale “tower in the park” developments. Developers can choose between height factor regulations, which produce

small multi-family buildings on small zoning lots and tall buildings that are set back from the street, or optional Quality Housing regulations, which produce high lot coverage buildings within height limits that often reflect the scale of older, pre-1961 apartment buildings. Buildings developed pursuant to height factor regulations can have an FAR that ranges from 0.78 (for a single-story building) to 2.43 at a typical height of 13 stories. There are no height limits for height factor buildings, although they must be set within a sky exposure plane which begins at the height of 60 feet above the street line and then slopes inward over the zoning lot. At medium density, off-street parking is required for 70% of a building's DUs, which can be waived if five or fewer spaces are required. Quality Housing regulations, on the other hand, produce high lot coverage buildings set at or near the street line. The maximum lot coverage is 80% and for an interior/through lot maximum coverage is 60% on a wide street and 60% on a narrow street. have a maximum FAR of 3.0 for buildings on a wide street and 2.2 for buildings on a narrow street. On a wide street, the maximum FAR is 3.0, with a base height of 40-60 feet and a maximum building height of 70 feet. On a narrow street, the maximum FAR is 2.2. In CD14, R6 districts are subject to the off-street parking regulations of an R5 zoning district to which off-street parking is required for 85% of all DUs in the building, or 42.5% of income-restricted housing units (IHRU).

C3 commercial zoning districts permit waterfront recreational activities, primarily boating and fishing, in areas along the waterfront that are usually adjacent to residential zoning districts. In addition to facilities for docking, renting, servicing, and storing fishing and pleasure boats, permitted activities include aquatic sports equipment sales and rentals, bicycle shops, ice cream stores and public beaches (Use Group 14). C3 districts also permit residences and community facilities (Use Groups 1-4). The maximum commercial FAR permitted in C3 districts is 0.5 with buildings no more than two stories or 30 feet high. Residential development in C3 districts is governed by R3-2 districts regulations with a maximum residential FAR of 0.50 with attic allowance of up to 20% for inclusion of space under the pitched roof common to these districts. Off-street parking requirements are high but vary with use.

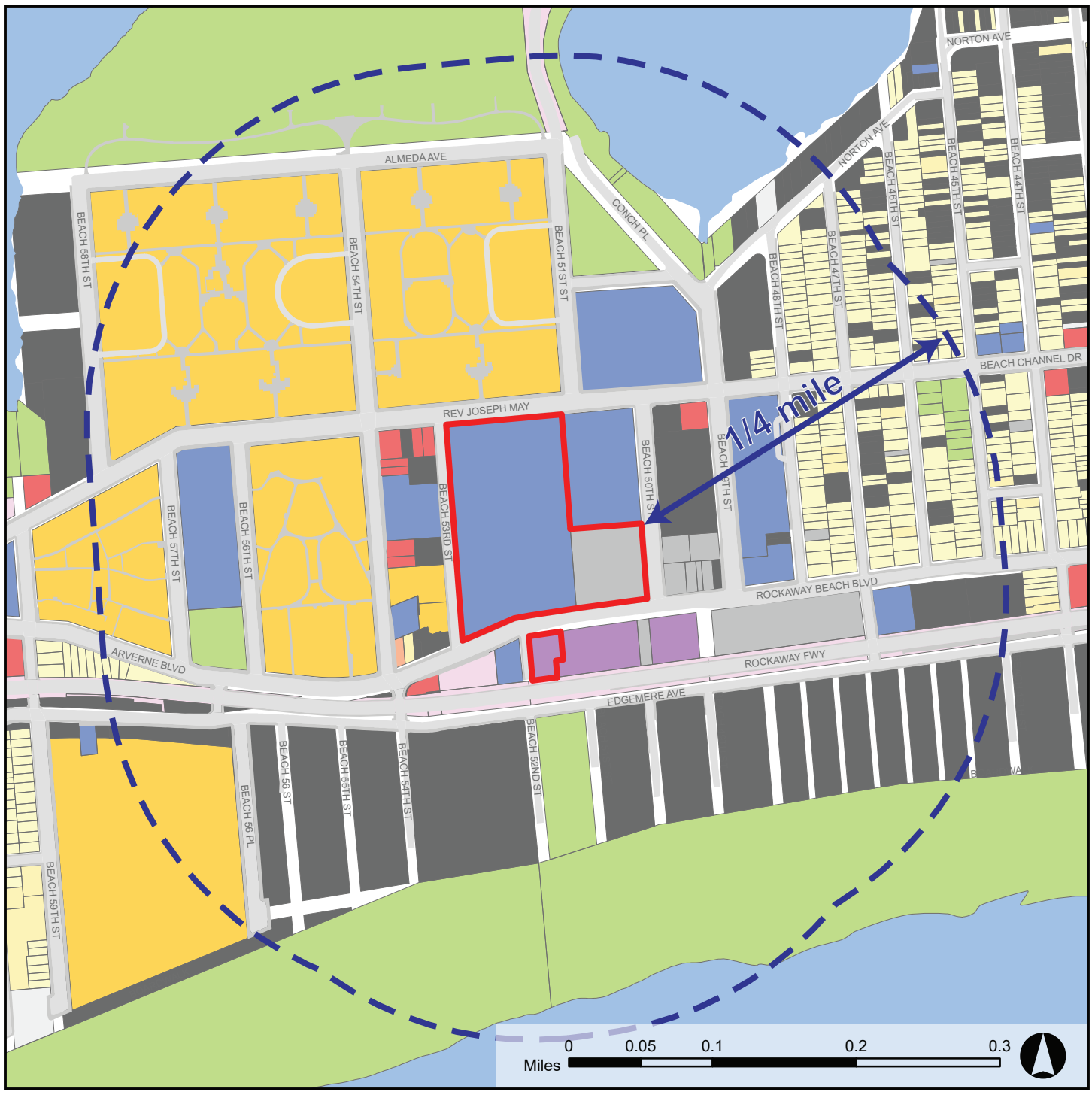
C4-3A zoning districts are mapped in regional commercial centers that are located outside of the central business districts. In these area, specialty and department stores, theaters, and other commercial office uses serve a larger region and generate more traffic than neighborhood shopping areas. Use Groups 5, 6, 8, 9, 10 and 12, which include most retail establishments, are permitted in C4 districts. C4-3A is also designated as a medium-density, contextual commercial district in which the commercial and residential bulk and density regulations differ from corresponding non-contextual commercial districts. Maximum allowed commercial FAR is 3.0 with a maximum residential FAR of 3.0 (R6A equivalent) that can increase with the MIH Program bonus to 3.6. C4-3A zoning districts require accessory parking, such that 1 parking space is provided per 400 sf.

C2-4 districts are commercial overlays mapped within residential districts and along streets that serve local retail needs, typically mapped to a depth of 100 feet. C2-4 districts permit a slightly wider range of uses compared to C1-2 districts and include neighborhood grocery stores, restaurants, and beauty parlors. Off-street parking requirements vary by use but generally one parking space is required for every 1,000 square feet of floor area.

Transportation Network

Major thoroughfares near the Project Site include Beach Channel Drive, Rockaway Freeway, and Rockaway Beach Boulevard/Arverne Boulevard that run in the east-west direction north and south of the Project Site. Nearby public transit access includes the Q22 (Rockaway Beach Boulevard – Beach Channel Drive) bus route, the Q52-SBS (Elmhurst-Arverne) bus route, and the QM17 (Far Rockaway – Midtown) express but route. The closest Q22 stop to the Project Site is located at the intersection of Beach Channel Drive and Beach 51st Street, the closest Q52-SBS stop to the Project Site is located at the intersection of Beach 54th Street and Beach Channel Drive, and the closest QM17 stop to the Project Site is located at the intersection of Beach Channel Drive and Beach 54th Street, which is also a Q22 and Q52-SBS bus stop. Elevated tracks of the MTA-New York City Transit (NYCT) Rockaway (A train) Line run along Rockaway

Freeway, with subway stops at Beach 44th Street (approximately five blocks east of the Project Site) and Beach 60th Street (approximately four blocks west of the Project Site). Additionally, the New York City (NYC) Ferry Service operated by Hornblower on the Rockaway Route stops just one block west of the Project Site at Beach Channel Drive and Beach 54th Street and provides access to the ferry landing located at Beach Channel Drive and Beach 108th Street. The Rockaway ferry route is a new key connection between the Rockaways and Sunset Park Brooklyn, and Lower Manhattan.



Source: 2015 PLUTO, NYCDCP

Project Site

Study Area

One & Two Family Residence

Multi-Family Residence (Walkup)

Multi-Family Residence (Elevator)

Mixed Residential & Commercial

Commercial Use

Industrial / Manufacturing

Transportation / Utility

Public Facilities & Institutions

Open Space & Recreation

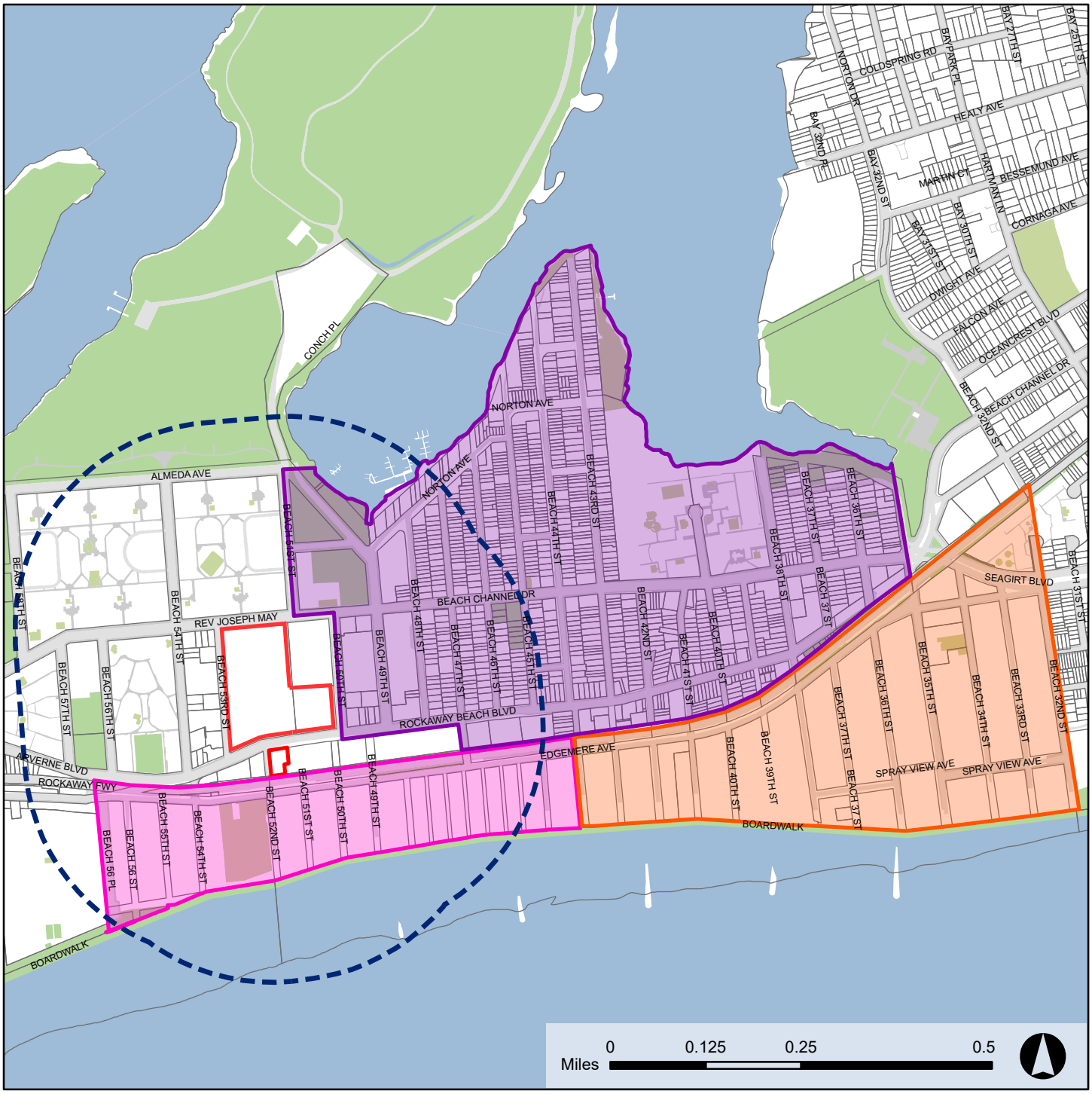
Parking

Vacant Land

LAND USE MAP

Figure 5

Peninsula Hospital Site Redevelopment



Source: 2016 PLUTO, NYCDCP

EDGEMERE, QUEENS

Project Site

Study Area

Arverne Central URA

Arverne East URA

Edgemere URA

EDGEMERE & ARVERNE URBAN RENEWAL AREAS

Figure 6

~~III.~~V. DESCRIPTION OF PROPOSED PROJECT

The Proposed Actions would facilitate the development of a 11-building, approximately 2,371,000 gsf mixed-use affordable housing, retail, and community facility development on the Project Site. The 11 buildings would be distributed on six sub-sections of the Project Site (A, B, C, D, E, and F), with sub-sections A through E on the North Parcels and sub-section F on the South Parcel. The Proposed Project would provide a maximum of 2,200 DUs, of which approximately 1,927 DUs are intended to be restricted to household with incomes up to 80% of AMI (with 201 DUs set aside for AIRS senior housing) and 273 units are intended to be moderate-income DUs (**Figure 7: Proposed Project Site Plan** and **Figure 8: Proposed Project Rendering**). Additional uses would include approximately 72,000 gsf of retail space, with an anticipated fitness center and supermarket; approximately 77,000 gsf of community facility space programmed for medical offices; and approximately 24,000 sf of publicly-accessible open space. Retail and residential uses would be distributed across sub-sections A through D of the Project Site, while residential and community facility uses programmed for medical uses are anticipated to be located on sub-section E and sub-section F would be utilized entirely for residential use. Building heights for the Proposed Project would range from approximately 90 feet to 200 feet (8 to 19 stories). The 201 senior DUs are proposed to be located in Building D2.

Approximately 973 accessory parking spaces would be provided as part of the Proposed Project, comprised of 754 accessory parking spaces for residential use (pursuant to ZR Section 15-15), 144 accessory parking spaces for retail use (pursuant to ZR Section 36-21), and 75 accessory parking spaces for community facility medical office use (pursuant to ZR Section 36-21 Parking would include surface and covered parking facilities on sub-section A; surface, covered and uncovered parking facilities on sub-section B; and covered parking facilities throughout the remaining sub-sections C through F. Parking spaces provided in both parking lots and garages would be accessible 24/7 and would be self-serve.

The Proposed Project includes a privately-owned, publicly-accessible internal street network with two new 60-foot wide publicly-accessible private streets. The first private street would be an extension of the existing Beach 52nd Street, which currently terminates at Rockaway Beach Boulevard. The extension of Beach 52nd Street would proceed northward from Rockaway Beach Boulevard, cut through the center of the Project Site and terminate to Beach Channel Drive. The second would be a new east-west street named Peninsula Way that would extend between Beach 50th Street to Beach 53rd Street. The two new streets would break up the existing superblock, intersect to form a core or central area for the development, and is intended to reorient pedestrians towards the water.

The 24,000 sf of publicly-accessible open space would be distributed across the Project Site and include two major public open spaces: (1) Pedestrian Plaza (Beach 51st Street open space area) and Highpoint intersection, located at the intersection of Beach 52nd Street and Peninsula Way. Both would be designed as areas for pedestrians to gather and socialize. The open spaces would be improved with planters and numerous social seating furniture options that can withstand flooding such as cast-in-place concrete planters, pre-cast concrete paving, HPDE composite material for all site furniture. The Beach 51st open space includes a children's play area to provide more play space within the larger context of the pedestrian plaza by providing a fun and safe alternative to a traditional playground. The design includes rubber play surface in the same language as the rest of the plaza with a mound, timber steppers, and timber balances beams. The edge of the play surface would be flush in some areas for accessibility and rise up in others to form benches. Beach 51st Street is an easement area which allows emergency access to the Peninsula Nursing and Rehabilitation Center adjacent the Project Site. The Proposed Project would design the Beach 51st Street easement area as a pedestrian plaza and play area with publicly-accessible amenities.

The Project Site is located within the one percent annual change flood zone (Flood Hazard Zone AE) according to the Federal Emergency Management Agency's 2015 Preliminary Flood Insurance Rate Maps (FIRMs). The 2015 Preliminary FIRMs indicate that the base flood elevation (BFE) of the Project Site is 10 feet (NAVD88). Consequently, the intersection of Beach 52nd Street and Peninsula Way would be raised

four feet above the BFE to an elevation of 14 feet. The additional project features comprising the Proposed Project would incorporate flood protection measures. Since the Proposed Project is located within the current floodplain, it is subject to review for consistency with the policies of the City's Waterfront Revitalization Program (WRP) and as such, the Proposed Project would employ resiliency and flood management techniques into its design and site planning to an area that is currently improved with paved over concrete and impermeable surfaces. These measures would safeguard proposed residential, commercial, and community facility uses from the effects of climate change, including sea-level rise and more severe storm events.

The distribution of bulk in the Proposed Project is intended to fit into the context of the surrounding area with density focused towards the internal roadway to activate the open space network provided therein. The distribution of uses and floor area for the Proposed Project is provided in **Table 1: Proposed Project**.

Table 1: Proposed Project

Sub-Section	Block/ Lot	Buildings	Residential (gsf)	Residential Units	Commercial (gsf)	Community Facility - Medical (gsf)	Parking (gsf)	Total Area (gsf)	Mechanical (gsf)	Height (ft)
A	15843/1	A1	161,000	181	23,000	-	50,000	234,000	5,000	180
		A2	179,000	205	5,000	-	54,000	238,000	5,000	200
B	15843/1	B1	212,000	230	13,000	-	46,000	271,000	6,000	160
		B2	224,000	246	7,000	-	45,000	276,000	6,000	190
C	15843/1	C1	219,000	269	-	-	53,000	272,000	6,000	150
		C2	261,000	320	10,000	-	30,000	301,000	7,000	200
D	15843/1	D1	104,000	139	6,000	-	6,000	116,000	3,000	150
		D2	128,000	201	8,000	-	12,000	148,000	4,000	130
E	15842/1	E1	194,000	217	-	40,000	30,000	264,000	5,000	200
		E2	115,000	123	-	37,000	29,000	181,000	3,000	150
F	15857/1	F1	61,000	69	-	-	9,000	70,000	2,000	90
TOTAL (Entire Project)			**1,858,000**	**2,200**	**72,000**	**77,000**	**364,000 (973 spaces)**	**2,371,000**	**52,000**	-



Source: Aufgang Architects

EDGEMERE, QUEENS

PROPOSED PROJECT SITE PLAN

Figure 7

Peninsula Hospital Site Redevelopment



Source: Aufgang Architects
Note: For illustrative purposes only

EDGEMERE, QUEENS

PROPOSED PROJECT RENDERING

Figure 8

Peninsula Hospital Site Redevelopment

~~IV.~~VI. PROJECT PURPOSE AND NEED

Since the closure of the Peninsula Hospital in 2012, the Project Site has remained vacant and unutilized. Population in Queens CD 14 increased by approximately 8% between 2000 and 2010, from approximately 106,700 to 115,000 people, respectively. Approximately 44% of households are rent-burdened, which means they spend 35% or more of their income on rent.[2] Moreover, approximately 13.8% of residents in Queens CD 14 are age 65 and over, which is higher than both Queens and the City (13.4% and 12.7%, respectively). The redevelopment of the Project Site is intended to address these concerns by providing up to 2,200 DUs (of which approximately 1,927 DUs are intended to be restricted to households with income levels up to 80% of AMI with 201 DUs set aside for senior housing) near public transit options, including the elevated tracks of the MTA NYCT Rockaway (A train) Line run along Rockaway Freeway, with subway stops at Beach 44th Street and Beach 60th Street. Additionally, the NYC Ferry shuttle by Hornblower for the Rockaway route stops just one block west of the site at Beach Channel Drive and Beach 54th Street and provides access to the ferry landing located at Beach Channel Drive and Beach 108th Street. The Rockaway ferry route is a new key connection for both visitors and commuters to and from the Rockaways to Sunset Park Brooklyn and Lower Manhattan. In addition, the Proposed Project is intended to advance the goals of Mayor Bill de Blasio's *Housing New York: A Five Borough, Ten-Year Plan*, which is a 10-year plan to build or preserve 200,000 affordable apartments across all five boroughs of NYC.

As described above in Section IV, "Existing Conditions," there are limited commercial retail options in the surrounding area of the Project Site, which are primarily situated along Beach Channel Drive and Rockaway Beach Boulevard. The Proposed Project would provide approximately 72,000 sf of additional retail uses, including a supermarket and PCE (fitness center), that would help address the need for such supportive uses, and provide local employment opportunities. The Proposed Project would also provide an additional 77,000 sf of community facility uses, programmed for medical office space. The former Peninsula Hospital was closed and had been vacant since 2012, before the site was cleared of the former hospital structures in the spring of 2018. At present, the nearest medical facility to the Project Site is St. John's Episcopal Hospital – South Shore Division, located approximately 1.5 miles east-northeast, with an EMS station located approximately 870 feet southeast of the Project Site. The closing of Peninsula Hospital and lack of nearby medical facilities creates a need for additional medical facilities on the Rockaway Peninsula.

The Queens CD 14 *Statement of Community Needs* also identifies the high rate of unemployment in Queens CD 14 as a pressing concern. Approximately 10.2% of the civilian labor force in Queens CD 14 is unemployed, compared to only 8.6% in Queens and 9.5% in NYC. The Proposed Project would introduce local retail and medical office space, which would generate approximately 365 new permanent jobs on the Project Site.[3]

In addition, the overall scale of the Proposed Project is intended to fit into the context of the nearby development. The NYCHA Ocean Bay Apartments (Bayside) are located directly north of the Project Site and include 24 buildings that range in height between seven and nine-stories. The Ocean Bay Apartments (Oceanside) are located one block west of the Project Site and contain seven buildings with heights of seven- to nine-stories. The Arverne View apartment complex is located approximately four blocks southwest of the Project Site and provides 1,100 DUs across 11 buildings, which range in height from four to 19 stories. The Proposed Project would consist of 11 buildings and range in height between 8 and 19 stories.

The proposed increase in density is supportive of the City's goal to redevelop vacant and underutilized land to provide affordable housing. The former Peninsula Hospital was closed and has been vacant since 2012. The Proposed Project would allow for the redevelopment of this unused land with affordable housing. The

[2] NYC Planning Community District Profiles, Queens Community District 14, accessed October 17, 2017; https://communityprofiles.planning.nyc.gov/queens/14?section=main#main

[3] Number of jobs calculated using multipliers of 1 employee per 250 sf of retail floor area and 1 employee per 1,000 sf of medical office floor area.

rezoning of the Project Site to both C4-4 and C4-3A districts in conjunction with a zoning text change to provide MIH would result in permanently affordable housing on the Project Site. Under the anticipated MIH designation of Option 1, the Proposed Project would be required to develop 25% of its residential floor area as permanently affordable housing units (approximately 550 units) averaging 60% of the AMI, with no unit targeted at a level exceeding 130% AMI. Furthermore, as stated previously, the Proposed Project intends to provide additional affordable housing by restricting a total of 1,910 of its approximately 2,200 DUs to households with incomes up to 80% of AMI.

Zoning Map Amendment

The Applicant believes the proposed zoning map amendment would be appropriate to address the needs of the surrounding area and CD 14 as a whole. Currently, the Project Site is zoned with R5, R5/C1-2, and C8-1 zoning districts, which are insufficient to achieve the proposed level of affordability. The Proposed Project would transform the 9.34-acre vacant and unutilized Project Site into a vibrant and resilient mixed-use development by activating the pedestrian streetscape with ground floor retail and publicly-accessible open space amenities to serve the needs of the community. As described above in the description of the Project Site, the existing zoning would allow a maximum FAR of 1.25 for residential, 1.0 for commercial, and 2.0 for community facility uses[4]. The Proposed Actions would rezone the Project Site to C4-4 (R7-2 equivalent) and C4-3A (R6A equivalent), and map an MIH area over the Project Site, which would be consistent with the existing zoning in the area surrounding the Project Site and would achieve the proposed level of affordability for the Project Site.

The proposed zoning districts, would increase the maximum FAR in the C4-4 district to 4.6 for residential use, 5.01 for AIRS, 3.4 for commercial uses, and 6.5 for community facility uses. It would also increase the maximum FAR within the C4-3A district to 3.6 for residential use and 3.9 for AIRS, 3.0 for commercial uses, and 6.5 for community facility uses. The increase in density is appropriate along two wide streets—Rockaway Beach Boulevard and Beach Channel Drive. Wide streets are generally better suited to accommodate increased density and commercial development. Furthermore, Rockaway Beach Boulevard and Beach Channel Drive serve as the main east-west corridors traversing the peninsula and are thereby apt to support the density of the Proposed Project.

The proposed C4-4 and C4-3A zoning districts permit a wider range of residential and commercial uses than would be permitted under the existing R5 and R5/C1-2 zoning districts, in which uses are primarily limited to local retail uses (Use Group 6). The proposed C4-3A zoning classification on the South Parcel would also extend the C4-3A contextual district that is already found east of the Project Site along Rockaway Beach Boulevard. The proposed C4-4 and C4-3A zoning districts would support new, mixed-use, mixed income development at medium densities that would provide retailers an additional customer base and the opportunity to capture more spending on the peninsula, diversify the mix of commercial offerings, and allow for additional uses to attract new employers.

Zoning Text Amendments

The zoning text amendments, in conjunction with the zoning map amendment and, are intended to better address the needs of CD 14. The zoning text amendment to Appendix F (Inclusionary Housing and Mandatory Inclusionary Housing Area) to designate the Project Site as a MIH area would ensure that any future residential development within the MIH area includes permanently affordable DUs.

[4] The existing zoning on the Project Site was established with the enactment of the ZR in 1961 and has not been updated to reflect the changing uses in the area near the Project Site or in the Edgemere neighborhood. Existing zoning in the surrounding area consists of medium-density mixed residential and commercial districts, including the C4-3A and C4-4 zoning districts just east and southeast of the Project Site along Rockaway Beach Boulevard. Additionally, the surrounding area has a mix of low-density residence districts (R4 and R5), commercial overlays (C1-2 and C2-2), a medium-density residence district (R6), and an automotive/semi-industrial district (C8-1). The surrounding area is characterized by a mix of uses including low- and mid-rise residential buildings, community facilities, transportation and semi-industrial uses, and public open space. A high concentration of public and publicly subsidized housing and long-term care facilities are also present in the surrounding area.

The zoning text amendment to ZR Section 74-744(a) would allow a PCE (fitness center) as-of-right without obtaining a special permit from the BSA, as currently required. The addition of a PCE would provide a needed amenity for the residents of the Proposed Project and the surrounding community.

Large-Scale General Development (LSGD)

To develop a project with overall better urban design, the Applicant is seeking a LSGD special permit pursuant to ZR Section 74-743 to allow variations in the height and setback regulations within a LSGD. The LSGD text allows for flexibility from the rigidities of zoning district regulations to encourage the development of the best possible site plan. A LSGD Restrictive Declaration would be recorded at the time all land use-related actions required to authorize the proposed project's development are approved.

The Proposed Project would require LSGD special permits to allow for the distribution of floor area within the LSGD waivers of height and setback requirements, side and rear yard equivalent, and zoning text amendments to permit a fitness center as-of-right. The LSGD special permits would allow for the development of a superior site plan through the distribution of bulk within the overall development beyond that permitted as-of-right.

The Applicant believes that the Proposed Project is of a scale that would be particularly appropriate for a LSGD. It would consist of 11 buildings built over 409,928 sf of lot area. The Applicant anticipates starting construction in December 2019 and it is estimated that full build-out of the Proposed Project would span approximately 10 to 15 years. The LSGD plan would maximize the amount of space within the Project Site that could be devoted to open spaces and street network by permitting additional bulk to be placed closer to zoning lot lines, and development at greater heights than would be permitted by the current or proposed zoning districts. The Proposed Project would also include a privately-owned and publicly accessibly street network that would bisect the Project Site from the north to south between Beach Channel Drive and Rockaway Beach Boulevard and from the east to the west between Beach 50th Street and Beach 53rd Street. The street network is intended to break up the existing super block into four smaller portions each of which would contain approximately four buildings. The network of privately-owned, publicly-accessible streets and pedestrian walkways provided by the LSGD plan would provide internal traffic and pedestrian circulation within the residential development. Furthermore, the internal street network is well-connected to the existing roadway network to aptly connect the development with the surrounding community and create a new connection to Rockaway Freeway with the extension of Beach 52nd Street. Additionally, the approximately 24,000 sf of open space programmed for the Proposed Project would be in the form of a publicly-accessible plaza and play area designed to create an attractive space and streetscape for pedestrians to gather and encourage circulation through the Project Site. A LSGD special permit would allow for flexibility with the site design while also providing for a well-planned development that would create predictability for the development and infrastructure that would be provided for a project of this scale.

The waivers would permit the limited but necessary relief of height, yard, and setback regulations within an LSGD would allow for the creation of a superior site plan that accommodates the programming of the Proposed Project

~~V.~~VII. FRAMEWORK FOR ANALYSIS

An EIS is a comprehensive document used to systematically consider environmental effects, evaluate reasonable alternatives, and identify and mitigate, to the maximum extent practicable, any potentially significant adverse environmental impacts. The EIS provides a means for the lead and involved agencies to consider environmental factors and choose among alternatives in their decision-making related to a proposed action. This section outlines the analysis framework that will be examined in the EIS.

Reasonable Worst-Case Development Scenario

To assess the potential effects of the Proposed Actions, a RWCDS was developed for the Project Site. The RWCDS looks at both the anticipated development that would occur in the future on the Project Site without the Proposed Actions (the future "No-Action" condition) and the development that would occur in the future on the Project Site with the Proposed Actions (the future "With-Action" condition). The incremental difference between the future No-Action and future With-Action conditions serves as the basis for the impact analysis in the environmental review.

Analysis Year

The 11 buildings that comprise the Proposed Project would be developed over a number of years. The Applicant expects to start construction sometime in 2019 and estimates that construction of all buildings could take approximately 10 years. As noted above, the Applicant intends to seek public funds and/or financing from various City and New York State agencies and/or programs related to affordable housing development and, as such, that administrative process could possibly extend full build-out of the Proposed Project. Therefore, the analysis year for the Proposed Project is assumed to be 2034 for the bulk of the impact analyses and 2029 for purposes of construction-related analyses. The 2029 analysis year is more conservative for purpose of the construction-period analysis because it considers a greater overlap of construction activities. Build-out of the new roads would be coincident with the completion of the frontages of buildings A1 through F1. Demolition of existing structures on the Project Site were conducted independently of the Proposed Actions.

The Future without the Proposed Actions (No-Action Condition)

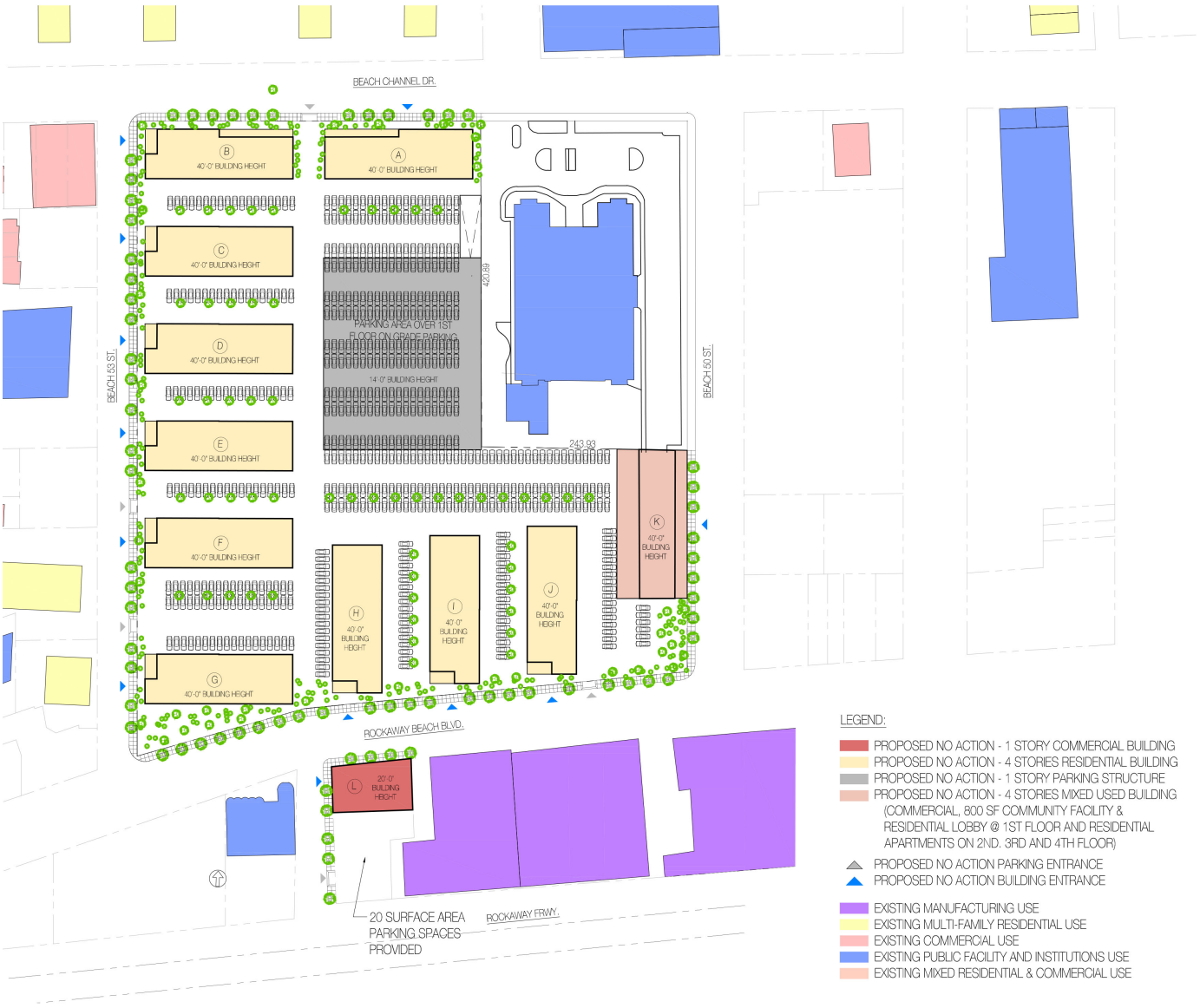
In the future absent the Proposed Actions (the "No-Action" condition) the Project Site would remain under the existing zoning designations, as described in Section III, "Existing Conditions." Market-rate, residential development, along with supporting retail space, would be feasible on the Project Site and would be constructed as-of-right in conformance to existing zoning designations. The existing zoning of R5/C1-2 and C8-1 would allow a maximum residential FAR of 1.25, and a maximum commercial FAR of 1.0. The maximum FAR for all community facility use on the Project Site would be 2.0. As such, the total maximum FAR for mixed-use would be 1.25 for the Project Site, which would yield a total maximum floor area of 508,385 zoning square feet (zsf).

Absent the Proposed Actions, development on the Project Site would include 12 buildings, including approximately 482,523 gsf of residential space (providing 568 DUs), 21,659 gsf of local retail space, 800 gsf of community facility space, and 557 accessory parking spaces[5] (**Figure 9: No-Action Condition Site Plan**, **Table 2: No-Action Condition**). Of the 557 parking spaces, 457 would be provided on surface parking lots and the additional 100 would be provided in an underground parking garage located in the center of the northern portion of the Project Site. The No-Action condition would result in approximately 504,982 gsf of development on the Project Site.

[5] Comprised of 483 accessory parking spaces for residential use (pursuant to ZR §25-251), 72 accessory parking spaces for retail use (pursuant to ZR §36-21), and two accessory spaces for community facility use (pursuant to ZR §36-21).

Table 2: No-Action Condition

Block/Lot	Building	Residential (gsf)	Residential Units	Local Retail (gsf)	Medical (gsf)	Structure Parking (gsf)	Total Parking Spaces (Surface Lots and Structure)	Total Area (gsf)	Height (feet)
15843/1	A	44,897	53	0	0	40,000	46	44,897	40
15843/1	B	44,433	52	0	0		45	44,433	40
15843/1	C	45,319	53	0	0		45	45,319	40
15843/1	D	45,319	53	0	0		45	45,319	40
15843/1	E	45,319	53	0	0		45	45,319	40
15843/1	F	45,319	53	0	0		45	45,319	40
15843/1	G	45,319	53	0	0		45	45,319	40
15843/1	H	45,319	53	0	0		45	45,319	40
15843/1	I	45,319	53	0	0		45	45,319	40
15842/1	J	44,319	53	0	800		47	45,319	40
15842/1	K	30,641	32	15,585	0		84	47,026	40
15857/1	L	0	0	6,074	0		20	6,074	15
TOTAL		**482,523**	**568**	**21,659**	**800**	**40,000**	**557**	**544,982**	



Source: Aufgang Architects
Note: For illustrative purposes only

EDGEMERE, QUEENS

NO-ACTION CONDITION SITE PLAN

Figure 9

The Future with the Proposed Actions (With-Action Condition)

The development program and building design for the Applicant's Proposed Project, as described above, would represent the With-Action condition for environmental analysis purposes. The proposed zoning districts, along with establishing the proposed MIH area, would allow an increase of maximum FAR on the North Parcels to 4.6 for residential use, 5.01 for residential use for seniors (AIRS), 3.4 for commercial uses, and 6.5 for community facility uses. It would also increase the maximum FAR to 3.6 FAR for residential use and 3.9 FAR for AIRS on the South Parcel. The LSGD Restrictive Declaration would not restrict specific Use Groups but would restrict the overall residential, commercial and community facility floor area. Because the LSGD special permit would require the Proposed Project to be in substantial conformance with the approved plans and zoning calculations, which includes the overall maximum floor area for residential, commercial and community facility use, the Proposed Project would be the worst-case development scenario for the With-Action condition.

Increment

As described in **Table 3: Incremental Development Between No-Action and With-Action Conditions**, the incremental difference between the No-Action condition and With-Action condition consists of approximately 1,826,018 gsf of development comprised of the following uses: approximately 1,375,477 gsf residential floor area (or approximately 1,632 DUs), approximately 50,341 gsf of retail space, approximately 76,200 gsf of community facility uses, 324,000 gsf of parking space, and 416 accessory parking spaces.

The Applicant intends to provide a substantial amount of affordable housing in the Proposed Project by restricting a total of 1,927 of its approximately 2,200 DUs to households with incomes up to 80% AMI. Furthermore, as stated above, under the anticipated MIH designation of Option 1, the Proposed Project would be required to develop 25% of its residential floor area as permanently affordable housing units (approximately 550 units). For purposes of the environmental review, whatever is the more conservative incremental basis of market-rate verses affordable DUs for an individual impact analysis will be utilized in the DEIS.

Table 3: Incremental Development Between No-Action and With-Action Conditions

RWCDS	No-Action (gsf)	With-Action (gsf)	Increment (gsf)
Residential gsf	482,523	1,858,000	**1,375,477**
Total DUs	*568*	*2,200*	***1,632***
Income-Restricted DUs above 80% AMI to not exceed 130% AMI	*568*	*273*	***-295***
Income-Restricted DUs up to 80% AMI	*0*	*1,927*	***1,927***
Commercial gsf	21,659	72,000	**50,341**
Community Facility gsf	800	77,000	**76,200**
Parking gsf	40,000	364,000	**324,000**
Parking spaces	*557*	*973*	***416***
Total gsf	544,982	2,371,000	**1,826,018**
Mechanical gsf	0	52,000	**52,000**
Open Space sf	0	24,000	**24,000**

~~VI.~~VIII. PROPOSED SCOPE OF WORK FOR THE DEIS

Since the Proposed Actions would affect several areas of environmental concern, some of which were found to have the potential to result in significant adverse impacts, pursuant to the Environmental Assessment Statement (EAS) and Positive Declaration, an EIS will be prepared in conformance to SEQRA (Article 8 of the New York State Environmental Conservation Law) and its implementing regulations found at 6 NYCRR Part 617, New York City Executive Order No. 91 of 1977, as amended, and the Rules and Procedure for CEQR, found at Title 62, Chapter 5 of the Rules of the City of New York.

Consistent with the guidance of the *CEQR Technical Manual* dated March 2014, the EIS will include:

- A description of the Proposed Project and its environmental setting;
- A statement of the significant adverse environmental impacts of the Proposed Project, including short- and long-term effects;
- An identification of any significant adverse environmental effects that cannot be avoided if the Proposed Project is implemented;
- A discussion of reasonable alternatives to the Proposed Project;
- An identification of irreversible and irretrievable commitments of resources that would be involved in the Proposed Project, should it be implemented; and
- A description of mitigation proposed to eliminate or minimize any identified significant adverse environmental impacts of the Proposed Project.

The analyses in the EIS will be based on the RWCDS. Based on the preliminary screening assessments as outlined in the *CEQR Technical Manual* and detailed in the EAS, all the CEQR technical areas warrant assessment and would therefore be included in the EIS, except (1) Natural Resources and (2) Energy. The specific technical areas to be evaluated in the EIS, and the methodologies proposed to evaluate their effects, are described below.

TASK 1. PROJECT DESCRIPTION

The first chapter of the EIS introduces the reader to the Proposed Actions and sets the context in which to assess impacts. The chapter contains a description of the Proposed Actions: its location; the background and/or history of the project; a statement of the purpose and need; key planning considerations that have shaped the current proposal; a detailed description of the Proposed Actions and the Proposed Project they would facilitate; and discussion of the approvals required, procedures to be followed, and the role of the EIS in the process. This chapter is the key to understanding the Proposed Actions and its impact, and gives the public and decision-makers a base from which to evaluate the Proposed Actions.

In addition, the project description chapter will present the planning background and rationale for the actions being proposed and summarize the RWCDS for analysis in the EIS. The section on approval procedures will explain the ULURP process, its timing, and hearings before the Community Board, the Queens Borough President's Office, the NYC Planning Commission (CPC), and the New York City Council. The role of the EIS as a full-disclosure document to aid in decision-making will be identified and its relationship to ULURP and the public hearings will be described.

TASK 2. LAND USE, ZONING AND PUBLIC POLICY

A land use analysis characterizes the uses and development trends in the area that may be affected by a proposed action and determines whether a proposed action is either compatible with those conditions or whether it may affect them. Similarly, the analysis considers the action's compliance with, and effect on, the area's zoning and other applicable public policies. This chapter will analyze the potential impacts of the Proposed Project on land use, zoning, and public policy, pursuant to the methodologies presented in the *CEQR Technical Manual*. The primary land use study area will consist of the Project Site, where the potential effects of the Proposed Actions would be directly experienced (reflecting the proposed rezoning and resultant RWCDS). The secondary land use study area would include the neighboring areas within a 0.25-mile radius from the Project Site, as shown in **Figure 5**, which could experience indirect impacts. The analysis will include the following:

- Brief development history of the primary (i.e., Project Site) and secondary study areas;
- Description and map of land use patterns and trends in the study areas, including recent development activity;
- Description and map of existing zoning and recent zoning actions in the study areas;
- Description of public policies that apply the study areas, including: Far Rockaway Empire Zone, the City's WRP, the City's sustainability policies, and the City's affordable housing policies including *Housing New York*;
- Discussion of predominant land use patterns, including recent land use trends and major factors influencing land use trends;
- List of future development projects in the study area that are expected to be constructed by the 2034 analysis year and may influence future land use trends, including pending zoning actions or other public policy actions that could affect land use patterns and trends in the study areas. Based on these planned projects and initiatives, assessment of future land use and zoning conditions without the Proposed Project;
- Description of proposed zoning changes and the potential land use changes resulting from the Proposed Actions;
- Assessment of the effects of the Proposed Actions on land use and land use trends, public policy, and zoning in the study area. Discuss the Proposed Actions potential effects related to issues of compatibility with surrounding land use, consistency with zoning and other public policy, and the effect of the Proposed Project on ongoing development trends and conditions in the area; and
- Preparation of a Consistency Assessment Form for the City's WRP as the Project Site is in the NYC Coastal Zone. The analysis will assess the consistency of the Proposed Actions and resultant Proposed Project with the WRP policies.

TASK 3. SOCIOECONOMIC CONDITIONS

The socioeconomic character of an area includes its population, housing, and economic activity. Socioeconomic changes may occur when a project directly or indirectly changes any of these elements. Although socioeconomic changes may not result in impacts under *CEQR*, they are disclosed if they would affect land use patterns, low income populations, the availability of goods and services, or economic investment in a way that changes the socioeconomic character of the area. This chapter will assess the potential effects of the Proposed Actions on the socioeconomic character of the study area.

The socioeconomic study area boundaries are dependent on the size and characteristics of the Proposed Actions and the resulting Proposed Project, pursuant to Section 310 of Chapter 5 of the *CEQR Technical Manual.* A socioeconomic assessment seeks to assess the potential to change socioeconomic character relative to the study area population. For projects or actions that result in an increase in population, the scale of the relative change is typically represented as a percent increase in population (i.e., a project that would result in a relatively large increase in population may be expected to affect a larger study area). The Proposed Actions would result in a net increase of 1,632 DUs on the Project Site, which would generate approximately 4,252 new residents. If the Proposed Actions would result in a population increase by 5% compared to the expected No-Action population in the 0.25-mile study area, the socioeconomic study area would be expanded to a 0.5-mile radius, consistent with the *CEQR Technical Manual.*

The five principal issues of concern with respect to socioeconomic conditions are whether a proposed action would result in significant adverse impacts due to: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on specific industries. As detailed below, the Proposed Actions warrants an assessment of socioeconomic conditions with respect to indirect residential displacement only.

As determined in the EAS, the Proposed Actions would not result in development that would exceed the *CEQR Technical Manual* analysis thresholds of 500 displaced residents or 100 displaced employees, and therefore, would not have the potential to result in significant adverse impacts due to direct residential and direct business/institutional displacement. The Proposed Actions would also not result in an increase of commercial development by 200,000 sf or more, which is the *CEQR Technical Manual* threshold for assessing the potential for indirect business displacement of a project; therefore, an assessment of indirect business and institutional displacement is not warranted.

The Proposed Actions do not require changes such as a citywide regulatory change that would adversely affect the economic and operational conditions of certain types of business or processes such that socioeconomic conditions would be affected in the neighborhood. Furthermore, non-residential uses in the Proposed Project include approximately 72,000 gsf of retail space and approximately 77,000 gsf of community facility space, which is intended to serve a local demand that is unmet. Therefore, based on the type of non-residential uses included in the Proposed Project, no potential significant adverse impacts on specific industries would be anticipated and no further analysis is warranted.

The Proposed Actions would result in a net increase of more than 200 new residential units, which is the *CEQR Technical Manual* threshold for assessing the potential indirect residential effects of a project. Therefore, an assessment of indirect residential displacement will be provided in the EIS. The assessment of indirect residential displacement will begin with a preliminary assessment as detailed below to determine whether a detailed analysis is necessary. Detailed analyses will be conducted for those areas in which the preliminary assessment cannot definitively rule out the potential for significant adverse impacts. The detailed assessments will be framed in the context of existing conditions and evaluations of the future No-Action and With-Action conditions in 2034, including any population and employment changes anticipated to take place by the analysis year for the Proposed Actions.

Indirect Residential Displacement

Indirect residential displacement is the involuntary displacement of residents that results from a change in socioeconomic conditions created by a proposed project. Indirect residential displacement could occur if a proposed project either introduces a trend or accelerates a trend of changing socioeconomic conditions that may potentially displace a vulnerable population to the extent that the socioeconomic character of the neighborhood would change. To assess this potential impact, the *CEQR Technical Manual* seeks to answer a series of threshold questions in terms of whether the project substantially alters the demographic character of an area through population change or introduction of higher-priced housing.

The indirect residential displacement analysis will use the most recent available U.S. Census data, NYC Department of Finance's Real Property Assessment Data database, and current real estate market data to present demographic and residential market trends and conditions for the study area. The preliminary assessment will carry out the following the multi-step evaluation:

- Step 1: Determine if the Proposed Actions would result in adding a substantial new population with different income as compared with the income of the study area population. If the expected average incomes of the new population would be similar to the average incomes of the study area populations, no further analysis is necessary. If the expected average incomes of the new population would exceed the average incomes of the study area populations, then Step 2 of the analysis will be conducted.

- Step 2: Determine if the Proposed Actions resulting population is large enough to affect real estate market conditions in the study area. If the population increase may potentially affect real estate market conditions, then Step 3 will be conducted.

- Step 3: Determine whether the study area has already experienced a readily observable trend towards increasing rents and the likely effect of the action on such trends and whether the study area potentially contains a population at risk of indirect displacement resulting from rent increases due to changes in the real estate market caused by the new population.

A detailed analysis, if warranted, would utilize more in-depth demographic analysis and field surveys to characterize existing conditions of residents and housing, identify populations at risk of displacement, assess current and future socioeconomic trends that may affect these populations, and examine the effects of the Proposed Actions prevailing socioeconomic trends and, thus, impacts on the identified populations at risk.

TASK 4. COMMUNITY FACILITIES AND SERVICES

The demand for community facilities and services is directly related to the type and size of the new population generated by the development resulting from a proposed project.

The Proposed Actions would result in a net increase of 1,632 DUs on the Project Site. According to Table 6-1 of the *CEQR Technical Manual*, this level of development in Queens would trigger a detailed analysis for elementary and intermediate schools, high schools, child care centers, and libraries. The assessments of potential impacts on each are described below. Analyses of police/fire services and health care facilities are not warranted as the Proposed Actions would neither introduce a sizeable new neighborhood where one has not previously existed, nor would it displace or alter a hospital or public health clinic, fire protection services facility, or police station.

The preliminary assessment of community facilities determined that the Proposed Project would not require a detailed assessment on health care facilities, though a qualitative assessment will be provided in the EIS.

Public Schools

The number of students that would be generated by a proposed project are estimated by "Projected Public-School Ratios" (i.e., the number of elementary, intermediate, and high school students that would be generated by each residential unit). New Projected Public-School Ratios data was recently released by the NYC School Construction Authority (SCA) in support of the NYC Department of Education (DOE)/SCA FY2020-2024 Capital Plan Proposed November 2018. The new Projected Public-School Ratios were based on the 2012-2016 American Community Survey – Public Use Microdata Sample available on the at SCA website under Capital Plan Reports & Data. Based on student generation rates for public elementary, intermediate and high schools for Queens Community School District (CSD) 27, the net increase of 1,632 DUs generated by the Proposed Actions would result in 444 elementary school students, 200 intermediate school students, and 186 high school students. As the total number of elementary and intermediate students is greater than 50**,** a detailed analysis of elementary and intermediate schools will be provided in the EIS. As the total number of high school students is greater than 150, a detailed analysis of high schools will also be provided in the EIS. The elementary and intermediate school analysis will incorporate the following:

- The primary study area for the analysis of elementary and intermediate schools is the school district's "sub-district" in which the project is located, pursuant to *CEQR* guidelines. As the Project Site is located within CSD 27, Sub-District 1, the elementary and intermediate school analyses will be conducted for schools in that sub-district;

- Public elementary and intermediate schools serving CSD 27, Sub-District 1 will be identified and located. Existing capacity, enrollment, and utilization data for all public elementary and intermediate schools within the affected sub-district will be provided for the current (or most recent) school year, noting any specific shortages of school capacity;

- Conditions that would exist in the No-Action condition for the sub-district will be identified taking into consideration projected changes in future enrollments, including those associated with other developments in the affected sub-district, using the SCA's Projected New Housing Starts. Plans to alter school capacity either through administrative actions on the part of the DOE, or as a result of the construction of new school space prior to the 2034 analysis year, will also be identified or incorporated into the analyses. DOE will be consulted on their 2015-2019 Five Year Capital Plan to determine which projects have commenced site preparation and/or construction and should be included in the quantitative analysis or qualitative discussion;

- Future conditions with the Proposed Actions will be analyzed, adding students likely to be generated to the projections for the future No-Action condition. Potential impacts will be assessed based on the difference between the With-Action projections and No-Action projections for enrollment, capacity, and utilization in 2034; and

- A determination of whether the Proposed Actions would result in significant adverse impacts to elementary and/or intermediate schools will be made. A significant adverse impact may occur, warranting consideration of mitigation, if the Proposed Project would result in: (1) a collective utilization rate of the elementary and/or intermediate schools in the sub-district study area that is equal to or greater than 100% in the With-Action condition; and (2) an increase of 5% or more in the collective utilization rate between the No-Action and With-Action conditions.

