College Point Shoprite Parking Lot Modification to Special Permit

Environmental Assessment Statement (EAS)

CEQR # 18DCP120Q
ULURP # M850785BZSQ

Lead Agency:
New York City Department of City Planning
(DCP)

Prepared For:
College Point Management

Prepared By:
Philip Habib & Associates

April 20, 2018

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Environmental Assessment Statement (EAS)

Environmental Assessment Statement (EAS) Short Form

Appendices:

City Environmental Quality Review
ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) SHORT FORM

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

Part I: GENERAL INFORMATION

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

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

2. *Project Name* College Point Shoprite Parking Lot Modification to Special Permit

3. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
18DCP120Q	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
M850785BZSQ	

4a. *Lead Agency Information*			**4b. *Applicant Information***		
NAME OF LEAD AGENCY			NAME OF APPLICANT		
New York City Department of CIty Planning (DCP)			College Point Management Inc.		
NAME OF LEAD AGENCY CONTACT PERSON			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON		
Robert Dobruskin, EARD			Jeremiah H. Candreva, Esq.		
ADDRESS 120 Broadway, 31st Floor			ADDRESS 875 3rd Avenue		
CITY New York	STATE NY	ZIP 10271	CITY New York	STATE NY	ZIP 10022
TELEPHONE 212-720-3423	EMAIL rdobrus@planning.nyc.gov		TELEPHONE (212) 704-6292	EMAIL jed.candreva@troutmansanders.com	

5. *Project Description*

The Applicant, College Point Management Inc., is seeking to modify the existing Special Permit 850785 ZSQ ("Special Permit") with respect to the property located at 133-11 20th Avenue on Queens Block 4138, Lot 1 (the "Development Site") in the College Point neighborhood of Queens Community District (CD) 7.

The proposed modification to the existing Special Permit would facilitate the construction of an approximately 9,210 gsf (8,750 zsf) commercial building at the Development Site. The proposed one-story commercial building, approximately 21 feet in height, would be located in the southwestern portion of the existing surface parking lot, with Ulta Beauty (Use Group 6 retail use) as the prospective tenant ("Proposed Project"). The Proposed Project would also result in a net increase of 32 parking spaces within the existing 403-space parking lot, for a total of 435 spaces to be provided. In addition, the Proposed Project would result in improvements to the accessory parking lot, including the re-striping of existing parking areas and the addition of new planting areas.

The Special Permit (850785 ZSQ) was approved by the City Planning Commission (CPC) on May 1, 1989 pursuant to Section 74-922, "Certain Large Retail Establishments," of the Zoning Resolution of the CIty of New York to permit a food store in excess of 10,000 square feet to be located within the former College Point Urban Renewal Area. The Special Permit affects the existing Shopping Center located at 133-11 - 134-01 20th Avenue on Block 4138, Lots 1 (347,239 sf) and 50 (50,649 sf), f/k/a Lot 1. On March 11, 1996, the CPC approved a minor modification of the original Special Permit (M850785(A) ZSQ) to facilitate, among other things, a change in the footprint and layout of the two-story building located at 134-01 20th Avenue (Block 4138, Lot 50). The owners of the adjacent property at 134-01 20th Avenue are proposing to modify the Special Permit to permit a new Use Group 10 commercial use (furniture store) within the exisitng two-story building on the property, and to permit an enlargement of the second floor of the existing building to include an additional 10,000 sf of commercial floor area.

The Shopping Center contains approximately 110,605 gsf (103,892 zsf) of commercial space including an approximately 80,005 gsf (73,885 zsf) building on Lot 1 containing a supermarket, retail, and office uses, and an approximately 30,600 gsf (30,007 zsf) building on Lot 50 with retail and office uses. In addition, the Shopping Center is improved with an at-

grade parking lot containing 403 accessory parking spaces. The Shopping Center is zoned M1-1 and is located within the Special College Point District.

As the use and development of the Shopping Center is controlled by the Special Permit and the Approved Site Plan (as modified in 1996 pursuant to M850785(A) ZSQ), the Applicant is seeking a modification from the CPC to facilitate the construction of a new commercial building at the Development Site. The Proposed Project is expected to be completed and occupied by 2019.

Project Location

BOROUGH Queens	COMMUNITY DISTRICT(S) 7	STREET ADDRESS 133-11 20th Avenue
TAX BLOCK(S) AND LOT(S) Block 4138, Lot 1		ZIP CODE 11356

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS The Development Site is bounded by 20th Avenue to the south, 132nd Street to the west, Block 4118 to the north, and Block 4143 to the east.