A similar detailed analysis will also be carried out for high schools:

- The primary study area for the analysis of high schools is the borough in which the project is located, pursuant to *CEQR Technical Manual* guidelines. As the Project Site is in Queens, the analysis will be conducted for high schools in Queens;

- High schools in all school districts located in Queens will be identified and located. Existing capacity, enrollment, and utilization data for all high schools within Queens will be provided for the current (or most recent) school year, noting any specific shortages of school capacity;

- Conditions that would exist in the No-Action condition for the borough will be identified taking into consideration projected changes in future enrollments using the SCA's Projected New Housing Starts. Plans to alter school capacity either through administrative actions on the part of DOE, or as a result of the construction of new school space prior to the 2034 analysis year, will also be identified or incorporated into the analyses. DOE will be consulted on their 2015-2019 Five Year Capital Plan to determine which projects have commenced site preparation and/or construction and should be included in the quantitative analysis or qualitative discussion;

- Future conditions with the Proposed Actions will be analyzed, adding students likely to be generated to the projections for the No-Action condition. Impacts will be assessed based on the difference between the With-Action projections and No-Action projections for enrollment, capacity, and utilization in 2034; and

- A determination of whether the Proposed Project would result in significant adverse impacts to high schools will be made. A significant adverse impact may result, warranting consideration of mitigation, if the Proposed Project would result in: (1) a collective utilization rate of the high schools in Queens that is equal to or greater than 100% in the With-Action condition; and (2) an increase of 5%or more in the collective utilization rate between the No-Action and With-Action conditions.

Publicly-Funded Child Care and Head-Start Centers

The *CEQR Technical Manual* threshold for determining the need for a detailed child care analysis is an addition of 20 or more eligible children under the age of six based on the number of low or low to moderate residential DUs generated by the Proposed Project. Based on the approximately 1,726[6] non-senior DUs the Applicant intend to be restricted to households with incomes up to 80% of AMI and the generation rates for Queens in the *CEQR Technical Manual*, it is estimated that approximately 242 children eligible for publicly-funded child care centers would be generated by the Proposed Project. Therefore, a detailed analysis is warranted and will be provided in the EIS**.** This analysis will include the following tasks:

- Existing publicly-funded child care centers within approximately 1.5 miles of the Project Site will be identified. Each facility will be described in terms of its location, number of slots (capacity), enrollment, and utilization in consultation with the NYC Administration for Children's Services (ACS);

- For the No-Action condition, information will be obtained for any changes planned for child care programs or facilities in the area, including the closing or expansion of existing facilities and the establishment of new facilities. Any expected increase in the population of children under age six within the eligibility income limitations will be discussed as potential additional demand, and the potential effect of any population increases on demand for child care services in the study area will be assessed. The available capacity or resulting deficiency in slots and the utilization rate for the study area will be calculated for the No-Action condition;

- The potential effects of the additional eligible children resulting from the Proposed Actions will be assessed by comparing the estimated net demand over capacity to a net demand over capacity in the No-Action condition; and

- A determination of whether the Proposed Actions would result in significant adverse impacts to child care centers will be made. A significant adverse impact may result, warranting consideration

[6] While there are 1,927 income-restricted units at up to 80% of AMI, this number excludes the 201 income restricted units at up to 80% AMI that are reserved for seniors, which are not anticipated to generate children eligible for publicly funded child care.

of mitigation, if the Proposed Actions would result in both of the following: (1) a collective utilization rate of the group child care centers in the study area that is greater than 100% in the With-Action condition; and (2) an increase of 5% or more in the collective utilization rate of child care centers in the study area between the No-Action and With-Action conditions.

Libraries

As indicated in the *CEQR Technical Manual*, if a proposed project increases the number of DUs served by the local library branch by more than 5%, then an analysis of library services is necessary. In Queens, the introduction of 622 DUs would represent a 5% increase in DUs per branch. As the Proposed Actions would result in the addition of 1,632 DUs, it would exceed the CEQR threshold requiring a detailed analysis for libraries. Therefore, a detailed analysis of libraries is warranted and will be provided in the EIS. The analysis will include the following:

- The primary study area of libraries is approximately 0.75-miles from the Project Site, which is the distance that one might be expected to travel for such services. The Queens Library at Arverne is the only public library currently located within the 0.75-mile area from the Project Site;
- A brief description of existing libraries within the study area, their information services, and their user population will be provided, and a profile of the existing population served will be included. The branch holdings (books, CD-ROMs, DVDs, Videotapes, etc.) and circulation data will be identified. “Holdings” per resident will be estimated to provide a quantitative gauge of available resources in the applicable branch libraries to form the baseline for the analyses;
- For the No-Action condition, the future population in the study area based on demographic and socioeconomic analyses will be estimated. Information from the Queens Library concerning any planned new branches serving the study area and changes to existing branches, including building additions and the size of collections and special programs, will be documented. Using the information gathered for the existing conditions, holdings per resident in the No-Action condition is then estimated;
- For the With-Action condition, the estimated population to be added by the Proposed Project will be determined and added to that of the No-Action population to determine the project’s effects on the library’s ability to provide information services to its uses. Holdings per resident in the With-Action condition will be estimated and then compared to the No-Action holdings estimate; and
- A determination of whether the Proposed Actions would result in significant adverse impacts to libraries will be made in accordance with *CEQR Technical Manual* guidelines. A significant adverse impact may result, warranting consideration of mutation, if the Proposed Actions would increase the study area population by 5% or more over No-Action levels, and it is determined, in consultation with the appropriate library agency that this increase would impair the delivery of library services in the study area.

TASK 5. OPEN SPACE

If a project would add population to an area, demand for existing publicly-accessible open space facilities would typically increase. Indirect effects on publicly-accessible open space resources may occur when the population generated by the Proposed Project would be sufficiently large to noticeably diminish the ability of an area's open space to serve the future population. An open space assessment is typically warranted if an action would directly affect an open space or if it would increase the population by more than:

- 350 residents or 750 workers in areas classified as "well-served areas;"
- 50 residents or 125 workers in areas classified as "underserved areas;"
- 200 residents or 500 workers in areas that are not within "well-served" or "underserved areas."

The Proposed Project is located in neither an area underserved or well-served area by open space and would generate a net increase of 1,632 DUs and approximately 149,000 gsf of retail and community facility space, or approximately 4,251 residents and 277 workers generated by the Proposed Project. As this would exceed the associated residential and worker analysis thresholds of 200 residents and 500 workers, an assessment of both residential and non-residential open space is warranted and will be provided in the EIS.

The open space analysis will consider both passive and active open space resources. Passive open space ratios will be assessed within a non-residential (0.25-mile radius) study area and a residential (0.5-mile radius) study area. Active open space ratios will be assessed for the 0.5-mile residential study area. Both study areas would generally comprise those census tracts that have 50% or more of their area located within the 0.25-mile radius and 0.5-mile radius of the Project Site, respectively, as recommended in the *CEQR Technical Manual*. The resultant open space study areas are shown in **Figure 10: Open Space Study Area**.

The detailed open space analysis will include the following:

- Characteristics of the two open space user groups (residents and workers/daytime users) will be determined. To determine the number of residents in the study areas, 2010 Census data will be compiled for census tracts comprising the non-residential and residential open space study areas. As the study areas may include a workforce and daytime population that may also use open spaces, the number of employees and daytime workers in the study areas will also be calculated, based on reverse journey-to-work census data;
- Existing passive and active open spaces within the 0.25-mile and 0.5-mile open space study areas will be inventoried and mapped. The condition and usage of existing facilities will be described based on the inventory and field visits. Acreages of these facilities will be determined, and the total study area acreages will be calculated. The percentage of passive and active open space will also be calculated;
- Based on the inventory of facilities and study area populations, passive and active open space ratios will be calculated for the residential and worker populations and compared to City guidelines to assess adequacy. Open space ratios are expressed as the amount of open space acreage (total, passive, and active) per 1,000 users;
- Expected changes in future levels of open space supply and demand in the 2034 analysis year will be assessed, based on other planned development projects within the open space study areas. Any new open space or recreational facilities that are anticipated to be operational by the analysis year will also be accounted for. Open space ratios will be calculated for future No-Action conditions and compared with exiting ratios to determine changes in future levels of adequacy; and
- Effects on open space supply and demand resulting from increased residential and worker populations associated with the Proposed Actions will be assessed. Any new accessory open

space facilities included in the Proposed Project would also be considered. The assessment of the Proposed Actions' impacts will be based on a comparison of open space ratios for the future No-Action versus future With-Action conditions. If the open space ratio would have a substantial change from the No-Action condition to the With-Action condition, approaching or exceeding 5%, then a qualitative, detailed analysis will be required. The qualitative analysis will be performed to determine if the changes resulting from the Proposed Actions constitute a substantial change (positive or negative) or an adverse effect to open space conditions. The qualitative analysis will assess whether or not the study areas are sufficiently served by open space, given the type (active vs. passive), capacity, condition, and distribution of open space, and the profile of the study area populations.



Source: 2015 PLUTO, DCP; Field Surveys - August 2016

Note: Publicly-accessible open space is considered in the quantitative assessment.
The residential study area includes Thursby Basin Park per DCP direction.

EDGEMERE, QUEENS

- Project Site
- Existing Open Space
- Publicly-Accessible Open Space
- Census Tracts
- 0.25-Mile Radius
- 0.5-Mile Radius
- Non-Residential Study Area
- Residential Study Area

1. Arverne Playground
2. Cardozo Playround
3. Conch Playground
4. Rockaway Beach and Boardwalk
5. Rockaway Community Park

EXISTING OPEN SPACE MAP

Figure 10

Peninsula Hospital Site Redevelopment

TASK 6. SHADOWS

A shadows analysis assesses whether new structures resulting from a proposed action would cast shadows on sunlight-sensitive publicly-accessible resources or other resources of concern, such as natural resources, and to assess the significance of their impact. This chapter will examine the potential for the Proposed Project to result in significant and adverse shadow impacts in conformance with guidance in the *CEQR Technical Manual*. Generally, the potential for shadow impacts exists if an action would result in new structures or additions to buildings resulting in structures over 50 feet in height that could cast shadows on important natural features, publicly-accessible open space, or on historic features that are dependent on sunlight. New construction or building additions resulting in incremental height changes of less than 50 feet can also potentially result in shadow impacts if they are located adjacent to, or across the street from, a sunlight-sensitive resource.

The Proposed Actions would result in the construction of new buildings that would be greater than 50 feet in height. The EIS will assess the Proposed Project on a site-specific basis for potential shadowing effects on sunlight-sensitive features and disclose the range of shadow impacts, if any, which are likely to result from the Proposed Project. The shadows analysis in the EIS will include the following tasks:

- A preliminary screening assessment will be prepared to ascertain whether shadows from the Proposed Project may potentially reach any sunlight-sensitive resources at any time of year;
- A Tier 1 Screening Assessment will be conducted to determine the longest shadow study area for the projected and potential developments, which is defined as 4.3 times the height of a structure (the longest shadow that would occur on December 21st, the winter solstice). A base map that illustrates the locations of the projected and potential developments in relation to the sunlight-sensitive resources will be developed;
- A Tier 2 Screening Assessment will be conducted if any portion of a sunlight-sensitive resource lies within the longest shadow study area. The Tier 2 assessment will determine the triangular area that cannot be shaded by the projected and potential developments, which in NYC is the area that lies between -108 and +108 degrees from true north;
- If any portion of a sunlight-sensitive resource is within the area that could be potentially shaded by the projected or potential developments, a Tier 3 Screening Assessment will be conducted. The Tier 3 Screening Assessment will determine if shadows resulting from the Proposed Project can reach a sunlight-sensitive resource using three-dimensional computer modeling software with the capacity to accurately calculate shadow patterns. The model will include a three-dimensional representation of the sunlight-sensitive resource(s) and the Proposed Project to determine the extent and duration of new shadows that would be cast on sunlight-sensitive resources as a result of the Proposed Project; and
- If the screening analysis does not rule out the possibility that action-generated shadows would reach any sunlight-sensitive resources, a detailed analysis of potential shadow impacts on publicly-accessible open spaces or sunlight-sensitive historic resources resulting from development will be provided in the EIS. The detailed shadow analysis will establish a baseline condition (No-Action), which will be compared with the With-Action condition to illustrate the shadows cast by existing or future buildings and distinguish the additional (incremental) shadow cast by the Proposed Project. The detailed analysis will include the following:
    - A summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource.
    - An assessment of the significance of any shadow impacts on sunlight-sensitive resources.

- If potential significant adverse impacts are identified, the amount of remaining sunlight on those sensitive resources, as well as the types of vegetation and or recreational activities involved, will be considered.

TASK 7. HISTORIC AND CULTURAL RESOURCES

Historic and cultural resources include both architectural and archaeological resources. Such resources are identified as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. Historic resources include designated New York City Landmarks (NYCLs) and Historic Districts (NYCHDs); properties calendared for consideration as NYCLs by the Landmarks Preservation Commission (LPC) or determined eligible for NYCL designation; properties listed on the State and National Register of Historic Places (S/NR) or formally determined eligible for S/NR listing, or properties contained within a S/NR listed or eligible district; properties recommended by the New York State board for listing on the S/NR; and National Historic Landmarks.

According to the *CEQR Technical Manual*, a historic and cultural resources assessment is required if a project would have the potential to affect either archaeological or architectural resources. It is expected that Proposed Project would require subsurface disturbance on the Project Site and thus it will be necessary to analyze the potential impacts of the Proposed Actions on archaeological resources. Although, as stated in the EAS, preliminary review of available information sources did not identify known and/or eligible architectural resources on or in proximity of the Project Site, the potential for such resources existing could not be ruled out. Therefore, consistent with the *CEQR Technical Manual*, the historic and cultural resources analysis will be conducted and include the following tasks:

- Consultation with LPC regarding the potential architectural and archaeological sensitive of the Project Site. The study area for architectural resources is defined by a 0.25-mile radius from the boundary of the Project Site. The study area for archaeological resources is the area of subsurface work for the Proposed Project;
- Map and briefly describe any known architectural resources within the 0.25-mile study area surrounding the Project Site;
- Identify potential architectural resources in consultation with LPC; and
- Evaluate the potential for the Proposed Actions to result in direct, physical effects on any identified architectural and archaeological resources. Assess the potential for the Proposed Actions to result in any visual and contextual impacts on architectural resources. Potential effects will be evaluated through a comparison of the No-Action condition and the With-Action condition.

TASK 8. URBAN DESIGN AND VISUAL RESOURCES

Urban design is the totality of components that may affect a pedestrian's experience of public space. An assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. When an action would potentially obstruct view corridors, compete with icons in the skyline, or would result in substantial alterations to the streetscape of the neighborhood by noticeably changing the scale of buildings, a more detailed analysis of urban design and visual resources would be appropriate. As the Proposed Actions would rezone the Project Site to allow higher density, an assessment of urban design and visual resources will be provided in the EIS.

The urban design study area will be the same as that used for the land use analysis (delineated by a 0.25-mile radius from the Project Site boundary). For visual resources, the view corridors within the study area

from which such resources are publicly viewable will be identified. The preliminary assessment will consist of the following tasks:

- Based on field visits, the urban design and visual resources of the directly affected area and adjacent study area will be described using text, photographs, and other graphic material, as necessary, to identify critical features, use, bulk, form, and scale;
- In coordination with Task 2, "Land Use, Zoning, Public Policy," the changes expected in the urban design and visual character of the study area due to known development projects in the future No-Action condition will be described; and
- Potential changes that could occur in the urban design character of the study area as a result of the Proposed Actions will be described. For the Project Site, the analysis will focus on the general massing assumed for the Proposed Project, as well as elements such as street wall height, setback, and building envelope. Photographs and/or other graphic material will be utilized, where applicable, to assess the potential effects on urban design and visual resources, including view of/to resources of visual or historic significance and a three-dimensional representation of the future With-Action condition streetscape.

A detailed urban design and visual resources analysis will be prepared if warranted based on the preliminary assessment. The analysis would describe the potential changes that could occur to urban design and visual resources in the future With-Action condition, in comparison to the future No-Action condition, focusing on the changes that could negatively affect a pedestrian's experience of the area.

The *CEQR Technical Manual* indicates that construction of large buildings at locations that experience high wind conditions may result in an exacerbation of wind conditions due to "channelization" or "downwash" effects that may affect pedestrian safety. The need for a wind analysis is based on several factors, including whether the location is exposed to high wind conditions, such as along west and north-west facing waterfronts, as well as the size and orientation of the buildings that are proposed to be constructed. While the Project Site is located near a waterfront, it is not aligned with a west or northwest facing waterfront, nor it is anticipated that the Proposed Actions would result in a uniform street wall that would channelize downward wind pressure; thus, a pedestrian wind condition analysis is not warranted.

TASK 9. HAZARDOUS MATERIALS

The objective of the hazardous materials assessment is to determine whether the Project Site may have been adversely affected by current or historical uses at or adjacent to the site. Given the land use history of the Project Site and/or parcels in close proximity, potential exposure to hazardous materials could occur as the result of the Proposed Actions; therefore, the EIS will include an assessment of hazardous materials on and in vicinity of the Project Site. This assessment will primarily examine the potential for impacts related to subsurface contamination, including an evaluation of the existing soil and groundwater conditions in areas that would be affected by the Proposed Project.

Provided in this EIS chapter will be a summary of the results of a Phase I Environmental Site Assessment (ESA) as prepared for the Project Site. The Phase I ESA will consist of a thorough review of any previous reports, historical maps, City directories, and environmental database materials to identify any potential environmental impacts that would lead to a concern for hazardous materials impacts. A visual inspection of the Project Site will also be conducted to assess any potential for hazardous materials impacts. The hazardous materials chapter will summarize the findings of the completed Phase I ESA conducted for the Project Site and will include any necessary recommendations for additional testing or other activities that would be required either prior to or during construction and/or operation of the project. The appropriate remediation measures specific to the future uses of the site will be provided.

TASK 10. WATER AND SEWER INFRASTRUCTURE

The water and sewer infrastructure assessment determines whether a proposed action may adversely affect the City's water distribution or sewer system and, if so, assess the effects of such actions to determine whether their impact is significant. The *CEQR Technical Manual* outlines thresholds for analysis of an action's water demand and its generation of wastewater and stormwater.

Water Supply

A preliminary analysis of water supply infrastructure is needed if the project would result in an exceptionally large demand for water or if it is in an area that experiences low water pressure. If the project does not meet any of these thresholds, no further analysis of water supply infrastructure is needed. As the Project Site is in the Rockaway Peninsula, which is an area that experiences low water pressure, an analysis of water supply is warranted. The water supply assessment will include the following tasks:

- The existing water distribution system serving the Project Site will be described based on information obtained from the Department of Environmental Protection's Bureau of Water Supply and Wastewater Collection;
- The existing water demand generated on the Project Site will be estimated;
- Water demand generated on the Project Site in the No-Action and With-Action conditions will be projected; and
- The effects of the incremental demand on the City's water supply system will be assessed to determine if there would be impacts to water supply or pressure. The incremental water demand will be defined as the difference between the water demand in the With-Action condition and the demand in the No-Action condition.

Wastewater and Stormwater Infrastructure

The threshold of a preliminary wastewater and stormwater infrastructure analysis for projects in Queens that are in areas that are separately sewered varies based on the incremental development over the No-Action condition and the existing zoning district(s) that a project site is located.

The Proposed Site is in a separately sewered area, with the northern portion zoned R5 and the southern portion zoned C8-1. The Proposed Actions would result in an increase over the No-Action condition of 1,632 DUs and 193,705 gsf of retail and community facility space. As this net increase of DUs would be greater than the 100-DU threshold for project sites located in separately sewered areas with an existing zoning designation of R5, a preliminary assessment of wastewater and stormwater conveyance and treatment is required. The wastewater and stormwater infrastructure assessment will include the following tasks:

- The appropriate study area for the assessment will be established in accordance with the guidelines of the *CEQR Technical Manual* and in consultation with the Department of Environmental Protection (DEP). The Proposed Actions' directly affected area is primarily located within the service area of the Rockaway Wastewater Treatment Plant (WWTP);
- The existing stormwater drainage system and surfaces (pervious or impervious) on the Project Site will be described, and the amount of stormwater generated on the Project Site will be estimated using the volume calculation worksheet as referenced in the *CEQR Technical Manual*;
- The existing sewer system serving the Project Site will be described based on records obtained from DEP. The existing flows to the Rockaway WWTP, which serves the directly affected area, will be obtained for the latest twelve-month period, and the average dry weather monthly flow will be presented;

- Any changes to the stormwater drainage plan, sewer system, and surface area expected in the future without the Proposed Actions will be described, as warranted;
- Future stormwater generation from the Proposed Project will be assessed to determine the Proposed Actions' potential to result in impacts. Changes to the Project Site's surface area will be described, runoff coefficients and runoff for each surface type/area will be presented, and volume and peak discharge rates from the site will be determined based on the DEP volume calculation worksheet; and
- Sanitary sewage generation for the Project Site will also be estimated. The effects of the incremental demand on the system will be assessed to determine if there will be any impact on operations of the Rockaway WWTP.

A more detailed assessment may be required if increased sanitary or stormwater discharges from the Proposed Project are predicted to affect the capacity of portions of the existing sewer system, exacerbate combined sewer overflow volumes/frequencies, or contribute greater pollutant loadings in stormwater discharged to receiving water bodies. The scope of a more detailed analysis, if necessary, will be developed based on conclusions from the preliminary infrastructure assessment and coordinated with the lead agency and DEP.

TASK 11. SOLID WASTE AND SANITATION SERVICES

The objective of a solid waste assessment is to determine whether an action has the potential to cause a substantial increase in solid waste production that may overburden available waste management capacity or otherwise be inconsistent with the City's Solid Waste Management Plan or with State policy related to the City's integrated solid waste management system. If a project's generation of solid waste in the With-Action condition would not exceed 50 tons per week, it may be assumed that there would not be sufficient public or private carting and transfer station capacity in the metropolitan area to absorb the increment. Since the Proposed Actions would induce new development that could generate an excess of 110 tons which has the potential to result in a net increase of more than 50 tons of solid waste per week compared to No-Action conditions, an assessment of solid waste and sanitation services is warranted. The solid waste assessment will provide an estimate of the additional solid waste expected to be generated by the Proposed Project and assesses its effects on the City's solid waste and sanitation services. This assessment will:

- Describe existing and future NYC solid waste disposal practices;
- Estimate solid waste generation on the Project Site for existing, No-Action, and With-Action conditions; and
- Assess the impacts of the Proposed Actions' solid waste generation on the City's collection needs and disposal capacity. The Proposed Actions' consistency with the City's Solid Waste Management Plan will also be assessed.

TASK 12. TRANSPORTATION

The objective of a transportation analysis is to determine whether a proposed action may have a potential significant impact on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, the safety of all roadway users (pedestrians, bicyclists and motorists), on and off-street parking, or goods movement. The Proposed Actions would facilitate a new residential, commercial, and community facility development, which would generate additional vehicular travel and demand for parking, as well as additional subway and bus riders and pedestrian traffic. These new trips have the potential to affect the area's transportation systems.

Due to the recent implementation of city ferry service between the Rockaways, Sunset Park, and Lower Manhattan, the ferry mode share is not yet captured by the latest census data. Furthermore, while New York City Economic Development Corporation (NYCEDC) has started to survey ferry riders, no survey results are currently available. However, NYCEDC has indicated that because a ferry shuttle bus is provided for the Rockaway ferry stop, this ferry location does draw ridership beyond the walk radius. It is assumed that five percent of the residents would travel by ferry, and that those residents would shift from the subway (three percent) and auto (two percent). It is conservatively assumed that residents traveling by ferry would use the Q22 bus route, rather than the existing free shuttle service to travel from the Project Site to the Rockaway ferry landing located at Beach 108th Street and Beach Channel Drive.

Travel Demand and Screening Assessment

Transportation impact analysis methodologies for proposed projects in NYC are defined in the *CEQR Technical Manual*, which outlines a two-tiered screening process. The Level 1 screening assessment includes a trip generation analysis to determine whether the Proposed Actions would result in more than 50 vehicle trips, 200 subway/rail or bus riders, or 200 pedestrian trips in a peak hour. The Level 2 screening includes an assignment of trips to the roadway network to identify intersections with 50 or more vehicle trips, pedestrian elements with 200 or more pedestrian trips, 50 bus trips in a single direction on a single route, or 200 passengers at a subway station or line during any analysis peak hour which would require detailed analyses. The results of the screening analysis are described in a Transportation Demand Factors (TDF) memorandum, included in **Appendix C**. Detailed vehicle, pedestrian and transit trip assignments (a Level 2 screening assessment) were prepared based on the results of the Proposed Actions' travel demand forecast to identify the intersections and elements selected for quantified analysis.

Traffic

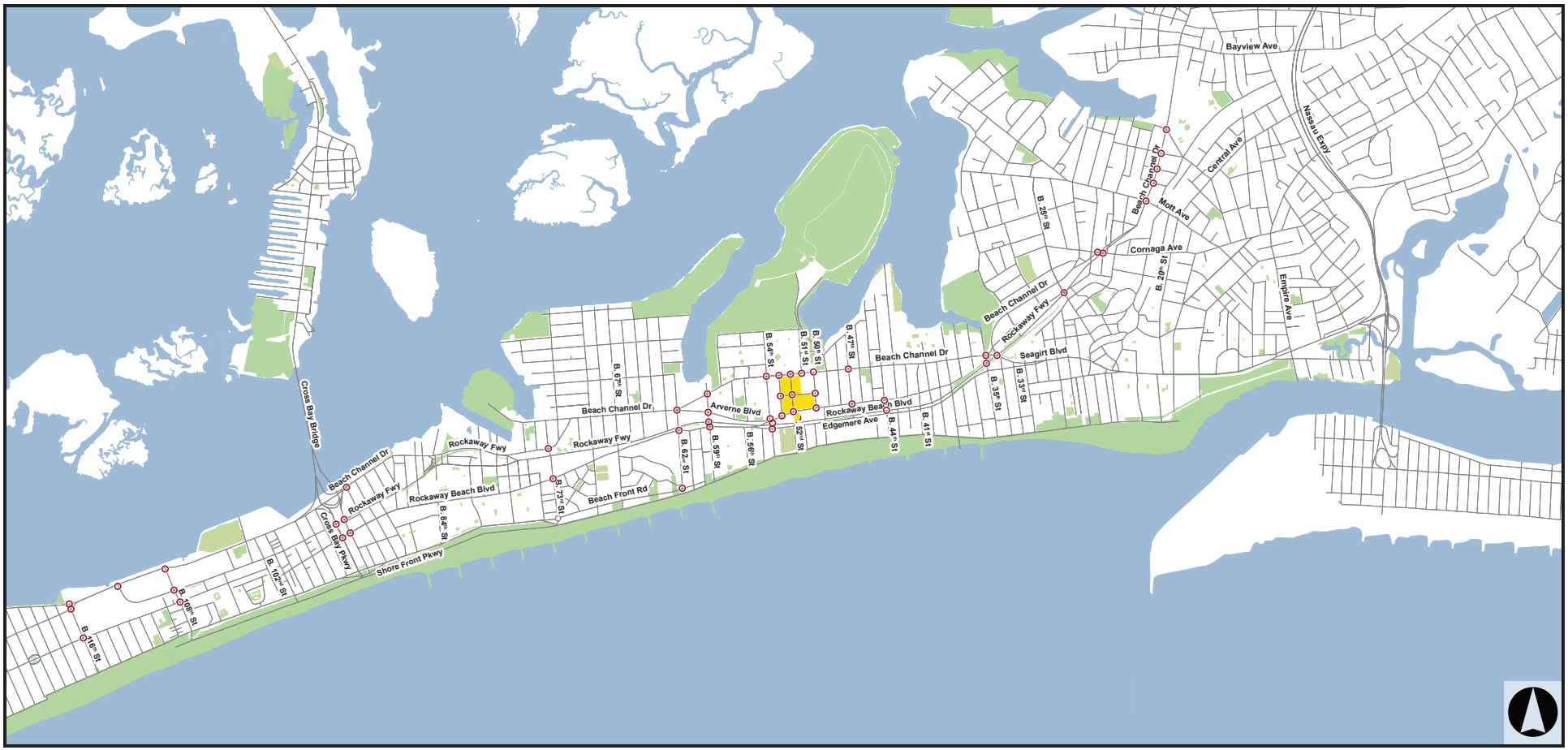
According to the criteria specified in the *CEQR Technical Manual,* traffic analyses are generally required at intersections where more than 50 new vehicle trips would be generated by a proposed project during an individual peak hour based on the results of the vehicle trip assignment. Based on a review of existing traffic volumes and peak hour traffic that would be generated by the land uses to be developed as part of the Proposed Project, it was determined that individual intersections exceed this threshold during the following four critical peak hours:

- Weekday AM peak hour: 7:30 AM to 8:30 AM
- Weekday MD peak hour: 1:00 PM to 2:00 PM
- Weekday PM peak hour: 5:00 PM to 6:00 PM
- Saturday MD peak hour: 2:30 PM to 3:30 PM

The Proposed Project would generate more than 50 vehicle trips at 46 existing intersections in the study area, plus an additional five intersections and nine driveways that would be created as part of the Proposed Project, during at least one of the study peak hours described above. In accordance with the *CEQR Technical Manual*, detailed quantitative analyses will be performed at these 51 intersections and nine driveways during the Weekday AM, Weekday MD, Weekday PM, and Saturday MD peak hours (see **Figure 11: Vehicular Study Area Locations**). Therefore, the following 51 vehicle study locations were included in the study area:

1. Beach Channel Dr & Beach 116th St
2. Newport Ave and Beach 116th St
3. Rockaway Beach Blvd and Beach 116th St
4. Beach Channel Dr and Rockaway Fwy
5. Beach Channel Dr and Beach 108th St

6. Rockaway Fwy and Beach 108th St
7. Rockaway Beach Blvd and Beach 108th St
8. Beach Channel Dr & Beach 92nd St
9. Rockaway Fwy & Cross Bay Pwky
10. Rockaway Beach Blvd & Cross Bay Pkwy
11. Rockaway Fwy & Beach 94th St
12. Rockaway Beach Blvd & Beach 94th St
13. Beach Channel Dr & Beach 73rd St
14. Rockaway Beach Blvd & Beach 73rd St
15. Beach Channel Dr & Beach 62nd St
16. Rockaway Beach Blvd & Beach 62nd St
17. Beach Front Rd & Beach 62nd St
18. Beach Channel Dr & Beach 59th St
19. Arverne Blvd & Beach 59th St
20. Rockaway Fwy & Beach 59th St
21. Rockaway Beach Blvd & Beach 59th St
22. Beach Channel Dr & Beach 54th St
23. Arverne Blvd & Beach 54th St
24. Rockaway Fwy & Beach 54th St
25. Edgemere Ave & Beach 54th St
26. Beach Channel Dr & Beach 53rd St
27. Rockaway Beach Blvd & Beach 53rd St
28. Rockaway Beach Blvd & Beach 52nd St (New southbound approach at existing intersection)
29. Beach Channel Dr & Beach 51st St
30. Beach Channel Dr & Beach 50th St
31. Rockaway Beach Blvd & Beach 50th St
32. Beach Channel Dr & Beach 52nd St (Future Intersection)
33. Peninsula Way & Beach 53rd St (Future Intersection)
34. Peninsula Way & Beach 52nd St (Future Intersection)
35. Peninsula Way & Beach 50th St (Future Intersection)
36. Beach Channel Dr & Beach 47th St
37. Arverne Blvd/Rockaway Beach Blvd & Beach 47th St
38. Rockaway Beach Blvd & Beach 44th St
39. Rockaway Fwy & Beach 44th St
40. Beach Channel Dr/Seagirt Blvd & Beach 35th St
41. Rockaway Fwy & Beach 35th St
42. Rockaway Fwy & Seagirt Blvd
43. Rockaway Fwy and Beach 25th St
44. Rockaway Fwy and Cornaga Ave
45. Beach Channel Dr and Cornaga Ave
46. Beach Channel Dr & Mott Ave
47. Dix Ave and Beach Channel Dr
48. Birdsall Ave and Beach Channel Dr
49. Nameoke Ave and Beach Channel Dr
50. Hassock St and Beach Channel Dr
51. Rockaway Fwy & Beach 52nd St (Future Intersection)



Proposed Project

Study Locations

VEHICULAR STUDY AREA LOCATIONS

Figure 11

Peninsula Hospital Site Redevelopment

The following outlines the anticipated scope of work for conducting a traffic impact analysis for the Proposed Actions:

- Conduct a count program for traffic analysis locations that includes a mix of automatic traffic recorder (ATR) machine counts and intersection turning movement counts, along with vehicle classification counts and travel time studies (speed runs) as support data for air quality and noise analyses. Turning movement count data will be collected at each analyzed intersection during the weekday and Saturday peak hours and will be supplemented by nine days of continuous ATR counts. Vehicle classification count data will be collected during each peak hour at several representative intersections along each of the principal corridors in the study area. The turning movement counts, vehicle classification counts, and travel time studies will be conducted concurrently with the ATR counts. Where applicable, available information from recent studies near the study area will be compiled, including data from such agencies as New York City Department of Transportation (NYCDOT) and DCP;

- Inventory physical data at each of the analysis intersections, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, bicycle routes, curbside parking regulations, and vehicle queue lengths. Signal phasing and timing data for each signalized intersection included in the analysis will be obtained from NYCDOT;

- Determine existing traffic operating characteristics at each analysis intersection including capacities, volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service (LOS) per lane group, per intersection approach, and per overall intersection. This analysis will be conducted using the 2000 Highway Capacity Manual methodology with the latest approved Highway Capacity Software (HCS);

- Based on available sources, Census data and standard references including the *CEQR Technical Manual,* estimate the demand from other major developments planned near the Project Site by the 2034 analysis year. This will include total daily and peak hour person and vehicular trips, and the distribution of trips by auto, taxi, and other modes. Mitigation measures accepted for all No-Action projects as well as other NYCDOT initiatives will be included in the future No-Action network, as applicable;

- Compute the future 2034 No-Action traffic volumes based on approved background traffic growth rates for the study area and demand from major development projects expected to be completed in the future without the Proposed Actions. Incorporate planned changes to the roadway system anticipated by 2034 and determine the No-Action v/c ratios, delays, and LOS at analyzed intersections;

- Based on available sources, Census data, and standard references including the *CEQR Technical Manual*, develop a travel demand forecast for the Project Site based on the net change in uses compared to the No-Action condition. Determine the net change in vehicle trips expected to be generated by the Proposed Project, as described in the TDF memorandum. Assign the net project-generated trips in each analysis period to likely approach and departure routes, and prepare traffic volume networks for the 2034 future with the Proposed Project condition for each analyzed peak hour; and

- Determine the v/c ratios, delays, and LOS at analyzed intersections for the With-Action condition and identify significant adverse traffic impacts in accordance with *CEQR Technical Manual* criteria.

Transit

Based on the screening assessments, the Proposed Actions would generate greater than 200 subway trips at the Beach 44th Street and Beach 60th Street stations during at least one of the commuter peak hours. Therefore, in accordance with the *CEQR Technical Manual*, detailed quantitative analyses will be performed at the following subway elements during the Weekday AM and PM peak hours:

- Subway line haul analysis for the A train
- 60th Street Station
    - Control Area
    - Entry/exit stairway on the north side of Rockaway Freeway on the east side of the station
    - Four platform stairs
    - Southbound exit-only control area and stairway on the south side of Rockaway Freeway
- 44th Street Station
    - Control Area
    - Entry/exit stairway on the north side of Rockaway Freeway on the west side of the station
    - Two southbound platform stairs

As the Proposed Actions would generate greater than 200 subway trips at the Beach 44th Street and Beach 60th Street stations during the Saturday MD peak hour, detailed quantitative subway linehaul analyses on the A train may be performed during the Saturday and Sunday MD peak hours.

Based on the screening assessments, the Proposed Actions would generate greater than 50 bus trips in a single direction for the Q22 and Q52-SBS during the Weekday AM and PM commuter peak hours. Therefore, in accordance with the *CEQR Technical Manual*, detailed quantitative analyses will be performed for the Q22 in the eastbound and westbound directions and for the Q52-SBS in the eastbound and westbound directions during the Weekday AM and PM peak hours.

Pedestrians

Based on criteria specified in the *CEQR Technical Manual,* projected pedestrian volume increases of more than 200 pedestrians per hour at any sidewalk, crosswalk, or intersection corner would be considered a location with the potential for significant impacts and would require a detailed analysis. As the Proposed Project would generate more than 200 pedestrians per hour at multiple locations within the study area during any of the peak hours based on a combination of walk, subway, and bus trips, a detailed pedestrian analysis will be prepared during the four peak hours for 50 existing pedestrian elements (seven crosswalks, 16 sidewalks, 25 corners, and two median elements) during the Weekday AM, Weekday MD, Weekday PM, and Saturday MD peak hours. It is also assumed that due to the development of internal roadways and pedestrian elements within the Proposed Project, there would be an additional 30 pedestrian elements included in the future analyses (seven crosswalks, 12 sidewalks, and 11 corners).

The pedestrian study locations are listed below (see **Figure 12: Pedestrian Study Locations**):

- Beach 54th Street and Beach Channel Drive (6 elements)

Crosswalks	Corners	Sidewalks
South	NE	NW corner, E-W leg
	NW	

	SE	
	SW	

- Beach 53rd Street and Beach Channel Drive (5 elements)

Crosswalks	Corners	Sidewalks
South	SE	SE corner, E-W leg
	SW	SW corner, E-W leg

- Beach 52nd Street and Beach Channel Drive (3 elements)

Crosswalks	Corners	Sidewalks
		SE corner, E-W leg (new)
	SE (new)	
	SW (new)	

- Beach 51st Street and Beach Channel Drive (1 element)

Crosswalks	Corners	Sidewalks
	SE	

- Beach 53rd Street and Internal Roadway (4 elements)

Crosswalks	Corners	Sidewalks
East (new)	NE (new)	NE corner, N-S leg (new)
	SE (new)	

- Beach 52nd Street and Internal Roadway (15 elements)

Crosswalks	Corners	Sidewalks
West (new)	NE (new)	NE corner, N-S leg (new)
East (new)	NW (new)	NW corner, N-S leg (new)
South (new)	SE (new)	SE corner, N-S leg (new)
North (new)	SW (new)	SE corner, E-W leg (new)
		SW corner, N-S leg (new)
		SW corner, E-W leg (new)
		NW corner, E-W leg (new)

- Beach 50th Street and Internal Roadway (1 element)

Crosswalks	Corners	Sidewalks
		SW corner, E-W leg (new)

- Beach 59th Street and Arverne Boulevard (3 elements)

Crosswalks	Corners	Sidewalks
	NE	NE corner, E-W leg
	SE	

- Beach 57th Street and Arverne Boulevard (4 elements)

Crosswalks	Corners	Sidewalks
North	NE	NE corner, E-W leg
	NW	

- Beach 56th Place and Rockaway Beach Boulevard/Arverne Avenue (4 elements)

Crosswalks	Corners	Sidewalks	Median Elements
	NE		South median, East side
	NW		South median, West side

- Beach 56th Street and Rockaway Beach Boulevard/Arverne Avenue (4 elements)

Crosswalks	Corners	Sidewalks
North	NE	NW corner, E-W leg
	NW	

- Beach 54th Street and Rockaway Beach Boulevard/Arverne Avenue (5 elements)

Crosswalks	Corners	Sidewalks	
North	NE	NE corner, E-W leg	
	NW		
		NW corner, E-W leg	

- Beach 53rd Street and Rockaway Beach Boulevard /Arverne Boulevard (5 elements)

Crosswalks	Corners	Sidewalks
North	NE	NE corner, N-S leg
	NW	NE corner, E-W leg

- Beach 52nd Street and Rockaway Beach Boulevard /Arverne Boulevard (7 elements)

Crosswalks	Corners	Sidewalks
North (new)	NE (new)	NE corner, E-W leg (new)
East (new)	NW (new)	SE corner, E-W leg (new)
	SE (new)	

- Beach 51st Street and Rockaway Beach Boulevard /Arverne Boulevard (1 element)

Crosswalks	Corners	Sidewalks
		North leg (internal pedestrian walkway) (new)

- Beach 50th Street and Rockaway Beach Boulevard /Arverne Boulevard (2 elements)

Crosswalks	Corners	Sidewalks
		SE corner, E-W leg

	SW	

- Beach 47th Street and Rockaway Beach Boulevard /Arverne Boulevard (4 elements)

Crosswalks	Corners	Sidewalks
South	SW	SE Corner, E-W leg
	SE	

- Beach 44th Street and Rockaway Beach Boulevard /Arverne Boulevard (1 element)

Crosswalks	Corners	Sidewalks
	SW	

- Beach 44th Street and Rockaway Freeway (3 elements)

Crosswalks	Corners	Sidewalks
	NW	NW corner, E-W leg
		NW corner, N-S leg

- Beach 59th Street and Rockaway Freeway (2 elements)

Crosswalks	Corners	Sidewalks
	NW	NW corner, E-W leg



Source: 2016 Pluto, NYCDCP

Project Site

Sidewalk

Corner

Median

Crosswalk

Future Element

PROPOSED PROJECT PEDESTRIAN STUDY LOCATIONS

Figure 12

Peninsula Hospital Site Redevelopment

Parking Conditions

A parking analysis identifies the extent to which on-street and off-street parking is available and utilized under existing, No-Action, and With-Action conditions. Typically, this analysis encompasses a study area within 0.25-mile of the Proposed Project. If the analysis identifies a shortfall in parking in the 0.25-mile study area, the study area could be extended to 0.5 miles to identify additional parking supply. The analysis, which takes into consideration anticipated changes in area parking supply, provides a comparison of parking needs versus availability to determine if a parking shortfall is likely to result from additional demand generated by the Proposed Project.

Vehicular and Pedestrian Safety Assessment

An evaluation of traffic safety is necessary for locations within the study area that have been identified as high-crash locations as specified in the *CEQR Technical Manual.* These locations are defined as those with more than 48 total reportable and non-reportable crashes or five or more pedestrian/bicycle injury crashes that occur during any consecutive 12 months of the most recent three-year period for which data is available. Crash histories will be obtained and reviewed to determine whether projected vehicular and pedestrian traffic would further impact safety as these locations or whether existing conditions could adversely impact the flow of the projected new vehicular or pedestrian/bicycle trips. If the assessment identifies potential for significant pedestrian and/or bicycle impacts due to the Proposed Actions, possible remedies and/or improvements will be proposed for DOT consideration.

TASK 13. AIR QUALITY

CEQR Technical Manual criteria require an air quality assessment for actions that can result in significant air quality impacts. There are mobile source impacts that could arise when an action increases or causes a redistribution of traffic, creates any other mobile sources of pollutants, or adds new uses near existing mobile sources. There are mobile source impacts that could be produced by parking facilities, parking lots, or garages. Stationary source impacts could occur with actions that create new stationary sources or pollutants such as emission stacks from industrial plants, hospitals, or other large institutional uses, or a building's boilers, that can affect surrounding uses; or when they add uses near existing or planned future emission stacks, and the new uses might be affected by the emissions from the stacks, or when they add structures near such stacks and those structures can change the dispersion of emissions from stacks so that they begin to affect surrounding uses.

The Proposed Actions, as stated above, would result in increased traffic and, as such, has the potential to affect local air quality levels. Furthermore, the Proposed Project would contain fossil-fuel fired heating and hot water systems plus introduce new sensitive receptors to existing and/or future emission sources. Therefore, an air quality analysis of the Proposed Actions is warranted and will be conducted as summarized below (see **Appendix D: Final Air Quality Protocol** for full detail).

Existing Conditions

A representative air quality monitor(s) will be identified and existing air quality conditions will be characterized by obtaining the latest three years of available U.S. Environmental Protection Agency (EPA)/ New York State Department of Environmental Conservation (NYSDEC) monitoring data for the six criteria pollutants for which National Ambient Air Quality Standards (NAAQS) have been established. Data will be obtained from NYSDEC annual air quality reports for each of these pollutants. The attainment status of Queens County for each criteria pollutant will be discussed.

Mobile Source Analysis

The mobile source analysis will evaluate the Proposed Actions for potential impacts from carbon monoxide (CO) and fine particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) due to vehicular traffic anticipated to be generated under the Proposed Project. If the level of incremental traffic generated by the Proposed Project exceeds the applicable detailed mobile source analysis thresholds outlined in the *CEQR Technical Manual,* a detailed analysis will be performed using the latest EPA-approved mobile source emissions model (currently MOVES2014b) and CAL3QHC (Version 2.0) and CAL3QHCR.

Parking Facilities Assessment

Based on location and size of the parking facilities proposed on the Project Site, an analysis of CO and $PM_{2.5}$ emissions will be performed. The analysis will use the procedures outlined in the *CEQR Technical Manual* for assessing potential impacts from a proposed parking facility. Cumulative impacts from on-street sources and emissions from parking facilities will be calculated, where appropriate.

Stationary Source Analysis

Heating, Ventilation, And Air Conditioning (HVAC) Analysis

The analysis of the HVAC systems of the Proposed Project will consider impacts following the screening procedures outlined in the *CEQR Technical Manual* to determine the potential for impacts on existing developments as well as the potential for "project-on-project impacts." As the Proposed Project would have multiple buildings with similar heights and individual HVAC systems, refined modeling analysis will be performed using the latest EPA-approved version of the atmospheric dispersion modeling system (AERMOD) model and five years of representative meteorological data.

Emission rates will be developed based on the size of the Proposed Project and assumptions developed to represent boiler stack location(s). Existing land uses likely to have large boilers, such as the school or medical buildings, would be reviewed to determine whether they have permits and are likely to affect the Proposed Project. DEP will be contacted for information on registered boilers at specific sites within 400-feet of the Proposed Project. In addition, online permit information available from NYSDEC for the State Facility Register will be reviewed. Concentrations of nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and particulate matter ($PM_{2.5}$) will be determined at surrounding publicly-accessible locations. Receptors will be placed at elevated locations on all facades and at multiple elevations on adjacent buildings to identify maximum pollutant concentrations. Receptors will also be placed on the proposed building and in proposed open space/memorial areas to address project-on-project impacts.

Predicted values will be compared to NAAQS for NO_2, SO_2, and PM_{10}, and the CEQR *de minimis* criteria for $PM_{2.5}$.

One-hour NO_2 concentration increments associated with the HVAC system will be estimated using the AERMOD model's Plume Volume Molar Ratio Method (PVMRM) module to analyze chemical transformation within the model. The PVMRM module incorporates hourly background ozone concentrations to estimate NOx transformation within the source plume. The calculation of design values (total concentration comparable to the statistical form of the NAAQS) for the one-hour NO_2 standard will be consistent with EPA guidance.

Industrial Source Analysis

EPA, NYSDEC, and DEP database searches and permit records will be reviewed to identify industrial sources within 400-feet of the Project Site. A field survey will be performed to confirm the operational status of the sites identified in the permit search, and to identify any additional sites that have sources of emissions that would warrant an analysis. If industrial sources with operating permits are identified, a detailed industrial source analysis will be performed.

Additional Sources

Guidance in the *CEQR Technical Manual* indicates that an analysis is appropriate if a project may result in a significant adverse impact due to certain types of new uses located near a "large" or "major" stationary emissions source. Major sources are defined as those located at facilities within 1,000 feet that have a Title V or Prevention of Significant Deterioration air permit, while large sources are defined as those located at facilities that require a State Facility Permit. To assess the potential effects of these existing sources on the Project Site, a review of existing permitted facilities will be conducted using EPA, NYSDEC, and DEP databases. If any large or major stationary emissions sources are identified, a detailed analysis will be prepared.

TASK 14. GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Greenhouse Gas Emissions

Increased greenhouse gas (GHG) emissions are changing the global climate, which is predicted to lead to wide-ranging effects on the environment, including rising sea levels, increases in temperature, and changes in precipitation levels. Although this is occurring on a global scale, the environmental effects of climate change are also likely to be felt at the local level. As the Proposed Project exceeds the 350,000-sf development threshold, GHG emissions generated by the Proposed Project will be quantified and an assessment of consistency with the City's established GHG reduction goal will be performed as part of the EIS in accordance with the *CEQR Technical Manual*. The assessment will examine GHG emissions from the Proposed Project's operations, mobile sources, and construction, as outlined below.

- Sources of GHG from the development projected as part of the Proposed Project will be identified. The pollutants for analysis will be discussed, as well as various City, State, and Federal goals, policies, regulations, standards, and benchmarks for GHG emissions;
- Fuel consumption will be estimated for the Proposed Project based on the calculations by the project architect;
- GHG emissions associated with the action-related traffic will be estimated for the Proposed Project using data from Task 12, "Transportation." A calculation of vehicle miles traveled will be prepared;
- The types of construction materials and equipment proposed will be discussed along with opportunities for alternative approaches that may serve to reduce GHG emissions associated with construction; and
- A qualitative discussion of stationary and mobile sources of GHG emissions will be provided in conjunction with a discussion of goals for reducing GHG emissions to determine if the Proposed Project is consistent with GHG reduction goals, including the construction of efficient buildings, using clean power, transit-oriented development and sustainable transportation, reducing construction operations emissions, and using building materials with low carbon intensity.

As the Project Site is located within the 100- and 500-year flood zone, an assessment of climate change is warranted. The lead agency in consultation with Mayor's Office of Environmental Coordination will determine the precise scope of climate change analyses. Climate change discussions would focus on early integration for climate change considerations into the Proposed Project and may include proposals to increase climate resilience and adaptive management strategies to allow for uncertainties in environmental conditions resulting from climate change.

TASK 15. NOISE

A noise analysis is appropriate if a project would generate any mobile or stationary sources of noise or would be located in an area with high ambient noise levels. For the Proposed Actions, there are two major areas of concern regarding mobile source noise: (1) the effect the Proposed Project would have on noise levels in the surrounding community; and (2) the level of building attenuation necessary to achieve interior noise levels that satisfy CEQR requirements. The Project Site is also 1.8 miles south of the nearest runway at JFK airport. Review of the most recently available noise contours shows that the Project Site is very close to the 65 dNL contour projected for 2020.

The following tasks will be performed in compliance with *CEQR Technical Manual* guidelines for mobile and stationary source noise analysis:

- Based on the traffic studies conducted for Task 12, "Transportation," a screening analysis will be conducted to identify locations where there is the potential for the Proposed Actions to result in significant noise impacts (i.e., doubling of passenger car equivalents as defined in the *CEQR Technical Manual*) due to project-generated traffic. If noise PCEs would double at any sensitive receptor, a detailed analysis would be conducted in accordance with *CEQR Technical Manual* guidelines.

- Appropriate noise descriptors for building attenuation purposes would be selected. Based on CEQR criteria, the noise analysis will examine the L_{10} and the one-hour equivalent (L_{eq} (1)) noise levels.

- Existing noise levels will be measured at the Project Site, as described in **Appendix E: Final Noise Protocol**.

- For the purposes of Sections 213 and 332.3 of the *CEQR Technical Manual*, the effects of the elevated rail on the Proposed Actions would be obtained from fieldwork and noise monitoring data. Future rail passbys and rail equipment would be substantially similar to current conditions.

- Following procedures outlined in the *CEQR Technical Manual* for assessing mobile source noise impacts, future No-Action and With-Action noise levels will be estimated at the noise receptor locations based logarithmic computations. All projections will be made with L_{eq} and L_{10} noise descriptor.

- The level of building attenuation necessary to satisfy *CEQR Technical Manual* guidelines (a function of the exterior noise levels) will be determined based on the highest L_{10} noise level estimated at each monitoring site.

TASK 16. PUBLIC HEALTH

Public health is the organized effort of society to protect and improve the health and well-being of the population through monitoring; assessment and surveillance; health promotion; prevention of disease, injury, disorder, disability, and premature death; and reducing inequalities in health status, as defined in the *CEQR Technical Manual*. Consistent with this guidance, an assessment will be completed to determine if the Proposed Actions would result in an adverse impact on public health, and, if so, to identify measures to mitigate such effects.

A public health assessment may be warranted if an unmitigated significant adverse impact is identified in other *CEQR* analysis areas, such as air quality, hazardous materials, or noise. If unmitigated significant adverse impacts are identified for the Proposed Actions in any of these technical areas and a public health assessment is warranted, an analysis will be provided for the specific technical area or areas.

TASK 17. NEIGHBORHOOD CHARACTER

Neighborhood character is established by numerous factors, including land use patterns, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other physical features that include traffic and pedestrian patterns, noise, etc. The Proposed Actions has the potential to alter certain elements contributing to the affected area's neighborhood character. Therefore, a neighborhood character analysis will be provided in the EIS.

A preliminary assessment of neighborhood character will be provided in the EIS to determine whether changes expected in other technical analysis areas—land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; transportation; and noise—may affect a defining feature of neighborhood character. The assessment will:

- Identify the defining features of the existing neighborhood character;
- Summarize changes in the character of the neighborhood that can be expected in the future With-Action condition and compare to the future No-Action condition; and
- Evaluate whether the Proposed Actions has the potential to affect these defining features, either through the potential for a significant adverse impact or a combination of moderate effects in the relevant technical areas.

If the preliminary assessment determines that the Proposed Actions could affect the defining features of neighborhood character, a detailed analysis will be conducted in accordance with the *CEQR Technical Manual* guidelines.

TASK 18. CONSTRUCTION

Construction impacts, though temporary, can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area. Construction impacts are usually important when construction activity has the potential to affect transportation conditions, archaeological resources and the integrity of historic resources, community noise levels, air quality conditions, and mitigation of hazardous materials. Multi-sited projects with overall construction periods lasting longer than two years and that are near to sensitive receptors should undergo a preliminary impact assessment according to the *CEQR Technical Manual.*

Construction of the Proposed Project as a whole is expected to take place over a period of approximately 10 years and is therefore considered long-term. In addition, based on the Applicant's intended construction approach for the Proposed Project, there is the potential for on-site receptors on buildings to be completed before the final build-out of the Proposed Project. This chapter will provide a preliminary impact assessment following the guidelines in the *CEQR Technical Manual.* The preliminary assessment will evaluate the duration and severity of the disruption or inconvenience to nearby sensitive receptors. Given the multiple buildings that are anticipated on the Project Site, the anticipated construction period and its location in proximity to nearby sensitive receptors, it is anticipated that a detailed construction impact analysis will be prepared for one or more technical areas and reported in accordance with guidelines outlined in the *CEQR Technical Manual*. Technical areas to be assessed include the following:

- *Transportation Systems.* The assessment will consider losses in lanes, sidewalks, and other transportation services on the adjacent streets during the various phases of construction and identify the increase in vehicle trips from construction workers and equipment. A travel demand forecast for the worst-case construction period will be prepared if warranted under *CEQR Technical Manual* guidelines, including the preparation of a trip generation table identifying the number of

construction worker vehicles and equipment-related for the construction weekday and Saturday AM and PM peak hours for each construction quarter;

- *Air Quality.* The construction air quality impact section will include a quantitative analysis to assess the impacts of emissions from on-site construction equipment and on-road construction-related vehicles. The pollutants for analysis will be CO, $PM_{2.5}$, PM_{10} and NO_2. A conceptual construction schedule will be developed for the Proposed Project and used to estimate the peak period of activity for air quality purposes. On-road source emissions will be estimated with MOVES2014b. The NONROAD option in MOVES will be used to obtain emission rates for off-road heavy equipment. Fugitive dust will be estimated using AP-42 procedures. Worst-case concentrations at the closest sensitive receptors will be modeled using AERMOD and five years of meteorological data;

- *Noise.* The construction noise impact assessment will include a quantitative construction noise analysis. The construction noise analysis will rely on a conceptual construction schedule to be developed for the Proposed Project to identify peak periods of construction activity for detailed analysis. Assumptions will be developed regarding equipment usage factors and typical equipment noise levels. Predicted noise levels will be compared to *CEQR Technical Manual* impact thresholds;

- *Hazardous Materials.* The construction hazardous materials impact assessment will discuss—in coordination with DEP—potential investigative and construction health and safety measures that would be developed and implemented to avoid the potential for the Proposed Project to result in hazardous materials impacts, if any, during the construction period; and

- *Other Technical Areas.* As appropriate, other areas of environmental assessment—such as open space and neighborhood character—will be analyzed for potential construction-related impacts.

TASK 19. MITIGATION

Where significant adverse impacts have been identified in Tasks 2 through 18, measures to mitigate those impacts will be described. The chapter will also consider when mitigation measures will need to be implemented. These measures will be developed and coordinated with the responsible City/State agencies, as necessary. Where impacts cannot be fully mitigated, they will be disclosed as unavoidable adverse impacts.

TASK 20. ALTERNATIVES

The purpose of an alternative analysis is to examine development options that would tend to reduce action-related impacts. The alternatives will be better defined once the full extent of the Proposed Project's impacts have been identified. The chapter will consider three alternatives to the Proposed Project:

- A No-Action Alternative, which is referenced throughout the EIS as the No-Action condition and is mandated by CEQR and SEQRA to provide the lead and involved agencies with an assessment of the environmental conditions that would exist in the future if the Proposed Project were not implemented;

- A No Unmitigated Impacts Alternative, which considers a development scenario that would not result in significant adverse impacts that remain unmitigated; and,

- A Lesser Density Alternative, which reduces the number of DUs of the Proposed Project to determine if there is a practicable and viable alternative to the Proposed Project that would have the potential to reduce significant adverse impacts while addressing the goals of the Proposed Actions.

The alternatives analysis will be qualitative, except in those technical areas where significant adverse impacts for the Proposed Actions have been identified. The level of analysis provided will depend on an assessment of project impacts determined by the analysis connected with the appropriate tasks.

TASK 21. SUMMARY EIS CHAPTERS

The following three summary chapters will be prepared in accordance with *CEQR* guidelines:

- *Unavoidable Adverse Impacts* summarizes any significant adverse impacts that are unavoidable if the Proposed Actions are implemented regardless of the mitigation employed (or if mitigation is not feasible);
- *Growth-Inducing Aspects of the Proposed Actions* which generally refer to "secondary" impacts of the Proposed Actions that trigger further development; and
- *Irreversible and Irretrievable Commitments of Resources* which summarizes the Proposed Project and its impact in terms of the loss of environmental resources (loss of vegetation, use of fossil fuels and materials for construction, etc.), both in the immediate future and in the long-term.

TASK 22. EXECUTIVE SUMMARY

The executive summary will utilize relevant material from the body of the EIS to describe the Proposed Actions, the environmental impacts, measures to mitigate those impacts, and alternatives to the Proposed Actions. The executive summary will be written in enough detail to facilitate drafting of a notice of completion by the lead agency.

APPENDIX A:

Response to Comments on the Draft Scope of Work

Appendix A: Response to Comments on the Draft Scope of Work

I. INTRODUCTION

This document summarizes and responds to comments on the Draft Scope of Work ("Draft Scope"), issued on March 23, 2018, for the Proposed Project to redevelop the Peninsula Hospital Site in Queens Community District 14 (CD 14).

Oral and written comments were received during the public scoping meeting held by the New York City Department of City Planning (DCP) at 4:00 p.m. on Thursday, April 26. 2018, in the auditorium of Queens P.S. 105, located at 420 Beach 51st Street, Far Rockaway, New York 11691. Written comments were accepted through the close of the public comment period, which ended on Monday, May 7, 2018. Written comments received on the Draft Scope are included in Appendix B.

Section II lists the organizations and individuals that provided relevant comments on the Draft Scope. Section III contains a summary of these relevant comments and a response to each. These summaries convey the substance of the comments made, but do not necessarily quote the comments verbatim. Comments are organized by subject matter and generally parallel the chapter structure of the Draft Scope. Where more than one commenter expressed similar views, those comments have been grouped and addressed together.

In response to comments on the Draft Scope, changes have been made and are shown with double underlines in the Final Scope of Work ("Final Scope") where relevant.

II. LIST OF ORGANIZATIONS AND INDIVIDUALS WHO COMMENTED ON THE DRAFT SCOPE OF WORK

Elected Officials

1. Donovan Richards, New York City Council Member, District 37, verbal comments received April 26, 2018 (D. Richards)

Community Boards

2. Queens Community Board 14, emailed comments dated April 26, 2018 (CB14)

Organizations and Businesses

3. Bishop Mitchell Taylor, CEO/founder of Urban Upbound and pastor of the Center of Hope International, verbal comments received April 26, 2018 (B. Taylor)
4. Margaret Massac, Oceanside Houses Board Member, verbal comments received April 26, 2018 (M. Massac)
5. Glenn Diresto, Harbour Pointe IV Arverne by the Sea Homeowners Association, verbal comments received April 26, 2018 and emailed comments dated May 7, 2018 (G. Diresto)
6. Marcia Jones, Secretary of Oceanside Resident Council, verbal comments received April 26, 2018 (M. Jones)
7. Daniel Tubridy, In Good Company Hospitality, Partner, emailed comments dated May 5, 2018 (D. Tubridy)

General Public

8. Eugene Falik, local resident, verbal comments received April 26, 2018 and emailed comments dated May 7, 2018 (E. Falik)
9. Wayne Richards, local resident, verbal comments received April 26, 2018 (W. Richards)
10. Shantia Baldwin, local resident, verbal comments received April 26, 2018 (S. Baldwin)
11. Farmada Dia, local resident, verbal comments received April 26, 2018 (F. Dia)
12. Matthew L. Peterson, local resident, verbal comments received April 26, 2018 (M. Peterson)
13. Vivian Smith, local resident and member of Progressive Management, verbal comments received April 26, 2018 (V. Smith)
14. Doris Davis, local resident, verbal comments received April 26, 2018 (D. Davis)
15. Annette Ervin, local resident and member of Arverne Cancer Support Group, verbal comments received April 26, 2018 (A. Ervin)
16. Samuel Jorahslewitz, local resident, verbal comments received April 26, 2018 (S. Jorahslewitz)
17. Leonard Yarde, local resident, verbal comments received April 26, 2018 (L. Yarde)
18. Denean Ferguson, local resident, verbal comments received April 26, 2018 (D. Ferguson)
19. Grantley Hunte, local resident, verbal comments received April 26, 2018 (G. Hunte)
20. Vivian Walton, local resident, verbal comments received April 26, 2018 (V. Walton)
21. Joseph Hartigan, local resident, verbal comments received April 26, 2018 (J. Hartigan)
22. Jacqueline McMikle, local resident, verbal comments received April 26, 2018 (J. McMikle)
23. Marvin Bonilla, local resident, verbal comments received April 26, 2018 (M. Bonilla)
24. Ollie Huell, local resident, verbal comments received April 26, 2018 (O. Huell)
25. Desiree Maple, local resident, verbal comments received April 26, 2018 (D. Maple)
26. Christine Lawton, local resident, emailed comments dated April 27, 2018 (C. Lawton)
27. Lauran Watson, local resident, emailed comments dated April 28, 2018 (L. Watson)
28. Marjorie Mcclean, local resident, emailed comments dated May 4, 2018 (M. Mcclean)
29. Mary Beth Bertolini, local resident, emailed comments dated May 5, 2018 (M. Bertolini)
30. Marni Rhyne, local resident, emailed comments dated May 5, 2018 (M. Rhyne)
31. Robert Closs, local resident, emailed comments dated May 5, 2018 (R. Closs)
32. Stephanie Bellomo, local resident, emailed comments dated May 5, 2108 (S. Bellomo)
33. Eileen Maguire, local resident, emailed comments dated May 5, 2018 (E. Maguire)
34. Suzanne Boyle, local resident, emailed comments dated May 6, 2018 (S. Boyle)
35. Harold Paez, local resident, emailed comments dated May 7, 2018 (H. Paez)

36. Elda Bauer, local resident, emailed comments dated May 7. 2018 (E. Bauer)
37. Finbar Devine, local resident, emailed comments dated May 7, 2018 (F. Devine)
38. Shannon McFadden, local resident, emailed comments dated May 7, 2018 (S. McFadden)
39. Monica Figueroa, local resident, emailed comments dated May 8, 2018 (M. Figueroa)
40. Roland Isaac, local resident, emailed comments dates May 8, 2018 (R. Isaac)
41. Elaine Green, local resident, emailed comments dated May 8, 2018 (E. Green)
42. Sharon Feldman, local resident, emailed comments dated May 8,2018 (S. Feldman)
43. Ellen Hynes, local resident, emailed comments dated May 9, 2018 (E. Hynes)
44. Torey Schnupp, local resident, emailed comments dated May 10, 2018 (T. Schnupp)

III. COMMENTS AND RESPONSES

Project Description

Comment 1: Discuss the number of residential units to be generated by the project, to include the number of affordable units. The Proposed Project needs to provide mixed-income housing, and existing community residents should occupy at least half of the dwelling units (DUs) generated. (CB14; D. Richards; W. Richards; A. Ervin; J. McMikle; E. Bauer; F. Devine; M. Figueroa; R. Isaac; E. Green; E. Hynes; S. Feldman)

Response: *The Draft Environmental Impact Statement (DEIS) will provide a detailed description of the Proposed Project and its purpose and need. As described in the Section V, "Description of the Proposed Project," of the Final Scope, the Proposed Project would provide a maximum of 2,200 DUs, of which approximately 1,927 DUs are intended to be restricted to households with incomes up to 80% of Area Median Income (AMI) of which approximately 201 DUs would be set aside for Affordable Independent Residences for Seniors (AIRS) senior housing. The remaining 273 DUs would be restricted to income levels not exceeding 130% of AMI.*

Comment 2: Explain how the Proposed Actions will serve an existing need to benefit the Far Rockway Community or the City of New York. (E. Falik; D. Tubridy)

Response: *See response to Comment 1. The purpose and need for the Proposed Project will be fully documented in the DEIS. As noted in Section VI, 'Project Purpose and Need, of the Final Scope, since the closure of the Peninsula Hospital in 2012, the Project Site has remained vacant and unutilized. The proposed increase in density is supportive of the City's goal to redevelop vacant and underutilized land to provide affordable housing. The Proposed Project would allow for the redevelopment of this unused land with affordable housing and is intended to activate the site with a mix of residential, community facility, commercial uses as well as publicly accessible open space. As stated in the Final Scope, the population in Queens CD 14 increased by approximately 8% from approximately 106,700 in 2000 to approximately 115,000 in 2010. Approximately 44% of households in Queens CD 14 are considered rent-burdened, which means 35% or more of household income is spent on rent costs. The redevelopment of the Project Site is intended to address these concerns*

by providing affordable DUs to the Project Site. Additionally, the Proposed Project would introduce local retail and medical office space, which would generate approximately 365 new permanent jobs on the Project Site.

Comment 3: Senior citizen housing needs to be provided by the Proposed Project (V. Smith; M. Jones; CB14)

Response: *As described in the Final Scope, the Proposed Project would set aside 201 affordable DUs for AIRS senior housing that will be restricted to households with incomes at 80% of AMI and below.*

Comment 4: More parking spaces are needed for the Proposed Project. (E.Falik; M. Massac; S. Jorahslewitz; D. Richards; J. McMikle; CB14; M. Mcclean; T. Schnupp; M. Rhyne; S. Bellomo)

Response: *As noted in Section V, "Description of the Proposed Project," of the Final Scope, approximately 973 accessory parking spaces would be provided as part of the Proposed Project, comprised of 754 accessory parking spaces for residential use, 144 accessory parking spaces for retail use, and 75 accessory parking spaces for community facility use. As detailed in Chapter 1, "Project Description," of the six sub-sections on the Project Site (A through F), parking would include surface and covered parking facilities on sub-section A; surface, covered and uncovered parking facilities on sub-section B; and covered parking facilities throughout the remaining sub-sections C through F. Parking spaces provided in both parking lots and garages would be accessible 24/7 and would be self-serve.*

Also see response to Comment 26. A parking analysis in conformance to City Environmental Quality Review (CEQR) Technical Manual guidance will be included in the DEIS.

Comment 5: Retail development is needed in the Proposed Project. (G. Diresto; E. Falik; M. Rhyne; R. Closs; E. Bauer; F. Devine; M. Figueroa; R. Isaac; E. Hynes; S. Feldman; D. Tubridy)

Response: *As discussed in the Final Scope, the Proposed Project would provide approximately 72,000 gross square feet (gsf) of retail uses. It is the Applicant's position that the proposed retail would address the neighborhood's need for local retail uses and provide local employment opportunities.*

The proposed C4-4 and C4-3A zoning districts would support new, mixed-use, mixed income development at medium densities that would provide retailers an additional customer base and the opportunity to capture more spending on the peninsula, diversify the mix of commercial offerings, and allow for additional uses to attract new employers.

Comment 6: Employment opportunities need to be provided by the Proposed Project. (CB14; B. Taylor; J. Hartigan; T. Schnupp; M. Rhyne; R. Closs; F. Devine; E. Bauer; F. Devine; M. Figueroa; R. Isaac; E. Hynes; S. Feldman; D. Tubridy)

Response: *As described in the Final Scope, it is estimated that the Proposed Project would generate approximately 365 new permanent jobs based on the approximately 72,000 gsf of retail space and approximately 77,000 gsf of community facility space that would be developed on the Project Site.*

Comment 7: The community should have been involved with the Proposed Project at an earlier stage of the review process. (M. Jones; M. Bonilla)

Response: *The public review of the Draft Scope of the DEIS is intended to provide the public with the opportunity to provide early input on the scope of the Proposed Project and DEIS. An Environmental Assessment Statement (EAS) was completed on March 15, 2018. Based on the information provided in the EAS, the New York City Department of City Planning (DCP), acting as lead agency on behalf of the City Planning Commission (CPC), determined that the Proposed Actions would have the potential for significant adverse impacts, thus requiring that an EIS be prepared. The first step in the preparation of the EIS is to establish the scope of the environmental review which includes public review of the Draft Scope and the public review includes a public scoping meeting. Public notices for the Scoping Meeting on the Draft Scope were published on March 22nd in the Rockaway Times, on March 23rd in the Daily News, and on March 26th in the Wave (Wave Publishing Co).*

The public, interested agencies, CD 14, and elected officials, were invited to comment on this Draft Scope, either in writing or orally, at the public scoping meeting held on April 26, 2018. Comments received during the public scoping meeting, and written comments received up to 10 days after the public meeting (until May 7, 2018) were considered and incorporated as appropriate into the Final Scope as documented herein.

Comment 8: Entertainment, recreational publicly-accessible open space, and community programming needs to be provided by the Proposed Project. (CB14; O. Huell; H. Paez; B. Taylor)

Response: *As described in the Final Scope, the Proposed Project would create approximately 77,000 gsf of additional community facility use space and approximately 24,000 square feet (sf) of publicly-accessible open space distributed across the Project Site. Also see response to Comment 5.*

Comment 9: Study the impacts of the Proposed Project in comparison with the Arverne and Edgemere Urban Renewal Areas (URAs), as well as the Downtown Far Rockaway Redevelopment Project. (G. Diresto; M. Rhyne; E. Bauer; F. Devine; M. Figueroa; R. Isaac; E. Hynes; S. Feldman)

Response: *As required by CEQR and stated in the Draft Scope, the incremental impacts of the Proposed Actions are identified by comparing conditions in the future with the Proposed Actions (the "With-Action" condition) to conditions in the future without the Proposed Actions (the "No-Action" condition. The future No-Action condition includes the effects of other planned and programmed improvements in the area that would be in operation at the time of the completion of the Proposed Project (the "build" year). The DEIS will include information on all known development projects located in the surrounding area of the Proposed Project. As discussed in the Final Scope, the known development projects will be described in Chapter 2, "Land Use, Zoning, and Public Policy" of the DEIS and will include the Arverne URA, Edgemere URA, and the Downtown Far Rockaway Redevelopment Project.*

Comment 10: Private streets should not be included in the Proposed Project. (E. Falik)

Response: *Comment noted.*

Comment 11: Explain what is intended by the request for 'flexibility for applying signage regulations;' are the signs regulated under section 1680 of the Vehicle and Traffic Law and not lawfully under the control of the City of New York? (E. Falk)

Response: *The Applicant requests flexibility for applying signage regulations pursuant to the New York City Zoning Resolution for the signage related to the proposed retail and community facility spaces of the Proposed Project. Section 1680 of the Vehicle and Traffic Law governs traffic control devices, which are not the type of signage with respect to which the requested action refers.*

Comment 12: Proposed Project should not be utilized to house the homeless population or become a shelter. Ensure that current Proposed Project will not deviate from the plans set forth in the Draft Scope in the future. (E. Falik; M. Bertolini)

Response: *As noted in the Final Scope, the Proposed Project would facilitate an approximately 2,371,000 gsf development on the Project Site, comprised of 11 buildings with approximately 2,200 residential DUs, of which 1,927 DUs are intended to be affordable with 201 DUs set aside for AIRS senior housing. In addition to the residential DUs, the Proposed Project would include approximately 72,000 gsf of retail space, approximately 77,000 gsf of community facility space, and approximately 24,000 sf of publicly-accessible open space. The Proposed Project does not include space for a homeless shelter.*

Land Use, Zoning, and Public Policy

Comment 13: The Far Rockaway area is too dense and overcrowded to allow for the Proposed Project to be developed. The Proposed Project needs to be reduced in size and density. (CB14; G. Diresto; C. Lawton; L. Watson; CB14; M. Mcclean; H. Paez; M. Rhyne; R. Closs; E. Bauer; F. Devine; M. Figueroa; R. Isaac; E. Hynes; S. Feldman)

Response: *As noted in the Draft Scope, a land use, zoning, and public policy analysis will be provided in the DEIS to assess the impacts on land use and development trends in the area to determine whether the Proposed Project would result in significant adverse land use impacts, and, if so the extent to which such adverse impacts would be mitigated. As described in Section V, "Description of the Proposed Project," of the Final Scope, the distribution of bulk in the Proposed Project is intended to fit into the context of the surrounding area with the greatest density focused towards the center of the Project Site such that the development is supportive of the City's goal to redevelop vacant and underutilized land for affordable housing. As stated in the Final Scope, the potential for density-related impacts due to the Proposed Project will be analyzed in the DEIS.*

Comment 14: Resiliency elements needs to be incorporated in the Proposed Project to include emergency preparedness, flood protection, and green infrastructure. (D. Richards; E. Falik; H. Paez; S. Feldman)

Response: *As noted in the Draft Scope, assessment of the relevant public policies and a greenhouse gas (GHG) emissions assessment will be provided in the DEIS to analyze the consistency of the Proposed Project with the City's Waterfront Revitalization Program policies, including those related to resiliency, and with the City's established GHG reduction goals.*

Socioeconomic Conditions

Comment 15: Examine the risk of an increase in population and indirect residential displacement due to the Proposed Project. (F. Dia; E. Falik; M. Rhyne; R. Closs; E. Bauer; F. Devine; M. Figueroa; R. Isaac; E. Hynes; S. Feldman)

Response: *As noted in the Draft Scope, an assessment of the potential for indirect residential displacement will be provided as part of the socioeconomic conditions analysis in the DEIS to determine whether the Proposed Project would result in significant adverse socioeconomic impacts, and, if so, the extent to which such adverse impacts could be mitigated.*

Community Facilities and Services

Comment 16: Examine if existing public school capacity can support the additional residents generated by the Proposed Project. (CB14; D. Richards; E. Falik; G. Diresto; C. Lawton; L. Watson; W. Richards; V. Walton; M. Berolini; H. Paez; M. Rhyne; E. Bauer; F. Devine; M. Figueroa; S. McFadden; E. Green; S. Feldman; E. Maguire)

Response: *As noted in the Draft Scope, an assessment will be conducted of the potential impact of the Proposed Project on community facilities and services, including the potential impact on public schools, publicly-funded child care and Head Start centers, and Libraries, and, if so, the extent to which such adverse impacts could be mitigated*

Comment 17: Examine if existing health care facility capacity can support the additional residents generated by the Proposed Project. Proposed Project needs to include an emergency response (ER) facility. (D. Richards; G. Hunte; A. Ervin; S. Jorahslewitz; L. Yarde; V. Walton; O. Huell; D. Maple; M. Mcclean; M. Berolini; E. Falik; T. Schnupp; M. Rhyne; E. Bauer; F. Devine; M. Figueroa; S. McFadden; S. Feldman; E. Maguire; D. Tubridy)

Response: *The Proposed Project, as stated in the Final Scope, would provide an additional 77,000 gsf of community facility uses. In conformance to guidance in the CEQR Technical Manual, a detailed assessment of health care service delivery is only warranted if a proposed project would affect the physical operations of, or access to and from, a hospital or a public health clinic or where a proposed project would create a sizeable new neighborhood where none existed before. As noted in the Final Scope, since the Proposed Project would not affect the physical operations of, or access to and from, a hospital or a public health clinic, and would not create a sizeable new neighborhood where none existed before, the assessment will be limited to a qualitative assessment of the impact on health care facilities in the DEIS.*

Comment 18: Examine if existing police and fire services can support the additional residents generated by the Proposed Project. (E. Green)

Response: *As noted in the Draft Scope, in accordance with CEQR Technical Manual guidelines, analyses of police and fire services are not warranted since the Proposed Actions would neither introduce a sizeable new neighborhood where one has not previously existed, nor would it displace or alter a fire protection services facility or police station.*

Open Space

Comment 19: Examine publicly-accessible open space to include parks and recreational areas. (D. Richards; W. Richards; M. Massac; F. Dia; M. Mcclean; E. Falik)

Response: *As noted in the Draft Scope, a detailed open space assessment will be provided in the DEIS to assess the impacts on open space resources in the area to determine whether the Proposed Project would result in significant adverse open space impacts, and, if so, the extent to which such adverse impacts could be mitigated*

Comment 20: Proposed Project should provide interior spaces for play and recreation that is safe for children. (S. Baldwin)

Response: *Comment noted. As noted in the Draft Scope, in accordance with CEQR Technical Manual guidelines, analyses of open space only consider publicly accessible open space resources. Interior spaces within a private development are not typically accessible to the general public. Also see response to Comment 10.*

Urban Design and Visual Resources

Comment 21: Examine if the size, height, and density of the Proposed Project fits within the existing character of the area. (CB14; E. Falik; G. Diresto; L. Yarde; C. Lawton; L. Watson; M. Mcclean; M. Berolini; H. Paez; T. Schnupp; S. Boyle; E. Bauer; F. Devine; M. Figueroa; R. Isaac; E. Hynes; S. Feldman)

Response: *As noted in the Draft Scope, the DEIS will include an assessment of the impact of the Proposed Project on urban design and visual resources to determine whether the Proposed Project would result in significant adverse impacts, and, if so, the extent to which such adverse impacts could be mitigated. Also see response to Comment 15.*

Hazardous Materials

Comment 22: Examine whether there is hazardous waste present at the Proposed Site due to the historic use of the property. (E. Falik)

Response: *As noted in the Draft Scope, the DEIS will include an assessment of hazardous materials on and adjacent to the Project Site. This assessment will examine the potential for impacts related to subsurface contamination, including an evaluation of the existing soil and groundwater conditions in areas that would be affected by the Proposed Project, to assess the impacts and determine whether the Proposed Project would result in significant adverse impacts, and, if so, the extent to which such adverse impacts could be mitigated.*

Water and Sewer Infrastructure

Comment 23: Examine if the existing water and sewer infrastructure can manage the demand and output of the Proposed Project. (D. Richards; S. Jorahslewitz; T. Schnupp)

Response: *As stated in the Draft Scope, a water and sewer infrastructure assessment will be provided in the DEIS to determine the impact of the Proposed Project on water supply, sanitary sewer, and stormwater infrastructure to determine whether the Proposed Project would result in significant adverse water and sewer infrastructure impacts, and, if so, the extent to which such adverse impacts could be mitigated*

Transportation

Traffic

Comment 24: Examine the effects of the Proposed Project on traffic and signalized intersections. (CB14; D. Richards; C. Lawton; L. Watson; M. Berolini; H. Paez; T. Schnupp; G. Hunte; M. Rhyne; R. Closs; S. McFadden; S. Bellomo)

Response: *As noted in the Draft Scope, the DEIS will include assessments of the potential impact of the Proposed Project on traffic, pedestrian, and parking conditions. The scope of the impact analysis will be based on direction from DCP in coordination with NYCDOT and will consider peak hour traffic that would be generated by the land uses to be developed as part of the Proposed Project. If it is determined that the Proposed Project would result in significant adverse impacts, measures will be identified and evaluated to mitigate such adverse impacts.*

Comment 25: Examine traffic mitigation measures such as roadway repair as part of the EIS for the Proposed Project. (CB14; S. Jorahslewitz; C. Lawton; S. Boyle; M. Rhyne; S. Feldman; D. Tubridy)

Response: *See response to Comment 26. As noted in the Draft Scope, the DEIS will assess whether the Proposed Project would result in significant adverse traffic impacts and identify measures to mitigate potential impacts, as appropriate.*

Transit

Comment 26: Examine the effects of the Proposed Project on access to public transportation. (CB14; D. Richards; S. Jorahslewitz; V. Walton; J. Hartigan; E. Falik; L. Yarde; G. Hunte; J. McMikle; H. Paez; T. Schnupp; M. Rhyne; E. Maguire; D. Tubridy)

Response: *As noted in the Final Scope, the DEIS will assess whether the Proposed Project would result in significant adverse impacts on public transportation facilities and services, including assessments of the effect of additional demand placed on subway, bus, and ferry modes of transit based on an estimate of new trips generated by the Proposed Project.*

Comment 27: Examine if Proposed Project will include an analysis of elevators for Americans with Disabilities Act (ADA) accessibility to nearby elevated subway. (V. Walton)

Response: *In conformance to guidance in the CEQR Technical Manual, a subway station analysis will be included in the DEIS that encompasses all station circulation and fare control elements. Elevators are to be analyzed only if they provide primary access to the subway and would thereby be included in the platform analysis. As noted in the Final Scope, the Beach 60th Street Station and Beach 44th Street Station are included in the transit analysis for subways which are accessible by way of street-level stairs leading to each platform. It is not necessary to analyze elevators designed primarily for ADA use since they are not currently in use for general access to the subway stations nearby the Project Site.*

Comment 28: Examine public transportation upgrades as part of the EIS for the Proposed Project. (D. Richards)

Response: *Public Transportation service improvements to subway, bus, and ferry modes of transit will be identified, as stated in the Final Scope, in consultation with MTA-New York City Transit during preparation of the DEIS. Planned service improvements that would be in place by the analysis year for the development of the Proposed Project will be included in the transit analysis for the DEIS. Public transportation system upgrades that could address potential significant adverse impacts of the Proposed Project will be identified in the DEIS.*

Comment 29: Examine the effects of the Proposed Project with the nearby ferry service located to the west of the Project Site. (D. Richards, J. Hartigan, T. Schnupp)

Response *As noted in the Final Scope, the NYC Ferry Service operates the Hornblower on the Rockaway Route stop just one block west of the Project Site at Beach Channel Drive and Beach 54th Street which provides access to the ferry landing located at Beach Channel Drive and Beach 108th Street. The DEIS will assess ridership associated with the nearby ferry service to determine the impacts of new trips generated by the Proposed Project on the area's transportation system, including nearby ferry service.*

Pedestrian

Comment 30: Area for the Proposed Project should have more signalized intersections for pedestrian safety. (G. Hunte)

Response: *See response to Comment 26.*

Parking

Comment 31: More parking needs to be included as part of the Proposed Project. (E. Falik; M. Massac; S. Jorahslewitz; D. Richards; J. McMikle; CB14G. Diresto; C. Lawton; L. Watson; CB14; M. Rhyne; S. Bellomo)

Response: *See response to Comments 4 and 26.*

Greenhouse Gas Emissions and Climate Change

Comment 32: Examine how the Proposed Project will address resiliency strategies for storm events to include the type of generators and fuel type used. (D. Richards; E. Falik; H. Paez; M. Rhyne; F. Devine; S. Feldman)

Response: *See response to Comment 16.*

Neighborhood Character

Comment 33: Examine if Proposed Project is too dense or large for the area. (CB14; E. Falik; G. Diresto; L. Yarde; C. Lawton; L. Watson; M. Berolini; M. Mcclean; H. Paez; T. Schnupp; S. Boyle; M. Rhyne; E. Bauer; F. Devine; M. Figueroa; R. Isaac; E. Hynes; S. Feldman)

Response: *See response to Comment 15. As described in the Draft Scope, an assessment of neighborhood character will be provided in the DEIS to determine whether changes expected in other technical analysis areas—land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; transportation; and noise—would affect a defining feature of neighborhood character.*

Miscellaneous

Comment 34: Need workforce development during the construction of the Proposed Project. (D. Richards; CB14; D. Ferguson; J. Hartigan; B. Taylor; M. Peterson; S. Jorahslewitz; C. Lawton)

Response: *Comment noted.*

Comment 35: Thankful to Progressive Management and The Arker companies for their community investment and workforce development in the area. (D. Davis)

Response: *Comment noted.*

Comment 36: Examine the impact of the Proposed Project on nearby beaches as well as accessibility to the beach for residents. (J. Hartigan G. Diresto; E. Bauer; F. Devine; M. Figueroa; R. Isaac; E. Green; E. Hynes; S. Feldman)

Response: *As noted in the Final Scope, based on preliminary screening assessments, the Proposed Actions would not result in significant adverse impacts on natural resources. Consequently, a detailed technical assessment of the impacts of the Proposed Actions on natural resources is not warranted and would not be provided in the DEIS. Beach access in not within the scope of the Proposed Project since the Project Site is not located on the waterfront.*

Comment 37: Ensure that first preference for job opportunities go to residents. (D. Richards)

Response: *Comment noted.*

Comment 38: Preserve affordable rents for commercial tenants and create opportunities for residents to start small businesses. (D. Richards)

Response: *Comment noted.*

APPENDIX B:

Written Comments Received on the Draft Scope of Work

COMMUNITY
BOARD #14

COMMUNITY BOARD #14
City of New York
Borough of Queens

DOLORES ORR
Chairperson

JONATHAN GASKA
District Manager

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Far Rockaway, NY 11691
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cbrock14@nyc.rr.com

Testimony-

Public Scoping Meeting

Peninsula Hospital Redevelopment Site

April 26, 2018

Without having many of the detailed specifics of the proposed project at this site

Community Board #14 has the following observation / concerns:

1. Density – The project proposed 1910 affordable dwelling units, Community Board #14 is reaching the point of over saturation. The downtown Far Rockaway Project proposes close to 2000 affordable units, Arverne East project has currently approved over 1500 units of housing proposed and the Edgemere urban renewal area has 300 units left to be developed. Right now traffic is a nightmare without these units being built. Clearly, a significant reduction in density must occur for this project.

2. School seats- With the above listed developments in mind, our schools will be over crowed. No new school or schools has been approved or funded as of this date for CB #14.

4. The proposal will add 1910 new units yet Community Board #14 has the highest unemployment rate in Queens. Where will these new residents work?

5. Transportation- Community Board #14 is a transportation desert. We are poorly served by mass transportation. If these new residents have jobs outside the Community Board, how will they get to the job centers in this city? Manhattan is over an hour subway ride and getting to Jamaica by mass transportation is closer to 90 minutes.

6. Parking- We are poorly served by mass transportation almost anyone who has a job will need a car to get to work. The project must include a minimum of 75% parking.



COMMUNITY BOARD #14

7. Recreation and open space- As presently proposed the project will add 4-6000 new residents. A state of the art community center must be built as well as a large park with playgrounds, ball fields and picnic/open space for these new and our current residents.

8. Jobs- Local residents must be included in all phases of construction; the hiring of all skill levels must occur.

COMMUNITY BOARD #14
City of New York
Borough of Queens

DOLORES ORR
Chairperson

JONATHAN GASKA
District Manager

9. Roadways- The proposed project will have a significant impact on Beach Channel Drive and Rockaway Beach Blvd. Improving/widening both roadways with additional traffic signals, turn lanes and devices must be included in the traffic plan.

10. It is the board's strong preference that the majority of units be at 80% AMI with no units lower than 60% AMI except for senior citizen units which can be at below 60% AMI.

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From: Glenn DiResto
To: Robert Dobruskin (DCP)
Subject: Peninsula Hospital Site Development
Date: Monday, May 07, 2018 10:17:25 PM

Dear Mr Dobruskin.

I am writing this letter on behalf of the residents of Harbor Pointe IV @Arverne by the Sea Homeowners Association. The City Planning Commission is considering rezoning and text changes to the former Peninsula Hospital site to allow for up to 2,200 units of affordable housing on only 10 acres of land.

Myself along with many local residents are in opposition of the plan as currently proposed for the following reasons.

Density & Building Size

The city of New York and a developer want to put a large-scale development of **2,200 units** of affordable housing on **10 acres** of land at the old Peninsula Hospital site. This project will be 100% affordable housing development. As residents of the community we all know that a project of this scale is too much housing for this area of our small peninsula, without the resources and infrastructure to handle a large-scale development of this size that would have roughly **5,000 new residents**. The density of this development will have a negative impact on the quality of life for all current AND future residents throughout the community. Let's put this proposed large-scale development into perspective to get a better understanding. This development would make the area the most densely populated portion of the Rockaway Peninsula and is in close proximity to other large developments which are on a much larger land footprint.

- **NYCHA Ocean Bay Houses: 1,395 units** and about **4,000 residents** on about **35 acres**
- **Arverne View Apartments: 1,093 units** and about **3,500 residents** on **14 acres.**
- **Nordac Coop Building: 342 units** and about **1,000 residents** on around **7.5 acres**
- **Beach 41st St Houses: 712 units** and about **1,800 Residents**

It is also close to the **Arverne by the Sea** Development which has been the most successful development to ever come to the Rockaways and has helped transform the Rockaways. It has brought excitement and a mix of families to the community. The Arverne by the Sea Development was also **2,200 units** of housing but was on **120 acres *NOT* 10 acres.**

Currently the city is involved in the development of a couple other large-scale projects throughout the city and they are better planned out to ensure the communities do not become to densely populated or the area become to highly populated with only low-income residents. These are just two of the current large-scale developments and you can see it is much less populated and mixes incomes.

Spaford Redevelopment in the Bronx

The Peninsula is a project that will include 700 units of affordable housing, ground-floor retail, light industrial manufacturing space and other amenities on 5-acres.

Hunter Point South

Which is prime waterfront property in Long Island City will have up to 5,000 housing units on 30 acres of which only 60% will be affordable to low/moderate income.

As you can see compared to the current housing in the Arverne, Edgemere area mentioned above and the other proposed housing in other areas of the city this large-scale development proposed on the Peninsula Hospital Site would be much more densely populated compared to other areas.

Additionally, the size and heights (15 stories) of the proposed buildings are out of character with the beach community and overall neighborhood.

Affordable Housing

We all know rents have jumped throughout the city and there is a need for an affordable housing throughout the city. However, The Rockaways has always bared the brunt of affordable housing and to make this large-scale development 100% affordable housing is **NOT** the answer. Has the city not learned from past failures that it is very important to have a large range of a mixed income, affordability and market rate housing to balance out incomes and ensure the neighborhood becomes viable to live work and play.

According to a report by the New York City Planning Commission from **November 3, 2003**/Calendar No. 2 C 030509 HUQ **Half of the subsidized housing in Queens was located on the Rockaway Peninsula** and construction of additional low and moderate-income housing in Arverne would only increase the proportion.

An additional report put out on **April 2016** by the **Mayor's office of Environmental Remediation** the following facts apply to the Rockaways.

- Edgemere, Arverne, and Hammels is now home to a fairly dense community with a high proportion of low-income residents.
- At 16 percent, the unemployment rate of the Hammels-Arverne-Edgemere NTA is more than five percent higher than the rest of the peninsula, Queens (9.6 percent) and New York City (10.2 percent).

- Approximately 30 percent of residents in the Hammels-Arverne-Edgemere are living in poverty. This represents a much greater share of residents living in poverty than the rest of the peninsula and New York City (20 percent).

- The median household income of residents of the Hammels-Arverne-Edgemere NTA is $39,373. This is significantly less than the median incomes of residents of the Rockaway Peninsula ($48,171), Queens ($56,780) and New York City as a whole ($51,865).

According the city's own studies and facts this section of the Rockaways where this large-scale development is planned is already one of the poorest in the city and to continue to bring more lower income families to an isolated peninsula which lacks the infrastructure and services is Not the answer. There is a need for this type of mixed housing to ensure residents have safe affordable places to live as well as residents will have disposable income to support the retail that is planned as part of the development. Continuing to put 100% affordable housing with very low Area Median Income (AMI) amounts **is NOT appropriate for a community that is desperate need of market rate and mix of affordable housing with higher AMI amounts.**

Environmental Study

The proposed large-scale development is on the old Peninsula Hospital site. This site was part of the surrounding area of the original Arverne/Edgemere Urban Renewal Plan. During the original Arverne Urban Renewal Area Environmental Impact Statement (EIS) the site was a medical facility and was to provide medical care for the existing residents of the Rockaways in addition to all the new residents what would be moving to the Rockaways with the development of the Arverne Urban Renewal Area, (Arverne by the Sea & Arverne East). Now that the hospital is closed which was part of the original Arverne Urban Renewal EIS and the current proposed plan is to build 2,200 units of housing was NOT part of the original EIS the current DEIS will not comply with the original EIS. These areas must be studied together to fully understand the impact it would have on the community. You cannot separately study the Peninsula Hospital Site and separate it from the remaining Arverne East area that is to be developed. It needs to be studied together to get a true understanding of the impact 2,200 units of affordable housing would have on the surrounding neighborhood. Not studying the areas together is a clear segmentation and any analysis would be flawed.

The Peninsula Hospital site is also in close proximity to NYC Beaches that are ***NOT*** open to the public due to endangered species that use the shore line for nesting purposes. The Peninsula Hospital site should be studied together with Arverne East to see how a large-scale development of this size which is 100% affordable would have on the community.

1.The potential for significant impacts to social and economic conditions.

2. The potential for significant impacts to community facilities and services.

3. The potential for significant changes to neighborhood character.

4. The potential for open spaces and recreational facilities to be significantly impacted.

5. The potential for the project to generate shadows impacts.

6. The potential for significant changes to natural resources.

7. The potential for significant changes related to shoreline erosion and sea level.

8. The potential for significant impacts to waterfront revitalization.

9. The potential for significant adverse impacts from hazardous materials.

10. The potential for substantial changes to traffic and transportation.

11. The potential for significant adverse effects to air quality.

12. Potential for significant noise impacts.

The success and future of the Rockaways is at stake and we must ensure that this project is carefully thought out, planned and developed with significant community input to ensure the community stays vibrant. As residents of the community we oppose the current plan of 2,200 units and demand this development be scaled back to ensure the density won't over burden the neighborhood. We are also demanding that the Area Median Income (AMI) amounts be raised to ensure that more working class and middle-class families have an opportunity to be eligible to take advantage of this development.

For your consideration

Glenn DiResto

President
Harbour Pointe@Arverne by the Sea
Homeowners Association IV

From:	Daniel Tubridy
To:	Robert Dobruskin (DCP)
Date:	Saturday, May 05, 2018 9:55:10 AM

Robert,

My name is Dan Tubridy, I am a resident a business owner and a developer in Rockaway Beach. I am emailing you this morning to voice my concern with the proposed development at the former Peninsula Hospital site in Far Rockaway. Adding 2200 apartment units with up to 5000 additional residents is more then this already overly neglected neighborhood can bear. There are far to little resources for the addition of so many additional people. There is inadequate infrastructure, only one hospital on the peninsula, not a big or strong enough economy to name a few factors of why this development should not be given the green light as currently constructed. Let me add that the lack of public transportation in Rockaway is a complete joke, especially in the area of the proposed development.

This proposal lacks foresight needed to help Rockaway strive. Instead of building amenities to a beachfront community, City Hall is doing what it has done since the 60's and use this gorgeous land as dumping ground for the less fortunate. This is not a case of "not in backyard" syndrome as Rockaway has a majority of the affordable housing complexes in all of Queens but rather of a golden opportunity for this administration to transform this depressed area into an economic hub that will help the people already living here. Think bigger and better then what is on the table currently. You have an opportunity to use the natural resources of this peninsula to transform the area form an extremely economically depressed section of the city to a thriving one.

I implore you to reconsider the site for more of multi-use site. Currently between the lack of transportation, the lack of healthcare facilities, the lack of infra-structure and the lack of economic opportunity this proposal currently is destined to be a blight and tremendous drain on the peninsula. The only one that seems to benefit form this proposal is the developers. Everyone else loses, including the future tenants that occupy those units.

--
Dan Tubridy
Partner
In Good Company Hospitality
t: 347.526.6043
e : dtubridy@ingoodcompany.com
@ingoodcompanyhg
www.ingoodcompany.com
Let's do Lunch at YOUR Place (We Cater!)

RELAX, YOU'RE IN GOOD COMPANY

Peninsula Hospital Center Redevelopment
Draft Scope
(CEQR No. 18DCP124Q)

Submitted by Eugene Falik

I write in Opposition to the proposed plans of the Peninsula Rockaway Limited Partnership for rezoning of the former Peninsula Hospital site, in Opposition to any private streets, and in Opposition to any government aid to further the proposed plans all of which are to the detriment of the Rockaways and in violation of federal housing and civil rights laws.

The following is a quick collection of significant bullet points about the project.

- **Project Summary:**
  - 17 buildings
  - Highest building will be 16 stories
  - The buildings are not in the context of the Rockaway community generally, nor the surrounding buildings which are, on average, less than half of the proposed maximum height.
  - 2,200 apartments
    - 270 senior apartments
    - 290 apartments above 80% of AMI
    - 220 (10%) apartments 40% of AMI
    - 25% of the apartments (550) permanently affordable
  - There is little publically accessible open space, other than somewhat wider sidewalks.
  - 642 parking spaces (vs. 5,000 needed)
  - 64,400 ft2 Medical offices
  - 151,800 ft2 of retail space, including a gym.
- **Bayswater Civic Association is opposed** to any additional low income, subsidized, or other non-market rate housing in Rockaway until the fraction of non-market rate housing in Rockaway is the same as Queens as a whole.
- A measure of the developer's concern for the community is demonstrated by the fact that they couldn't bother to make their presentation available on-line prior to the meeting, and only agreed to do so when pushed.
- **Transportation**

- Private streets, whether open to the public or not, are an evil and anti-social concept. All streets in this city should be owned and operated by the city.
- The proposed traffic analysis is grossly inadequate.
  - Morning and evening rush "hours" typically extend for more than an hour, particularly due to the DOT's reduction of available traffic lanes.
  - Weekend traffic analysis should occur during the peak summer season and should first determine the heaviest traffic day(s) and hour.
  - The intersection analysis must include not just nearby intersections, but all affected intersections including
    - from the Beach Channel Drive from the Nassau County line to and including Beach 35th Street / Beach Channel Drive / Seagirt Boulevard / Rockaway Freeway,
    - Beach Channel Drive / Beach 62nd Street as well as
    - all Freeway crossings from Beach 54th Street through Beach 59th Street
- Most Rockaway families have at least one car and a great many have two or more so the provision of only 642 parking spaces for 2,200 apartments is grossly inadequate. Probably some 5,000 parking spaces are needed to prevent the residents parking needs from spilling over to areas outside the project.
- Mass transportation in the area is already overburdened. Rush hour "A" trains typically have no seating when they leave Edgemere / Beach 35 Street. With the proposed Downtown Far Rockaway development, and the Beach 34 Street Senior housing, there is likely to be not even standing room. And it has been reported that people have died of old age taking the Q22 bus.
- If QueensRail™ isn't implemented, conditions on the "A" train in Brooklyn and lower Manhattan will become completely intolerable.

- **<u>Hurricanes and Emergency Preparedness and Response</u>**
  - There is no discussion of fuel supply for the emergency generators. Rockaway's history is that generators require a minimum of 15 days of fuel supply. First of all, that is a lot of fuel to store. And it creates a significant fire hazard that is not discussed.
  - The developer proposes to "explore" the feasibility of solar generation when this is already a widely developed technology. This demonstrates the developer's incompetence and lack of familiarity with modern technology except for the use of glib phrases.
  - There is no discussion of emergency egress. Sandy demonstrated just how inadequate city plans are. And it doesn't mention that there are only two traffic lanes in each direction that run through the Rockaways – one on Beach Channel Drive and the other on the Boulevard.
  - Much of Rockaway Freeway has been demapped.

- Beach Channel Drive has been converted to only one lane in each direction from the Nassau County line to Beach 96th Street.
- Beach Channel Drive at the Nassau County line floods at high tide when there is a drizzle.

- **Racial and economic segregation**
  - There is a long history of dumping on Rockaway beginning with Robert Moses. This is just another such project. Our income and education levels have been pushed down by city actions for generations. Count our nursing home beds. Public housing units, and other measures of a community's desirability.
  - This will bring thousands more people who are likely to need extensive services to an area with no jobs, few support services, and rotten transportation.
  - The project, as planned, will undoubtedly attract an overwhelming majority of non-white residents, thus accentuating segregation in an area that is already majority non-white in violation of law.
  - The project, as planned, is designed ro attract an overwhelming majority of low income residents, thus accentuating segregation in an area that already has a majority of low income residents in violation of law.
  - The proposed rezoning violates federal law including the Fair Housing Act (42 U.S. Code Chapters 8, 8A), Civil Rights Law (42 U.S. Code Chapter 21), as well as the Constitution (First and Fourteenth Amendments).
  - There is nothing in the existing record to so much as suggest why or how the proposed actions (rezoning) will benefit the Far Rockaway community or the city of New York. A decision in favor of the rezoning would be arbitrary and capricious, without substantial evidence in its support – indeed, without any evidence in its support.
  - The City Planning Commission and the proposed developer should be aware that the submitter reserves the right to undertake an action in the future, even after the buildings are constructed, to require set apartment set asides for market rate and / or white residents even if this results in a substantial number of vacant apartments.
- It would be in the best interests of the City of New York as well as residents of the Rockaways for the Commission to address the concerns that are raised herein.
- There is no shopping in the area, and the proposed retail space is undefined.
  - Does the retail space include the medical space?
  - How much space will the gym take up?
  - What will the effect of the retail space be on the recently rezoned Downtown Far Rockaway redevelopment?
  - Can the eastern Far Rockaway area support that much retail space?
  - What will happen to the space if there are no retail customers?

    - Is there adequate parking for employees and visitors to the shopping and medical facilities

- While there are multiple new facilities for medical offices, the area has a shortage of true hospital facilities, including emergency rooms.
- There is no provision for classroom space. One presumes that this is because the developers assume that the low income residents will not send their children to school.
- There is no provision for play spaces for children.
- There is no discussion of radioactive waste on the site in view of the site's use of radioactive materials for cancer treatment in prior years.
- There is no explanation of what is intended by the request for "flexibility for applying signage regulations." Are these signages that are regulated under section 1680 of the *Vehicle and Traffic Law* and not lawfully under the control of the city of New York?
- Contrary to the presentation by the developer, the proposal will significantly decrease the available open space. Most of the lot was open space and was generally available to the public when it was a hospital. The developer proposes to very significantly reduce the amount of open space.
- What is the impact on the community, and beach users, of the loss of the airport (helicopter pad) for emergency evacuations?
- Has there been serious study of the impact of additional shopping at this location vs. available shopping in the Five Towns?
- Has there been adequate study if the impact of additional subsidized housing on the eastern end of the Rockaways on providing safe and affordable housing and gentrification? Is it socially desirable and morally defensible to concentrate the poor and disadvantaged in Rockaway and the well off in Kew Gardens and Park Avenue?
- What is the probability that the project will become a home for the homeless, those on probation, and parole when the target population is not available to fill apartments (as has happened with the LaQuinta

Conclusion

- **For all of the above reasons, the requests by the applicants should be Denied.**
- **In conclusion, the area should be rezoned to R-1 or R-1,2.**

-----Original Message-----
From: clawton22 [mailto:clawton22@yahoo.com]
Sent: Friday, April 27, 2018 12:13 AM
To: Robert Dobruskin (DCP) <RDOBRUS@planning.nyc.gov>
Subject: Peninsula Hospital Site Redevelopment

Hi Robert,

I am writing this letter as a concerned resident of Rockaway to express my disappointment, disbelief and opposition to the redevelopment of the peninsula hospital site. The fact that the peninsula hospital site will be redeveloped into 2200 more residential units is totally absurd, as Rockaway is too densely populated and our infrastructure cannot handle the increase in population. Over the past ten years, this area has been bombarded with development and a growing population while our infrastructure fails! We have a failing hospital, failing schools, crumbling streets, a lack of jobs and poor transportation. Before we add more residents, our infrastructure should be a priority and addressed! This project should be re-evaluated and significantly downsized at a minimum. I appreciate your attention to this matter.