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY	ZONING SECTIONAL MAP NUMBER
M1-1/ Special College Point Distirct	7b & 10a

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

***City Planning Commission*:** ☒ YES ☐ NO ☒ UNIFORM LAND USE REVIEW PROCEDURE (ULURP)

☐ CITY MAP AMENDMENT	☐ ZONING CERTIFICATION	☐ CONCESSION
☐ ZONING MAP AMENDMENT	☐ ZONING AUTHORIZATION	☐ UDAAP
☐ ZONING TEXT AMENDMENT	☐ ACQUISITION—REAL PROPERTY	☐ REVOCABLE CONSENT
☐ SITE SELECTION—PUBLIC FACILITY	☐ DISPOSITION—REAL PROPERTY	☐ FRANCHISE
☐ HOUSING PLAN & PROJECT	☐ OTHER, explain:	

☒ SPECIAL PERMIT (if appropriate, specify type: ☒ modification; ☐ renewal; ☐ other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION 74-922

***Board of Standards and Appeals*:** ☐ YES ☒ NO

☐ VARIANCE (use)

☐ VARIANCE (bulk)

☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

***Department of Environmental Protection*:** ☐ YES ☒ NO If "yes," specify:

Other City Approvals Subject to CEQR (check all that apply)

☐ LEGISLATION	☐ FUNDING OF CONSTRUCTION, specify:
☐ RULEMAKING	☐ POLICY OR PLAN, specify:
☐ CONSTRUCTION OF PUBLIC FACILITIES	☐ FUNDING OF PROGRAMS, specify:
☐ 384(b)(4) APPROVAL	☐ PERMITS, specify:
☐ OTHER, explain:	

Other City Approvals Not Subject to CEQR (check all that apply)

☐ PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)	☐ LANDMARKS PRESERVATION COMMISSION APPROVAL
	☐ OTHER, explain:

***State or Federal Actions/Approvals/Funding*:** ☐ YES ☒ NO If "yes," specify:

7. *Site Description:* *The directly affected area consists of the project site and the area subject to any change in regulatory controls. Except where otherwise indicated, provide the following information with regard to the directly affected area.*

***Graphics*:** *The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11 x 17 inches in size and, for paper filings, must be folded to 8.5 x 11 inches.*

☒ SITE LOCATION MAP	☒ ZONING MAP	☒ SANBORN OR OTHER LAND USE MAP
☒ TAX MAP	☐ FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)	

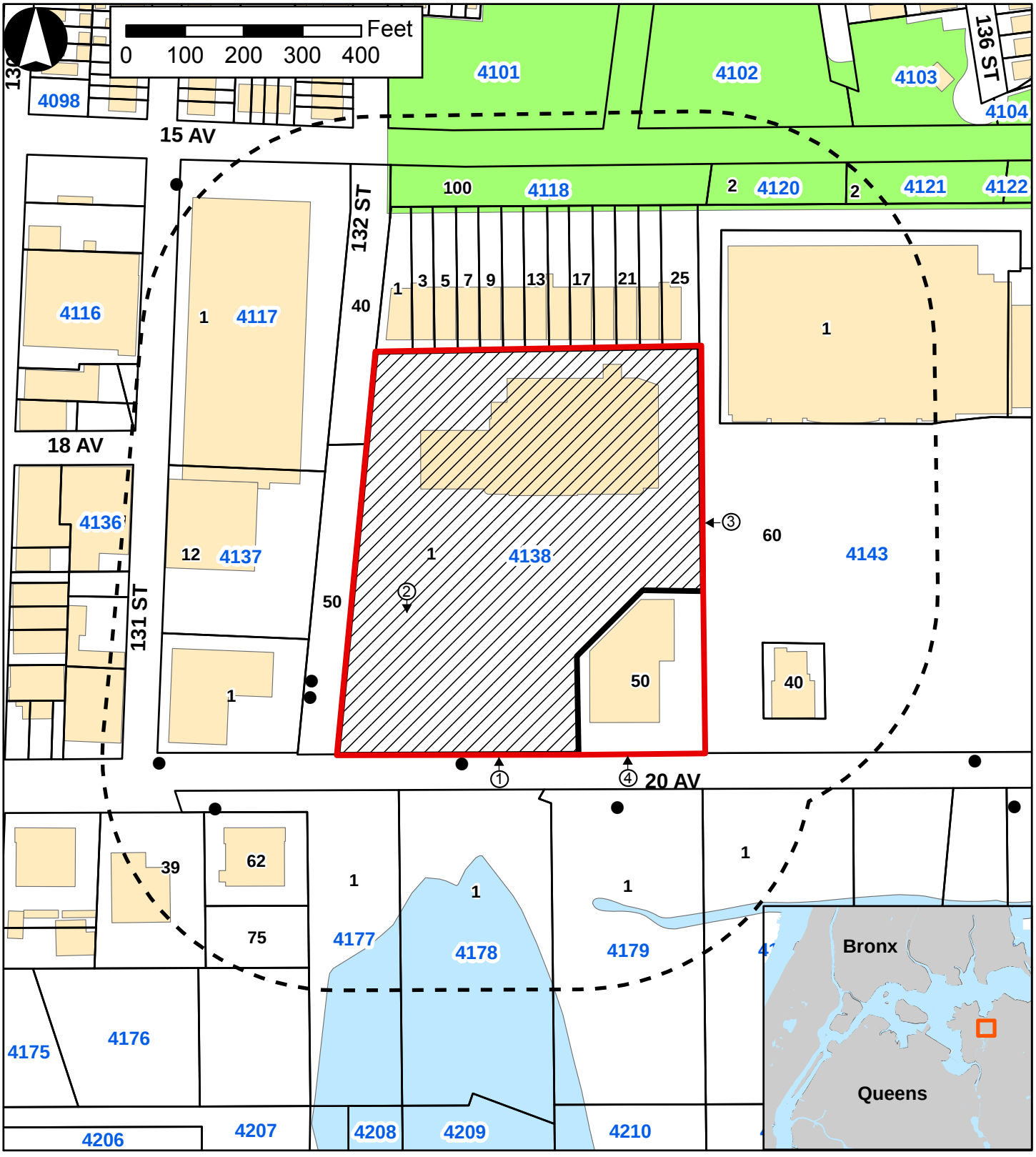
☒ PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 347,239 sf	Waterbody area (sq. ft) and type: 0 sf
Roads, buildings, and other paved surfaces (sq. ft.): 347,239 sf	Other, describe (sq. ft.): 0 sf