Best regards,
Christine Lawton
917-957-4912

Sent from my iPhone

From: Lauran Watson [mailto:lauran128@msn.com]
Sent: Saturday, April 28, 2018 8:02 PM
To: Robert Dobruskin (DCP) <RDOBRUS@planning.nyc.gov>
Subject: ROCKAWAY'S OLD PENINSULA HOSPITAL SITE

Robert,

I am writing this email in regards to the redevelopment of the old Peninsula Hospital in Rockaway. It has come to my attention that there is a possibility that the site will be used for a large number of housing units. Please, please, please do NOT let this happen!!! Rockaway is a very small peninsula and it has become overcrowded already. The last thing Rockaway needs is more housing units. Rockaway's infrastructure cannot handle such a large influx of new residents! There is one failing hospital, terrible schools, minimal public transportation and parking catastrophes in the summers. Please use this location wisely and don't be so quick to turn to housing units. Affordable housing is not always the answer. Listen to the residents of this peninsula and actually take our concerns and objections into consideration!! We do not want more housing!!! Stop packing us in this area like sardines!!

Lauran Watson
lauran128@msn.com
Rockaway Park resident

From: marjorie mcclean <mmclean717@gmail.com>
Date: May 4, 2018 at 11:31:10 AM EDT
To: <rdobrus@planning.nyc.gov>
Subject: Rockaway

It is a very poorly planned project you have decided to hoist upon our little community. No adequate parking, too many people squeezed into such a tiny space and few quality of life facilities portend a terrible living situation for these potential tenants. Whatever were you thinking? I hope it isn't pure greed but it surely has the taste of it. Please develope the area for recreational and medical services. Plant trees not bricks.

Sincerely,

Marjorie Mcclean

From: Mary Beth <Regressing@aol.com>
Date: May 5, 2018 at 12:01:56 PM EDT
To: <oabinad@planning.nyc.gov>
Subject: Rockaway development

I am a Rockaway resident of 45years and have concerns with the development of more housing on the Peninsula. With the plans of projects being built on the old site of Peninsula Hospital I would like to verbalize safety concerns to the community.

There is one hospital on the Peninsula to treat the already approximate 120,000 people here (year 2016 11694-20,000people,11693-15,000 people,11692-19,000 people, and 11691-65,000 people). This does not include the influx of visitors during the summer months.

Our roads are congested daily and there are 3 main roads to get through the Peninsula (many have been interrupted with closures). Where will the additional people park? We have seen the difficulties the community had after Hurricane Sandy. God forbid there is an emergency evacuation many will lose their lives.

Where will the increase in children go in our already crowded schools? It appears that we consider approving development causing population growth without looking at quality of life.

In the 1970's Rockaway was used as a dumping ground for nursing homes and mental health residents. In no other community is there so many facilities in the same square miles. With the homeless problems we seem to be putting shelters and now hotels to accommodate homeless people in Rockaway. At what point do we acknowledge that We are Not a dumping ground. The Rockaway residents have a right to a safe and qualitative environment. Please stop the future of over populating our community of Rockaway!

Mary Beth Bertolini
7800 Shore Front Pkwy apt 5J
Rockaway Beach, NY 11693
718-541-9051

From: Marni Rhyne
To: Robert Dobruskin (DCP)
Subject: 2,200 new housing units at Peninsula Hospital site in Rockaway
Date: Saturday, May 05, 2018 10:00:07 PM

Dear Mr. Dobruskin,
My name is Marni Rhyne, I am a lifelong resident of the Rockaways. Born and raised here, and still reside here, as does my family.
I write today vehemently opposed to 2,200 units of housing planned for the former Peninsula Hospital site. Only 10 acres is not enough land to support such a dense amount of housing.

Additionally, I was here during Hurricane Sandy. Why are we allowing more thousands of more people to move into a flood zone? It was utter disaster here after the storm. Putting more people in harms way is unconscionable to be sanctioned by City government! Where is the logic?

The downtown Far Rockaway redevelopment plan is also adding how many housing units! The City is allowing our tiny sliver of land to become overburdened.

We have one hospital that is overburdened.

We have crumbling infrastructure.

We have lack of parking.

We have lack of roads to support the amount of traffic this development will bring.

We have overcrowded schools.

We have sparse job opportunities.

We have the longest commute time to Manhattan.

We have crowds in the summer of 7 MILLION people. We are already too crowded out here!

We are getting high tide flooding in many areas on a regular basis, PARTICULARLY in the area where Peninsula Hospital was. I ask you to drive around there on a full moon high tide when it hasn't even rained. You will see tremendous amounts of floodwater, feet high. I have attached a photo from December 5, 2017 on Edgemere Avenue and Beach 57th Street to illustrate the point.

In closing, this is an awful idea.

If you would like to discuss my points over the telephone, my direct number is 646-339-7727.

Thank you for reading my concerns. I look forward to your reply.

Regards,
Marni Rhyne

From:	Robert Closs
To:	Robert Dobruskin (DCP)
Subject:	Opposed to planned development, Rockaway sure
Date:	Saturday, May 05, 2018 10:27:55 AM

I am writing to express my opposition to the plan for development in the peninsula hospital site. That area is already densely populated. There are not enough places to work for the current population. Traffic is beginning to become a problem during peak times. This development would be the tipping point in an already challenged area.

Please heed our word and consider other options for this area.

From:	steph bellomo
To:	Robert Dobruskin (DCP)
Subject:	Rockaway Project
Date:	Saturday, May 05, 2018 2:47:11 PM

Dear Mr Dobruskin,
I am a native born Rockaway resident. Plain and simple please reconsider the development planned for the old Hospital land. Our tiny peninsula does not have the infrastructure for this project! We are maxed out as it is. Parking and traffic is terrible among many other things.
Thank you for your consideration.
Stephanie

Sent from my iPhone

From: Eileen Maguire
To: Robert Dobruskin (DCP)
Subject: Proposed Development of Peninsula Hospital Site - Rockaway Beach
Date: Saturday, May 05, 2018 10:29:49 AM

Mr. Dobruskin,

I am strongly opposed to the current proposal for housing at the site of the former Peninsula Hospital. Rockaway can not sustain or serve an additional 2000+ housing units! We are down to one hospital; schools are overcrowded; transportation is deplorable.

This proposal is simply a get-rich scheme for the developer who has little regard for the existing community nor the residents he plans to bring in.

This proposal needs to be dramatically scaled back and should be coupled with plans for schools, improved transportation, and a medical trauma facility.

Sincerely,

Eileen Maguire
432 Beach 137 Street
Belle Harbor NY 11694

From: Suzanne Boyle
To: Robert Dobruskin (DCP)
Subject: Peninsula Hospital site development
Date: Sunday, May 06, 2018 2:03:57 PM

The proposed project is exponentially oversized for this peninsula, in every way. We simply cannot support this scale with our fragile ecology and already inadequate infrastructure. I oppose.

From: hpod1@aol.com [mailto:hpod1@aol.com]
Sent: Monday, May 07, 2018 4:52 PM
To: Robert Dobruskin (DCP) <RDOBRUS@planning.nyc.gov>
Subject: Planned Development of Peninsula Hospital Site in Rockaway

Dr. Harold Paez
126-10 Rockaway Beach Blvd.
Belle Harbor, NY 11694

7 May 2018

Mr. Robert Dobruskin
Director of Environmental Assessment
and Review Division
Department of City Planning
120 Broadway
New York, NY 10271

Dear Mr. Dobruskin,

I am writing today to submit my commentary on the proposed development of the old Peninsula Hospital site.
It is my considered opinion that the proposal calling for 2200 units of housing to be developed within a 10 acre site in
Rockaway is too large and dense for this community.

Three main concerns come to mind in particular;

1. Much of the proposed housing is aimed at the "affordable" housing market and presumably a good percentage of low
income subsidized housing. When we consider that the 2200 units would include a considerable number of families with children, we automatically have to consider the school situation in Rockaway.

As the former President of the Community Education Council for District 27(including Rockaway) I want to make it clear that Rockaway is in a state of crisis when it comes to public schools.

While we are home to approximately 5% of the population of Queens County, Rockaway also happens to have 44% of the public schools listed by the State Department of Education as "Priority" status, meaning that the schools are performing in the lowest 5% of all public schools in the state of New York.

Furthermore, we have one of only two schools in Queens County designated as "Persistently Dangerous" by the state. These are schools which are under review due to the unusually high level of serious and violent incidents reported on the official school incident reporting system (VADIR).

Rockaway is also home to public schools that are on the Mayor's Renewal School list, meaning they are high priority schools in danger of closing. In fact, it was only this past Winter that two public schools were slated for closure by Chancellor Farina, but received a last minute reprieve after public outcry. These failing schools are concentrated within the exact zone proposed for this 2200 unit development which

would be full of children attending public schools.

In short, we are setting up a huge housing development where children will be moving into zones with failing schools. I ask, what parent will willingly move into a housing development where their local schools are on the Persistently Dangerous list for violent incidents or on the list of the lowest 5% of performance year after year? This is a recipe for maintaining the cycle of poverty in my humble opinion, but an opinion based on my experience working on the Education Council with two children in the public school system and as a graduate of the public school system myself.

2. Transportation in Rockaway is a constant consideration for low income families. The 2200 unit proposal would presumably include a significant percentage of families struggling to make ends meet. Many families in New York City today are single parent households or households where both parents must work in order to meet the high price of living in NYC. Add to this scenario, an average commute time of one and a half hour by subway to Manhattan each way. With subway delays or closures it is not unreasonable to expect tenants of this massive housing complex to spend 3-4 hours of their day commuting to work, while children are left at home waiting for commuting parents.

Diminished quality of life has been directly linked to the amount of time spent on a stressful commute and Rockaway has among the longest commutes in the city of New York. My concern here is that we are setting up a large community at the farthest reaches of NYC where residents will not be benefitting from the quality of life to be found living closer to the center of the city. Rockaway is a community which has grown organically for generations with folks living in homes inherited from past generations and finding work within easy commuting distances. It is a community which is comprised of hard working individuals who have made a compromise between work distance and home after considered thought and experience. It is also a community of older, retirees who have only occasional need to travel into the city. To suddenly open up a huge housing development with 2200 families, expecting them to make a go of it with some of the most stressful and lengthy commutes in the city, is not learning from the experience of the people living in Rockaway for decades.

3. Rockaway has a long way to go in terms of amenities needed to support high density urban development. We are a seaside community which has developed from what were once seasonal living areas. Many homes and businesses are still recovering from the devastation of Hurricane Sandy 6 years ago. What happens to these families with another Hurricane strike in the future?

Rockaway has no movie theaters, no museums, no community colleges, no large recreational centers or large retail centers like those in the rest of Queens. The beach is wonderful but only available 3 months in the Summer for most individuals. What is to happen with all theses families being placed in a high density development in the middle of Far Rockaway? The plan is simply too large to be supported by the community amenities available.

Please feel free to contact me directly for any additional information or elaboration I can provide on these issues. I hope that you fully consider these issues, I've put forward in order to scale down the proposal by a considerable measure. This way, the city can ensure that the quality of life envisioned by such a new development can be delivered without the heavy downside that overburdening a community will entail.

Sincerely,

Dr. Harold Paez
Rockaway Resident,
Past President, Community Education Council
District 27

From:	ELDA KONGOLI
To:	Robert Dobruskin (DCP)
Subject:	Rezoning to the former Peninsula Hospital
Date:	Monday, May 07, 2018 11:18:11 PM

Dear Mr Dobruskin.

I am writing with regards to the NYC City Planning Commissions considerer rezoning and tax changes to the former Peninsula Hospital site to allow for up to 2,200 units of affordable housing on only 10 acres of land.

Myself along with many local residents are in opposition of the plan as currently proposed for the following reasons.

Density & Building Size
The city of New York and a developer want to put a large-scale development of 2,200 units of affordable housing on 10 acres of land at the old Peninsula Hospital site. This project will be 100% affordable housing development. As residents of the community we all know that a project of this scale is too much housing for this area of our small peninsula, without the resources and infrastructure to handle a large-scale development of this size that would have roughly 5,000 new residents. The density of this development will have a negative impact on the quality of life for all current AND future residents throughout the community. Let's put this proposed large-scale development into perspective to get a better understanding. This development would make the area the most densely populated portion of the Rockaway Peninsula and is in close proximity to other large developments which are on a much larger land footprint.

- NYCHA Ocean Bay Houses: 1,395 units and about 4,000 residents on about 35 acres
- Arverne View Apartments: 1,093 units and about 3,500 residents on 14 acres.
- Nordac Coop Building: 342 units and about 1,000 residents on around 7.5 acres
- Beach 41st St Houses: 712 units and about 1,800 Residents

It is also close to the Arverne by the Sea Development which has been the most successful development to ever come to the Rockaways and has helped transform the Rockaways. It has brought excitement and a mix of families to the community. The Arverne by the Sea Development was also 2,200 units of housing but was on 120 acres NOT 10 acres.

Currently the city is involved in the development of a couple other large-scale projects throughout the city and they are better planned out to ensure the communities do not become to densely populated or the area become to highly populated with only low-income residents. These are just two of the current large-scale developments and you can see it is much less populated and mixes incomes.

Spaford Redevelopment in the Bronx
The Peninsula is a project that will include 700 units of affordable housing, ground-floor retail, light industrial manufacturing space and other amenities on 5-acres.

Hunter Point South
Which is prime waterfront property in Long Island City will have up to 5,000 housing units on 30 acres of which only 60% will be affordable to low/moderate income.

As you can see compared to the current housing in the Arverne, Edgemere area mentioned above and the other proposed housing in other areas of the city this large-scale development proposed on the Peninsula Hospital Site would be much more densely populated compared to other areas.

Additionally, the size and heights (15 stories) of the proposed buildings are out of character with the beach community and overall neighborhood.

Affordable Housing
We all know rents have jumped throughout the city and there is a need for an affordable housing throughout the city. However, The Rockaways has always bared the brunt of affordable housing and to make this large-scale development 100% affordable housing is NOT the answer. Has the city not learned from past failures that it is very important to have a large range of a mixed income, affordability and market rate housing to balance out incomes and ensure the neighborhood becomes viable to live work and play.

According to a report by the New York City Planning Commission from November 3, 2003/Calendar No. 2 C 030509 HUQ Half of the subsidized housing in Queens was located on the Rockaway Peninsula and construction of additional low and moderate-income housing in Arverne would only increase the proportion.

An additional report put out on April 2016 by the Mayor's office of Environmental Remediation the following facts apply to the Rockaways.

• Edgemere, Arverne, and Hammels is now home to a fairly dense community with a high proportion of low-income residents.
• At 16 percent, the unemployment rate of the Hammels-Arverne-Edgemere NTA is more than five percent higher than the rest of the peninsula, Queens (9.6 percent) and New York City (10.2 percent).
• Approximately 30 percent of residents in the Hammels-Arverne-Edgemere are living in poverty. This represents a much greater share of residents living in poverty than the rest of the peninsula and New York City (20 percent).
• The median household income of residents of the Hammels-Arverne-Edgemere NTA is $39,373. This is significantly less than the median incomes of residents of the Rockaway Peninsula ($48,171), Queens ($56,780) and New York City as a whole ($51,865).

According the city's own studies and facts this section of the Rockaways where this large-scale development is planned is already one of the poorest in the city and to continue to bring more lower income families to an isolated peninsula which lacks the infrastructure and services is Not the answer. There is a need for this type of mixed housing to ensure residents have safe affordable places to live as well as residents will have disposable income to support the retail that is planned as part of the development. Continuing to put 100% affordable housing with very low Area Median Income (AMI) amounts is NOT appropriate for a community that is desperate need of market rate and mix of affordable housing with higher AMI amounts.

Environmental Study
The proposed large-scale development is on the old Peninsula Hospital site. This site was part of the surrounding area of the original Arverne/Edgemere Urban Renewal Plan. During the original Arverne Urban Renewal Area Environmental Impact Statement (EIS) the

site was a medical facility and was to provide medical care for the existing residents of the Rockaways in addition to all the new residents what would be moving to the Rockaways with the development of the Arverne Urban Renewal Area, (Arverne by the Sea & Arverne East). Now that the hospital is closed which was part of the original Arverne Urban Renewal EIS and the current proposed plan is to build 2,200 units of housing was NOT part of the original EIS the current DEIS will not comply with the original EIS. These areas must be studied together to fully understand the impact it would have on the community. You cannot separately study the Peninsula Hospital Site and separate it from the remaining Arverne East area that is to be developed. It needs to be studied together to get a true understanding of the impact 2,200 units of affordable housing would have on the surrounding neighborhood. Not studying the areas together is a clear segmentation and any analysis would be flawed.

The Peninsula Hospital site is also in close proximity to NYC Beaches that are NOT open to the public due to endangered species that use the shore line for nesting purposes. The Peninsula Hospital site should be studied together with Arverne East to see how a large-scale development of this size which is 100% affordable would have on the community.

1.The potential for significant impacts to social and economic conditions.
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12. Potential for significant noise impacts.

The success and future of the Rockaways is at stake and we must ensure that this project is carefully thought out, planned and developed with significant community input to ensure the community stays vibrant. As residents of the community we oppose the current plan of 2,200 units and demand this development be scaled back to ensure the density won't over burden the neighborhood. We are also demanding that the Area Median Income (AMI) amounts be raised to ensure that more working class and middle-class families have an opportunity to be eligible to take advantage of this development.

For your consideration

Elda Bauer

From:	Finbar Devine
To:	Robert Dobruskin (DCP)
Subject:	Old Peninsula Hospital Site
Date:	Monday, May 07, 2018 9:57:55 PM

Dear Mr Dobruskin.
I am writing with regards to the NYC City Planning Commissions considered rezoning and text changes to the former Peninsula Hospital site to allow for up to 2,200 units of affordable housing on only 10 acres of land.
Myself along with many other local residents and/or property owners are in opposition of the plan as currently proposed for the following reasons.
-Density & Building Size,
The city of New York and a developer want to put a large-scale development of 2,200 units of affordable housing on 10 acres of land at the old Peninsula Hospital site. This project will be 100% affordable housing development. As residents of the community we all know that a project of this scale is too much housing for this area of our small peninsula, without the resources and infrastructure to handle a large-scale development of this size that would have roughly 5,000 new residents. The density of this development will have a negative impact on the quality of life for all current AND future residents throughout the community. Let's put this proposed large-scale development into perspective to get a better understanding. This development would make the area the most densely populated portion of the Rockaway Peninsula and is in close proximity to other large developments which are on a much larger land footprint.
• NYCHA Ocean Bay Houses: 1,395 units and about 4,000 residents on about 35 acres
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Currently the city is involved in the development of a couple other large-scale projects throughout the city and they are better planned out to ensure the communities do not become to densely populated or the area become to highly populated with only low-income residents. These are just two of the current large-scale developments and you can see it is much less populated and mixes incomes.
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Hunter Point South
Which is prime waterfront property in Long Island City will have up to 5,000 housing units on 30 acres of which only 60% will be affordable to low/moderate income.
As you can see compared to the current housing in the Arverne, Edgemere area mentioned above and the other proposed housing in other areas of the city this large-scale development proposed on the Peninsula Hospital Site would be much more densely populated compared to other areas.
Additionally, the size and heights (15 stories) of the proposed buildings are out of character with the beach community and overall neighborhood.
-Affordable Housing,
We all know rents have jumped throughout the city and there is a need for an affordable housing throughout the city. However, The Rockaways has always bared the brunt of affordable housing and to make this large-scale development 100% affordable housing is NOT the answer. Has the city not learned from past failures that it is very important to have a large range of a mixed income, affordability and market rate housing to balance out incomes and ensure the neighborhood becomes viable to live work and play.
According to a report by the New York City Planning Commission from November 3, 2003/Calendar No. 2 C 030509 HUQ Half of the subsidized housing in Queens was located on the Rockaway Peninsula and construction of additional low and moderate-income housing in Arverne would only increase the proportion.
An additional report put out on April 2016 by the Mayor’s office of Environmental Remediation the following facts apply to the Rockaways.
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The success and future of the Rockaways is at stake and we must ensure that this project is carefully thought out, planned and developed with significant community input to ensure the community stays vibrant. As residents and/or property owners of the community we oppose the current plan of 2,200 units and demand this development be scaled back to ensure the density won't over burden the neighborhood. We are also demanding that the Area Median Income (AMI) amounts be raised to ensure that more working class and middle-class families have an opportunity to be eligible to take advantage of this development. Lastly I would like to add as a former active Local Volunteer Emergency Medical Technician that has been to the old Peninsula hospital more times than I can count, a building of this magnitude, in this area, would create a public safety logistical nightmare! Even with backup power.

For your consideration,
Finbar Devine

From:	irish77223
To:	Robert Dobruskin (DCP)
Subject:	Rockaway Housing Proposal
Date:	Monday, May 07, 2018 11:05:10 PM

I am writing to advise my opposition to the project that would put 2200 apartment units on the site where Peninsula Hospital once stop. Rockaway doesn't not have the infrastructure to handle all of those units. Not to mention, we only have one hospital in Rockaway that does not have the capacity to handle 2200 additional families. There are also not enough schools to handle additional children. The roads are too crowded as it is to handle all of the additional vehicles that would come with these 2200 units.

In sum and substance, I firmly oppose this project and the negative effects it will have on the Rockaway peninsula.

A concerned Rockaway resident,
Shannon McFadden

Sent from my Verizon, Samsung Galaxy smartphone

From: Mrs Figgy
To: Robert Dobruskin (DCP)
Subject: Congestion in the Rockaway's
Date: Tuesday, May 08, 2018 5:50:45 AM

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> Dear Mr Dubruskin.
>
> I am writing with regards to the NYC City Planning Commissions considerer rezoning and text changes to the former Peninsula Hospital site to allow for up to 2,200 units of affordable housing on only 10 acres of land.
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> The city of New York and a developer want to put a large-scale development of 2,200 units of affordable housing on 10 acres of land at the old Peninsula Hospital site. This project will be 100% affordable housing development. As residents of the community we all know that a project of this scale is too much housing for this area of our small peninsula, without the resources and infrastructure to handle a large-scale development of this size that would have roughly 5,000 new residents. The density of this development will have a negative impact on the quality of life for all current AND future residents throughout the community. Let's put this proposed large-scale development into perspective to get a better understanding. This development would make the area the most densely populated portion of the Rockaway Peninsula and is in close proximity to other large developments which are on a much larger land footprint.
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> Additionally, the size and heights (15 stories) of the proposed buildings are out of character with the beach community and overall neighborhood.
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>
> For your consideration
>
> Mrs. Monica Figueroa
>
> Sent from my iPhone

From: Isaac Roland [mailto:rolandisaac@yahoo.com]
Sent: Tuesday, May 08, 2018 9:29 AM
To: Robert Dobruskin (DCP) <RDOBRUS@planning.nyc.gov>
Subject: IMPORTANT ISSUE - ROCKAWAYS

Dear Mr Dobruskin.

I am writing with regards to the NYC City Planning Commissions considerer rezoning and text changes to the former Peninsula Hospital site to allow for up to 2,200 units of affordable housing on only 10 acres of land.

Myself along with many local residents are in opposition of the plan as currently proposed for the following reasons.

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Additionally, the size and heights (15 stories) of the proposed buildings are out of character with the beach community and overall neighborhood.

Affordable Housing
We all know rents have jumped throughout the city and there is a need for an affordable housing throughout the city. However, The Rockaways has always bared the brunt of affordable housing and to make this large-scale development 100% affordable housing is NOT the answer. Has the city not learned from past failures that it is very important to have a large range of a mixed income, affordability and market rate housing to balance out incomes and ensure the neighborhood becomes viable to live work and play.

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For your consideration

Roland Isaac
6906 Catamaran Way
Arverne, NY

From: Elaine Green [mailto:robena02@aol.com]
Sent: Tuesday, May 08, 2018 11:30 PM
To: Robert Dobruskin (DCP) <RDOBRUS@planning.nyc.gov>
Subject: Rockaway Housing

I think that this type of housing would hurt the residents of peninsula. The proposal to build this much low income housing will destroy the beaches and the people in the neighborhood. This area would not have sufficient police, firefighters, or schools to meet the needs of the people that would be placed in these buildings. Please do not build. The Bronx was over developed and has problems because of it.

From: sharonfeldman@aol.com [mailto:sharonfeldman@aol.com]
Sent: Tuesday, May 08, 2018 3:26 PM
To: Robert Dobruskin (DCP) <RDOBRUS@planning.nyc.gov>
Subject: NYC City Planning Commissions considerer rezoning and text changes to the former Peninsula Hospital site

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Affordable Housing
We all know rents have jumped throughout the city and there is a need for an affordable housing throughout the city. However, The Rockaways has always bared the brunt of affordable housing and to make this large-scale development 100% affordable housing is NOT the answer. Has the city not learned from past failures that it is very important to have a large range of a mixed income, affordability and market rate housing to balance out incomes and ensure the neighborhood becomes viable to live work and play.
According to a report by the New York City Planning Commission from November 3, 2003/Calendar No. 2 C 030509 HUQ Half of the subsidized housing in Queens was located on the Rockaway Peninsula and construction of additional low and moderate-income housing in Arverne would only increase the proportion.
An additional report put out on April 2016 by the Mayor's office of Environmental Remediation the following facts apply to the Rockaways.
• Edgemere, Arverne, and Hammels is now home to a fairly dense community with a high proportion of low-income residents.
• At 16 percent, the unemployment rate of the Hammels-Arverne-Edgemere NTA is more than five percent higher than the rest of the peninsula, Queens (9.6 percent) and New York City (10.2 percent).
• Approximately 30 percent of residents in the Hammels-Arverne-Edgemere are living in poverty. This represents a much greater share of residents living in poverty than the rest of the peninsula and New York City (20 percent).
• The median household income of residents of the Hammels-Arverne-Edgemere NTA is $39,373. This is significantly less than the median incomes of residents of the Rockaway Peninsula ($48,171), Queens ($56,780) and New York City as a whole ($51,865).
According the city's own studies and facts this section of the Rockaways where this large-scale development is planned is already one of the poorest in the city and to continue to bring more lower income families to an isolated peninsula which lacks the infrastructure and services is Not the answer. There is a need for this type of mixed housing to ensure residents have safe affordable places to live as well as residents will have disposable income to support the retail that is planned as part of the development. Continuing to put 100% affordable housing with very low Area Median Income (AMI) amounts is NOT appropriate for a community that is desperate need of market rate and mix of affordable housing with higher AMI amounts.
Environmental Study
The proposed large-scale development is on the old Peninsula Hospital site. This site was part of the surrounding area of the original Arverne/Edgemere Urban Renewal Plan. During the original Arverne Urban Renewal Area Environmental Impact Statement (EIS) the site was a medical facility and was to provide medical care for the existing residents of the Rockaways in addition to all the new residents what would be moving to the Rockaways with the development of the Arverne Urban Renewal Area, (Arverne by the Sea & Arverne East). Now that the hospital is closed which was part of the original Arverne Urban Renewal EIS and the current proposed plan is to build 2,200 units of housing was NOT part of the original EIS the current DEIS will not comply with the original EIS. These areas must be studied together to fully understand the impact it would have on the community. You cannot separately study the Peninsula Hospital Site and separate it from the remaining Arverne East area that is to be developed. It needs to be studied together to get a true understanding of the impact 2,200 units of affordable housing would have on the surrounding neighborhood. Not studying the areas together is a clear segmentation and any analysis would be flawed.

The Peninsula Hospital site is also in close proximity to NYC Beaches that are NOT open to the public due to endangered species that use the shore line for nesting purposes. The Peninsula Hospital site should be studied together with Arverne East to see how a large-scale development of this size which is 100% affordable would have on the community.
1.The potential for significant impacts to social and economic conditions.
2. The potential for significant impacts to community facilities and services.
3. The potential for significant changes to neighborhood character.
4. The potential for open spaces and recreational facilities to be significantly impacted.
5. The potential for the project to generate shadows impacts.
6. The potential for significant changes to natural resources.
7. The potential for significant changes related to shoreline erosion and sea level.
8. The potential for significant impacts to waterfront revitalization.
9. The potential for significant adverse impacts from hazardous materials.
10. The potential for substantial changes to traffic and transportation.
11. The potential for significant adverse effects to air quality.
12. Potential for significant noise impacts.
The success and future of the Rockaways is at stake and we must ensure that this project is carefully thought out, planned and developed with significant community input to ensure the community stays vibrant. As residents of the community we oppose the current plan of 2,200 units and demand this development be scaled back to ensure the density won't over burden the neighborhood. We are also demanding that the Area Median Income (AMI) amounts be raised to ensure that more working class and middle-class families have an opportunity to be eligible to take advantage of this development.

We have ONE hospital .. our infrastructure is horrendous, not enough schools .. roads a mostly singular .. god forbid another evacuation .. we'd be dead .. kindly rethink your position on this.

Thanking you in advance for your consideration,
Sharon Feldman

-----Original Message-----
From: ellen hynes [mailto:melel154@yahoo.com]
Sent: Wednesday, May 09, 2018 8:15 AM
To: Robert Dobruskin (DCP) <RDOBRUS@planning.nyc.gov>
Subject: rezoning and text changes to the former Peninsula Hospital site

Dear Mr Dobruskin.

I am writing with regards to the NYC City Planning Commissions considerer rezoning and text changes to the former Peninsula Hospital site to allow for up to 2,200 units of affordable housing on only 10 acres of land.

Myself along with many local residents are in opposition of the plan as currently proposed for the following reasons.

Density & Building Size
The city of New York and a developer want to put a large-scale development of 2,200 units of affordable housing on 10 acres of land at the old Peninsula Hospital site. This project will be 100% affordable housing development. As residents of the community we all know that a project of this scale is too much housing for this area of our small peninsula, without the resources and infrastructure to handle a large-scale development of this size that would have roughly 5,000 new residents. The density of this development will have a negative impact on the quality of life for all current AND future residents throughout the community. Let's put this proposed large-scale development into perspective to get a better understanding. This development would make the area the most densely populated portion of the Rockaway Peninsula and is in close proximity to other large developments which are on a much larger land footprint.

• NYCHA Ocean Bay Houses: 1,395 units and about 4,000 residents on about 35 acres • Arverne View Apartments: 1,093 units and about 3,500 residents on 14 acres.
• Nordac Coop Building: 342 units and about 1,000 residents on around 7.5 acres • Beach 41st St Houses: 712 units and about 1,800 Residents

It is also close to the Arverne by the Sea Development which has been the most successful development to ever come to the Rockaways and has helped transform the Rockaways. It has brought excitement and a mix of families to the community. The Arverne by the Sea Development was also 2,200 units of housing but was on 120 acres NOT 10 acres.

Currently the city is involved in the development of a couple other large-scale projects throughout the city and they are better planned out to ensure the communities do not become to densely populated or the area become to highly populated with only low-income residents. These are just two of the current large-scale developments and you can see it is much less populated and mixes incomes.

Spaford Redevelopment in the Bronx
The Peninsula is a project that will include 700 units of affordable housing, ground-floor retail, light industrial manufacturing space and other amenities on 5-acres.

Hunter Point South
Which is prime waterfront property in Long Island City will have up to 5,000 housing units on 30 acres of which only 60% will be affordable to low/moderate income.

As you can see compared to the current housing in the Arverne, Edgemere area mentioned above and the other proposed housing in other areas of the city this large-scale development proposed on the Peninsula Hospital Site would be much more densely populated compared to other areas.

Additionally, the size and heights (15 stories) of the proposed buildings are out of character with the beach community and overall neighborhood.

Affordable Housing
We all know rents have jumped throughout the city and there is a need for an affordable housing throughout the city. However, The Rockaways has always bared the brunt of affordable housing and to make this large-scale development 100% affordable housing is NOT the answer. Has the city not learned from past failures that it is very important to have a large range of a mixed income, affordability and market rate housing to balance out incomes and ensure the neighborhood becomes viable to live work and play.

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According the city's own studies and facts this section of the Rockaways where this large-scale development is planned is already one of the poorest in the city and to continue to bring more lower income families to an isolated peninsula which lacks the infrastructure and services is Not the answer. There is a need for this type of mixed housing to ensure residents have safe affordable places to live as well as residents will have disposable income to support the retail that is planned as part of the development. Continuing to put 100% affordable housing with very low Area Median Income (AMI) amounts is NOT appropriate for a community that is desperate need of market rate and mix of affordable housing with higher AMI amounts.

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The Peninsula Hospital site is also in close proximity to NYC Beaches that are NOT open to the public due to endangered species that use the shore line for nesting purposes. The Peninsula Hospital site should be studied together with Arverne East to see how a large-scale development of this size which is 100% affordable would have

on the community.

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9. The potential for significant adverse impacts from hazardous materials.
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12. Potential for significant noise impacts.

The success and future of the Rockaways is at stake and we must ensure that this project is carefully thought out, planned and developed with significant community input to ensure the community stays vibrant. As residents of the community we oppose the current plan of 2,200 units and demand this development be scaled back to ensure the density won't over burden the neighborhood. We are also demanding that the Area Median Income (AMI) amounts be raised to ensure that more working class and middle-class families have an opportunity to be eligible to take advantage of this development.

For your consideration

Ellen Hynes
Concerned Resident of The Rockaway's

-----Original Message-----
From: Torey Schnupp [mailto:torey1@me.com]
Sent: Thursday, May 10, 2018 10:57 PM
To: Robert Dobruskin (DCP) <RDOBRUS@planning.nyc.gov>
Subject: Rezoning of Peninsula Hospital site Rockaway

Mr Dobruskin,
I'm writing to you as a concerned Rockaway resident in regards to the former Peninsula Hospital site. This proposed development is the last thing our community needs. Rockaway does not have the infrastructure to support 2200 additional "affordable" housing units in such a small area. This will devastate an already fragile Rockaway. A community that is literally trying to keep its head above water since hurricane Sandy devastated us. A place where it is nearly impossible to park a car let alone cars for 2200 units or find a job. We are an isolated strip of land that has one of the worst hospitals in all of NYC (formerly 2 of the worst hospitals) to care for its overwhelming number of current residents let alone 5000 more. A community so far from the city that a commute by car, train, bus or ferry ride is at least 90 minutes.

Have you or the other people planning Rockaway's future ever spent time in Rockaway? If so, you would already know that there are very few stores to shop at for basic needs, an influx of summer visitors that squeeze onto the Peninsula that drive for hours looking for a parking spot or the last ferry seat. Imagine what the current residents deal with. Our beaches have such horrendous erosion that God forbid another storm comes, the peninsula will not survive.

While there is a need to develop this land, the current plan will not and can not work. Rockaway needs stores, quality medical care, SCHOOLS and places for families to enjoy. We need some housing but but on a much smaller scale. Any housing MUST be a mix of affordable and market rate to balance and desegregate the neighborhood. All "affordable" housing next to housing projects in an already struggling area will only bring it down. Rockaway cannot afford to be the dumping ground it was in years past. We are tired of taking one step forward and 10 steps back and will fight this development until the needs of this community are met.

We look forward to a completely new plan from you in the near future. Also, I invite you and your team to visit Rockaway and spend some time here to truly understand the needs of the people on this peninsula. I would be happy facilitate a meeting with some of our strong community leaders (and I don't mean the politicians) in order to grow Rockaway in the right way.

Sincerely,
Torey Schnupp
917-376-4090

Sent from my iPad

APPENDIX C:
Transportation Demand Factors (TDF)
Memorandum

Sam Schwartz Engineering, D.P.C.
322 Eighth Avenue, 5th Floor
New York, NY 10001
phone: (212) 598-9010
samschwartz.com

Memorandum

To: Diane McCarthy, DCP

From: Aviva Laurenti, PE, PTOE

Date: April 29, 2019

Re: Peninsula Hospital Site Rezoning Travel Demand Factors Memorandum

Project No: 16-01-0260

Sam Schwartz has prepared a preliminary transportation screening for the proposed redevelopment of the Peninsula Hospital Site in the Rockaway neighborhood of Queens, Community District 14 (the "Proposed Project"). The Proposed Project is located on Lot 1 of Block 15842, Lot 1 of Block 15843, and Lot 1 of Block 15857 and is bounded by Beach Channel Drive to the north, Rockaway Beach Boulevard to the south, Beach 50th Street to the east, and Beach 53rd Street to the west, as shown in **Figure 1: Site Location Map**.

In accordance with the *2014 City Environmental Quality Review Technical Manual (2014 CEQR Technical Manual)*, this Travel Demand Factors (TDF) Memorandum estimates the projected trips from the Proposed Project following a two-tiered screening process. The Level 1 screening assessment includes a trip generation analysis to determine whether the Proposed Project would result in more than 50 vehicle trips, 200 subway/rail or bus riders, or 200 pedestrian trips in a peak hour. The Level 2 Screening is a trip assignment review that identifies intersections with 50 or more vehicle trips, pedestrian elements with 200 or more pedestrian trips, 50 bus trips in a single direction on a single route, or 200 passengers at a subway station or line during any analysis peak hour which would require detailed analyses.

Figure 1
Site Location Map



Source: 2016 Pluto, NYCDCP

Project Site

1/4-Mile Radius

SITE LOCATION MAP

Peninsula Hospital Site Redevelopment

A. Reasonable Worst-Case Development Scenario Program

For the purposes of this TDF Memo, the horizon year for the Proposed Project is 2034. Based on Reasonable Worst-Case Development Scenario (RWCDS), the Proposed Project would include the following land uses:

- 40,000 gross square feet (gsf) of local retail space
- 13,000 gsf of destination retail space
- 19,000 gsf of supermarket space
- 77,000 gsf of medical office space
- 24,000 square feet (sf) (0.55 acres) of open space
- 2,200 residential dwelling units (DUs)

In the absence of the Proposed Project, 568 residential DUs, 21,659 sf of local retail space, and 800 sf of medical office space can be built as-of-right under existing zoning for the Project Site. Therefore, the total increment analyzed for the Proposed Project would include:

- 18,341 gsf of local retail space
- 13,000 gsf of destination retail space
- 19,000 gsf of supermarket space
- 76,200 gsf of medical office space
- 24,000 sf (0.55 acres) of open space
- 1,632 residential DUs

Preliminary Transportation Planning Factors

The transportation planning factors used in forecasting travel demand for the Proposed Project are shown in **Table 1**:**Travel Demand Factors** and the trip generation results are shown in **Table 2**: **Project Increment Trip Generation Estimates**. Trip generation estimates were prepared for the following critical peak periods:

- Weekday Morning (AM)
- Weekday Midday (MD)
- Weekday Afternoon (PM)
- Saturday Midday (SMD)

To account for recreational activities in the Rockaways during the summer period, seasonal adjustments factors will be considered as part of the detailed transportation analyses.

A description of the transportation planning factors for each individual land use is provided below.

Local Retail
The Proposed Project would include 18,341 gsf of local retail use. The daily trip generation rates, temporal distribution, daily truck trip generation rates, truck temporal distribution, and truck directional distribution were obtained from the *2014 CEQR Technical Manual*, Table 16-2. Modal split percentages, auto and taxi vehicle occupancy, and directional distribution were obtained from the *Downtown Far Rockaway Rezoning FEIS (2017)*, Table 14-6, for the Local Retail land use.

Destination Retail
The Proposed Project would include 13,000 gsf of destination retail use. The daily trip generation rates and temporal distribution were obtained from the *2014 CEQR Technical Manual*, Table 16-2. The modal split percentages, directional distribution, daily truck generation rates, truck temporal distribution, and truck

directional distribution were obtained from the *Coney Island Rezoning FEIS (2009)*, Tables 16-12 and 16-14, for the Destination Retail land use. The auto and taxi vehicle occupancy were obtained from the *Gateway Estates II FEIS (2009),* Table 16-16.

Supermarket
The Proposed Project would include 19,000 gsf of supermarket use. The daily trip generation rates and temporal distribution were obtained from the *2014 CEQR Technical Manual*, Table 16-2. The taxi, subway, and bus modal split percentages, auto and taxi vehicle occupancy, directional distribution, daily truck generation rates, truck temporal distribution, and truck directional distribution were obtained from the *East New York Rezoning Proposal FEIS (2016)*, Table 13-8, for the Food Retail Expansion Program to Support Health (Supermarket) land use. The auto and walk modal split percentages were obtained from information provided by New York City Department of Transportation (NYCDOT) for a project adjacent to the Project Site.

Medical Office
The Proposed Project would include 76,200 gsf of medical office use. The daily truck generation rates, truck temporal distribution, directional distribution and truck directional distribution were obtained from the *Downtown Far Rockaway Rezoning FEIS (2017)*, Table 14-6, for the Medical Office land use. The daily trip generation rates, modal split, Saturday auto and taxi vehicle occupancy, and temporal distribution were obtained from information provided by NYCDOT and based on a survey performed at three comparable medical office sites located in Queens. The weekday auto and taxi vehicle occupancy was obtained from information provided by NYCDOT.

Open Space
The Proposed Project would include 24,000 sf, or 0.55 acres, of open space, which was conservatively analyzed as active open space. The daily trip generation rates and temporal distribution were obtained from the *2014 CEQR Technical Manual*, Table 16-2. Modal split, auto and taxi vehicle occupancy, and directional distribution were obtained from the *Arverne Urban Renewal Area/Arverne By the Sea FEIS (2003)*, Table 2.13-13, for the Passive Parkland land use. The daily truck trip generation rate, truck temporal distribution, and truck directional distribution were obtained from the *Brooklyn Bridge Park FEIS (2005)*, Table 14-6, for the Park Land use.

Residential
The Proposed Project would include 1,632 residential DUs. The daily trip generation rates, temporal distribution, daily truck trip generation rates, truck temporal distribution, and truck directional distribution were obtained from the *2014 CEQR Technical Manual*, Table 16-2. Modal split and auto vehicle occupancy were calculated from the 2011-2015 American Community Survey (ACS) 5-year estimates: Sex of Workers by Means of Transportation to Work (Table 08006) for average of census tracts 964, 972.02, 972.03, 972.04, and 992 in Queens, as shown on **Figure 2**: **Census Map – Queens, New York**. The directional distribution and taxi vehicle occupancy were obtained from the *Downtown Far Rockaway Rezoning FEIS (2017)*, as proposed by the New York City Economic Development Corporation (EDC), as shown in Table 14-6 for the Residential land use. Due to the recent implementation of city ferry service between the Rockaways, Sunset Park, and Lower Manhattan, the ferry mode share is not yet captured by the latest census data. Furthermore, while EDC has started to survey ferry riders, no survey results are currently available. However, EDC has indicated that because a ferry shuttle bus is provided for the Rockaway ferry stop, this ferry location does draw ridership beyond a ¼-mile radius, or the radius around a project site that is generally assumed as the distance that someone driving to the site is willing to walk. It was assumed that five percent of the residents would travel by ferry, and that those residents would shift from the subway (three percent) and auto (two percent). It was conservatively assumed in the assessment of transit and pedestrian impacts that residents traveling by ferry would use the Q22 bus route, rather than the existing

free shuttle service to travel from the Proposed Project Site to the Rockaway ferry landing located at Beach 108th Street and Beach Channel Drive.

Figure 2
Census Map – Queens, New York



Linked Trips

Linked trips are those that have multiple destinations within a Project Site and are typical for projects that include multiple uses. Based on *2014 CEQR Technical Manual* guidelines, a 25% linked trip reduction was applied to the trip generation for the local retail land use to account for trips generated by the medical office, residential, destination retail, supermarket, and open space uses that would visit the local retail use without leaving the Project Site.

Table 1
Travel Demand Factors

	Land Use	Local Retail		Destination Retail		Supermarket		Medical Office		Active Open Space		Residential	
	Size	18,341		13,000		19,000		76,200		0.55		1,632	
	Unit	gsf		gsf		gsf		gsf		acre		Dwelling Units	
Daily Person Trip Generation		(1)		(1)		(1)		(6)		(1)		(1)	
	Weekday	205.0		78.2		175.0		103.3		139.0		8.075	
	Saturday	240.0		92.5		231.0		51.3		196.0		9.600	
	Unit	per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per acre		per dwelling unit	
Daily Truck Trip Generation		(1)		(3)		(4)		(2)		(8)		(1)	
	Weekday	0.35		0.70		0.35		0.29		0.01		0.06	
	Saturday	0.04		0.04		0.04		0.29		0.01		0.02	
	Unit	per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per acre		per dwelling unit	
		Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	AM / PM	MD / Saturday
		(2)		(3)		(4, 5)		(6)		(9)		(10)	
Modal Split	Auto	11.0%	8.0%	59.0%	59.0%	30.0%	30.0%	47.0%	82.0%	33.0%	43.0%	36.6%	36.6%
	Taxi	0.0%	0.0%	3.0%	5.0%	3.0%	3.0%	7.0%	6.0%	2.0%	2.0%	2.0%	2.0%
	Subway	9.0%	7.0%	15.0%	13.0%	5.0%	5.0%	6.0%	1.0%	2.0%	2.0%	32.8%	32.8%
	Bus	5.0%	5.0%	18.0%	18.0%	5.0%	5.0%	14.0%	6.0%	3.0%	3.0%	17.2%	17.2%
	Walk/Other	75.0%	80.0%	5.0%	5.0%	57.0%	57.0%	26.0%	5.0%	60.0%	50.0%	6.4%	6.4%
	Ferry (via Q22 Bus)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%
		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
		(2)		(11)		(4)		(6, 7)		(9)		(2, 10)	
Vehicle Occupancy	Auto	2.00	2.00	1.40	1.72	1.65	1.65	1.50	1.60	1.60	1.60	1.08	1.08
	Taxi	2.00	2.00	1.65	1.75	1.40	1.40	1.50	1.60	1.60	1.60	1.40	1.30
Linked Trips (1)		25%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Temporal Distribution		(1)		(1)		(1)		(6)		(1)		(1)	
	AM	3.0%		3.0%		5.0%		10.3%		3.0%		10.0%	
	MD	19.0%		9.0%		6.0%		11.4%		5.0%		5.0%	
	PM	10.0%		9.0%		10.0%		8.6%		6.0%		11.0%	
	Sat MD	10.0%		11.0%		9.0%		8.8%		6.0%		8.0%	
Truck Temporal Distribution		(1)		(3)		(4)		(2)		(8)		(1)	
	AM	8.0%		7.7%		10.0%		3.0%		6.0%		12.0%	
	MD	11.0%		11.0%		8.0%		11.0%		6.0%		9.0%	
	PM	2.0%		1.0%		5.0%		1.0%		1.0%		2.0%	
	Sat MD	11.0%		11.0%		10.0%		0.0%		0.0%		9.0%	
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
		(2)		(3)		(4)		(2)		(9)		(2)	
Directional Distribution	AM	50.0%	50.0%	61.0%	39.0%	45.0%	55.0%	89.0%	11.0%	70.0%	30.0%	15.0%	85.0%
	MD	50.0%	50.0%	55.0%	45.0%	46.0%	54.0%	51.0%	49.0%	60.0%	40.0%	50.0%	50.0%
	PM	50.0%	50.0%	47.0%	53.0%	47.0%	53.0%	48.0%	52.0%	40.0%	60.0%	70.0%	30.0%
	Sat MD	55.0%	45.0%	55.0%	45.0%	46.0%	54.0%	51.0%	49.0%	60.0%	40.0%	50.0%	50.0%
Truck Directional Distribution		(1)		(3)		(4)		(2)		(8)		(1)	
	AM	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
	MD	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
	PM	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
	Sat MD	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%

1. CEQR Technical Manual (March 2014), Table 16-2.
2. Downtown Far Rockaway Rezoning FEIS (2017), Table 14-6.
3. Coney Island Rezoning FEIS (2009), Tables 16-12 and 16-14.
4. East New York Rezoning Proposal FEIS (2016), Table 13-8.
5. Auto and walk mode share assumptions (30 percent and 57 percent, respectively) provided by NYCDOT via e-mail on July 26, 2017 for the Ocean Bay Retail EAS (53-05 Beach Channel Drive, adjacent to the Peninsula Hospital site).
6. Daily person trip generation rates, modal split, Saturday vehicle occupancy, and temporal distribution provided by NYCDOT via e-mail in October 2017 and based on a survey peformed at three comparable medical office sites located in Queens.
7. Weekday vehicle occupancy provided by NYCDOT via conference call in October 2017.
8. Brooklyn Bridge Park FEIS, Table 14-6, Park land use.
9. Arverne Urban Renewal Area/Arverne By the Sea FEIS (CEQR 02HPD004Q), Table 2.13-13. Assumed WMD directional distribution same as SMD.
10. U.S. Census Data. 2011-2015 American Community Survey. Table 08006: Sex of workers by means of transportation to work. Queens census tracts 964, 972.02, 972.03, 972.04, and 992. Ferry mode share assumed to detract from subway mode share by 3 percent and from auto mode share by 2 percent.
11. Gateway Estates II FEIS (2009), Table 16-16.

Table 2
Project Increment Trip Generation Estimates

Travel Demand Forecast (Person Trips)

		Local Retail		Destination Retail		Supermarket		Medical Office		Active Open Space		Residential		TOTAL		
Daily Trips	Weekday	2,819		1,017		3,325		7,871		76		13,179		28,287		
	Saturday	3,301		1,203		4,389		3,909		108		15,667		28,577		
Peak Hour Trips	AM	85		31		166		811		4		1,317		2,414		
	MD	536		92		200		897		4		660		2,389		
	PM	281		92		333		677		4		1,449		2,836		
	Sat MD	331		132		395		344		8		1,252		2,462		
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	TOTAL
AM	Auto	5	5	11	7	22	27	339	42	0	0	74	410	**451**	**491**	**942**
	Taxi	0	0	1	0	2	3	50	6	0	0	1	21	**54**	**30**	**84**
	Subway	4	4	3	2	4	5	43	6	0	0	64	366	**118**	**383**	**501**
	Bus	1	1	3	2	4	5	101	12	0	0	34	193	**143**	**213**	**356**
	Walk/Other	32	32	1	1	43	52	187	23	0	0	12	72	**275**	**180**	**455**
	Ferry (via Q22 Bus)	0	0	0	0	0	0	0	0	0	0	10	57	**10**	**57**	**67**
	Total	42	42	19	12	75	92	720	89	0	0	195	1119	**1,051**	**1,354**	**2,405**
MD	Auto	29	29	30	24	28	32	215	206	0	0	123	123	**425**	**414**	**839**
	Taxi	0	0	2	1	3	3	32	31	0	0	8	8	**45**	**43**	**88**
	Subway	24	24	8	6	5	5	27	27	0	0	108	108	**172**	**170**	**342**
	Bus	13	13	9	7	5	5	64	62	0	0	57	57	**148**	**144**	**292**
	Walk/Other	200	200	3	2	52	62	119	114	0	0	21	21	**395**	**399**	**794**
	Ferry (via Q22 Bus)	0	0	0	0	0	0	0	0	0	0	18	18	**18**	**18**	**36**
	Total	266	266	52	40	93	107	457	440	0	0	335	335	**1,203**	**1,188**	**2,391**
PM	Auto	16	16	26	29	47	53	152	165	0	0	374	160	**615**	**423**	**1,038**
	Taxi	0	0	1	1	5	5	23	25	0	0	20	9	**49**	**40**	**89**
	Subway	13	13	6	7	8	9	19	21	0	0	332	142	**378**	**192**	**570**
	Bus	7	7	8	9	8	9	46	50	0	0	172	74	**241**	**149**	**390**
	Walk/Other	106	106	2	2	89	101	85	92	0	0	64	29	**346**	**330**	**676**
	Ferry (via Q22 Bus)	0	0	0	0	0	0	0	0	0	0	51	21	**51**	**21**	**72**
	Total	142	142	43	48	157	177	325	353	0	0	1013	435	**1,680**	**1,155**	**2,835**
SAT MD	Auto	15	11	43	35	55	64	144	138	0	0	229	229	**486**	**477**	**963**
	Taxi	0	0	4	3	5	6	10	10	0	0	12	12	**31**	**31**	**62**
	Subway	13	11	9	8	9	11	2	2	0	0	204	204	**237**	**236**	**473**
	Bus	9	7	13	11	9	11	10	10	0	0	108	108	**149**	**147**	**296**
	Walk/Other	147	120	4	3	104	122	9	8	4	0	40	40	**308**	**293**	**601**
	Ferry (via Q22 Bus)	0	0	0	0	0	0	0	0	0	0	33	33	**33**	**33**	**66**
	Total	184	149	73	60	182	214	175	168	4	0	626	626	**1,244**	**1,217**	**2,461**

Travel Demand Forecast (Vehicle Trips)

Taxi Overlap Rate 0%		Local Retail		Destination Retail		Supermarket		Medical Office		Active Open Space		Residential		TOTAL		
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	TOTAL
AM	Auto	5	5	8	5	13	16	226	28	0	0	67	378	**319**	**432**	**751**
	Taxi	0	0	1	0	1	2	33	4	0	0	1	13	36	19	55
	Taxi (Balanced)[1]	0	0	1	1	3	3	37	37	0	0	14	14	**55**	**55**	**110**
	Truck	0	0	0	0	0	0	2	2	0	0	7	7	**9**	**9**	**18**
	Total	5	5	9	6	16	19	265	67	0	0	88	399	**383**	**496**	**879**
MD	Auto	16	16	21	17	17	19	144	137	0	0	113	113	**311**	**302**	**613**
	Taxi	0	0	1	1	2	2	21	21	0	0	8	8	32	32	64
	Taxi (Balanced)[1]	0	0	2	2	4	4	42	42	0	0	16	16	**64**	**64**	**128**
	Truck	0	0	1	1	0	0	0	0	0	0	2	2	**3**	**3**	**6**
	Total	16	16	24	20	21	23	186	179	0	0	131	131	**378**	**369**	**747**
PM	Auto	9	9	19	21	28	32	102	110	0	0	345	149	**503**	**321**	**824**
	Taxi	0	0	1	1	4	4	15	17	0	0	12	9	32	31	63
	Taxi (Balanced)[1]	0	0	2	2	8	8	32	32	0	0	21	21	**63**	**63**	**126**
	Truck	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
	Total	9	9	21	23	36	40	134	142	0	0	366	170	**566**	**384**	**950**
Sat MD	Auto	9	7	25	20	33	39	90	86	0	0	211	211	**368**	**363**	**731**
	Taxi	0	0	2	2	4	4	6	6	0	0	12	12	24	24	48
	Taxi (Balanced)[1]	0	0	4	4	8	8	12	12	0	0	24	24	**48**	**48**	**96**
	Truck	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	**0**
	Total	9	7	29	24	41	47	102	98	0	0	235	235	**416**	**411**	**827**

Notes
(1) A 0% taxi overlap rate was assumed, based on the *CEQR 2014 Technical Manual* .

Travel Demand Forecast (Total Walk Trips)

		Local Retail		Destination Retail		Supermarket		Medical Office		Active Open Space		Residential		TOTAL		
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	TOTAL
AM	Total Walk Trips[1]	37	37	7	5	51	62	331	41	0	0	120	688	**546**	**833**	**1,379**
MD	Total Walk Trips[1]	237	237	20	15	62	72	210	203	0	0	204	204	**733**	**731**	**1,464**
PM	Total Walk Trips[1]	126	126	16	18	105	119	150	163	0	0	619	266	**1,016**	**692**	**1,708**
SAT MD	Total Walk Trips[1]	169	138	26	22	122	144	21	20	4	0	385	385	**727**	**709**	**1,436**

Notes
(1) Total walk trips includes all trips via transit plus walk only trips.

B. Trip Generation Results

The estimated number of incremental trips that would be generated by the Proposed Project are shown in **Table 3: Project Increment Trip Generation Estimate Summary**.

Table 3
Project Increment Trip Generation Estimate Summary

Peak Hour	Vehicle (Auto + Taxi + Truck)	Subway	Bus	Bike/Walk Only	Ferry	Total Pedestrian
Weekday AM	879	501	356	455	67	1,379
Weekday MD	747	342	292	794	36	1,464
Weekday PM	950	570	390	676	72	1,708
Saturday MD	827	473	296	601	66	1,436

The results show that the Proposed Project would generate more than 50 vehicle trips in a peak hour (a maximum of 950 trips during the Weekday PM peak hour). Therefore, in accordance with the *2014 CEQR Technical Manual*, a Level 2 Screening was performed to distribute the new vehicular trips to the surrounding roadway network and identify study locations for quantitative analyses.

The results show that the Proposed Project would generate more than 200 subway trips in a peak hour (a maximum of 570 trips during the Weekday PM peak hour). Therefore, in accordance with the *2014 CEQR Technical Manual*, a Level 2 Screening was performed to distribute the new subway trips to the surrounding transit network and identify subway stations for quantitative analyses.

The Proposed Project would generate more than 50 bus trips in a peak hour (a maximum of 390 trips in the Weekday PM peak hour). Therefore, in accordance with the *2014 CEQR Technical Manual*, a Level 2 Screening was performed to distribute the new bus trips to the surrounding transit network and identify bus routes for quantitative analyses.

The Proposed Project would generate a maximum of 72 ferry trips in the Weekday PM peak hour. Although the *2014 CEQR Technical Manual* does not provide guidance on the determination of a Level 2 Screening for the ferry mode, it was assumed that a quantitative ferry analysis would not be required. However, to estimate total pedestrian and transit trips in the study area, ferry trips were assigned to the Q22 bus route, which serves the ferry stop located at Beach 108th Street and Beach Channel Drive.

The results also show that the Proposed Project would generate more than 200 pedestrians in a peak hour (a maximum of 1,708 trips during the Weekday PM peak hour). Therefore, in accordance with the *2014 CEQR Technical Manual*, a Level 2 Screening was performed to distribute the new pedestrian trips to the surrounding pedestrian network and identify study locations for quantitative analyses.

C. Trip Assignment

Vehicle

Vehicle assignment for trips generated by the Proposed Project considered the location of the various parking garage entrances/exits on the Project Site and the amount of on-site parking that would be provided on each block, as well as the new internal roadways that would be created as part of the Proposed Project, including the extension of Beach 52nd Street, between Beach Channel Drive and Rockaway Beach

Boulevard, and a new east-west street bisecting the site, parallel to Beach Channel Drive and Rockaway Beach Boulevard, as shown on **Figure 10**:**Proposed Roadway Network**.

The vehicle assignment also considers the existing street closures/turning restrictions in the study area. Several streets, including Rockaway Freeway at Beach 62nd Street and Beach 47th Street at Edgemere Avenue, are closed or have posted turn restrictions. It is assumed that these roads will continue to provide limited connectivity in the future, although if additional information is provided by NYCDOT during the environmental analysis phase, existing and future traffic assignment will be revised accordingly. The vehicle assignment also considers future roadway improvements impacting street directions and/or turning movements. Several roadway improvements, including the conversion of Birdsall Avenue to one-way westbound between Beach Channel Drive and Redfern Avenue, and the reconfiguration of Beach Channel Drive and Beach 35th Street, were identified with NYCDOT and are included in the assignment.

Residential Vehicular Trip Assignment Assumptions

Trip assignment for the residential land use considered the Proposed Project's geographic location relative to major arterials, commuter routes for residents of the area based on available census data[1], and the anticipated locations of on-site parking garage entrances and exits. The inbound and outbound trip assignment percentages for the residential land use are shown on **Figure 3: Residential Land Use Inbound Taxi/Auto Trip Percentages** and **Figure 4: Residential Land Use Outbound Taxi/Auto Trip Percentages**, respectively, and summarized below in **Table 4: Residential Trip Assignment Assumptions: Auto/Taxi**.

Table 4
Residential Trip Assignment Assumptions: Auto/Taxi

		Journey to Work Distribution	Beach Channel Drive	Rockaway Freeway	Rockaway Beach Boulevard	Shore Front Drive		Total
To/From West	Local, West of Cross Bay Boulevard	1%	25%	25%	25%	25%		100%
	Local, East of Cross Bay Boulevard, between Beach 62nd and 73rd Streets	4%	25%	25%	25%	25%		100%
	Cross Bay Boulevard	24%	40%	20%	40%	0%		100%
	Flatbush Avenue	38%	40%	20%	40%	0%		100%
		Journey to Work Distribution	Beach Channel Drive				Edgemere Avenue	Total
To/From East	Rockaway Freeway	11%	50%				50%	100%
	Beach Channel Drive	11%	100%				0%	100%
	Beach Channel Drive between Seagirt Blvd and Mott Avenue	3%	100%					100%
	Seagirt Blvd	8%	50%				50%	100%

Non-Residential Vehicular Trip Assignment Assumptions

Trip assignment for the non-residential land uses (medical office, open space, local retail, destination retail, and supermarket) considered the Proposed Project's geographic location relative to major arterials, the population densities of the surrounding neighborhoods, and the proximity of availability of existing and future shopping and service centers. Vehicle trips generated by the non-residential land uses are expected to park on-site and on-street within a ¼-mile radius of the Project Site, as it is expected that the on-site parking would not be enough to accommodate the total parking demand generated by the Proposed Project.

[1] OnTheMap v.6.5. *U.S. Census Bureau, Center for Economic Studies.* 2014 Census Data.

However, all vehicle trips generated by the non-residential land uses were conservatively assigned to the Project Site.

The inbound and outbound trip assignment percentages for the non-residential land use are shown on **Figures 5: Non-Residential Land Use Inbound Taxi/Auto Trip Percentages** and **Figure 6: Non-Residential Land Use Outbound Taxi/Auto Trip Percentages**, respectively, and summarized below in **Table 5: Non-Residential Trip Assignment Assumptions: Auto/Taxi**.

Table 5
Non-Residential Trip Assignment Assumptions: Auto/Taxi

		Distribution	Beach Channel Drive	Rockaway Freeway	Rockaway Beach Boulevard	Shore Front Drive	Arverne Blvd	Edgemere Avenue	Total
To/From West	Local, West of Cross Bay Boulevard	23.0%	30%	26%	22%	22%			100%
	Local, East of Cross Bay Boulevard between Beach 62nd Street and Beach 73rd Street	10.0%	50%		30%	20%			100%
	Local, East of Cross Bay Boulevard between Beach 73rd Street and Beach 94th Street	10.0%	50%		25%	25%			100%
	Local, East of Cross Bay Boulevard between Beach 54th Street and Beach 59th Street	9.0%	56%				11%	33%	100%
	Cross Bay Boulevard	2.0%	50%		50%	0%			100%

		Distribution	Beach Channel Drive	Rockaway Freeway	Rockaway Beach Boulevard			Edgemere Avenue	Total
To/From East	Local, between Beach 44th Street and Beach 35th Street	8.0%	62.5%	12.5%	12.5%			12.5%	100%
	Beach Channel Drive between Seagirt Blvd and Mott Avenue	7.5%	100%						100%
	Rockaway Freeway between Seagirt Blvd and Mott Avenue	6.5%		100%					100%
	Beach Channel Drive and and Mott Avenue	11.0%	50%	50%					100%
	Seagirt Blvd	13.0%	50%					50%	50%

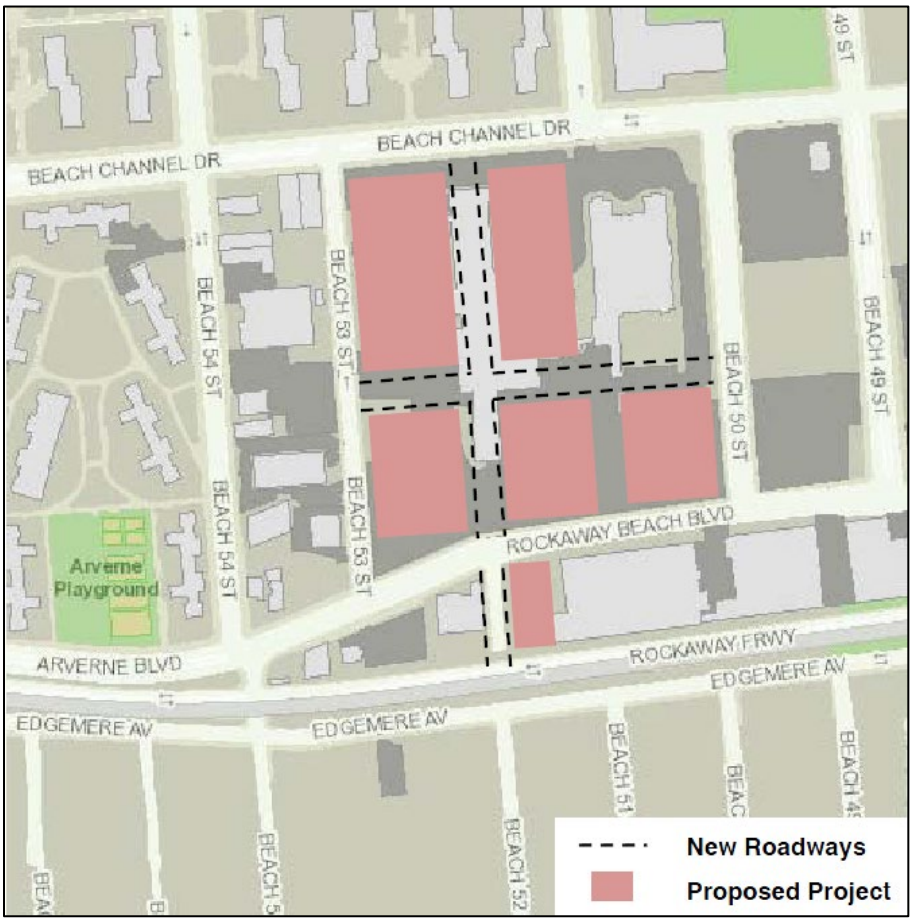
Truck Trip Assignment Assumptions

Truck trips for the Proposed Project are expected to travel on Beach Channel Drive to access the Project Site, as shown on **Figures 7: All Land Use Inbound Truck Trip Percentages** and **Figure 8: All Land Use Outbound Truck Trip Percentages**.

On-Site Taxi Assignment Assumptions

Detailed on-site taxi assignment for all land uses is shown on **Figure 9: All Land Use Taxi Trip Percentages**. While auto trips were assigned to the Project Site based on the anticipated locations of on-site parking garage entrances and exits, taxis were conservatively assigned to the center of the Project Site via the new internal roadways that would be created as part of the Proposed Project, including the extension of Beach 52nd Street, between Beach Channel Drive and Rockaway Beach Boulevard, and a new east-west street bisecting the site, parallel to Beach Channel Drive and Rockaway Beach Boulevard, as shown on **Figure 10: Proposed Roadway Network**.

Figure 10
Proposed Roadway Network



Transit and Pedestrian

Pedestrian trips (subway, bus, and walk-only) were assigned to/from the pedestrian entrances to each building on the Project Site[2]. The transit analyses will be performed for the Weekday AM and PM peak commuter peak hours, when background commuter traffic is expected to be greatest.

Subway Trip Assignment Assumptions

The assignment of subway trips generated by the Proposed Project will be submitted to New York City Transit (NYCT) for further review and will consider the residential trips separately from the trips generated by the non-residential uses, as shown in **Tables 6**: **Residential Trip Assignment Assumptions: Subway** and **Table 7: Non-Residential Trip Assignment Assumptions: Subway**, respectively. Trips were assigned from each subway station to the various entrances at the Project Site.

Bus Trip Assignment Assumptions

The assignment of bus trips generated by the Proposed Project will be submitted to NYCT for further review and will consider the residential trips separately from the trips generated by the non-residential uses, as

[2] Pedestrian trips associated with the 0.55 acres of open space were assigned to/from sites D1, D2, E1, and E2. .

shown in **Tables 8: Residential Trip Assignment Assumptions: Bus** and **Table 9: Non-Residential Trip Assignment Assumptions: Bus**, respectively. Trips were assigned from each bus stop to the various entrances at the Project Site.

Ferry Trip Assignment Assumptions

The assignment of ferry trips generated by the Proposed Project considers only residential trips, as shown in **Table 10: Residential Trip Assignment Assumptions: Ferry**. While there is a shuttle service that connects the Project Site and the Rockaway ferry landing, it was conservatively assumed that all ferry riders would use the Q22 bus route to travel between the Project Site and the Rockaway ferry landing.

Table 6
Residential Trip Assignment Assumptions: Subway

	Residential					
	Inbound			Outbound		
	Line	Direction	%	Line	Direction	%
Weekday AM	A	**From Inwood 207th St**	**80%**	A	**To Inwood 207th St**	**80%**
		Via Beach 60th Station - North Entrance	25%		Via Beach 60th Station - North Entrance	80%
		Via Beach 60th Station - South Entrance	0%		Via Beach 60th Station - South Entrance	0%
		Via Beach 60th Station - Exit Only	50%		Via Beach 60th Station - Exit Only	0%
		Via Beach 44th Street Station - North Entrance	5%		Via Beach 44th Street Station - North Entrance	0%
		Via Beach 44th Street Station - South Entrance	0%		Via Beach 44th Street Station - South Entrance	0%
		From Far Rockaway - Mott Ave	**20%**		**To Far Rockaway - Mott Ave**	**20%**
		Via Beach 60th Station - North Entrance	0%		Via Beach 60th Station - North Entrance	0%
		Via Beach 60th Station - South Entrance	0%		Via Beach 60th Station - South Entrance	0%
		Via Beach 60th Station - Exit Only	0%		Via Beach 60th Station - Exit Only	0%
		Via Beach 44th Street Station - North Entrance	20%		Via Beach 44th Street Station - North Entrance	20%
		Via Beach 44th Street Station - South Entrance	0%		Via Beach 44th Street Station - South Entrance	0%
	Total		100%			100%

	Residential					
	Inbound			Outbound		
	Line	Direction	%	Line	Direction	%
Weekday PM	A	**From Inwood 207th St**	**80%**	A	**To Inwood 207th St**	**80%**
		Via Beach 60th Station - North Entrance	25%		Via Beach 60th Station - North Entrance	80%
		Via Beach 60th Station - South Entrance	0%		Via Beach 60th Station - South Entrance	0%
		Via Beach 60th Station - Exit Only	50%		Via Beach 60th Station - Exit Only	0%
		Via Beach 44th Street Station - North Entrance	5%		Via Beach 44th Street Station - North Entrance	0%
		Via Beach 44th Street Station - South Entrance	0%		Via Beach 44th Street Station - South Entrance	0%
		From Far Rockaway - Mott Ave	**20%**		**To Far Rockaway - Mott Ave**	**20%**
		Via Beach 60th Station - North Entrance	0%		Via Beach 60th Station - North Entrance	0%
		Via Beach 60th Station - South Entrance	0%		Via Beach 60th Station - South Entrance	0%
		Via Beach 60th Station - Exit Only	0%		Via Beach 60th Station - Exit Only	0%
		Via Beach 44th Street Station - North Entrance	20%		Via Beach 44th Street Station - North Entrance	20%
		Via Beach 44th Street Station - South Entrance	0%		Via Beach 44th Street Station - South Entrance	0%
	Total		100%			100%

Table 7

Non-Residential Trip Assignment Assumptions: Subway

	Local Retail, Destination Retail, Supermarket, Medical Office and Active Open Space					
	Inbound			Outbound		
	Line	Direction	%	Route	Direction	%
Weekday AM	A	**From Inwood 207th St**	**40%**	A	**To Inwood 207th St**	**40%**
		Via Beach 60th Station - North Entrance	10%		Via Beach 60th Station - North Entrance	40%
		Via Beach 60th Station - South Entrance	0%		Via Beach 60th Station - South Entrance	0%
		Via Beach 60th Station - Exit Only	25%		Via Beach 60th Station - Exit Only	0%
		Via Beach 44th Street Station - North Entrance	5%		Via Beach 44th Street Station - North Entrance	0%
		Via Beach 44th Street Station - South Entrance	0%		Via Beach 44th Street Station - South Entrance	0%
		From Far Rockaway - Mott Ave	**60%**		**To Far Rockaway - Mott Ave**	**60%**
		Via Beach 60th Station - North Entrance	0%		Via Beach 60th Station - North Entrance	0%
		Via Beach 60th Station - South Entrance	0%		Via Beach 60th Station - South Entrance	0%
		Via Beach 60th Station - Exit Only	0%		Via Beach 60th Station - Exit Only	0%
		Via Beach 44th Street Station - North Entrance	60%		Via Beach 44th Street Station - North Entrance	60%
		Via Beach 44th Street Station - South Entrance	0%		Via Beach 44th Street Station - South Entrance	0%
	Total		100%			100%

	Local Retail, Destination Retail, Supermarket, Medical Office and Active Open Space					
	Inbound			Outbound		
	Line	Direction	%	Route	Direction	%
Weekday PM	A	**From Inwood 207th St**	**40%**	A	**To Inwood 207th St**	**40%**
		Via Beach 60th Station - North Entrance	10%		Via Beach 60th Station - North Entrance	40%
		Via Beach 60th Station - South Entrance	0%		Via Beach 60th Station - South Entrance	0%
		Via Beach 60th Station - Exit Only	25%		Via Beach 60th Station - Exit Only	0%
		Via Beach 44th Street Station - North Entrance	5%		Via Beach 44th Street Station - North Entrance	0%
		Via Beach 44th Street Station - South Entrance	0%		Via Beach 44th Street Station - South Entrance	0%
		From Far Rockaway - Mott Ave	**60%**		**To Far Rockaway - Mott Ave**	**60%**
		Via Beach 60th Station - North Entrance	0%		Via Beach 60th Station - North Entrance	0%
		Via Beach 60th Station - South Entrance	0%		Via Beach 60th Station - South Entrance	0%
		Via Beach 60th Station - Exit Only	0%		Via Beach 60th Station - Exit Only	0%
		Via Beach 44th Street Station - North Entrance	60%		Via Beach 44th Street Station - North Entrance	60%
		Via Beach 44th Street Station - South Entrance	0%		Via Beach 44th Street Station - South Entrance	0%
	Total		100%			100%

Table 8
Residential Trip Assignment Assumptions: Bus

	Residential							
	Inbound				Outbound			
	Route	%	Direction	%	Route	%	Direction	%
Weekday AM	Q22	50%	EB	25%	Q22	40%	EB	20%
			WB	25%			WB	20%
	Q52	50%	EB	50%	Q52	40%	WB	40%
	QM17	0%	EB	0%	QM17	20%	EB	0%
			WB	0%			WB	20%
	Total	100%		100%		100%		100%

	Residential							
	Inbound				Outbound			
	Route	%	Direction	%	Route	%	Direction	%
Weekday PM	Q22	40%	EB	20%	Q22	50%	EB	25%
			WB	20%			WB	25%
	Q52	40%	EB	40%	Q52	50%	WB	50%
	QM17	20%	EB	20%	QM17	0%	EB	0%
			WB	0%			WB	0%
	Total	100%		100%		100%		100%

Table 9
Non-Residential Trip Assignment Assumptions: Bus

	Local Retail, Destination Retail, Supermarket, Medical Office and Active Open Space							
	Inbound				Outbound			
	Route	%	Direction	%	Route	%	Direction	%
Weekday AM	Q22	60%	EB	30%	Q22	60%	EB	30%
			WB	30%			WB	30%
	Q52	40%	EB	40%	Q52	40%	WB	40%
	QM17	0%	EB	0%	QM17	0%	EB	0%
			WB	0%			WB	0%
	Total	100%		100%		100%		100%

	Local Retail, Destination Retail, Supermarket, Medical Office and Active Open Space							
	Inbound				Outbound			
	Route	%	Direction	%	Route	%	Direction	%
Weekday PM	Q22	60%	EB	30%	Q22	60%	EB	30%
			WB	30%			WB	30%
	Q52	40%	EB	40%	Q52	40%	WB	40%
	QM17	0%	EB	0%	QM17	0%	EB	0%
			WB	0%			WB	0%
	Total	100%		100%		100%		100%

Table 10
Residential Trip Assignment Assumptions: Ferry

Weekday AM	Residential							
	Inbound				Outbound			
	Route	%	Direction	%	Route	%	Direction	%
	Q22	100%	EB	100%	Q22	100%	EB	0%
			WB	0%			WB	100%
	Total	100%		100%		100%		100%

Weekday PM	Residential							
	Inbound				Outbound			
	Route	%	Direction	%	Route	%	Direction	%
	Q22	100%	EB	100%	Q22	100%	EB	0%
			WB	0%			WB	100%
	Total	100%		100%		100%		100%

Walk Trip Assignment Assumptions

Walk trips generated by the Proposed Project were assigned based on the local pedestrian network and population density of the surrounding census tracts.

It was assumed for the walk-only trips for all land uses:

- 20 percent of pedestrian trips would remain on-site and circulate between various buildings and uses of the Proposed Project.
- 30 percent of pedestrian trips would be generated in the surrounding neighborhood beyond Beach 59th Street to the west (18 percent) and Beach 44th Street to the east (12 percent).
- 50 percent of pedestrian trips would be generated in the surrounding neighborhood blocks between Beach 44th Street and Beach 59th Street. The pedestrians were assigned on a block-by-block basis based on a review of the population density within each of the adjacent census tracts.

Level 2 Screening Results

Vehicle

The results of the Level 2 Screening analysis for vehicle traffic show that the Proposed Project would generate more than 50 vehicle trips at 46 intersections in the study area, plus an additional five intersections that would be created as part of the Proposed Project, during at least one of the study peak hours as shown in **Figures 11 through 14,** depicting Project Increment Traffic Volumes.

Therefore, the following 51 vehicle study locations, shown on **Figure 15: Study Area Locations**, were included in the study area:

1. Beach Channel Dr & Beach 116th St
2. Newport Ave and Beach 116th St
3. Rockaway Beach Blvd and Beach 116th St
4. Beach Channel Dr and Rockaway Fwy
5. Beach Channel Dr and Beach 108th St
6. Rockaway Fwy and Beach 108th St

7. Rockaway Beach Blvd and Beach 108th St
8. Beach Channel Dr & Beach 92nd St
9. Rockaway Fwy & Cross Bay Pwky
10. Rockaway Beach Blvd & Cross Bay Pkwy
11. Rockaway Fwy & Beach 94th St
12. Rockaway Beach Blvd & Beach 94th St
13. Beach Channel Dr & Beach 73rd St
14. Rockaway Beach Blvd & Beach 73rd St
15. Beach Channel Dr & Beach 62nd St
16. Rockaway Beach Blvd & Beach 62nd St
17. Beach Front Rd & Beach 62nd St
18. Beach Channel Dr & Beach 59th St
19. Arverne Blvd & Beach 59th St
20. Rockaway Fwy & Beach 59th St
21. Rockaway Beach Blvd & Beach 59th St
22. Beach Channel Dr & Beach 54th St
23. Arverne Blvd & Beach 54th St
24. Rockaway Fwy & Beach 54th St
25. Edgemere Ave & Beach 54th St
26. Beach Channel Dr & Beach 53rd St
27. Rockaway Beach Blvd & Beach 53rd St
28. Rockaway Beach Blvd & Beach 52nd St (New southbound approach at existing intersection)
29. Beach Channel Dr & Beach 51st St
30. Beach Channel Dr & Beach 50th St
31. Rockaway Beach Blvd & Beach 50th St
32. Beach Channel Dr & Beach 52nd St (Proposed Intersection)
33. Peninsula Way & Beach 53rd St (Proposed Intersection)
34. Peninsula Way & Beach 52nd St (Proposed Intersection)
35. Peninsula Way & Beach 50th St (Proposed Intersection)
36. Beach Channel Dr & Beach 47th St
37. Arverne Blvd/Rockaway Beach Blvd & Beach 47th St
38. Rockaway Beach Blvd & Beach 44th St
39. Rockaway Fwy & Beach 44th St
40. Beach Channel Dr/Seagirt Blvd & Beach 35th St
41. Rockaway Fwy & Beach 35th St
42. Rockaway Fwy & Seagirt Blvd
43. Rockaway Fwy and Beach 25th St
44. Rockaway Fwy and Cornaga Ave
45. Beach Channel Dr and Cornaga Ave
46. Beach Channel Dr & Mott Ave
47. Dix Ave and Beach Channel Dr
48. Birdsall Ave and Beach Channel Dr
49. Nameoke Ave and Beach Channel Dr
50. Hassock St and Beach Channel Dr
51. Rockaway Fwy & Beach 52nd St (Proposed Intersection)

In addition, the nine driveways (Proposed Intersections) that would provide access to the Proposed Project to parking lots and garages along the periphery of the Project Site were included as study intersections.

Consequently, in accordance with the *2014 CEQR Technical Manual*, detailed quantitative analyses will be performed at a total of 60 intersections during the Weekday AM, Weekday MD, Weekday PM, and Saturday MD peak hours.

Subway

The results of the Level 2 Screening analysis for subway trips show that the Proposed Project would generate greater than 200 subway trips at the Beach 44th Street and Beach 60th Street stations during at least one of the commuter peak hours, shown in **Table 11** through **Table 13**. Therefore, in accordance with the *2014 CEQR Technical Manual*, detailed quantitative analyses will be performed at these two subway stations. Per discussions with NYCT, the detailed transit analyses will be performed during the Weekday AM and PM peak hours at the 60th Street station and during the Weekday PM peak hour at the 44th Street station, except for the subway line haul analysis, which will also be performed during the Saturday and Sunday midday peak hours:

- Subway line haul analysis for the A train
- 60th Street Station
  - Control Area
  - Entry/exit stairway on the north side of Rockaway Freeway on the east side of the station
  - Four platform stairs
  - Southbound exit-only control area and stairway on the south side of Rockaway Freeway
- 44th Street Station
  - Control Area
  - Entry/exit stairway on the north side of Rockaway Freeway on the west side of the station
  - Two southbound platform stairs

Table 11
Subway Assignment Summary (Residential Use)

Residential							
Total Peak Hour Trips			Station	Inbound		Outbound	
Peak Hour	Inbound	Outbound		%	Trips	%	Trips
Weekday AM	64	366	**From/To Inwood 207th St**	**80%**	**51**	**80%**	**293**
			Via Beach 60th Station - North Entrance	25%	16	80%	293
			Via Beach 60th Station - South Entrance	0%	0	0%	0
			Via Beach 60th Station - Exit Only	50%	32	0%	0
			Via Beach 44th Street Station - North Entrance	5%	3	0%	0
			Via Beach 44th Street Station - South Entrance	0%	0	0%	0
			From/To Far Rockaway - Mott Ave	**20%**	**13**	**20%**	**73**
			Via Beach 60th Station - North Entrance	0%	0	0%	0
			Via Beach 60th Station - South Entrance	0%	0	0%	0
			Via Beach 60th Station - Exit Only	0%	0	0%	0
			Via Beach 44th Street Station - North Entrance	20%	13	20%	73
			Via Beach 44th Street Station - South Entrance	0%	0	0%	0
Weekday PM	332	142	**From/To Inwood 207th St**	**80%**	**266**	**80%**	**114**
			Via Beach 60th Station - North Entrance	25%	83	80%	114
			Via Beach 60th Station - South Entrance	0%	0	0%	0
			Via Beach 60th Station - Exit Only	50%	166	0%	0
			Via Beach 44th Street Station - North Entrance	5%	17	0%	0
			Via Beach 44th Street Station - South Entrance	0%	0	0%	0
			From/To Far Rockaway - Mott Ave	**20%**	**66**	**20%**	**28**
			Via Beach 60th Station - North Entrance	0%	0	0%	0
			Via Beach 60th Station - South Entrance	0%	0	0%	0
			Via Beach 60th Station - Exit Only	0%	0	0%	0
			Via Beach 44th Street Station - North Entrance	20%	66	20%	28
			Via Beach 44th Street Station - South Entrance	0%	0	0%	0

Table 12
Subway Assignment Summary (Non-Residential Use)

Local Retail, Destination Retail, Supermarket, Medical Office and Active Open Space							
Total Peak Hour Trips			Station	Inbound		Outbound	
Peak Hour	Inbound	Outbound		%	Trips	%	Trips
Weekday AM	54	17	**From/To Inwood 207th St**	**40%**	**22**	**40%**	**7**
			Via Beach 60th Station - North Entrance	10%	5	40%	7
			Via Beach 60th Station - South Entrance	0%	0	0%	0
			Via Beach 60th Station - Exit Only	25%	14	0%	0
			Via Beach 44th Street Station - North Entrance	5%	3	0%	0
			Via Beach 44th Street Station - South Entrance	0%	0	0%	0
			From/To Far Rockaway - Mott Ave	**60%**	**32**	**60%**	**10**
			Via Beach 60th Station - North Entrance	0%	0	0%	0
			Via Beach 60th Station - South Entrance	0%	0	0%	0
			Via Beach 60th Station - Exit Only	0%	0	0%	0
			Via Beach 44th Street Station - North Entrance	60%	32	60%	10
			Via Beach 44th Street Station - South Entrance	0%	0	0%	0
Weekday PM	46	50	**From/To Inwood 207th St**	**40%**	**18**	**40%**	**20**
			Via Beach 60th Station - North Entrance	10%	5	40%	20
			Via Beach 60th Station - South Entrance	0%	0	0%	0
			Via Beach 60th Station - Exit Only	25%	12	0%	0
			Via Beach 44th Street Station - North Entrance	5%	2	0%	0
			Via Beach 44th Street Station - South Entrance	0%	0	0%	0
			From/To Far Rockaway - Mott Ave	**60%**	**28**	**60%**	**30**
			Via Beach 60th Station - North Entrance	0%	0	0%	0
			Via Beach 60th Station - South Entrance	0%	0	0%	0
			Via Beach 60th Station - Exit Only	0%	0	0%	0
			Via Beach 44th Street Station - North Entrance	60%	28	60%	30
			Via Beach 44th Street Station - South Entrance	0%	0	0%	0

Table 13
Subway Assignment Summary (Total)

Total (In + Out) By Station and Direction				
Peak Hour	Station	Inbound	Outbound	Total
Weekday AM	**From/To Inwood 207th St**	**73**	**300**	**372**
	Via Beach 60th Station - North Entrance	21	300	321
	Via Beach 60th Station - South Entrance	0	0	0
	Via Beach 60th Station - Exit Only	46	0	46
	Via Beach 44th Street Station - North Entrance	6	0	6
	Via Beach 44th Street Station - South Entrance	0	0	0
	From/To Far Rockaway - Mott Ave	**45**	**83**	**129**
	Via Beach 60th Station - North Entrance	0	0	0
	Via Beach 60th Station - South Entrance	0	0	0
	Via Beach 60th Station - Exit Only	0	0	0
	Via Beach 44th Street Station - North Entrance	45	83	129
	Via Beach 44th Street Station - South Entrance	0	0	0
Weekday PM	**From/To Inwood 207th St**	**284**	**134**	**418**
	Via Beach 60th Station - North Entrance	88	134	221
	Via Beach 60th Station - South Entrance	0	0	0
	Via Beach 60th Station - Exit Only	178	0	178
	Via Beach 44th Street Station - North Entrance	19	0	19
	Via Beach 44th Street Station - South Entrance	0	0	0
	From/To Far Rockaway - Mott Ave	**94**	**58**	**152**
	Via Beach 60th Station - North Entrance	0	0	0
	Via Beach 60th Station - South Entrance	0	0	0
	Via Beach 60th Station - Exit Only	0	0	0
	Via Beach 44th Street Station - North Entrance	94	58	152
	Via Beach 44th Street Station - South Entrance	0	0	0

Bus

The results of the Level 2 Screening analysis for bus trips show that the Proposed Project would generate greater than 50 bus trips in a single direction for the Q22 and Q52 during the Weekday AM and PM commuter peak hours. Therefore, in accordance with the *2014 CEQR Technical Manual*, detailed

quantitative analyses will be performed for the Q22 in the eastbound and westbound directions and for the Q52 in the eastbound and westbound directions during the Weekday AM and PM peak hours. **Table 14: Bus Assignment Summary (Residential Use)** and **Table 15: Bus Assignment Summary (Non-Residential Use)** are shown below. As shown in **Table 16: Bus Assignment Summary (Total)**, ferry trips were assigned to the Q22 bus route.

Table 14
Bus Assignment Summary (Residential Use)

Residential															
Total Peak Hour Trips			Inbound						Outbound						
Peak Hour	Inbound	Outbound	Route	%	Trips	Direction	%	Trips	Route	%	Trips	Direction	%	Trips
Weekday AM	34	193	Q22	50%	17	EB	25%	9	Q22	40%	77	EB	20%	39
						WB	25%	9				WB	20%	39
			Q52	50%	17	EB	50%	17	Q52	40%	77	EB	0%	0
						WB	0%	0				WB	40%	77
			QM17	0%	0	EB	0%	0	QM17	20%	39	EB	0%	0
						WB	0%	0				WB	20%	39
Weekday PM	172	74	Q22	40%	69	EB	20%	34	Q22	50%	37	EB	25%	19
						WB	20%	34				WB	25%	19
			Q52	40%	69	EB	40%	69	Q52	50%	37	EB	0%	0
						WB	0%	0				WB	50%	37
			QM17	20%	34	EB	20%	34	QM17	0%	0	EB	0%	0
						WB	0%	0				WB	0%	0

Table 15
Bus Assignment Summary (Non-Residential Use)

Local Retail, Destination Retail, Supermarket, Medical Office and Active Open Space															
Total Peak Hour Trips			Inbound						Outbound						
Peak Hour	Inbound	Outbound	Route	%	Trips	Direction	%	Trips	Route	%	Trips	Direction	%	Trips
Weekday AM	109	20	Q22	60%	65	EB	30%	33	Q22	60%	12	EB	30%	6
						WB	30%	33				WB	30%	6
			Q52	40%	44	EB	40%	44	Q52	40%	8	EB	0%	0
						WB	0%	0				WB	40%	8
			QM17	0%	0	EB	0%	0	QM17	0%	0	EB	0%	0
						WB	0%	0				WB	0%	0
Weekday PM	69	75	Q22	60%	41	EB	30%	21	Q22	60%	45	EB	30%	23
						WB	30%	21				WB	30%	23
			Q52	40%	28	EB	40%	28	Q52	40%	30	EB	0%	0
						WB	0%	0				WB	40%	30
			QM17	0%	0	EB	0%	0	QM17	0%	0	EB	0%	0
						WB	0%	0				WB	0%	0

Table 16
Bus Assignment Summary (Total)

Total (In + Out) by Route & Direction			
Peak Hour	Route	Direction	Trips
Weekday AM	Q22	EB	86
		WB	86
	Q22 (from Ferry)	EB	10
		WB	57
	Q52	EB	61
		WB	85
	QM17	EB	0
		WB	39
Weekday PM	Q22	EB	96
		WB	96
	Q22 (from Ferry)	EB	51
		WB	21
	Q52	EB	96
		WB	67
	QM17	EB	34
		WB	0

Pedestrian

The results of the Level 2 Screening analysis for pedestrians show that the Proposed Project would generate more than 200 pedestrian trips at the following critical pedestrian elements (crosswalks, sidewalks, corners, and medians) during at least one of the study peak hours as shown in **Figures 16 through 19**, for Total Project Generated Pedestrian Trips. The pedestrian study locations are shown on **Figure 20: Proposed Project Pedestrian Study Locations**.

- Beach 54th Street and Beach Channel Drive (6 elements)

Crosswalks	Corners	Sidewalks
South	NE	NW corner, E-W leg
	NW	
	SE	
	SW	

- Beach 53rd Street and Beach Channel Drive (5 elements)

Crosswalks	Corners	Sidewalks
South	SE	SE corner, E-W leg
	SW	SW corner, E-W leg

- Beach 52nd Street and Beach Channel Drive (3 elements)

Crosswalks	Corners	Sidewalks
	SE (new)	SE corner, E-W leg
	SW (new)	

- Beach 51st Street and Beach Channel Drive (1 element)

Crosswalks	Corners	Sidewalks
	SE	

- Beach 53rd Street and Internal Roadway (4 elements)

Crosswalks	Corners	Sidewalks
East (new)	NE (new)	NE corner, N-S leg (new)
	SE (new)	

- Beach 52nd Street and Internal Roadway (15 elements)

Crosswalks	Corners	Sidewalks
West (new)	NE (new)	NE corner, N-S leg (new)
East (new)	NW (new)	NW corner, N-S leg (new)
South (new)	SE (new)	NW corner, E-W leg (new)
North (new)	SW (new)	SE corner, N-S leg (new)
		SE corner, E-W leg (new)
		SW corner, N-S leg (new)
		SW corner, E-W leg (new)

- Beach 50th Street and Internal Roadway (1 element)

Crosswalks	Corners	Sidewalks
		SW corner, E-W leg (new)

- Beach 59th Street and Arverne Boulevard (3 elements)

Crosswalks	Corners	Sidewalks
	NE	NE corner, E-W leg
	SE	

- Beach 57th Street and Arverne Boulevard (4 elements)

Crosswalks	Corners	Sidewalks
North	NE	NE corner, E-W leg
	NW	

- Beach 56th Place and Rockaway Beach Boulevard/Arverne Boulevard (4 elements)

Crosswalks	Corners	Sidewalks	Median Elements
	NE		South median, East side
	NW		South median, West side

- Beach 56th Street and Rockaway Beach Boulevard/Arverne Boulevard (4 elements)

Crosswalks	Corners	Sidewalks
North	NE	NW corner, E-W leg
	NW	

- Beach 54th Street and Rockaway Beach Boulevard/Arverne Boulevard (5 elements)

Crosswalks	Corners	Sidewalks
North	NE	NE corner, E-W leg
	NW	NW corner, E-W leg

- Beach 53rd Street and Rockaway Beach Boulevard /Arverne Boulevard (5 elements)

Crosswalks	Corners	Sidewalks
North	NE	NE corner, N-S leg
	NW	NE corner, E-W leg

- Beach 52nd Street and Rockaway Beach Boulevard /Arverne Boulevard (7 elements)

Crosswalks	Corners	Sidewalks
North (new)	NE (new)	NE corner, E-W leg (new)
East (new)	NW (new)	SE corner, E-W leg (new)
	SE (new)	

- Beach 51st Street and Rockaway Beach Boulevard /Arverne Boulevard (1 element)

Crosswalks	Corners	Sidewalks
		North leg (internal pedestrian walkway) (new)

- Beach 50th Street and Rockaway Beach Boulevard /Arverne Boulevard (2 elements)

Crosswalks	Corners	Sidewalks
	SW	SE corner, E-W leg

- Beach 47th Street and Rockaway Beach Boulevard /Arverne Boulevard (4 elements)

Crosswalks	Corners	Sidewalks
South	SW	SE Corner, E-W leg
	SE	

- Beach 44th Street and Rockaway Beach Boulevard /Arverne Boulevard (1 element)

Crosswalks	Corners	Sidewalks
	SW	

- Beach 59th Street and Rockaway Freeway (2 elements)

Crosswalks	Corners	Sidewalks
	NW	NW corner, E-W leg

- Beach 44th Street and Rockaway Freeway (3 elements)

Crosswalks	Corners	Sidewalks
	NW	NW corner, E-W leg
		NW corner, N-S leg

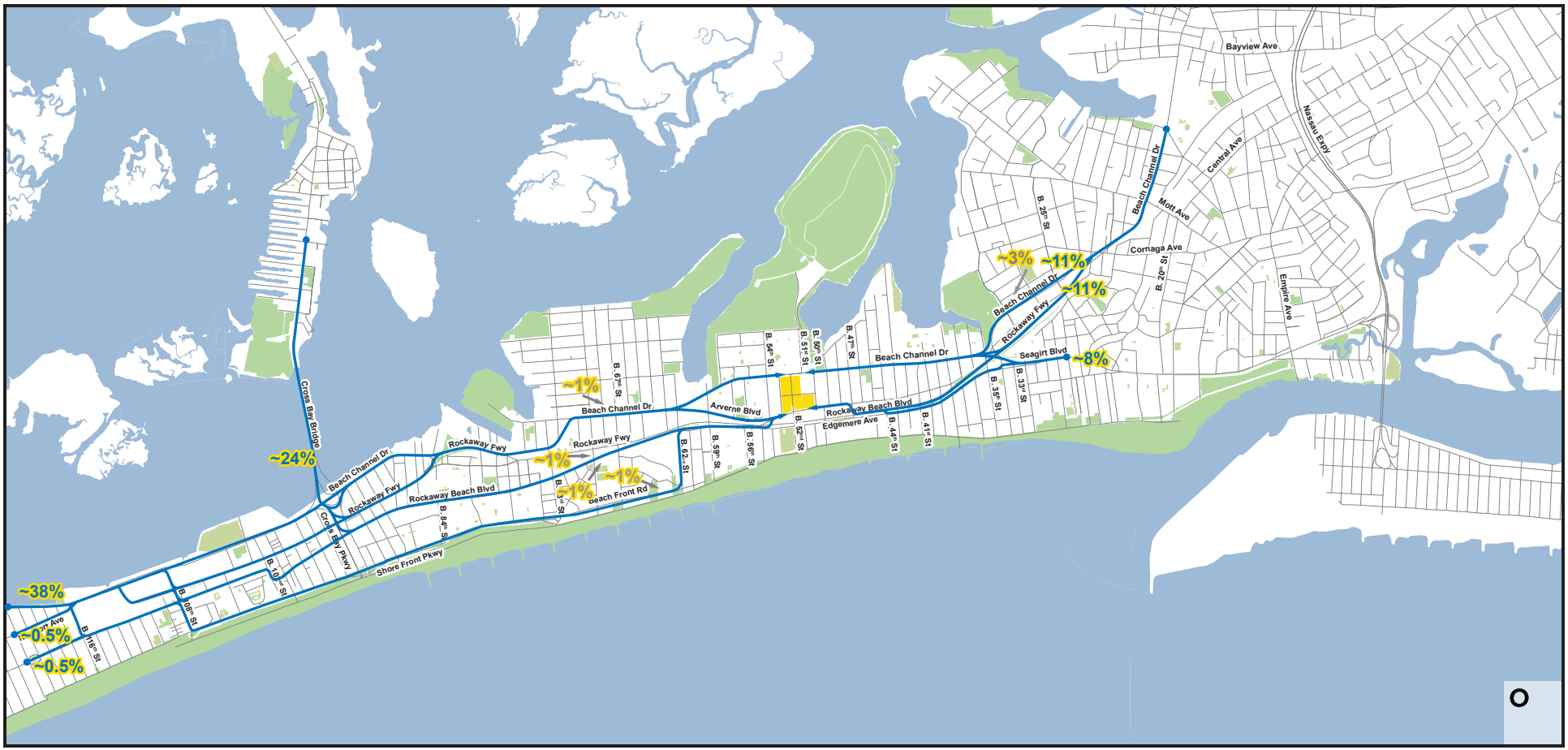
In accordance with the *2014 CEQR Technical Manual*, a detailed quantitative analysis will be performed at these 50 existing pedestrian elements (seven crosswalks, 16 sidewalks, 25 corners, and two median elements) and 30 new pedestrian elements (seven crosswalks, 12 sidewalks, and 11 corners) during the Weekday AM, Weekday MD, Weekday PM, and Saturday MD peak hours.

Conclusion

Based on the Level 1 and Level 2 Screening analyses, the Proposed Project would meet or exceed the *2014 CEQR Technical Manual* thresholds at 46 existing intersections, an additional five proposed intersections, 13 subway elements, two bus routes, 50 existing pedestrian elements, and an additional 30 proposed pedestrian elements. At these locations, detailed transportation analyses will be performed to identify any potential significant adverse impacts as a result of the proposed rezoning. It is also assumed that proposed pedestrian elements internal to the site, and the nine proposed driveways along the periphery of the Project Site, will be analyzed for the With-Action condition, including those that may not be triggered according to the *2014 CEQR Technical Manual* thresholds. These pedestrian elements are not shown on **Figure 20**.

Please contact me at (212) 598-9010 x116 or Jeff Smithline, PE, PTOE, at (212) 598-9010 x119 if you have any questions or comments on this TDF memo.

Figures



Main Portals

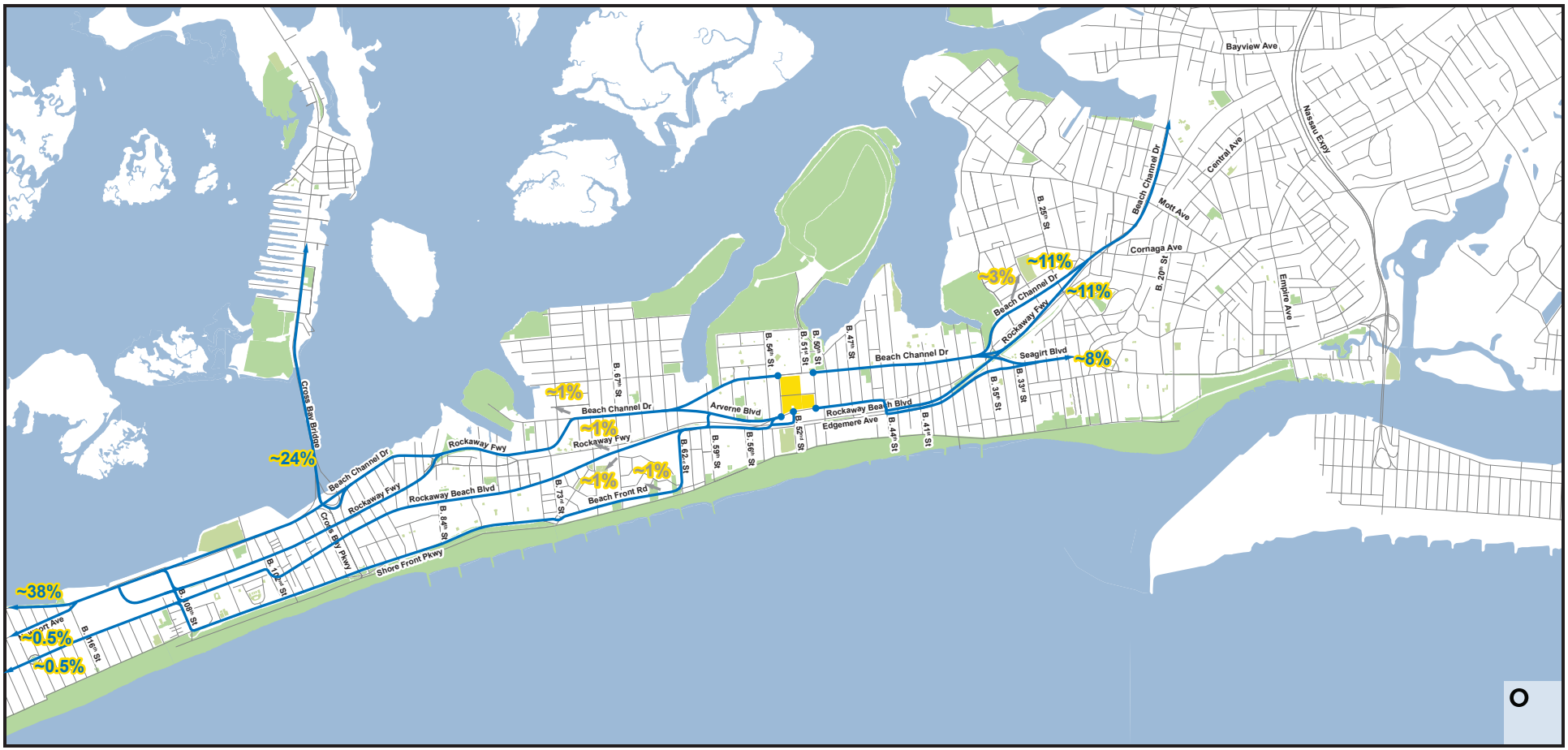
Local Portals

Proposed Project

RESIDENTIAL LAND USE
INBOUND TAXI/AUTO TRIP PERCENTAGES

Figure 3

Peninsula Hospital SIte Redevelopment



Main Portals

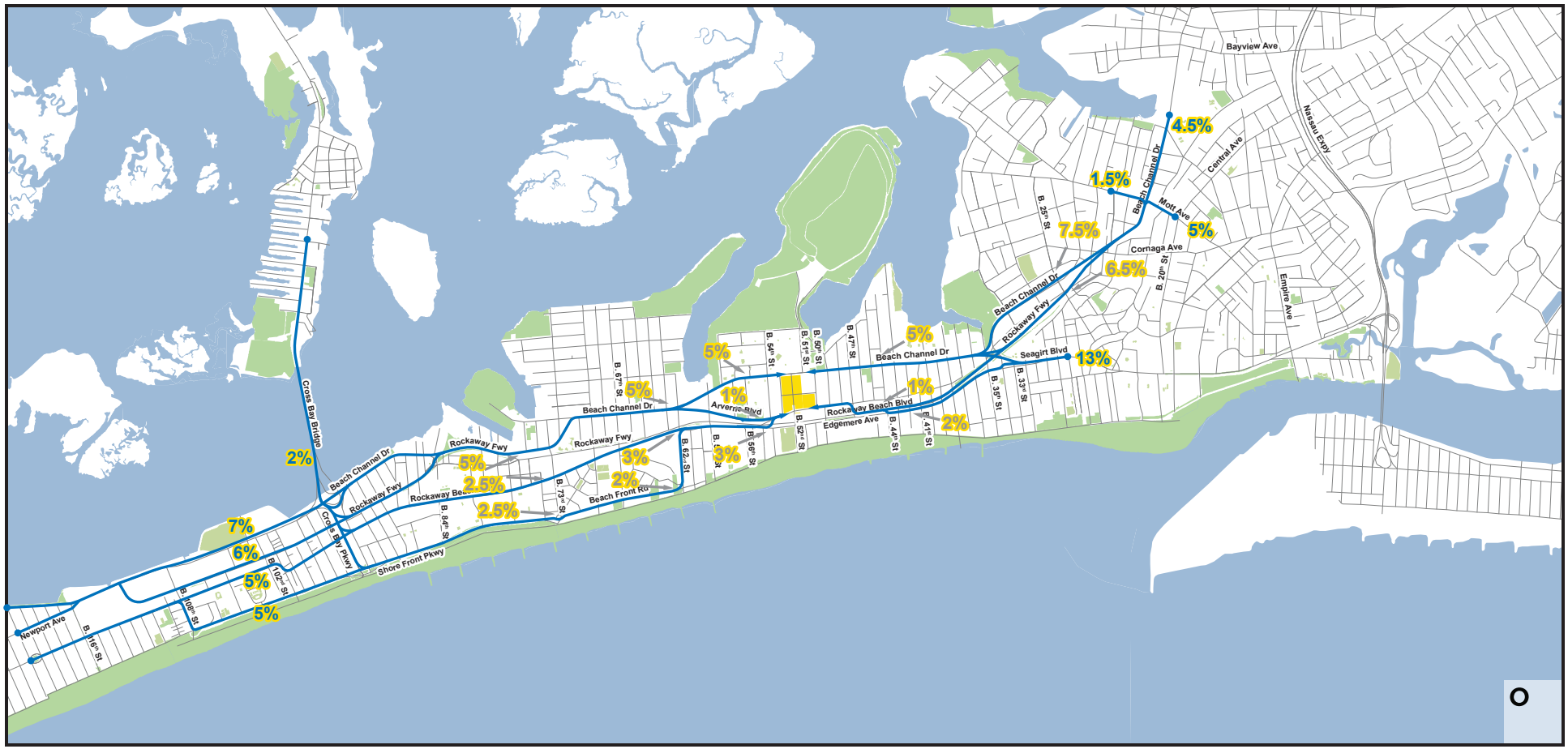
Local Portals

Proposed Project

RESIDENTIAL LAND USE
OUTBOUND TAXI/AUTO TRIP PERCENTAGES

Figure 4

Peninsula Hospital SIte Redevelopment



Main Portals

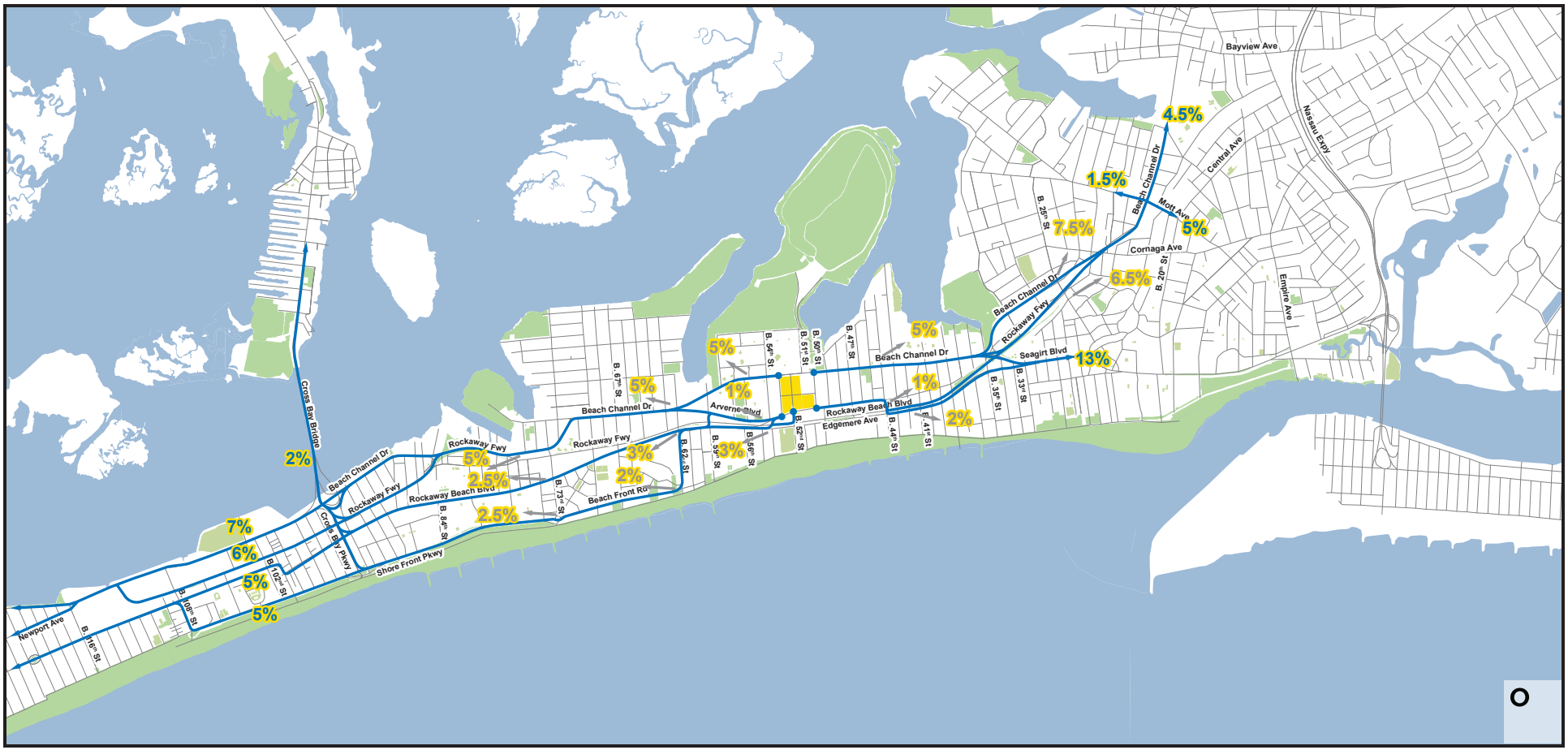
Local Portals

Proposed Project

NON-RESIDENTIAL LAND USE
INBOUND TAXI/AUTO TRIP PERCENTAGES

Figure 5

Peninsula Hospital SIte Redevelopment



Main Portals

Local Portals

Proposed Project

NON-RESIDENTIAL LAND USE OUTBOUND TAXI/AUTO TRIP PERCENTAGES

Figure 6

Peninsula Hospital SIte Redevelopment



Main Portals

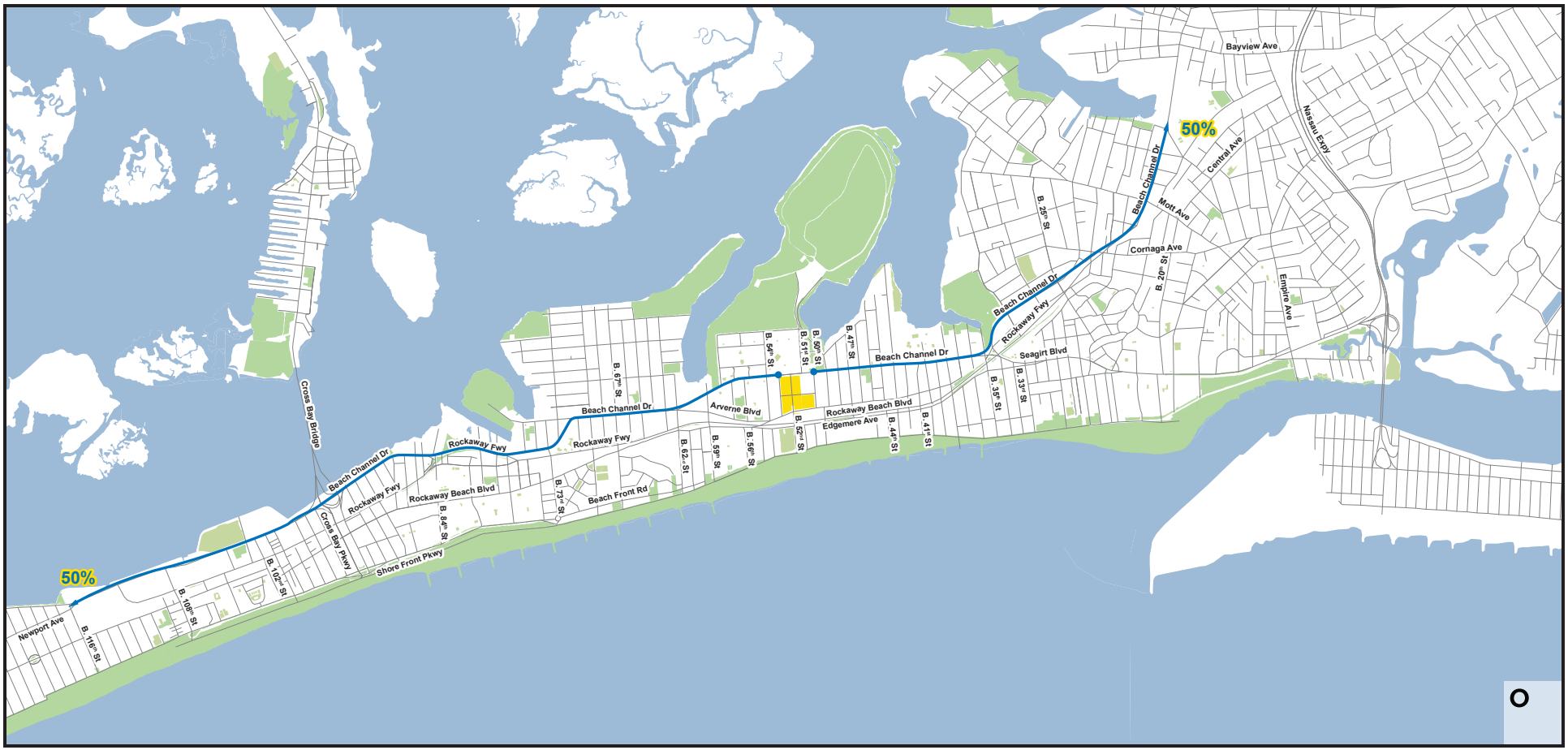
Local Portals

Proposed Project

ALL LAND USE
INBOUND TRUCK TRIP PERCENTAGES

Figure 7

Peninsula Hospital SIte Redevelopment



Main Portals

Local Portals

Proposed Project

ALL LAND USE
OUTBOUND TRUCK TRIP PERCENTAGES

Figure 8

Peninsula Hospital SIte Redevelopment

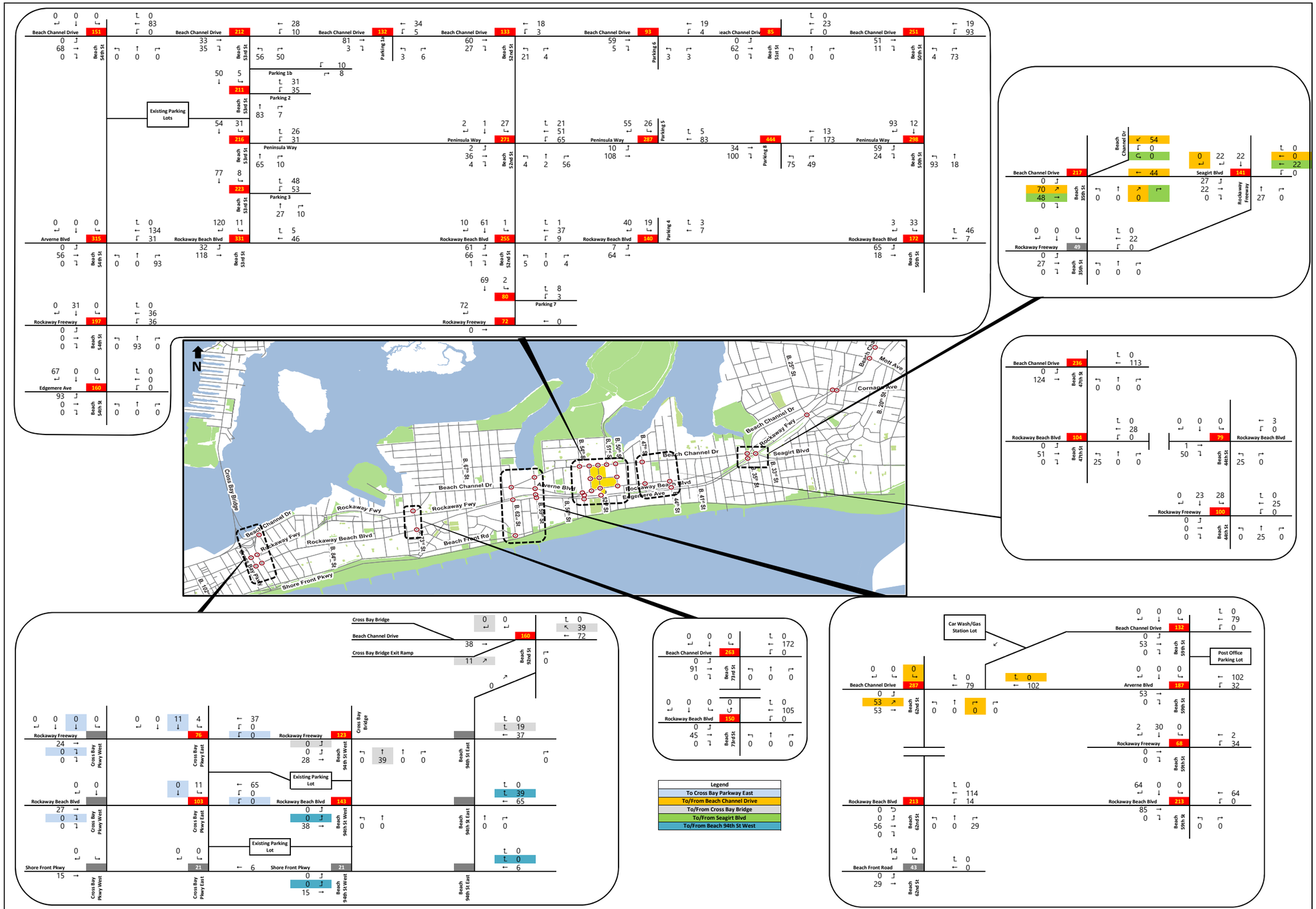


ALL LAND USE TAXI TRIP PERCENTAGES

Proposed Project

Figure 9

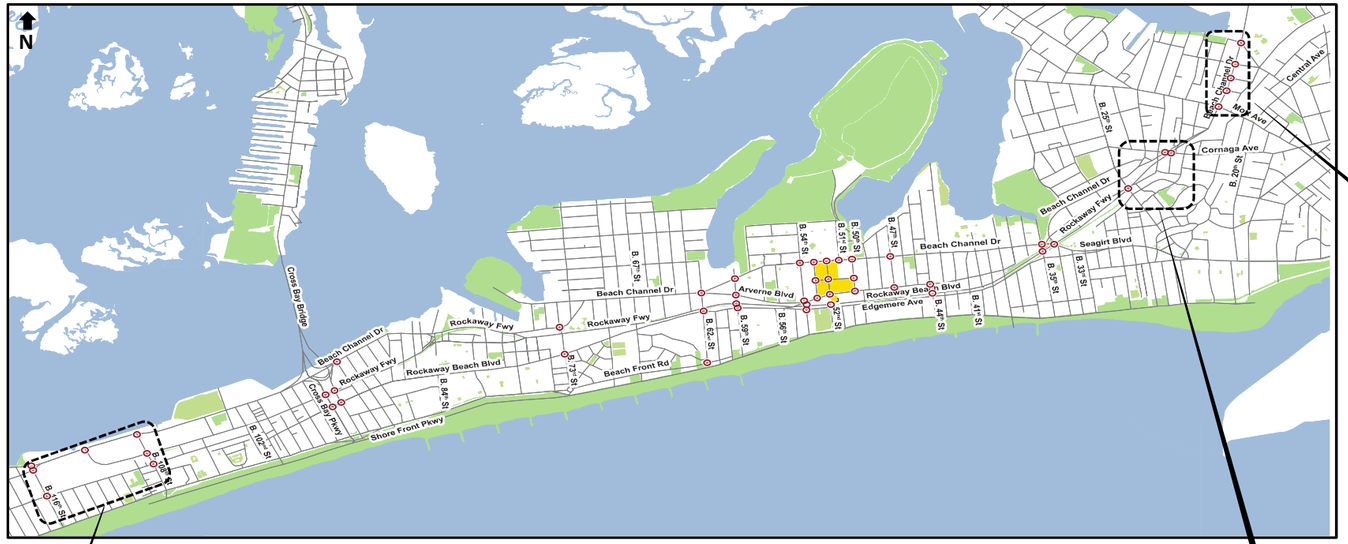
Peninsula Hospital SIte Redevelopment

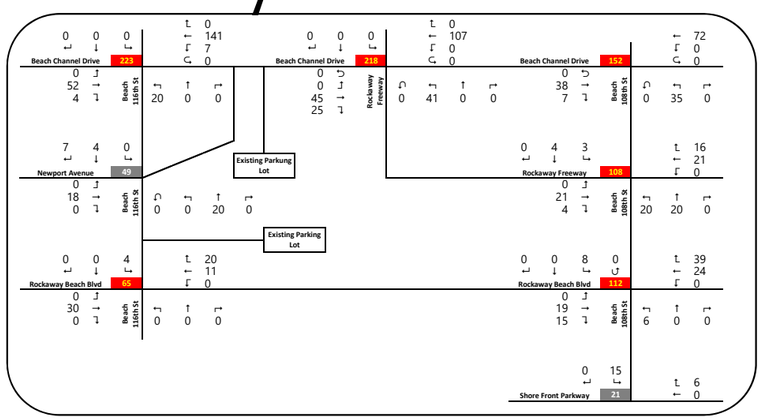


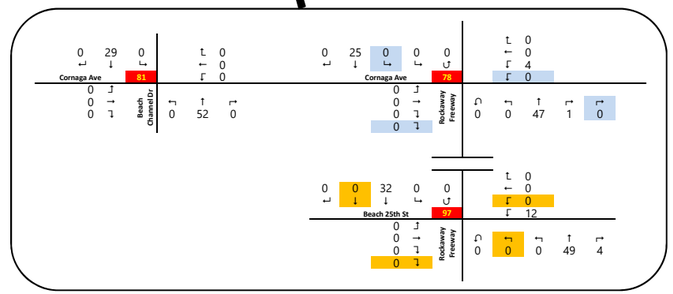
NOT TO SCALE

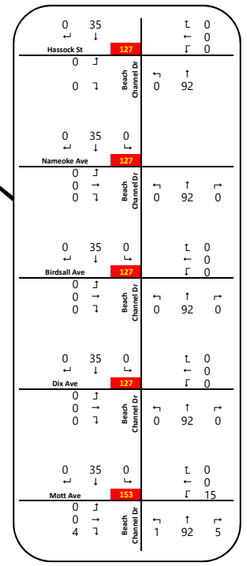
Peninsula Hospital EIS

Project Increment Traffic Volumes
Weekday AM Peak Hour
Figure 11A







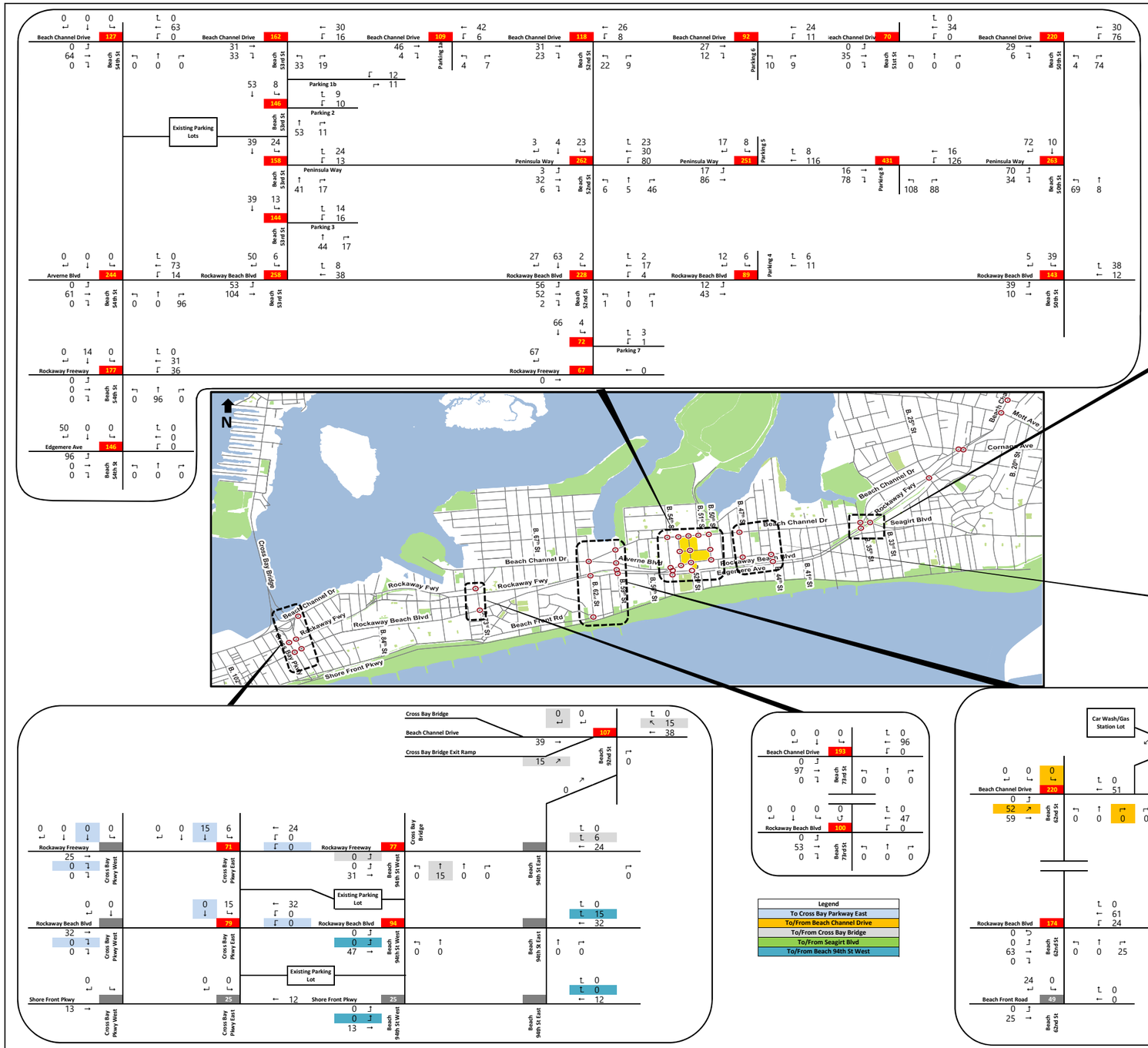


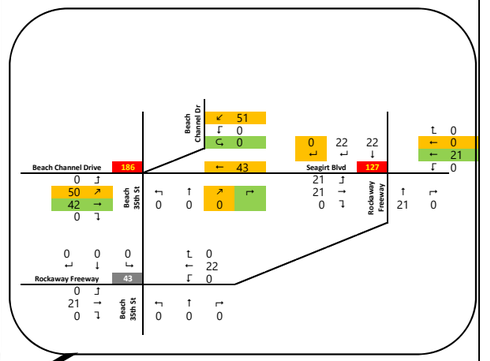
Legend
To Nasby Pl
To Far Rockaway Blvd

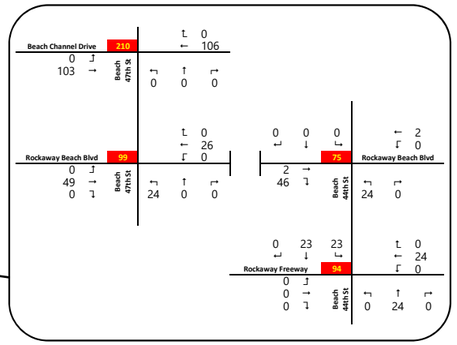
NOT TO SCALE

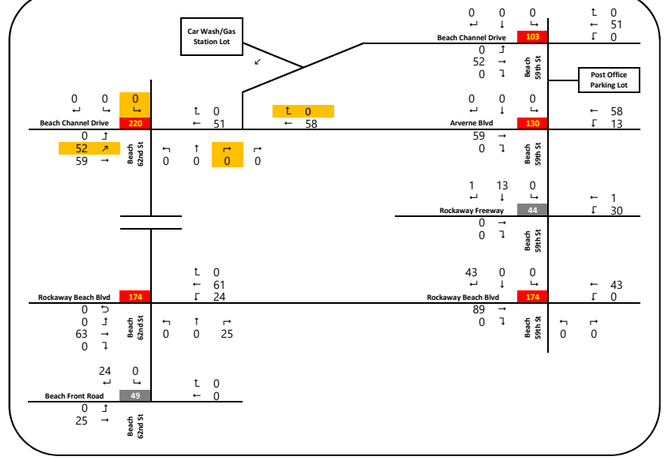
Peninsula Hospital EIS

Project Increment Traffic Volumes
Weekday AM Peak Hour
Figure 11B







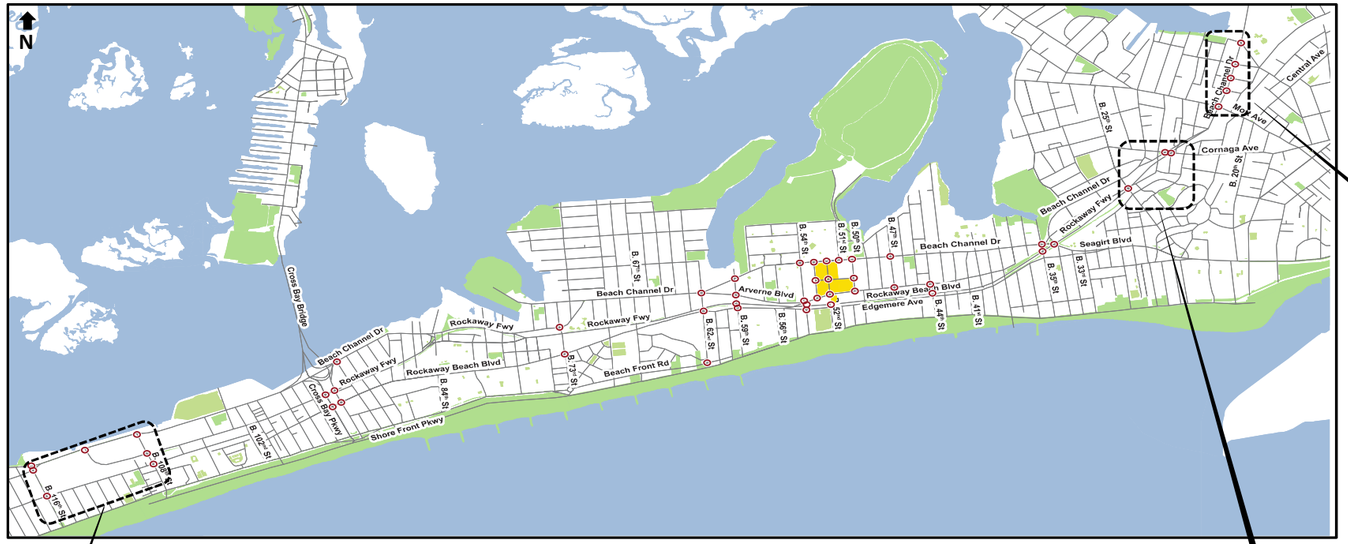


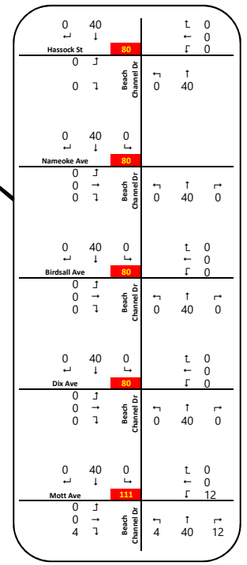
Legend
To Cross Bay Parkway East
To/From Beach Channel Drive
To/From Cross Bay Bridge
To/From Seagirt Blvd
To/From Beach 94th St West

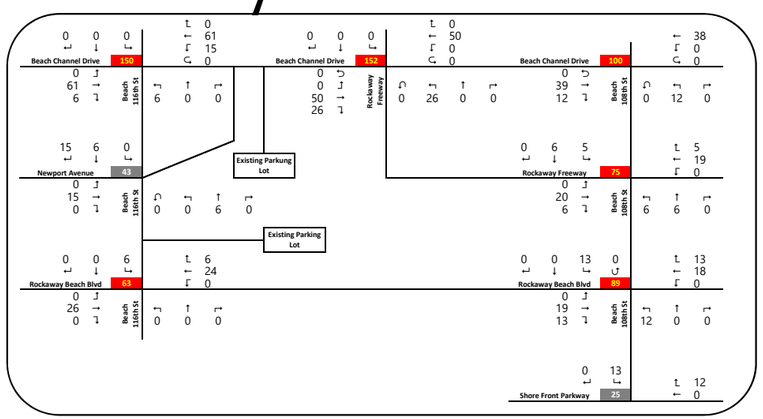
NOT TO SCALE

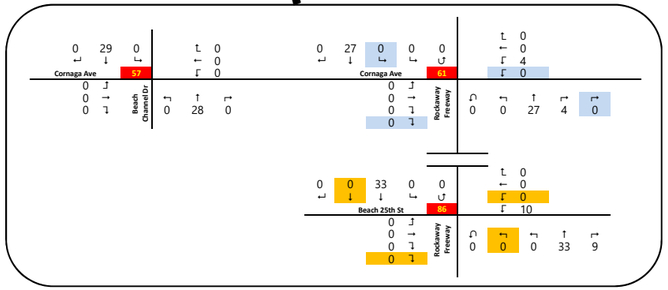
Peninsula Hospital EIS

Project Increment Traffic Volumes
Weekday MD Peak Hour
Figure 12A







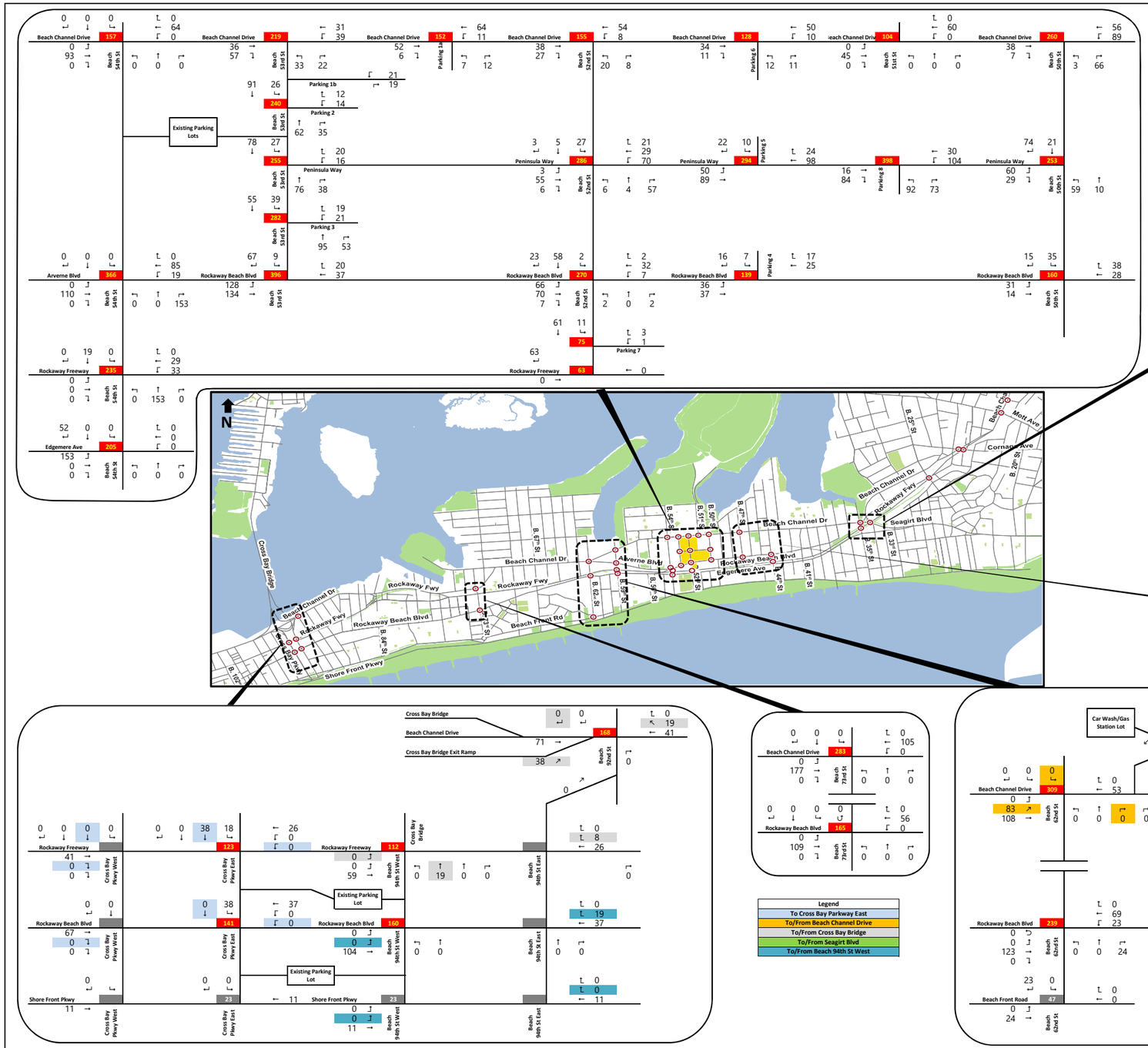


Legend
To Nasby Pl
To Far Rockaway Blvd

NOT TO SCALE

Peninsula Hospital EIS

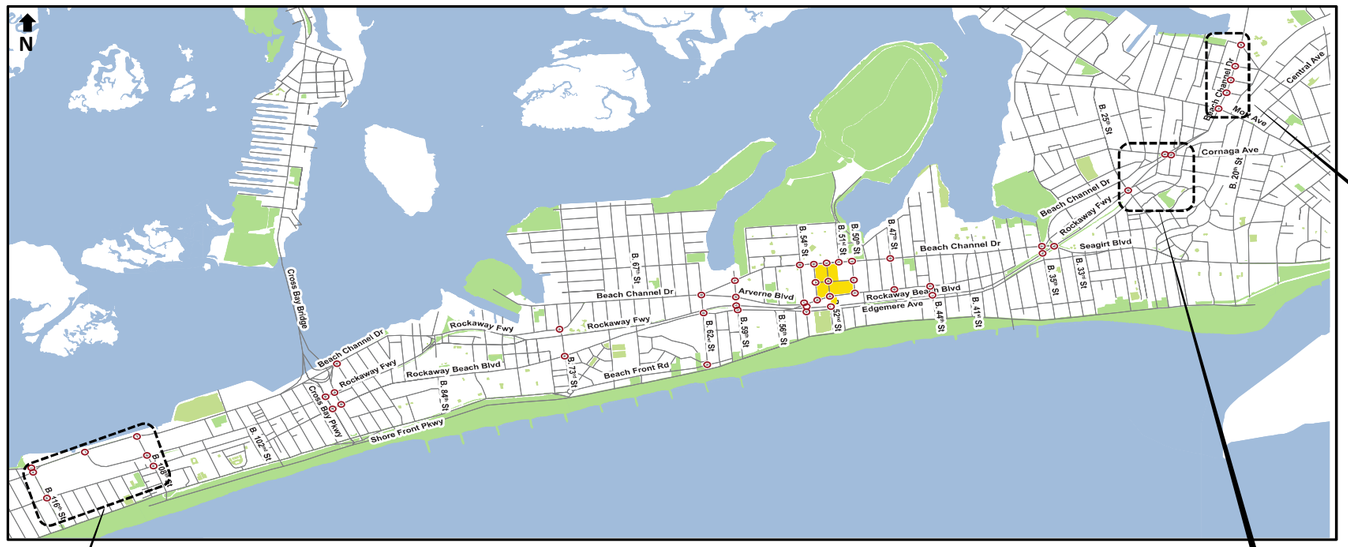
Project Increment Traffic Volumes
Weekday MD Peak Hour
Figure 12B

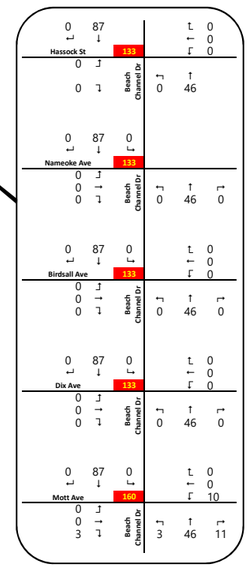


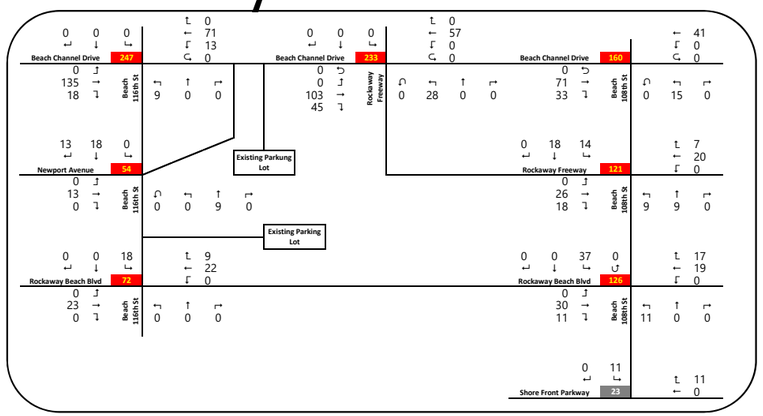
NOT TO SCALE

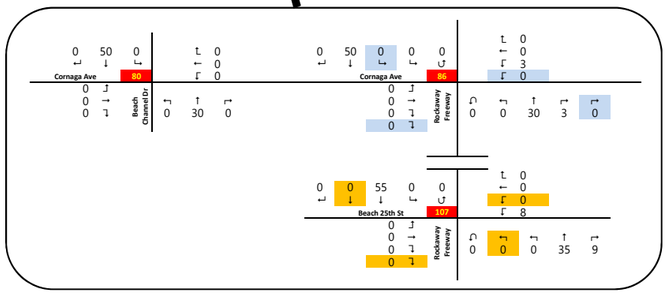
Peninsula Hospital EIS

Project Increment Traffic Volumes
Weekday PM Peak Hour
Figure 13A







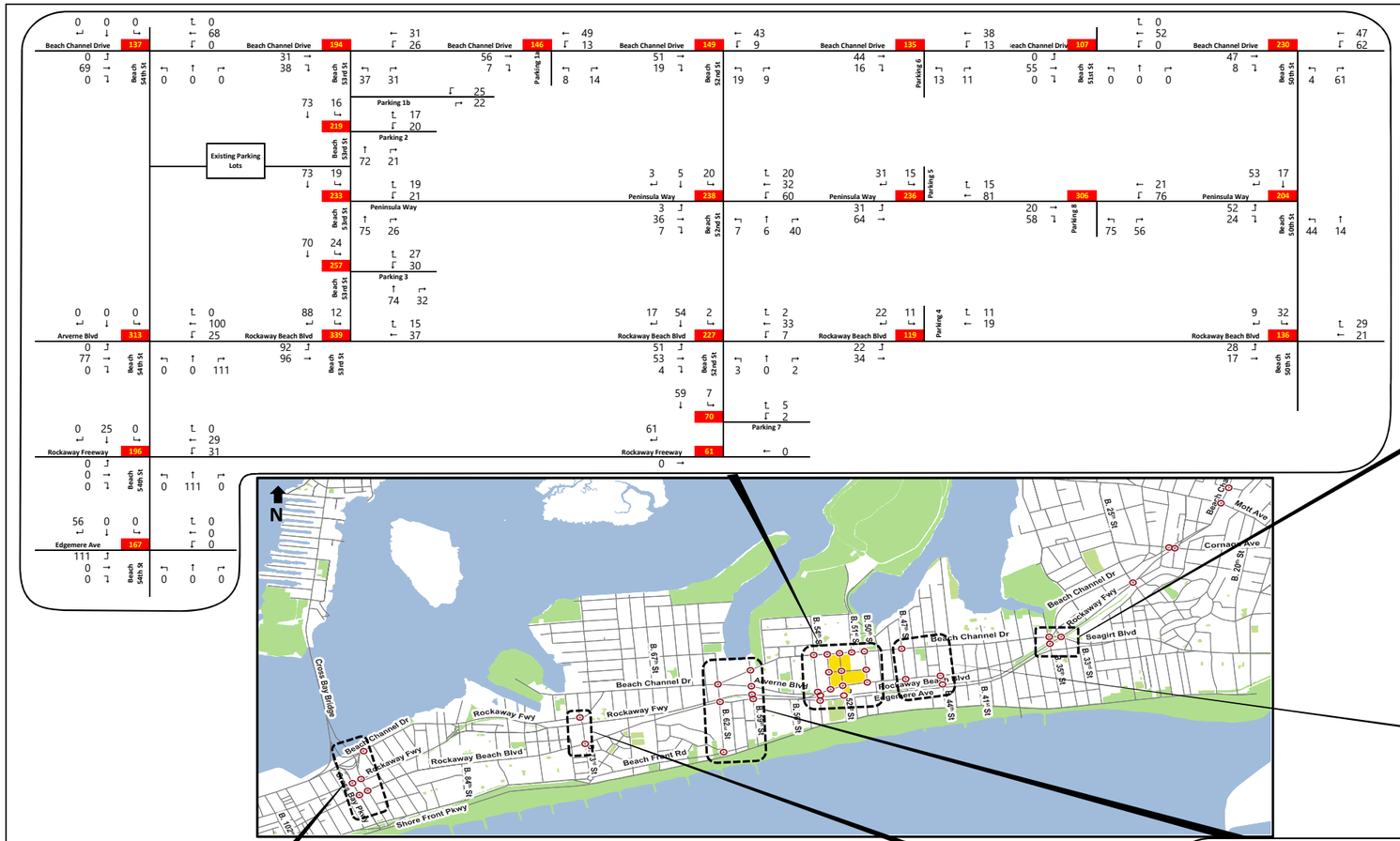


Legend
To Nasby Pl
To Far Rockaway Blvd

NOT TO SCALE

Peninsula Hospital EIS

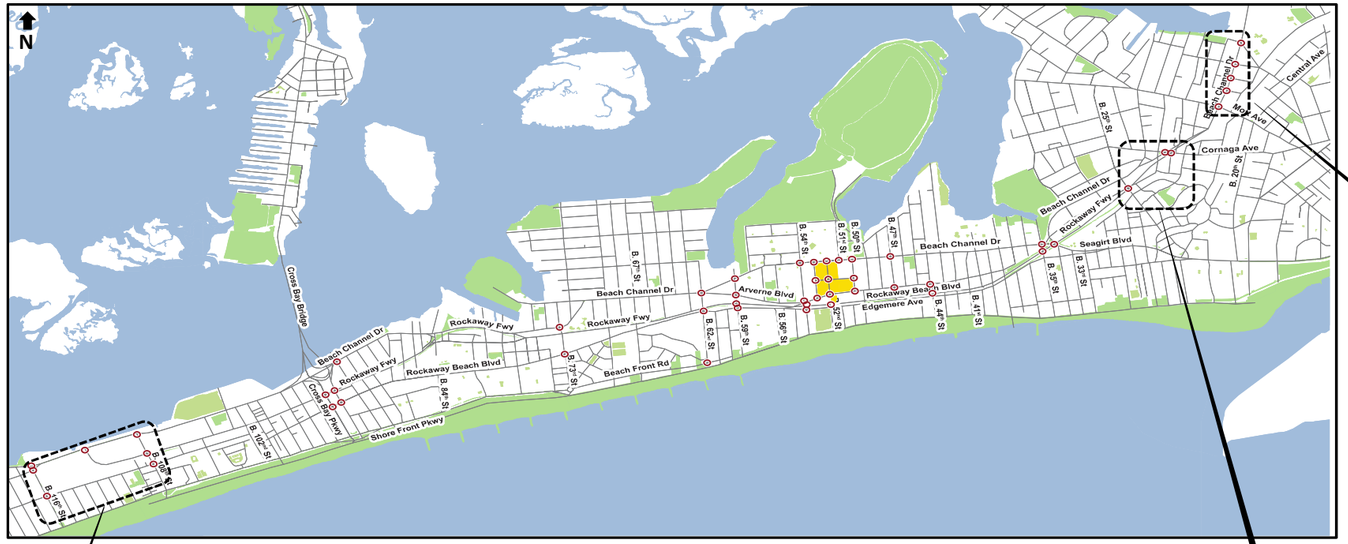
Project Increment Traffic Volumes
Weekday PM Peak Hour
Figure 13B

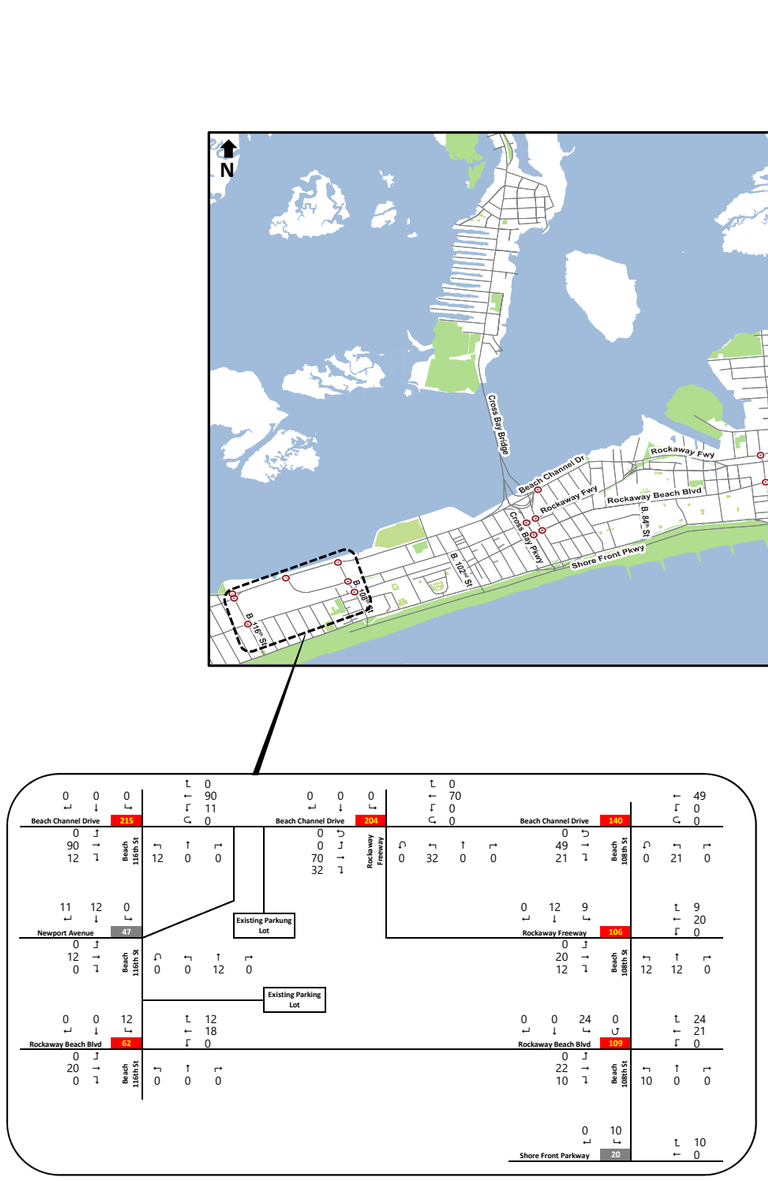


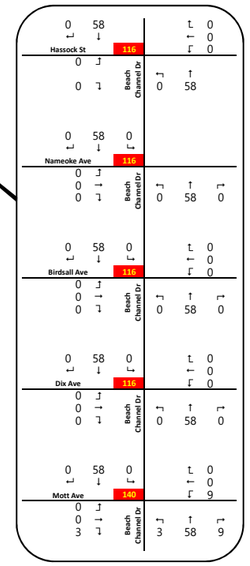
NOT TO SCALE

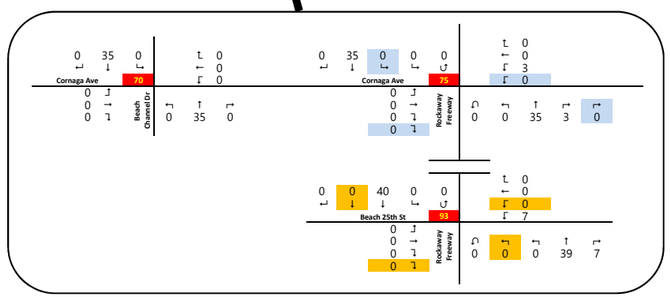
Peninsula Hospital EIS

Project Increment Traffic Volumes
Saturday MD Peak Hour
Figure 14A







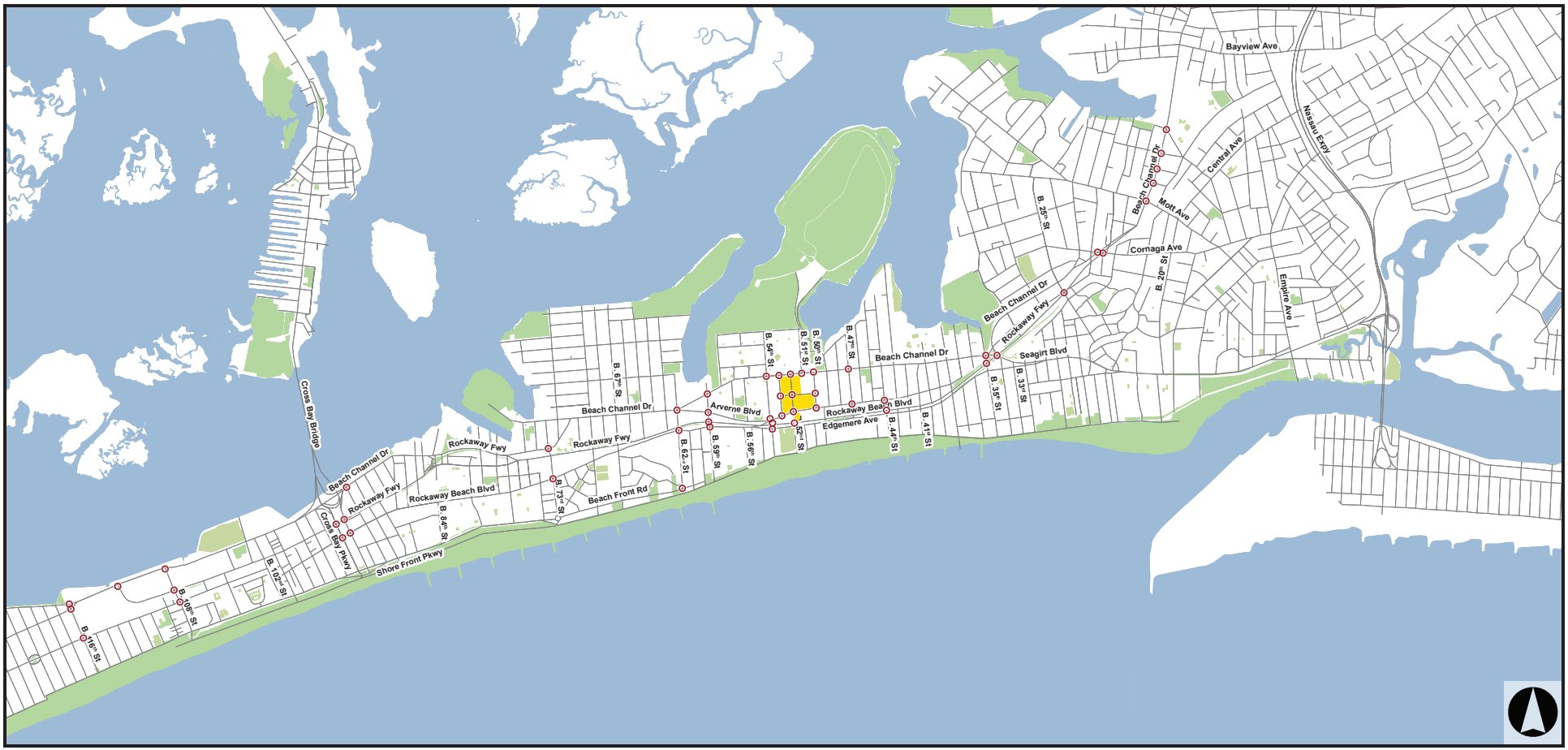


Legend
To Nasby Pl
To Far Rockaway Blvd

NOT TO SCALE

Peninsula Hospital EIS

Project Increment Traffic Volumes
Saturday MD Peak Hour
Figure 14B



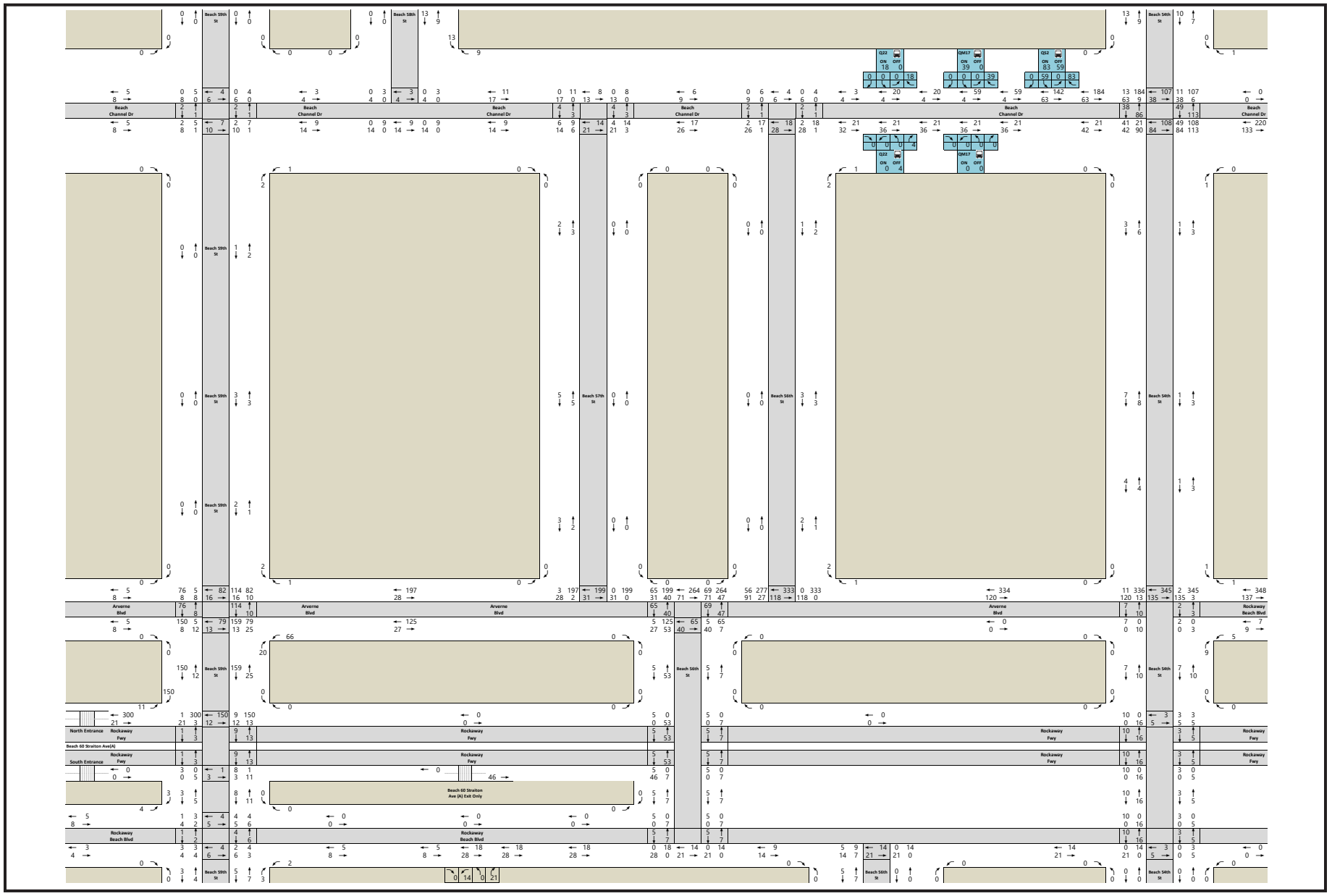
Proposed Project

Study Locations

STUDY AREA LOCATIONS

Figure 15

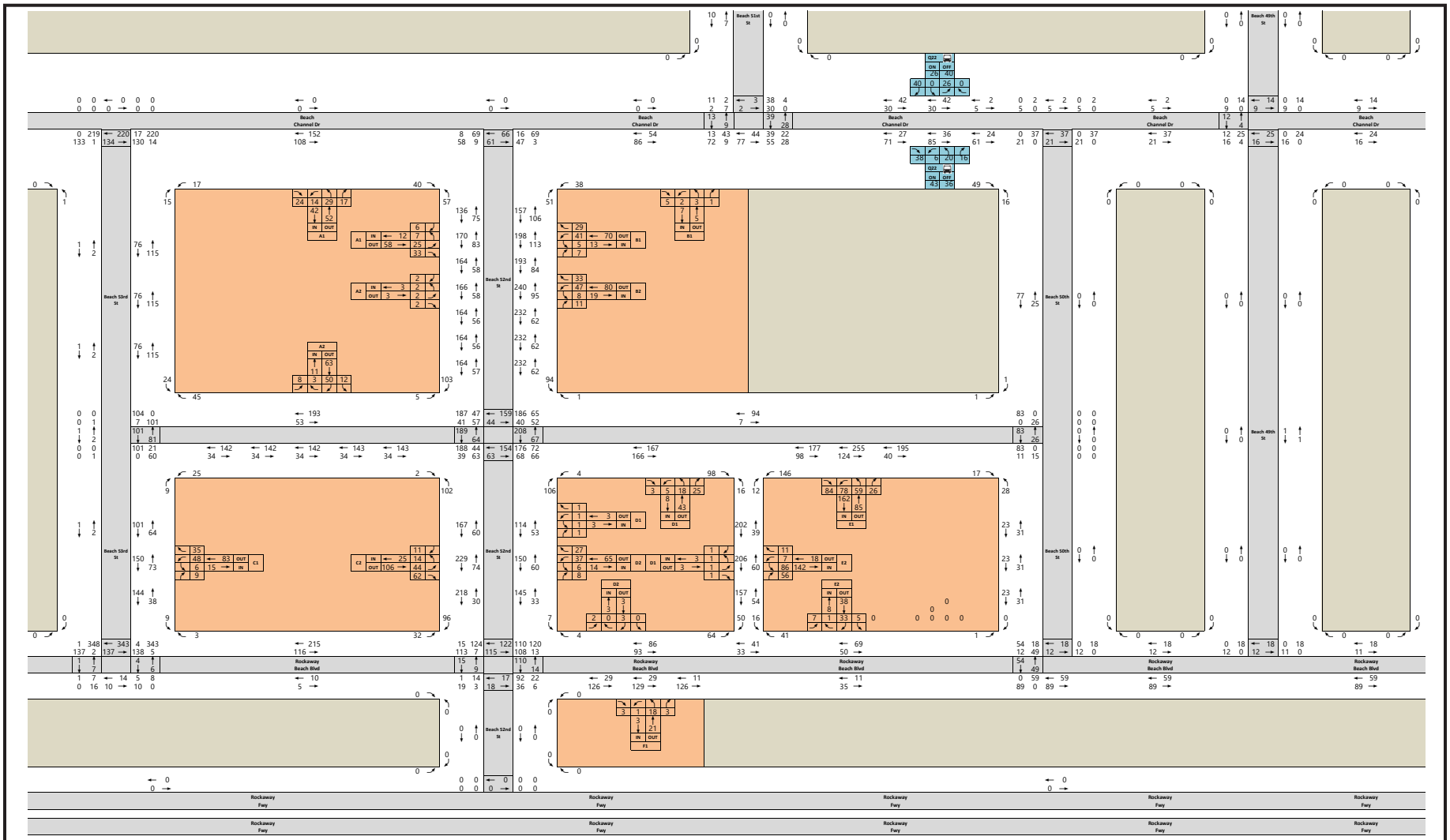
Peninsula Hospital Site Redevelopment



TOTAL PROJECT GENERATED PEDESTRIAN TRIPS
WEEKDAY AM PEAK HOUR

Figure 16A

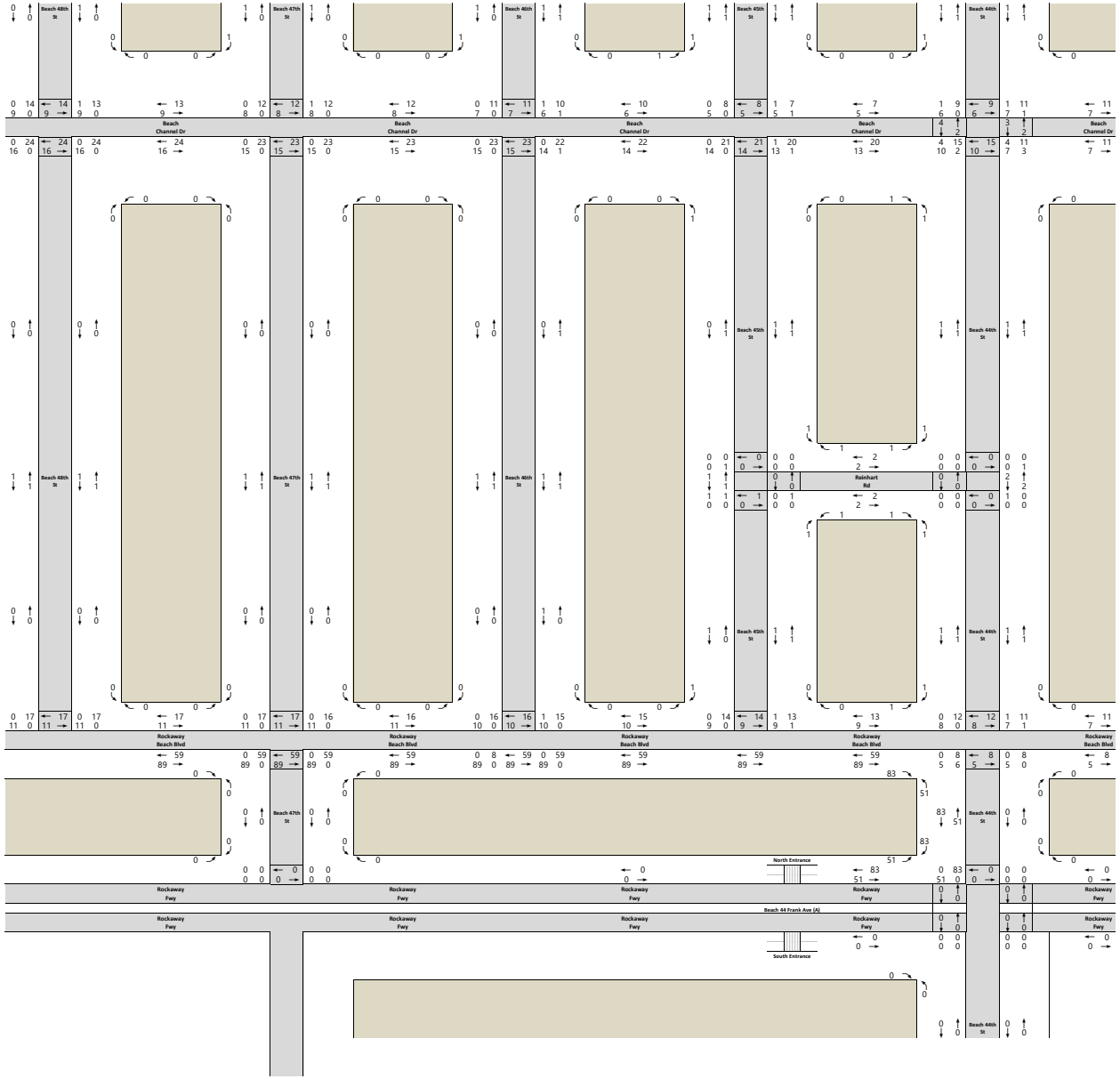
Peninsula Hospital Site Redevelopment



TOTAL PROJECT GENERATED PEDESTRIAN TRIPS
WEEKDAY AM PEAK HOUR

Figure 16B

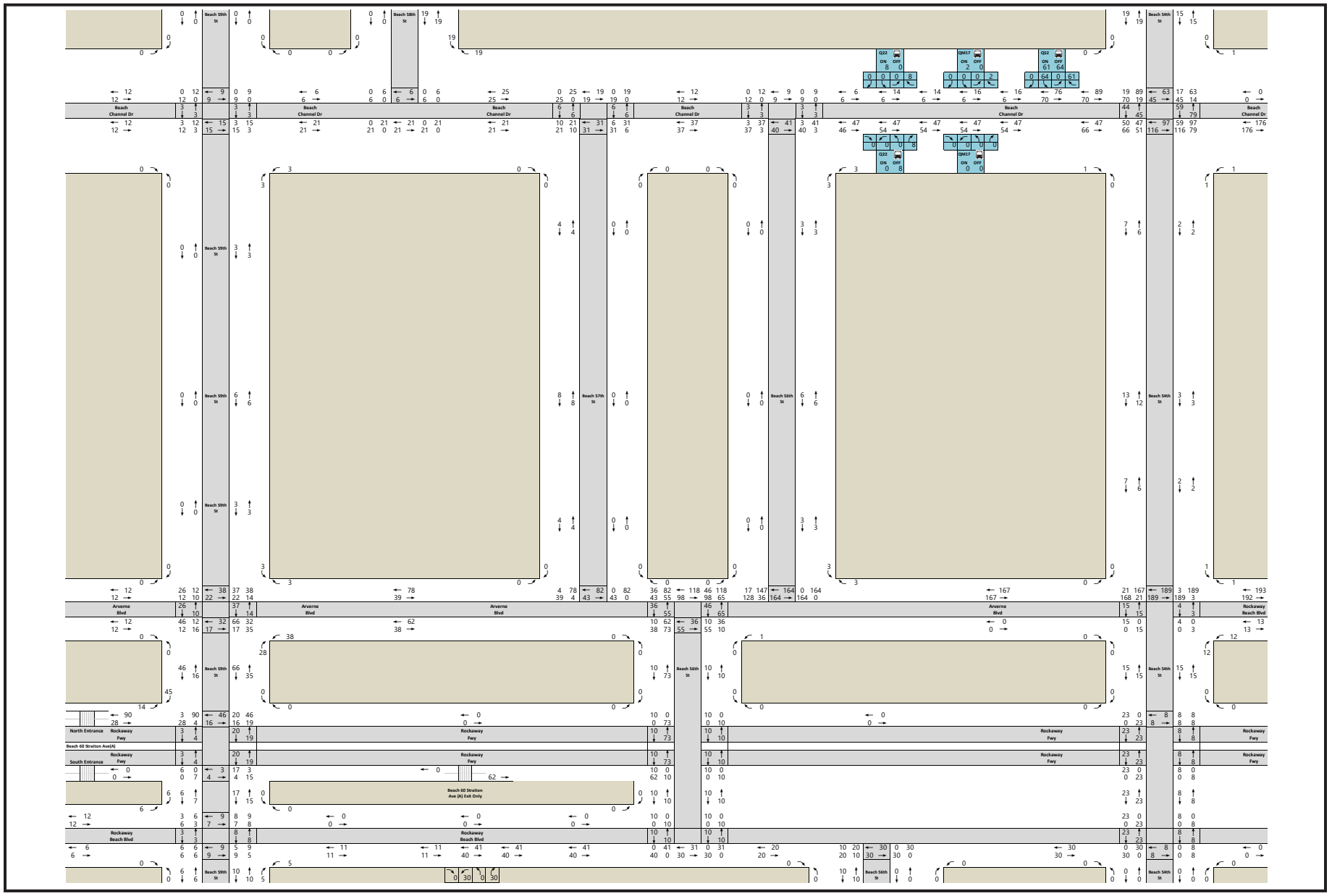
Peninsula Hospital Site Redevelopment



TOTAL PROJECT GENERATED PEDESTRIAN TRIPS
WEEKDAY AM PEAK HOUR

Figure 16C

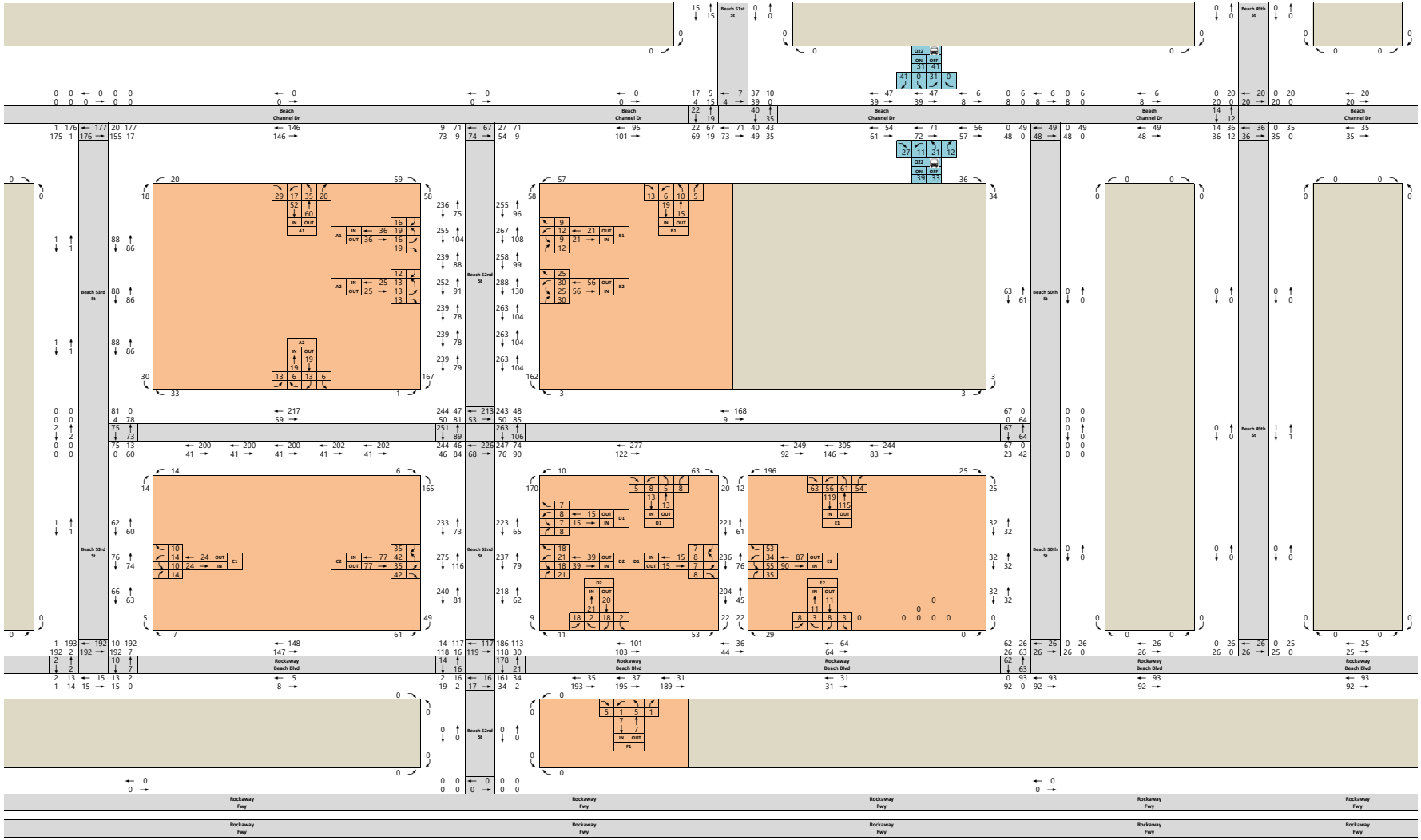
Peninsula Hospital Site Redevelopment



TOTAL PROJECT GENERATED PEDESTRIAN TRIPS
WEEKDAY MD PEAK HOUR

Figure 17A

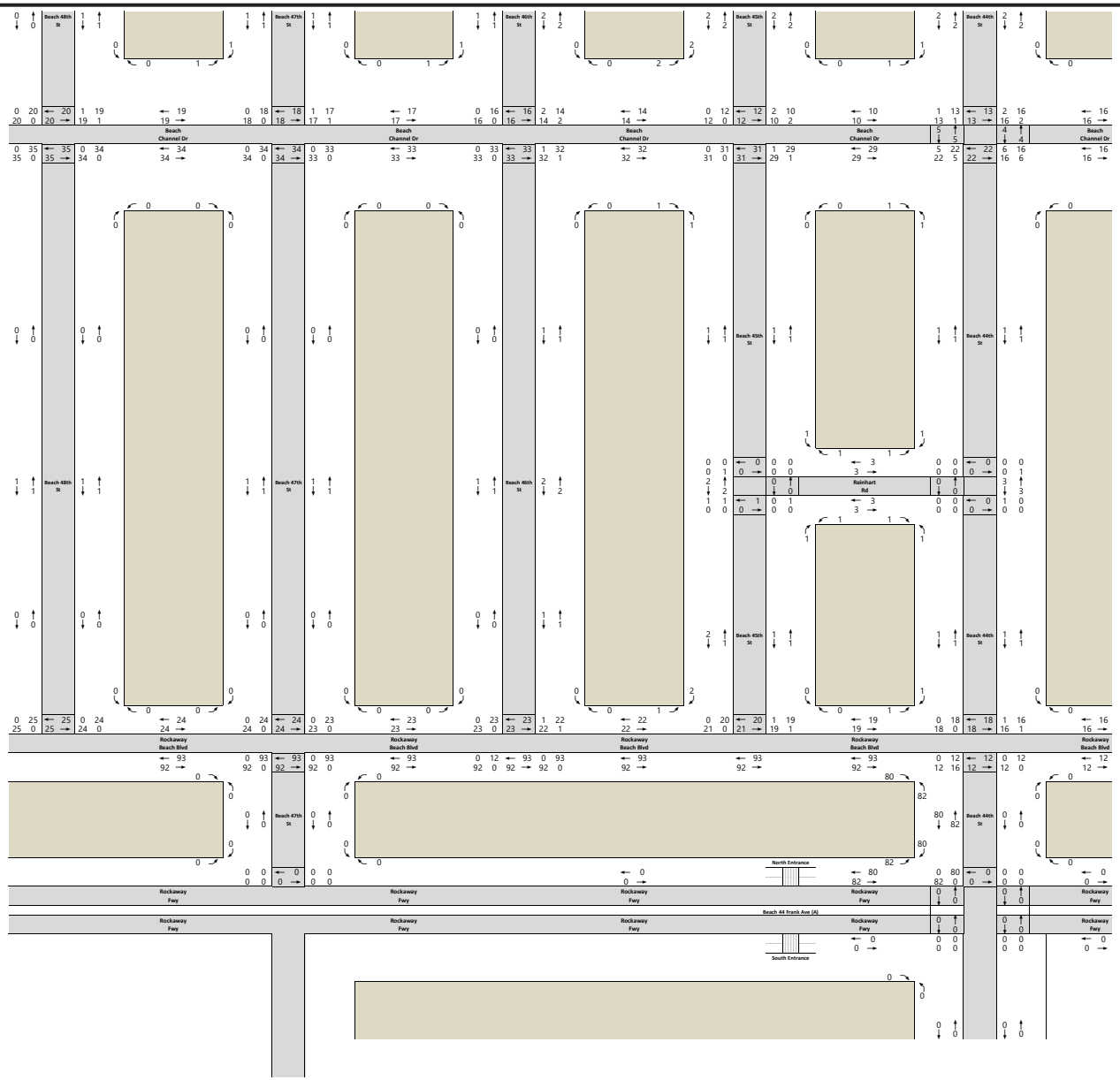
Peninsula Hospital Site Redevelopment



TOTAL PROJECT GENERATED PEDESTRIAN TRIPS
WEEKDAY MD PEAK HOUR

Figure 17B

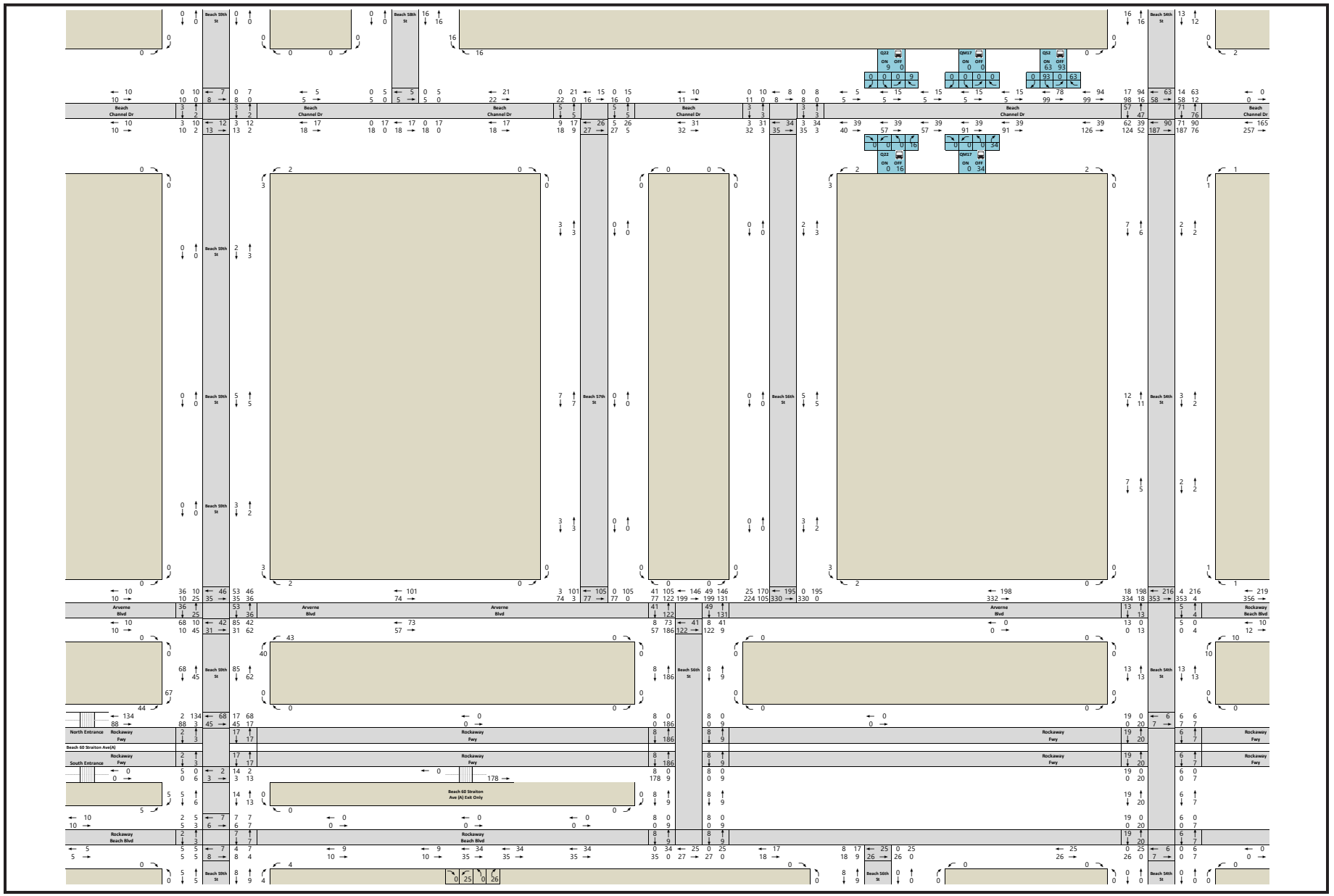
Peninsula Hospital Site Redevelopment



TOTAL PROJECT GENERATED PEDESTRIAN TRIPS
WEEKDAY MD PEAK HOUR

Figure 17C

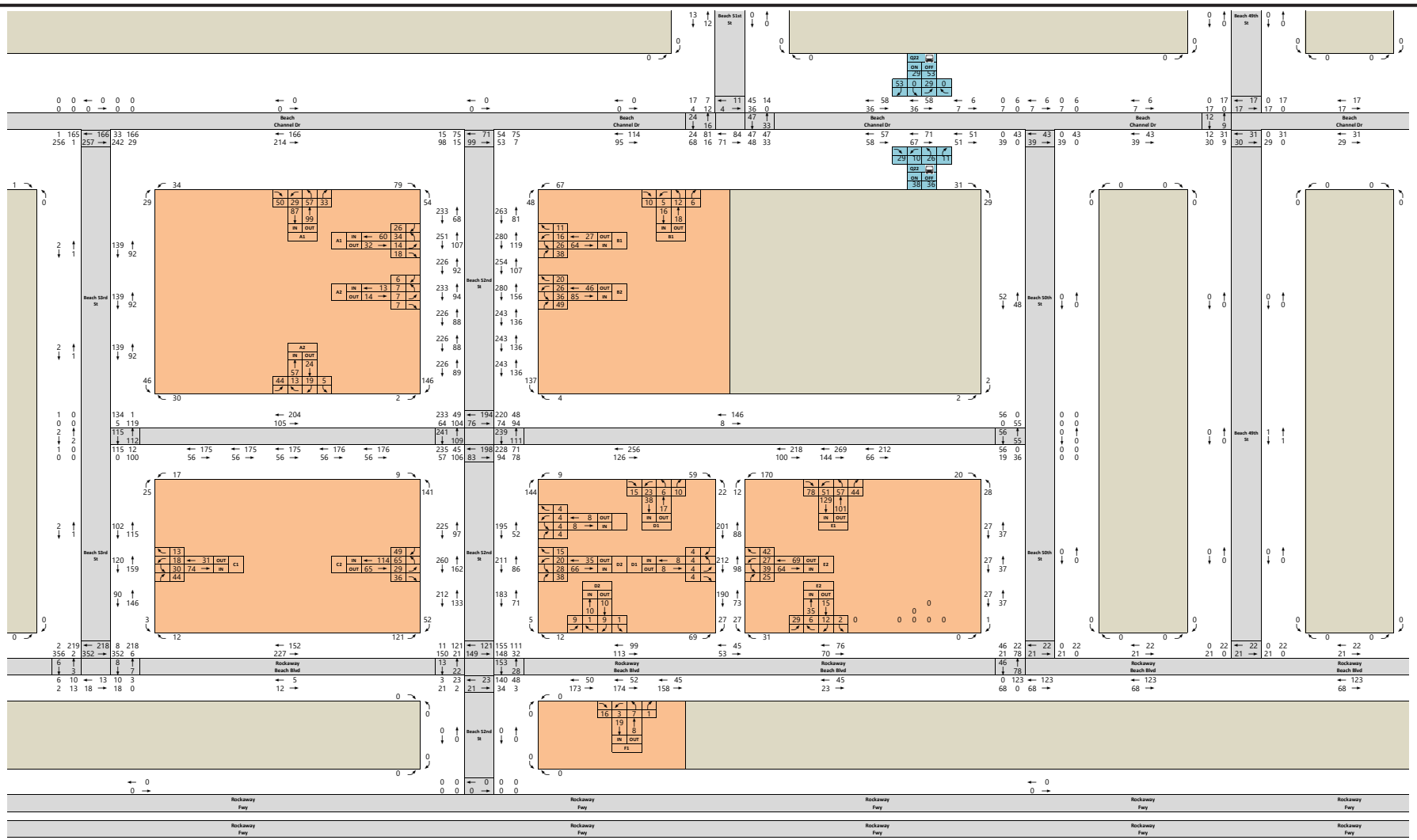
Peninsula Hospital Site Redevelopment



TOTAL PROJECT GENERATED PEDESTRIAN TRIPS
WEEKDAY PM PEAK HOUR

Figure 18A

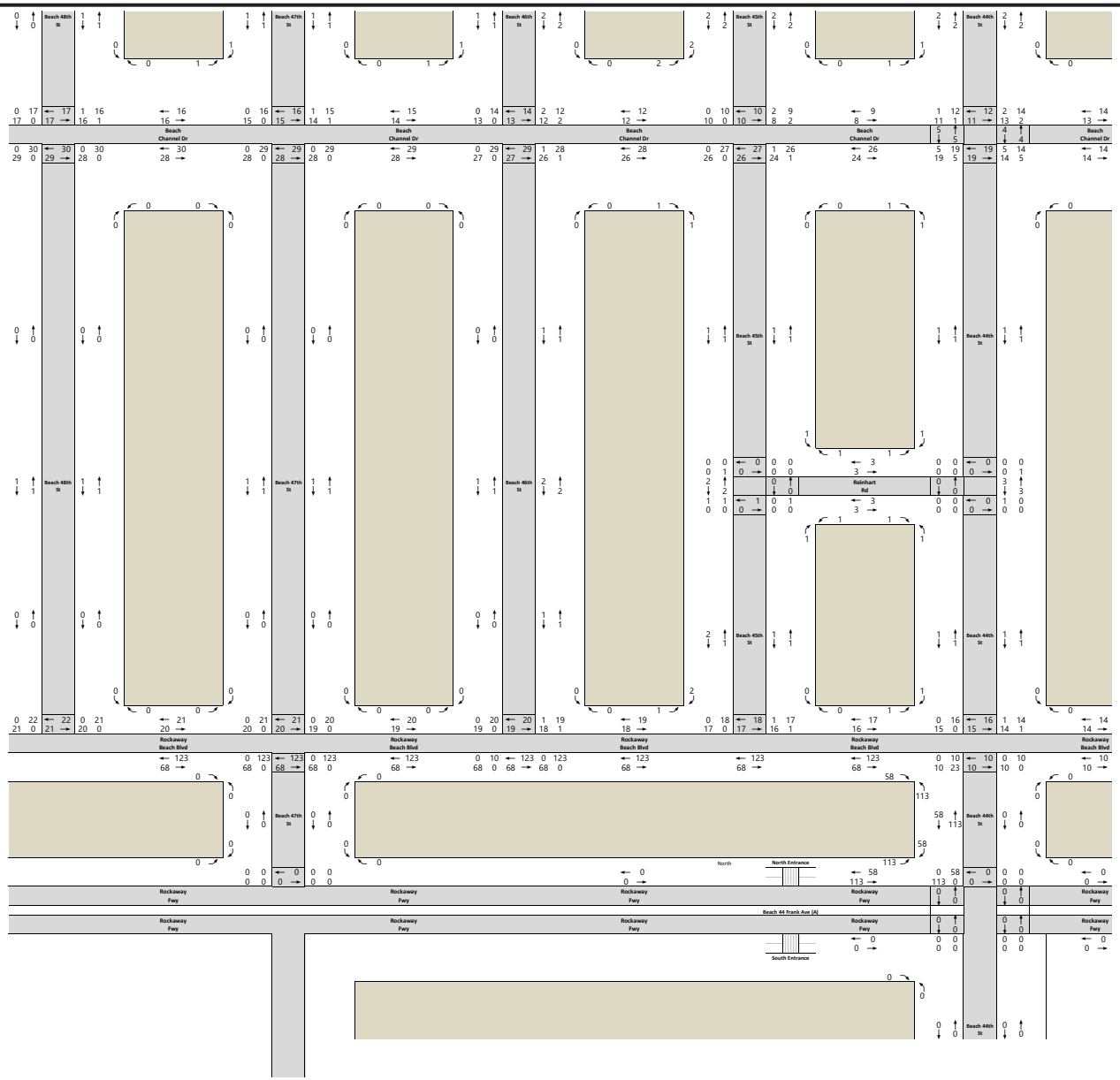
Peninsula Hospital Site Redevelopment



TOTAL PROJECT GENERATED PEDESTRIAN TRIPS
WEEKDAY PM PEAK HOUR

Figure 18B

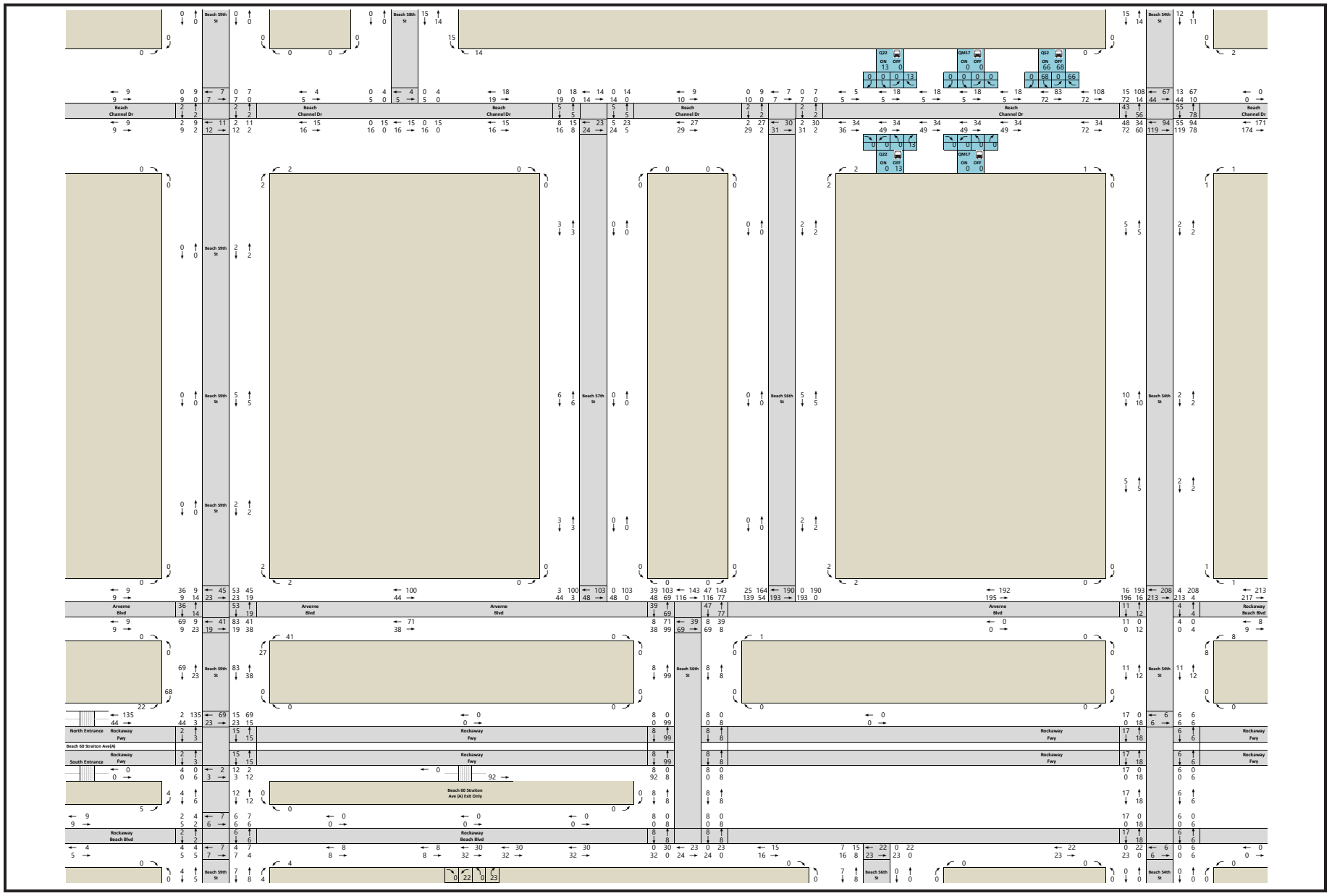
Peninsula Hospital Site Redevelopment



TOTAL PROJECT GENERATED PEDESTRIAN TRIPS
WEEKDAY PM PEAK HOUR

Figure 18C

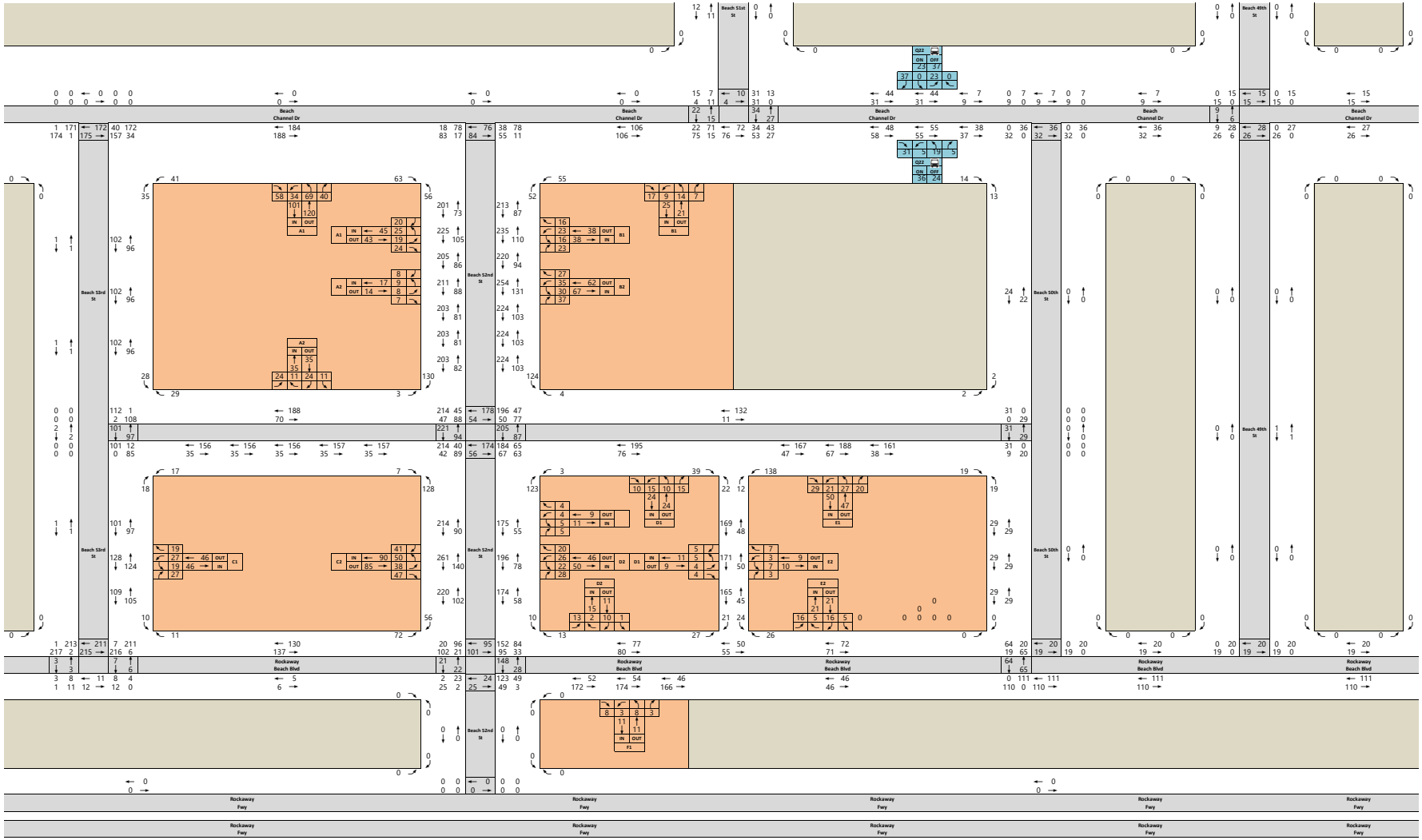
Peninsula Hospital Site Redevelopment



TOTAL PROJECT GENERATED PEDESTRIAN TRIPS
SATURDAY MD PEAK HOUR

Figure 19A

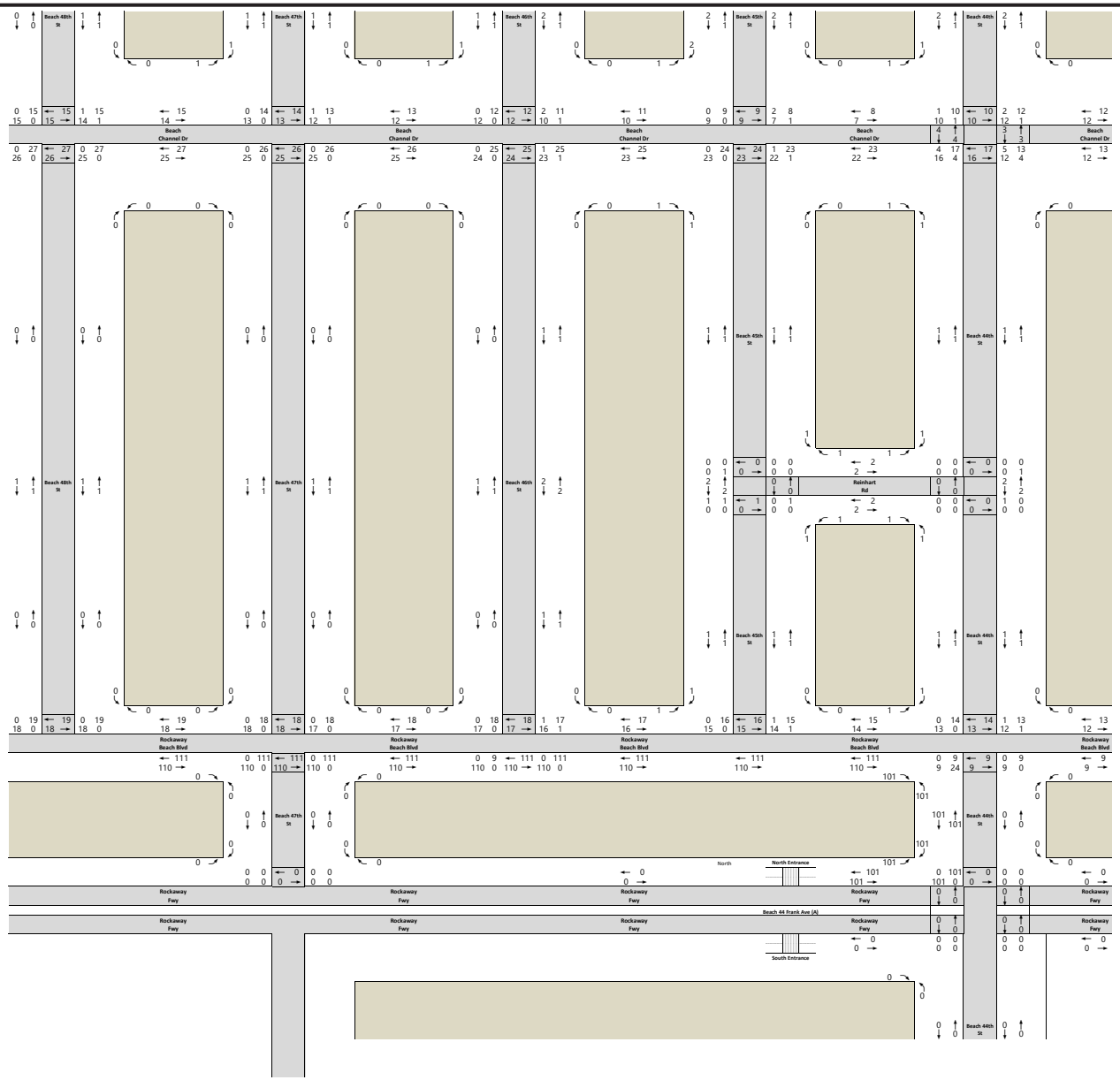
Peninsula Hospital Site Redevelopment



TOTAL PROJECT GENERATED PEDESTRIAN TRIPS
SATURDAY MD PEAK HOUR

Figure 19B

Peninsula Hospital Site Redevelopment



TOTAL PROJECT GENERATED PEDESTRIAN TRIPS
SATURDAY MD PEAK HOUR

Figure 19C

Peninsula Hospital Site Redevelopment



Source: 2016 Pluto, NYCDCP

Project Site

Sidewalk

Corner

Median

Crosswalk

Future Element

PROPOSED PROJECT PEDESTRIAN STUDY LOCATIONS

Figure 20

Peninsula Hospital Site Redevelopment

APPENDIX D:
Final Air Quality Protocol

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Sam Schwartz

Memorandum

To: Mauricio Garcia (DCP)

CC: Diane McCarthy (DCP)

From: Nancy Neuman (Sam Schwartz)

Date: April 30, 2019

Re: Peninsula Hospital Site Redevelopment – Final Air Quality Protocol

Introduction

This memorandum describes the protocol for the assessment of the air quality impacts of the proposed Peninsula Hospital Site Redevelopment. The results of the air quality impact assessment were prepared in conformance to this protocol and incorporated into the Peninsula Hospital Site Redevelopment Draft Environmental Impact Statement (DEIS). The protocol is based on 2014 *City Environmental Quality Review (CEQR) Technical Manual* guidelines and coordination with the New York City Department of City Planning (DCP), which is serving as the CEQR Lead Agency.

Project Site Location

Peninsula Rockaway Limited Partnership (the "Applicant") is requesting several discretionary actions from the City Planning Commission (CPC) to facilitate a proposal by the Applicant to redevelop the former Peninsula Hospital site located at 51-15 Rockaway Beach Boulevard in Far Rockaway, Queens (Block 15843, Lot 1, Block 15842, Lot 1, and Lot 1 of Block 15857). The Project Site is bound by Rockaway Beach Boulevard, Beach Channel Drive, Beach 50th Street, and Beach 53rd Street, and has a total lot area of 409,928 square feet (sf).

The area in the vicinity of the Project Site contains a mix of land uses in low- to mid-rise buildings. The New York City Housing Authority (NYCHA)'s Ocean Front Apartments (Bayside) are to the north and west of the Project Site and range from seven to nine stories in height. Several commercial properties are also located west of the Project Site, including a possible drycleaner on Beach 54th Street. Further north is the Rockaway Community Park. The John F. Kennedy (JFK) Airport is located within two miles north of the Project Site. Across the street to the south of the Project Site are three industrial properties, two of which are listed as factory uses by the New York City Department of Finance and one of which is listed as a warehouse use. Further south is the Rockaway Beach and Boardwalk and the Rockaway Freeway. Rockaway Freeway, which the elevated pathway carries rail lines and the at grade pathway carries motor vehicles. To the east of the Project Site are vacant, commercial, and institutional properties. The Public School 105, Bay School, is approximately 220 feet northeast of the project site.

Proposed Project (With-Action Condition)

In the future with the Proposed Actions (the "With-Action" condition), the Applicant plans to construct approximately 2,423,000 gross square feet (gsf) of development (the "Proposed Project"), which would be distributed across 11 buildings on five sub-sections of the Project Site (A, B, C, D, and E), with sub-sections A through D on the northern portion of the Project Site and sub-section E on the southern portion of the Project Site. The Proposed Project would include of approximately 2,200 residential dwelling units (DUs) in 1,888,000 sf, 72,000 gsf of retail space, approximately 77,000 gsf of community facility (medical) space, 364,000 sf of parking space, and approximately 24,000 square feet (sf) of open space. Retail and

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residential uses would be distributed across all five sub-sections of the Project Site, while community facility spaces programmed for medical uses are anticipated to be located on sub-section C. Building heights for the Proposed Project would range from approximately 140 to 190 feet.

Approximately 973 accessory parking spaces would be provided, comprised of 744 accessory parking spaces for residential use, 154 accessory parking spaces for retail use, and 75 accessory parking spaces for community facility medical office use. Parking would be distributed across all five sub-sections of the Project Site, with two parking lots (on sub-sections A and D), and enclosed parking facilities on all sub-sections. Parking spaces provided in both parking lots and garages would be accessible 24/7 and be self-service.

Table 1 provides a breakdown of the uses for the Proposed Project. The full operational analysis year for the Proposed Project is 2034. Per discussion with DCP, the construction impact analysis is based on completion of the Proposed Project in 2029 to conservatively estimate the construction activities intensity and, hence their potential impact. No interim years would be analyzed for operational air quality impacts.

No-Action Condition

In the future absent the Proposed Actions (the "No-Action" condition), an as-of-right residential development and supporting retail space would be developed on the Project Site that would be comprised of 12 buildings, including approximately 482,523 gsf of residential space (providing 568 DUs); 21,659 gsf of retail space; 800 gsf of community facility (medical) space; and 557 accessory parking spaces (comprised of 483 residential spaces, 72 retail spaces, and two spaces for community facility medical office use). Of the 557 parking spaces, 457 would be provided on surface parking lots and 100 would be in an enclosed parking garage in the center of the northern portion of the Project Site. The No-Action condition would result in approximately 544,982 gsf of development on the Project Site.

Increment

The incremental difference between the No-Action condition and With-Action condition consists of approximately 1,826,018 gsf comprised of the following uses: 1,375,447 gsf residential floor area providing approximately 1,632 DUs, 50,341 gsf of retail space, 76,200 gsf of community facility space programmed for medical offices, and 324,000 gsf of enclosed parking for 416 accessory parking spaces.

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Table 1: Proposed Project

Sub-Section	Block/ Lot	Buildings	Resi-dential (gsf)	Resi-dential Units	Local Retail (gsf)	Desti-nation Retail (gsf)	Super-market (gsf)	Medical (gsf)	Mechanical (gsf)	Enclosed Parking (gsf)[1]	Total Area (gsf)	Height (ft)
A	15843/1	A1	161,000	181	4,000		19,000		5,000	50,000	239,000	170
		A2	179,000	205	5,000		0		5,000	54,000	243,000	190
B	15843/1	B1	212,000	230		13,000	0		6,000	46,000	277,000	150
		B2	224,000	246	7,000		0		6,000	45,000	282,000	180
C	15843/1	C1	219,000	269			0		6,000	53,000	278,000	140
	15843/1	C2	261,000	320	10,000		0		7,000	30,000	308,000	190
D	15843/1	D1	104,000	139	6,000		0		3,000	6,000	119,000	140
		D2	128,000	210	8,000		0		4,000	12,000	152,000	120
E	15843/1	E1	194,000	217			0	40,000	5,000	30,000	269,000	190
		E2	115,000	123				37,000	3,000	29,000	184,000	140
F	15857/1	F1	61,000	69					2,000	9,000	72,000	80
TOTAL (Entire Project)			**1,858,000**	**2,200**	**40,000**	**13,000**	**19,000**	**77,000**	**52,000**	**364,000 (963 spaces)**	**2,423,000**	

[1] Parking gsf does not include the area of surface parking lots; only the area of parking structures is included as part of the total gsf of the Proposed Project.

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Proposed Air Quality Protocol

This protocol provides the approach for the assessment of impacts due to the operation and construction of the Proposed Project on air quality. The proposed assessment methodology and assumptions conformed to guidance in the 2014 *CEQR Technical Manual*.

The public discretionary actions required to implement the Proposed Project have the potential to affect air quality at existing sensitive receptors due to additional traffic, parking facilities, and emissions from boiler stacks. Existing sources of traffic, heating ventilation and air conditioning system (HVAC), or industrial activities could also affect the Project Site. In addition, the individual components of the Proposed Project could generate project-on-project impacts. Proposed methods for the assessment of each of these effects are described in the following discussion.

Standards and Evaluation Criteria

National Ambient Air Quality Standards

The National Ambient Air Quality Standards (NAAQS) were promulgated by The U.S. Environmental Protection Agency (EPA) for six major pollutants, deemed criteria pollutants, because threshold criteria can be established for determining adverse effects on human health. They consist of primary standards, established to protect public health, and secondary standards, established to protect plants and animals and to prevent economic damage. The six pollutants are:

- Carbon Monoxide (CO), which is a colorless, odorless gas produced from the incomplete combustion of gasoline and other fossil fuels,
- Lead (Pb) is a heavy metal principally associated with industrial sources,
- Nitrogen dioxide (NO_2), which is formed by chemical conversion from nitric oxide (NO), which is emitted primarily by industrial furnaces, power plants, and motor vehicles,
- Ozone (O_3), a principal component of smog, is formed through a series of chemical reactions between hydrocarbons and nitrogen oxides in the presence of sunlight,
- Inhalable Particulates (PM_{10}/$PM_{2.5}$) are primarily generated by diesel fuel combustion, brake and tire wear on motor vehicles, and the disturbance of dust on roadways. The PM_{10} standard covers those particulates with diameters of ten micrometers or less. The $PM_{2.5}$ standard covers particulates with diameters of 2.5 micrometers or less, and
- Sulfur dioxides (SO_2) are heavy gases primarily associated with the combustion of sulfur-containing fuels such as coal and oil.

Table 2: National and New York State Ambient Air Quality Standards shows the NAAQS, as well as monitored concentrations at stations closest to the Project Site.

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Table 2: National and New York State Ambient Air Quality Standards

Pollutant	Averaging Period	Standard	2017 Concentrations	Monitoring Station
Sulfur Dioxide	1-hour average[e]	197 µg/m^3 (75 ppb)	6.93 ppb	Queens College 2
	3-hour average	1300 µg/m^3 (0.50 ppm)	Not available	Queens College 2
Inhalable Particulates (PM_{10})	24-hour average[a]	150 µg/m^3	35 µg/m^3	Queens College 2
Inhalable Particulates ($PM_{2.5}$)	3-yr average annual mean	12 µg/m^3	7.3 µg/m^3	Queens College 2
	3-yr average of 24-hr.[c]	35 µg/m^3	18.9 µg/m^3	Queens College 2
Ozone	8-hour average[b]	0.070 ppm	0.074 ppm	Queens College 2
Carbon Monoxide	8-hour average[a]	9 ppm	0.9 ppm	Queens College 2
	1-hour average[a]	35 ppm	1.8 ppm	Queens College 2
Nitrogen Dioxide	12-month arithmetic mean	100 µg/m^3 (53 ppb)	17.3 ppb	Queens College 2
	1-hr average[d]	188 µg/m^3 (100 ppb)	59.7 ppb	Queens College 2
Lead	Quarterly mean	0.15 µg/m^3	0.0041 µg/m^3	IS 52

Notes: ppm = parts per million; μ g/m^3 = micrograms per cubic meter.
a. Not to be exceeded more than once a year.
b. Three-year average of the annual fourth highest daily maximum 8-hour average concentration effective May 27, 2008.
c. Not to be exceeded by the 98th percentile of 24-hour $PM_{2.5}$ concentrations averaged over 3 years.
d. Three-year average of the 98th percentile of the daily maximum 1-hour average, effective January 22, 2010.
e. Three-year average of the 99th percentile of the daily maximum 1-hour average, final rule signed June 2, 2010.

Sources: New York State Department of Environmental Conservation; New York State Ambient Air Quality Development Report, 2017

NYC De Minimis Criteria and Interim Guidelines

For carbon monoxide from mobile sources, the New York City's *de minimis* criteria are used to determine the significance of the incremental increases in CO concentrations that would result from a proposed action. These set the minimum change in an 8-hour average carbon monoxide concentration that would constitute a significant environmental impact. According to these criteria, significant impacts are defined as follows:

- An increase of 0.5 parts per million (ppm) or more in the maximum 8-hour average carbon monoxide concentration at a location where the predicted No-Action 8-hour concentration is equal to or above 8 ppm, and
- An increase of more than half the difference between the baseline (i.e., No-Action condition) concentrations and the 8-hour standard, where No-Action condition concentrations are below 8 ppm.

For $PM_{2.5}$ analyses at the microscale level, the City's *de minimis* criteria for developing significance are:

- Predicted increase of more than half the difference between the background concentration and the 24-hour standard, or
- Predicted annual average $PM_{2.5}$ concentration increments greater than 0.1 ug/m^3 at ground-level on a neighborhood scale (i.e., the annual increase in concentration representing the average over an area of approximately one square kilometer, centered on the location where the maximum

ground-level impact is predicted for stationary sources; or at a distance from a roadway corridor similar to the minimum distance defined for locating neighborhood scale monitoring stations), or

- Predicted annual average $PM_{2.5}$ concentration increments greater than 0.3 µg/m^3 at a discrete or ground-level receptor location.

Based on the New York State Department of Environmental Conservation's (NYSDEC) annual air quality report (2017), which lists a 24-hour background value of 18.9 ug/m^3 for $PM_{2.5}$ for Queens (Queens College 2), the *de minimis* criterion for the 24-hour concentration of $PM_{2.5}$ would be 8.1 ug/m^3. If the project increment is greater than this value, an impact would occur.

New York State Short-Term and Annual Guideline Concentrations

The NYSDEC has established Short-Term (1-hour) Guideline Concentrations (SGCs) and Annual Guideline Concentrations (AGCs) for certain toxic or carcinogenic non-criteria pollutants. They are maximum allowable 1-hour and annual concentrations, respectively, that are considered acceptable and below which there should be no significant adverse effects on the health of the general public.

SGCs are intended to protect the public from acute, short-term effects of pollutant exposures, and AGCs are intended to protect the public from chronic, long-term effects of the exposures. However, the New York City Department of Environmental Protection (DEP) considers that, for pollutants for which the NYSDEC-established AGC is based on a health risk criterion (i.e., a one in a million cancer risk), impacts less than ten times the AGC are not considered significant. This is because NYSDEC developed the AGCs for these pollutants by reducing the health risk criteria by a factor of ten as an added safety measure. In determining potential impacts, therefore, NYCDEP considers concentrations within ten times the AGC to be acceptable. Pollutants with no known acute effects have no SGC criteria but do have AGC criteria. NYSDEC DAR-1 (August 10, 2016) contains the most recent compilation of the SGC and AGC guideline concentrations.

No NAAQs, SGCs, or AGCs exist for emissions of air toxic pollutants that are grouped together such as total solid particulates, total hydrocarbons, or total organic solvents. Therefore, total particulates are not analyzed, and as recommended by NYCDEP, all solid particulates are assumed to be $PM_{2.5}$. For total organic solvents or total hydrocarbons, the SGCs and AGCs for specific compounds should be obtained and used in an analysis.

State Implementation Plan

EPA has currently designated five New York City counties as moderate non-attainment area for the 2008 eight-hour average ozone standard. On July 19, 2017 NYSDEC announced that the NYMA is not projected to meet the July 20, 2018 attainment deadline and NYSDEC is therefore requesting that EPA reclassify the NYMA to "serious" nonattainment, which would impose a new attainment deadline of July 20, 2021 (based on 2018-2020 monitored data). On April 30, 2018, EPA designated the same area as a moderate nonattainment for the revised 2015 ozone standard.

Background Concentrations

Background concentrations for SO_2, NO_2, CO, and PM_{10} and $PM_{2.5}$ were derived from the NYSDEC annual report for 2017, as shown in Table 3. They are identical to the ambient concentrations shown in Table 2 except that the value for PM_{10} in Table 3 is the second highest whereas the maximum value was shown in Table 2. Also, the background values for CO are based on the second highest values during the past five years. For the purposes of comparison with the results of AERMOD and CAL3QHCR modeling, they are presented in micrograms per cubic meter.

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Table 3: Background Concentrations

Pollutant	Averaging Period	Background Concentrations (ug/m^3)	Monitoring Station
SO_2	1-Hour	18.1	Queens College 2
NO_2	Annual	32.5	Queens College 2
NO_2	1-Hour	112.2	Queens College 2
PM_{10}	24-Hour[b]	31	Queens College 2
$PM_{2.5}$	24-Hour	18.9	Queens College 2
$PM_{2.5}$	Annual	7.3	Queens College 2
CO	1-Hour[a]	2,166	Queens College 2
CO	8-Hour[a]	1,596	Queens College 2

Notes:
a. Based on second highest value from past five years (2013-2017).
b. Second highest during past year

Operational Air Quality

Mobile Sources. A screening analysis was performed to determine whether the Proposed Project would have the potential to exceed the NAAQS and/or the City's *de minimis* standards for CO, PM_{10} or $PM_{2.5}$.

- The threshold value that could trigger a more detailed analysis for CO is 170 or more new trips through an intersection during a peak-hour period, and
- The screen for PM2.5 calculates the number of heavy duty diesel vehicles (HDDVs) that would generate emissions equivalent to the project-generated vehicular increments. The equivalent number of HDDVs varies by type of roadway. A more detailed analysis is required if a proposed action would meet or exceed the following thresholds:
    - 12 HDDV for paved roads with ADT fewer than 5,000 vehicles;
    - 19 HDDV for collector-type roads;
    - 23 HDDV for principal and minor arterial roads; and
    - 23 HDDV for expressways and limited-access roads.

The analysis used information from the traffic studies prepared for the Proposed Project to evaluate individual intersections for future No-Action and With-Action conditions. Fifty intersections were identified in the traffic study area. To identify intersections that would exceed the screening thresholds, the incremental traffic volumes were tabulated and incorporated into an Intersection Selection Excel file designed to rank them. The truck/auto percentages for the screen were based on project-specific data as appropriate. To further identify the worst-case intersections for assessment of $PM_{2.5}$, the traffic increments

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were also subjected to a more detailed screening that considered roadway type and the addition of trucks associated with the proposed supermarket use.

Based on preliminary traffic data, a detailed analysis of CO and $PM_{2.5}$ from mobile sources was warranted, and three worst-case intersections were selected for the detailed analysis. The EPA MOVES14b was used to estimate mobile source air pollutant emissions and CAL3QHCR was used for air pollutant dispersion modeling to determine the potential for exceeding the City's *de minimis criteria* and NAAQS. The following three intersections were selected for detailed analysis because they are projected to have the greatest changes in emissions due to traffic volume:

1. Rockaway Beach Boulevard/Beach 53rd Street (unsignalized) in the PM peak;
2. Arverne Boulevard/Beach 54th Street (signalized) in the PM peak; and
3. Beach Channel Drive/Beach 50th Street, peak AM period.

No modeling of the Rockaway Freeway was warranted because it has low existing volumes and would experience very little additional traffic due to the Proposed Project. Therefore, intersections with this roadway would not constitute a worst-case for traffic increments.

Modeling with MOVES14b for emission factors and CAL3QHCR for dispersion concentrations conformed to the methods outlined in the *CEQR Technical Manual*. Speeds, volumes, and vehicular classifications were obtained from the traffic study. The pollutants of interest were CO and $PM_{2.5}$.

For MOVES14b, the pollutant processes for free-flow links included running exhaust and crankcase running exhaust, as well as brake and tire wear for $PM_{2.5}$. The model was run for January 1st for the 2034 analysis year during the worst-case peak period (weekday AM and PM). Post-processing was carried out to obtain emission factors for CAL3QHCR. Fugitive dust from re-entrainment of dust was calculated and added to the $PM_{2.5}$ emission factors for the 24-hour averaging period using EPA formulas from Section 13.2.1-3 of EPA's AP-42 document and silt loading factors from the *CEQR Technical Manual CEQR Technical Manual*. No fugitive dust was added to the emission factors for the annual averaging period.

Roadway links were set up as free-flowing traffic links in CAL3QHCR. EPA has stated that $PM_{2.5}$ cannot be modeled with queue links because the queuing algorithm in CAL3QHC/R is not appropriate for use for particulate matter analysis. Therefore, the accepted approach is to model an average speed that includes intersection delay. No queue links or traffic light information is required. For consistency, both $PM_{2.5}$ and CO were modeled using this approach. Speeds and volumes varied for the modeled roadway links.

Roadway links were modeled for a distance of 1,000 feet from the target intersection in each direction or to the end of the roadway link if it was shorter than 1,000 feet. The mixing zone for free-flow links was equal to the width of the traveled way plus an additional 10 feet (three meters) on each side of the travel lanes.

Receptor points were modeled on the corners of the intersections, and at 20-meter intervals along both sides of each intersection leg. Receptors for the 24-hour averaging periods of $PM_{2.5}$ were placed at mid-sidewalk and outside the air quality mixing zone. Receptors for $PM_{2.5}$ for the annual period were placed outside the air quality mixing zone and at least 15 meters from the roadway. Receptors were at a height of 1.8 meters.

The model was run with five years of meteorological data (2013-2017) from JFK Airport. The model was run with a surface roughness of 108 centimeters (cm). The model runs were Tier I runs. A Tier I analysis

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assumes that traffic is the same for every hour of the day. The intersections were modeled for No-Action and With-Action conditions for the 2034 analysis year.

For CO and $PM_{2.5}$, the modeled results for the receptor with the highest concentration were added to background concentrations and compared with the NAAQS for the No-Action condition and the With-Action condition. In addition, for $PM_{2.5}$, 24-hour and annual impacts were determined from the differences between the modeled No-Action and With-Action concentrations without adding in background concentrations. The differences were compared with the City's *de minimis* criteria.

Parking Facilities. The net increase in parking spaces in sub-sections A, B, C, and D of the Proposed Project would exceed the CEQR assessment threshold warranting a parking facility analysis (85 spaces). Therefore, a parking analysis was carried out for CO and $PM_{2.5}$ for the parking facility with the highest hourly volumes, which was the garage serving buildings E1 and E2. Information for the analysis included the dimensions of the parking facility, idle emission factors, emission factors for 5 mph, and hourly vehicular volumes to and from the parking lot. No other garage driveways or surface parking lots were in close proximity to the E1/E2 garage.

The analysis was carried out in conformance to the *CEQR Technical Manual*. Emission factors were obtained from MOVES2014b. For vehicles within the garage, no brake wear, tire wear, or calculations of fugitive dust were added to the emission factors. Exiting vehicles were assumed to idle for one minute before departing, and speeds within the facility were assumed to be 5 mph. A line source contribution to the parking emissions was carried out for Peninsula Way in front of the garage entrance/exit using MOVES2014b for the emission factors and CAL3QHCR to determine concentrations as described in the mobile sources section above. Concentrations at receptor points included:

- The near sidewalk on Peninsula Way in front of the garage;
- The far sidewalk on Peninsula Way in front of the garage; and
- A window above the garage vent.

The Metropolitan Transportation Authority (MTA) operates a bus depot in the vicinity of the Project Site. The closest lot to the Project Site is at the Far Rockaway Depot situated on Rockaway Beach Boulevard between Beach 50th Street and Beach 49th Street (49-19 Rockaway Beach Boulevard). This depot is directly across the street from Buildings E1/E2. Although it includes a small maintenance facility on Lot 3, the site is used for storage of buses; no painting or other heavy duty maintenance is carried out. A driveway on Rockaway Beach Boulevard provides access in and out of the facility. This depot serves local routes Q11, Q21, Q22, and Q35, and express routes QM15, QM16, QM17, and QM18. Of these, the Q22 local bus schedule was used to determine the peak periods of activity. Buses would travel along Rockway Beach Boulevard, Arverne Boulevard, and Beach Channel Drive to access and follow their designated routes. They would not travel on Beach 50th Street, Beach 53rd Street, or Beach 54th Street.

As a worst-case analysis, this lot was assumed to accommodate all of the local buses and the express buses. Thus, it would serve 182 diesel buses and 72 hybrid diesel-electric buses. MOVES14b does not have a category for hybrid buses. However, information on the individual manufacturers indicates that hybrid buses emit 90% fewer particulates than diesel buses. For this reason, the hybrid buses were not included in the analysis.

The analysis focused on 24-hour and annual emissions $PM_{2.5.}$ MTA hourly bus volumes for the Q22 and Q52 buses were based on 2017 Spring and Summer data. The hours with the highest bus volumes for the local (Far Rockaway lot) buses are 6-7 am and 12-1 pm. Consequently, the Midday period of 12-1 pm was selected for detailed analysis.

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EPA's MOVES14b emissions model was used to obtain emission factors for entering and exiting vehicles as well as idling vehicles for use with AERMOD. The AERMOD 24-hour and annual concentrations of $PM_{2.5}$ at nearby receptor points. The results were compared with the NAAQS and NYC de minimis values.

Stationary Source HVAC. An air quality impact assessment of emissions from proposed HVAC systems was completed to determine: 1) project-on-project impacts, 2) the Proposed Project's impacts on existing developments, 3) the effects of major sources within 1,000 feet on the Proposed Project, and 4) cluster impacts from multiple buildings together. Potential adverse effects due to HVAC are a function of fuel type, stack height, minimum distance from the source to the nearest building of similar or greater height, and square footage of the Proposed Project.

The applicant has committed to the use of natural gas in the HVAC system. Consequently, emission estimates for NO_2 (one-hour, annual) and $PM_{2.5}$ (24-hour, annual) were based on emission rates for natural gas. Non-residential uses would use natural gas primarily for space heating and hot water. Fuel consumption for these uses was based on an annual consumption rate of 44 cubic feet of natural gas per square foot, which is the consumption rate of all buildings in the northeast, per the Commercial Buildings Energy Consumption Survey *Table C25, Natural gas and conditional energy intensity by Census region, 2012.* Annual natural gas consumption in cubic feet was used to calculation NOx emissions by emission factor of 100 lb per 1 million cubic feet of natural gas for uncontrolled boilers and 50 lb per 1 million cubic feet of natural gas for low NOx boilers.

Residential uses would use electric package terminal air conditioning (PTAC) units for heating and air conditioning, which do not require the use of natural gas. Therefore, residential demand for natural gas would be limited to cooking and hot water. To estimate the amount of natural gas for these purposes, the commercial/medical square footage was subtracted from the total square footage for each building to obtain total square footage associated with residential uses, including garage space, laundry facilities, etc.

Based on the calculations of natural gas for each building, a screening for natural gas using Figure 17-7 in the appendices of the *CEQR Technical Manual* (NO_2 boiler screening for residential natural gas) was carried out. These graphs are based on the proposed use, fuel type, the square footage, the height of the stack, and the distance to a building of similar or greater height. As a worse-case analysis for screening purposes, the distance between a stack and the nearest building of similar or greater height was assumed to be the distance between the lot lines of the two buildings, and the stacks were assumed to be at least three feet higher than the roof (GEP). If the plotted point was on or above the applicable curve on the graph, the potential for a significant air quality impact exists, then further analysis was carried out using AERMOD. If the distance between the two lots was less than 30 feet, the analysis was modeled using AERMOD. AERMOD was run with five years of meteorological data (2013-2017) from JFK Airport that included surface mixing height, wind speed, stability states, temperature, and wind direction.

The Proposed Project would be comprised of multiple buildings of varying heights within close proximity to each other. Therefore, project-on-project impacts were analyzed using the same methodology that were used to assess the impact of the Proposed Project on existing buildings. Elevated receptors were placed at window heights on all floors and on all facades of the proposed and existing buildings. In addition, a cluster analysis was carried out where emissions from the stacks from multiple buildings could combine to affect another building. This included the potential impacts from Buildings A1 and B1 on Building A2, Buildings A1 and B1 on Building B2, and Buildings D1 and D2 on C2. Based on the results of the detailed analysis, (E) designations for the individual buildings were prepared to specify fuel type, boiler, and/or stack restrictions, and the use of PTAC units.

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Large or Major Sources. Existing land uses within 1,000 feet of the Project Site that are likely to have large boilers, such as school buildings, hospitals, NYCHA buildings, and other facilities were reviewed to determine whether they have Title V and/or State permits and are likely to affect the Proposed Project. In conformance to guidance in the *CEQR Technical Manual*, major/large emission sources to be considered also included solid waste or medical waste incinerators, cogeneration facilities, asphalt and concrete plants, and power generating plants.

NYCDEP information on registered boilers at specific sites within 1,000 feet of the Project Site, as well as online permit information available from the NYSDEC for the State Facility Register, were reviewed. NYCHA's Bayside housing development is located within 400 feet of the Project Site, and it was reviewed for potential impacts to the Proposed Project. No large or major sources have been found within 1,000 feet of the project site; thus, no analysis of these existing uses was required.

Industrial/Manufacturing Air toxics. A manufacturing survey for potential toxic air emissions within 400 feet of the Project Site was completed in conformance to the guidelines in the *CEQR Technical Manual*. Existing facilities with the potential to cause adverse air quality impacts are those that would require permitting under City, state, and federal regulations. The following types of uses are a source of concern for air toxics:

- A medical, chemical, or research laboratory nearby;
- A manufacturing or processing facility within 400 feet; and
- An odor producing facility within 1,000 feet.

To identify facilities in the categories listed above, online searches were completed of the DEC Air Permit Facilities Registry and the EPA Facility Registry System for permitted facilities, DOB online data, the New York City Open Accessibly Space Information System (OASIS), telephone directory listings, available aerial photos provided by Google and/or Bing, internet websites, and a search of permits from the NYCDEP and the New York City Bureau of Environmental Compliance (BEC), and field reconnaissance.

Preliminary information identified several industrial sources within 400 feet of the Project Site. They are shown in **Table 4: Sites of Interest for Air Toxics within 400 feet of the Project Site**.

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Table 4: Sites of Interest for Air Toxics within 400 feet of Project Site

ID	Address	Block	Lot	Land Use Code	Notes	Comments
1	49-15 Rockaway Beach Boulevard	15857	42	E1- Warehouse	TKO Total Kitchen Outfitters	No permits found
2	49-15 Rockaway Beach Boulevard	15857	42	E1- Warehouse	A.P.E.C	No permits found
3	49-15 Rockaway Beach Boulevard	15857	42	E1- Warehouse	North American Van Lines Moving/Storage	No permits found
4	50-01 Rockaway Beach Boulevard	15857	7	F9- Factory/Industrial	Singh Hardwoods	No permits found
5	366 Beach 54th Street	15890	55	K1- One-story retail	Dry Cleaners	No permits found; likely vacant based on field observations
6	48-09 Rockaway Beach Boulevard	15855	1	G1- Parking garage	Bus Depot	No permits found

No on-line permits were found for the industrial facilities. As per NYC DEP guidance, the potential for air quality impacts from dry cleaners is not required to be assessed under CEQR. In addition, the dry cleaner at 366 Beach 54th Street (Block 15890, Lot 55) did not appear to be in business during field assessment and, consequently, was not be considered in the assessment. Additional review of this site will be carried out between the FEIS and DEIS.

Construction Air Quality

Project Timing and Phasing

In order to conservatively assess construction air quality impacts, the 11 buildings that comprise the Proposed Project were assumed to be developed over approximately 10 years. The Applicant expects to start construction sometime in 2019 and the analysis year for the Proposed Project is 2029. Construction activities would be divided into 1)Excavation and Foundation; 2) Super Structure; and 3) Interior Fit-Out.

The construction analysis analyzed potential impacts to existing sensitive receptors in the vicinity of the site. In addition, due to the staggered construction phases, some buildings would be completed and occupied before others are finished. Therefore, the construction air quality analysis included analysis of potential project-on-project impacts.

Screening Analysis

The *CEQR Technical Manual* states that preliminary assessments of construction impacts are warranted if project construction extends for a period greater than two years. The following criteria were used to determine whether a preliminary analysis is needed. An assessment of air quality for construction activities is generally not warranted if the project's construction activities:

- Are considered short-term;

- Are not located near sensitive receptors;
- Do not involve construction of multiple buildings where there is a potential for on-site receptors on buildings to be completed before the final build-out; and
- Have a limited number of pieces of diesel equipment that would operate in a single location at peak construction.

Due to the size of the Proposed Project, all four of the above-mentioned threshold criteria would be exceeded, and therefore, detailed analyses were performed for construction impacts on air quality.

Detailed Construction Air Quality Analysis

Emissions from on-site construction equipment and on-road construction-related vehicles, as well as dust-generating construction activities, have the potential to affect air quality. In general, much of the heavy equipment used in construction has diesel-powered engines that generate carbon monoxide, nitrogen oxides, and fine particulates. Fugitive dust generated by equipment moving around on the Project Site also contributes to concentrations of fine particulates. Therefore, the primary air pollutants of concern for construction activities include CO, NO_2, PM_{10}, and $PM_{2.5}$.

The sizes, types, and number of construction equipment on each sub-section of the Project Site during each construction quarter were obtained from the construction activity schedule provided by the Applicant. This also included construction phasing. For each development site, the construction period was divided into phases (e.g., excavation, superstructure) and the phases were further divided into construction quarters (13 weeks).

Emissions from the individual pieces of equipment were obtained from the *MOVES14b NonRoad* model and from EPA Tier IV standards. Equipment utilization was obtained from the *CEQR Technical Manual.* To identify the worst-case periods, construction equipment exhaust emissions and fugitive dust were first evaluated by examining all construction quarters and all potential receptor groups with a spreadsheet-based procedure that calculated typical daily emissions, in pounds per day, for each quarter based on the proposed equipment schedule.

Due to the phased construction schedule, the construction activities would move from the northern portion of the site to the southern portion of the site over the ten-year period, and different sets of receptors would be adversely affected during each this time. Several worst-case construction periods were identified, each of which represented a construction period when multiple sites would overlap each other during development. In addition, due to the staggered construction phases, some buildings would be completed and occupied before others are finished. Therefore, the construction analysis included analysis of potential project-on-project impacts.

AERMOD modeling was carried out for multiple construction periods. The daily emissions were combined, converted to hourly emissions, and modeled as area sources for each site. The effects of building shielding and construction fencing, where appropriate, were included. Sensitive receptors (locations in the model where concentrations are predicted) were placed at residential buildings and other sensitive uses at both ground-level and elevated locations (e.g., residential windows). This included existing buildings as well as completed buildings on the Project Site.

The determination of construction air quality impacts was based on the same criteria as non-construction activities. In addition, the *CEQR Technical Manual* states that the significance of a likely consequence (i.e., whether it is material, substantial, large, or important) should be assessed based on its setting (e.g., urban or rural), its probability of occurrence, its duration, its irreversibility, its geographic scope, its

magnitude, and the number of people that it affects. In terms of the magnitude of air quality impacts, an action predicted to increase the concentrations of a criteria air pollutant to a level that would exceed the NAAQS or increase the concentration of $PM_{2.5}$ above the *de minimis* criteria could have an adverse impact of significant magnitude.

The factors identified above were considered in determining the overall significance of the potential significant impact. The analysis recommended measures to avoid air quality impacts such as placing tarps over storage piles, periodic wetting to reduce fugitive dust, tire cleaning stations, early electrification to maximize use of electric equipment, recommended truck routes, changes in construction phasing, locating equipment in a manner that minimizes impacts, best practices, and other measures.

Coordination with DCP was undertaken to prepare a screening analysis to determine whether construction traffic through neighborhoods would require a mobile source air quality analysis. As outlined in the *CEQR Technical Manual*, if the operational analysis indicates that the Proposed Project would not result in significant mobile source air quality impacts and the vehicular trip generation from construction would be less than that of the Proposed Project, then a standalone, more detailed assessment of construction traffic-related impacts is usually not necessary.

APPENDIX E:
Final Noise Protocol

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Memorandum

To: Mauricio Garcia (DCP)

CC: Diane McCarthy (DCP)

From: Nancy Neuman, Sam Schwartz

Date: April 30, 2019

Re: Peninsula Hospital Site Redevelopment – Noise Protocol

Introduction

This memorandum describes the protocol for the assessment of the noise impacts of the proposed Peninsula Hospital Site Redevelopment. The results of the noise impact assessment prepared in conformance to this protocol were incorporated into the Peninsula Hospital Site Redevelopment Draft Environmental Impact Statement (DEIS). The protocol is based on 2014 *City Environmental Quality Review (CEQR) Technical Manual* guidelines and coordination with the New York City Department of City Planning (DCP), which is serving as the CEQR Lead Agency.

Project Site Location

Peninsula Rockaway Limited Partnership (the "Applicant") is requesting several discretionary actions from the City Planning Commission (CPC) to facilitate a proposal by the Applicant to redevelop former Peninsula Hospital site located at 51-15 Rockaway Beach Boulevard in Far Rockaway, Queens (Block 15843, Lot 1, Block 15842, Lot 1, and Lot 1 of Block 15857) (the "Project Site"). The Project Site is bound by Rockaway Beach Boulevard, Beach Channel Drive, Beach 50th Street, and Beach 53rd Street, and has a total lot area of 409,928 square feet (sf).

The area in the vicinity of the Project Site contains a mix of land uses in low- to mid-rise buildings. The New York City Housing Authority's Ocean Front Apartments (Bayside) are located to the north and west of the Project Site and range from seven to nine stories in height. The Bay School (P.S. 105) is about 220 feet northeast of the Project Site and is located on the corner of Beach Channel Drive and Beach 51st Street. Several commercial properties are also located west of the Project Site. Further north is the Rockaway Community Park. The John F. Kennedy (JFK) Airport is located within two miles north of the Project Site. Across the street to the south of the Project Site are three industrial properties, two of which are listed as factory uses by the New York City Department of Finance and one of which is listed as a warehouse use. Further south is the Rockaway Beach and Boardwalk and the Rockaway Freeway. Rockaway Freeway, which is located south of the Project Site, is elevated and carries both motor vehicles and rail lines. To the east of the Project Site are vacant, commercial, and institutional properties.

No-Action Condition

In the future absent the Proposed Actions (the "No-Action" condition), an as-of-right residential development and supporting retail space would be developed on the Project Site that would be comprised of 12 buildings, including approximately 482,523 gsf of residential space (providing 568 DUs); 21,659 gsf of retail space; 800 gsf of community facility (medical) space; and 557 accessory parking spaces comprised of 483 residential spaces, 72 retail spaces, and two spaces for community facility medical office use. Of the 557 parking spaces, 457 would be provided on surface parking lots and 100 would be in an underground parking garage in the center of the northern portion of the Project Site. The No-Action condition would result in approximately 544,982 gsf of development on the Project Site.

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Proposed Project (With-Action Condition)

In the future with the Proposed Actions (the "With-Action" condition), the Applicant plans to construct approximately 2,423,000 gross square feet (gsf) of development (the "Proposed Project"), which would be distributed across 11 buildings on five sub-sections of the Project Site (A, B, C, D, and E), with sub-sections A through D on the northern portion of the Project Site and sub-section E on the southern portion of the Project Site. The Proposed Project would include approximately 2,200 residential dwelling units (DUs) in 1,888,000 sf, 72,000 gsf of retail space, 77,000 gsf of community facility (medical) space, 364,000 sf of parking space, and 24,000 square feet (sf) of open space. Retail and residential uses would be distributed across all five sub-sections of the Project Site, while community facility spaces programmed for medical uses are anticipated to be located on sub-section E. Building heights for the Proposed Project would range from 140 feet to 190 feet.

Approximately 973 accessory parking spaces would be provided, comprised of 744 accessory parking spaces for residential use, 154 accessory parking spaces for retail use, and 75 accessory parking spaces for community facility medical office use. Parking would be distributed across all five sub-sections of the Project Site, with two parking lots (on sub-sections A and D), and underground parking structures on all sub-sections. Parking spaces provided in both parking lots and garages would be accessible 24/7 and be self-service.

The Proposed Project is expected to be constructed over the next 10 years for completion in 2029. **Table 1** provides a breakdown of the uses for the Proposed Project. The operational analysis year for the Proposed Project is 2034. Per discussion with DCP, the construction period analysis is based on completion of the Proposed Project in 2029.

Increment

The incremental difference between the With-Action condition and No-Action condition consists of approximately 1,826,018 gsf comprised of the following uses: 1,375,447 gsf residential floor area providing approximately 1,632 DUs, 50,341 gsf of retail space, 76.200 gsf of community facility space programmed for medical offices, 324,000 gsf of enclosed parking spaces, and 416 accessory parking spaces.

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Table 1: Proposed Project

Sub-Section	Block/ Lot	Buildings	Resi-dential (gsf)	Resi-dential Units	Local Retail (gsf)	Desti-nation Retail (gsf)	Super-market (gsf)	Medical (gsf)	Mechanical (gsf)	Enclosed Parking (gsf)[1]	Total Area (gsf)	Height (ft)
A	15843/1	A1	161,000	181	4,000		19,000		5,000	50,000	239,000	170
		A2	179,000	205	5,000		0		5,000	54,000	243,000	190
B	15843/1	B1	212,000	230		13,000	0		6,000	46,000	277,000	150
		B2	224,000	246	7,000		0		6,000	45,000	282,000	180
C	15843/1	C1	219,000	269			0		6,000	53,000	278,000	140
	15843/1	C2	261,000	320	10,000		0		7,000	30,000	308,000	190
D	15843/1	D1	104,000	139	6,000		0		3,000	6,000	119,000	140
		D2	128,000	210	8,000		0		4,000	12,000	152,000	120
E	15843/1	E1	194,000	217			0	40,000	5,000	30,000	269,000	190
		E2	115,000	123				37,000	3,000	29,000	184,000	140
F	15857/1	F1	61,000	69					2,000	9,000	72,000	80
TOTAL (Entire Project)			**1,858,000**	**2,200**	**40,000**	**13,000**	**19,000**	**77,000**	**52,000**	**364,000 (963 spaces)**	**2,423,000**	

[1] Parking gsf does not include the area of surface parking lots; only the area of parking structures is included as part of the total gsf of the Proposed Project.

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Proposed Noise Protocol

This protocol addresses the methods and assumptions applied in the assessment of operational and construction noise impacts of the Proposed Project. The results of this assessment were included in an EIS for the Proposed Project. The analyses conformed to guidance in the 2014 *CEQR Technical Manual*.

Operational Noise

The assessment of operation-related noise impacts was completed in conformance to the procedures outlined in the *CEQR Technical Manual*. It established existing noise levels, identified the potential for traffic noise impacts due to the Proposed Project, and identified potential noise impacts to the Proposed Project due to the nearby elevated subway train. Noise levels in the No-Action and the With-Action conditions were projected and compared with guidance criteria from the *CEQR Technical Manual*.

The Project Site is located 1.8 miles south of the nearest runway at JFK Airport. Review of the most recently available noise contours shows that the Project Site is very close to the 65 DNL contour projected for 2020. Additional studies at JFK Airport are underway, but no information on revised noise contours was available at the time of this study.

Noise Monitoring. Ambient noise levels were monitored in 2016 to determine baseline noise levels at the Project Site and to determine the required level of noise attenuation to be incorporated into the construction materials. Noise monitoring was carried out for the weekday peak AM, midday, and PM periods as well as the Saturday midday period. Since an elevated subway train is located near the Project Site, noise levels at locations with direct line of sight to the tracks were monitored for 1-hour periods as per city's guidance. Otherwise, the noise monitoring periods were 20 minutes long due to traffic. The noise monitoring sites and noise monitoring periods are identified below and shown in **Figure 1A: Noise Monitoring Locations**:

1. Beach Channel Drive between Beach 50th and Beach 53rd Streets (20 minutes);
2. Beach 53rd Street between Beach Channel Drive and Rockaway Beach Boulevard (1 hour);
3. Rockaway Boulevard between Beach 50th and Beach 53rd Streets (1 hour); and
4. Beach 52nd Street at southern terminus (1 hour).

Noise monitoring at Sites 1 through 4 was carried out on August 13, 2016 (Saturday) and August 17, 2016 (Wednesday). Rail passbys, aircraft flyovers, and traffic classification counts were completed concurrently with the noise monitoring. Both rail passbys and traffic volumes would be lower at night. Thus, the daytime periods would constitute the worst-case conditions for the purposes of determining window/wall attenuation for the proposed residential use and daycare center use

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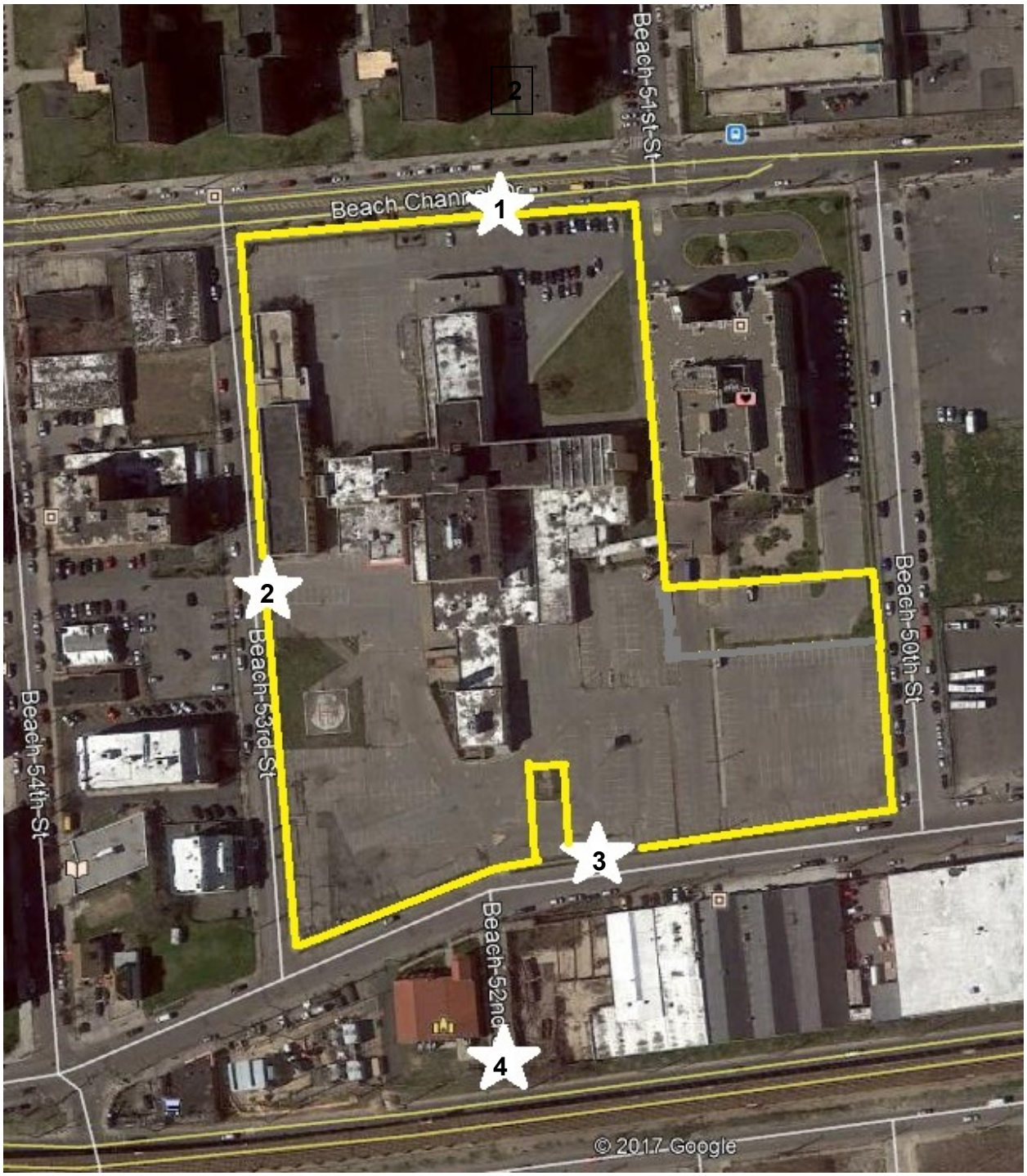
Figure 1A: Noise Monitoring Locations



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Additional noise monitoring was carried out for three additional sites in 2018. They are described below and shown on **Figure 1B: Additional Noise Monitoring Sites**.

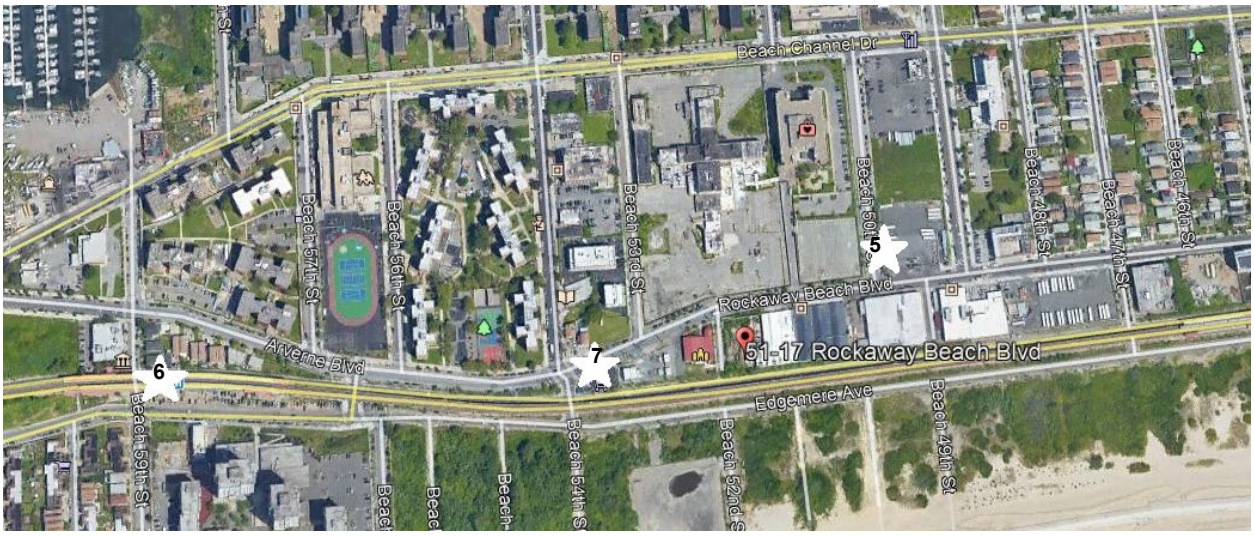
5. Beach 50th Street adjacent to the development and also adjacent to the bus depot. One-hour readings were done during AM, MD, and PM. SAT Midday readings may be carried out at a future date if revised traffic data indicates that Saturday could be a worst case, which may occur if retail traffic is high. The noise location was also done to account for the MTA bus parking across from development sites E1 and E2.

6. Elevated rail platform at Beach 59th Street and Rockaway Freeway. This rail station is the one closest to the Proposed Action. One-hour readings were done during AM, MD, and PM. Saturday readings were needed because the weekday peaks would be the worst case. The field times for the readings matched the times for the traffic counts.

7. Corner of Rockaway Beach Boulevard and Beach 53rd Street, adjacent to electric substation to obtain substation noise. One-hour readings were done during an off-peak period in the AM or PM when background traffic would be lowest. Field personnel paused the noise monitor during rail passbys, aircraft flyovers, or other events that would significantly exceed the noise level from the substation. No peak hour or Saturday readings are necessary for this site.

No noise monitoring location at P.S.105 was carried out because the nearest corner of the playground is approximately 350 feet from the boundary for the nearest proposed building. The analysis showed no potential for the school noise to adversely affect the Proposed Action or for traffic associated with the proposed action to adversely affect the school.

Figure 1B: Additional Noise Monitoring Sites



Traffic Noise. A screening analysis was performed to determine whether the Proposed Project would generate sufficient vehicle trips to cause a significant noise impact to surrounding land uses and/or proposed buildings. The impact criterion is a three dBA increase in noise levels between the No-Action and With Action, although it could be as high as five dBA depending on the existing noise levels and time of day. To achieve a three dBA increase in traffic noise, the traffic volumes or passenger car equivalents (PCEs) would have to double. To determine this, future traffic noise levels for both the No-Action

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condition and the With-Action condition were projected using the proportionality equation as per CTM. The analysis was carried out for the ground level noise monitoring locations due to traffic.

Traffic noise levels within the Project Site (new roads)cannot be ascertained using the proportionality equation because no existing traffic is on the site for comparison with future traffic. As per CTM (new roads)interior traffic noise levels will be modeled with TNM (FHWA Traffic Noise Model) in consultation with DCP based on the interior traffic speeds and volumes. This task will be completed between the DEIS and FEIS.

Subway Train Noise. Rail noise is incorporated into the total noise levels that were monitored. Future passbys and rail equipment are presumed to be the same as current conditions. Elevated rail noise were projected based on monitored noise levels at the Beach 59th Street platform.

Aircraft Noise. Aircraft flyovers were incorporated into the total noise levels that were monitored.

Playground Noise. No schools or playgrounds are proposed on the Project Site. The playground for P.S. 105 is approximately 350 feet from the nearest new building (Building B1) planned for the Project Site, and this was addressed and analyzed in the analysis.

Window/Wall Attenuation. The analysis recommended the degree of indoor to outdoor attenuation to be achieved by the walls and windows for the façades on the buildings due to traffic, subway train, and aircraft sources. A more refined analysis for windows facing interior locations will be carried out between the DEIS and FEIS based on the results of the TNM modeling. as.

(E) Designations. The analysis identified (E) Designations that would specify the amount of noise attenuation to be provided by the buildings' windows and walls constructed as part of the Proposed Project. As noted above, this analysis will be refined following traffic noise modeling with TNM between the DEIS and FEIS.

Construction Noise

Project Timing and Phasing

The 11 buildings that comprise the Proposed Project would be developed over approximately 10 years. The Applicant expects to start construction sometime in 2019, and the analysis year for the Proposed Project is 2029 for construction-related activities. Activities during construction would be divided into 1) Demolition, Excavation and Foundation; 2) Super Structure; and 3) Interior fit-out.

Screening Analysis

The *CEQR Technical Manual* states that preliminary assessments of construction impacts are warranted if a project construction extends for a period of two or more years. An assessment of the impact of a proposed project on noise levels from construction activities is generally not warranted if the project's construction activities:

- Are considered short-term;
- Are not located near sensitive receptors;
- Do not involve construction of multiple buildings where there is a potential for on-site receptors on buildings to be completed before the final build-out; and
- Have a limited number of pieces of diesel equipment that would operate in a single location at peak construction.

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Due to the size of the Proposed Project, all four of these threshold criteria would be exceeded and therefore, a detailed analysis of construction noise impacts was carried out.

Detailed Construction Noise Analysis

Potential impacts on community noise levels can result from stationary and mobile construction equipment on the construction site and from construction vehicles and delivery vehicles traveling on roads both on-site and off-site. Noise levels at a given location are dependent on the type and quantity of construction equipment being operated, the acoustical utilization factor of the equipment (i.e., the percentage of time a piece of equipment is operating), the distance from the construction site, and any shielding effects (from structures such as buildings, walls, or barriers). Noise levels caused by construction activities would vary depending on the phase of construction (i.e., demolition, superstructure, interior fit-outs, etc.) and the location of the construction activities relative to noise-sensitive receptor locations. The most significant construction noise sources are typically the operation of backhoes/loaders, cranes, excavators, rebar bending machines, and vibratory plate compactors.

The *CEQR Technical Manual* states that significant noise impacts due to construction would occur, "only at sensitive receptors that would be subjected to high construction noise levels for an extensive period of time." Based on the *CEQR Technical Manual* and subsequent protocols established by review agencies, a construction noise impact may occur if sensitive receptors would experience:

- Noise levels exceeding ambient noise levels by three dBA or more for a sustained period;
- Noise levels exceeding 85 dBA for a sustained period; and
- Very large noise level increases (i.e., 15 dBA or more) lasting between 12 and 24 months.

The construction analysis analyzed potential impacts to existing and planned sensitive receptors in the vicinity of the site. In accordance with the *CEQR Technical Manual*, the analysis considered receptors that would be within 1,500 feet of construction equipment for a period of two or more years. For conservative analysis purposes, existing noise levels during the peak AM period were used as the baseline noise levels for determining construction-generated noise level increases. This is because the AM period would have the highest volume of construction-generated traffic. The Midday period would not include traffic from workers, and the PM period would not include construction activity, which typically ends at 3 or 4 pm.

The sizes, types, and number of construction equipment on each sub-section of the Project Site during each construction quarter was obtained from the construction activity schedule provided by the Applicant. This also included construction phasing. The evaluation was based on the quarterly construction periods.

Due to the phased construction schedule, the construction activities would move from the northern portion of the site to the southern portion of the site over the ten-year period, and different sets of receptors would be adversely affected during each this time. Based on the proposed construction schedule, several worst-case construction periods were identified, each of which represented a construction period when multiple sites would overlap each other during development. In addition, due to the staggered construction phases, some buildings would be completed and occupied before others are finished. Therefore, the construction noise analysis included analysis of potential project-on-project impacts.

To identify the worst-case periods, construction equipment was evaluated by examining all construction quarters and all potential receptor groups with a spreadsheet-based procedure that calculated typical daily noise levels for each quarter based on the proposed equipment schedule. Noise levels from the individual pieces of equipment were obtained from the *CEQR Technical Manual.* Equipment utilization

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factors and noise levels at a reference distance of 50 feet were obtained from the *CEQR Technical Manual Table 22-1 Lmax.* The effects of building shielding and construction fencing, where appropriate, were included.

Multiple worst-case construction periods were selected for analysis using DataKustik's CadnaA noise model. For the quarters to be analyzed, noise levels from on-site trucks and equipment were identified as point, line, or area sources and placed within the construction sites for each building. Receptor points were placed at windows on nearby existing buildings and on future buildings. The resulting CadnaA analysis showed both the total resulting noise levels at each receptor and the contributing noise levels from each item of equipment. In addition to on-site noise levels, the analysis used the proportionality equation to calculate noise from construction traffic through nearby neighborhoods to determine the potential for impacts.

Mitigation methods were recommended to reduce construction noise levels, and they will be analyzed more fully between the DEIS and FEIS. Potential methods include equipment enclosures, noise barriers, early electrification to maximize use of electric equipment, recommended truck routes, changes in construction phasing, and locating noise equipment in a manner that minimizes impacts. Equipment noise levels quieter than those of typical construction equipment could be achieved through better engine mufflers, refinements in fan design, improved hydraulic systems, and/or newer equipment with specific manufacture noise levels. Path controls (e.g., the placement of equipment and implementation of barriers between equipment and sensitive receptors) could include portable noise barriers, enclosures, acoustical panels, and curtains, dependent on feasibility and practicality.