8. *Physical Dimensions and Scale of Project* (if the project affects multiple sites, provide the total development facilitated by the action)

Figure 1
Project Location

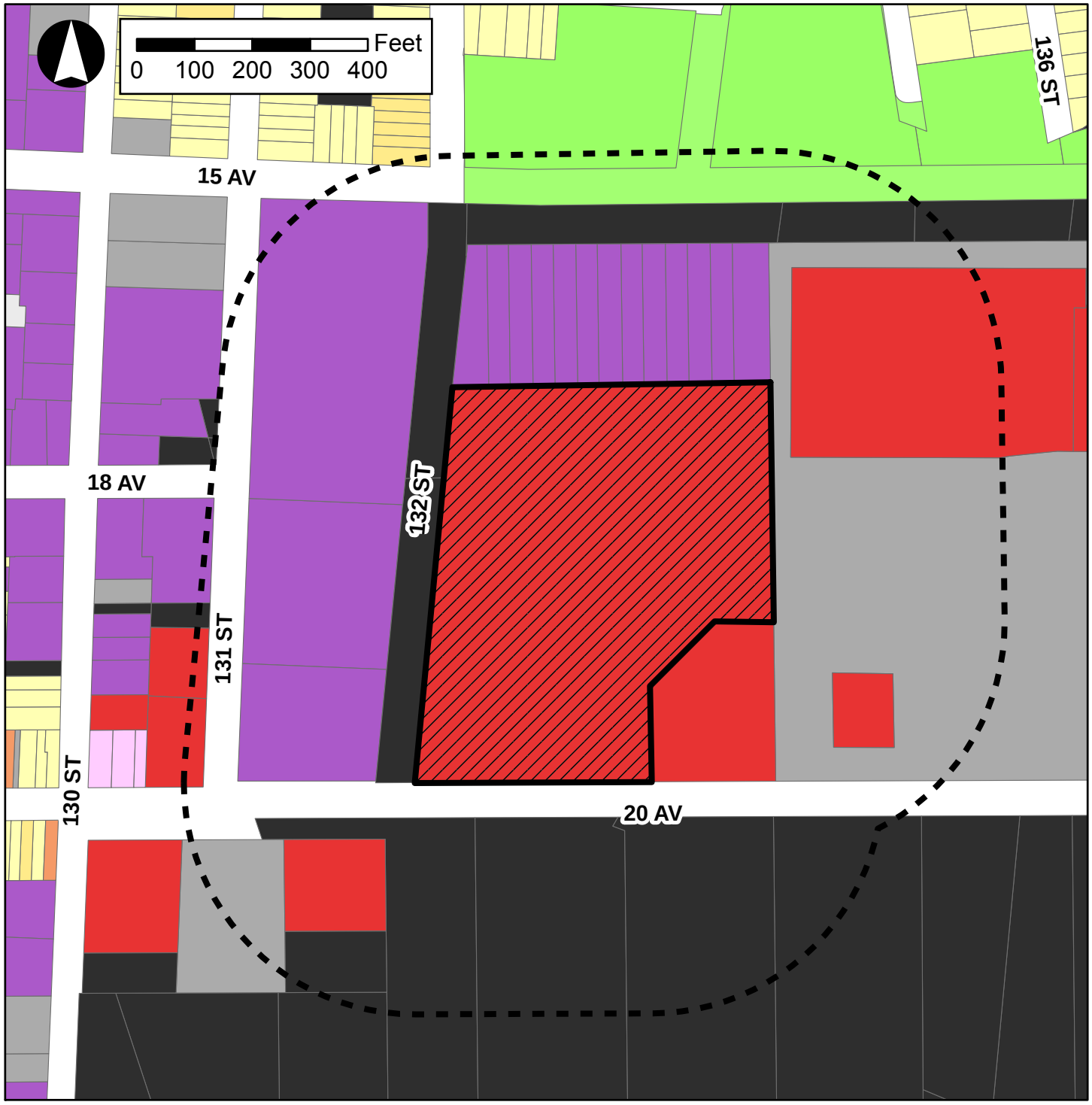


Legend

- Project Site
- 4138 Tax Block
- 400-Foot Radius
- Bus Stops
- Special Permit Area
- 1 Tax Lot
- Building Footprint

Source: NYCDCP, DoITT, MTA

Figure 2
Land Use Map



Legend

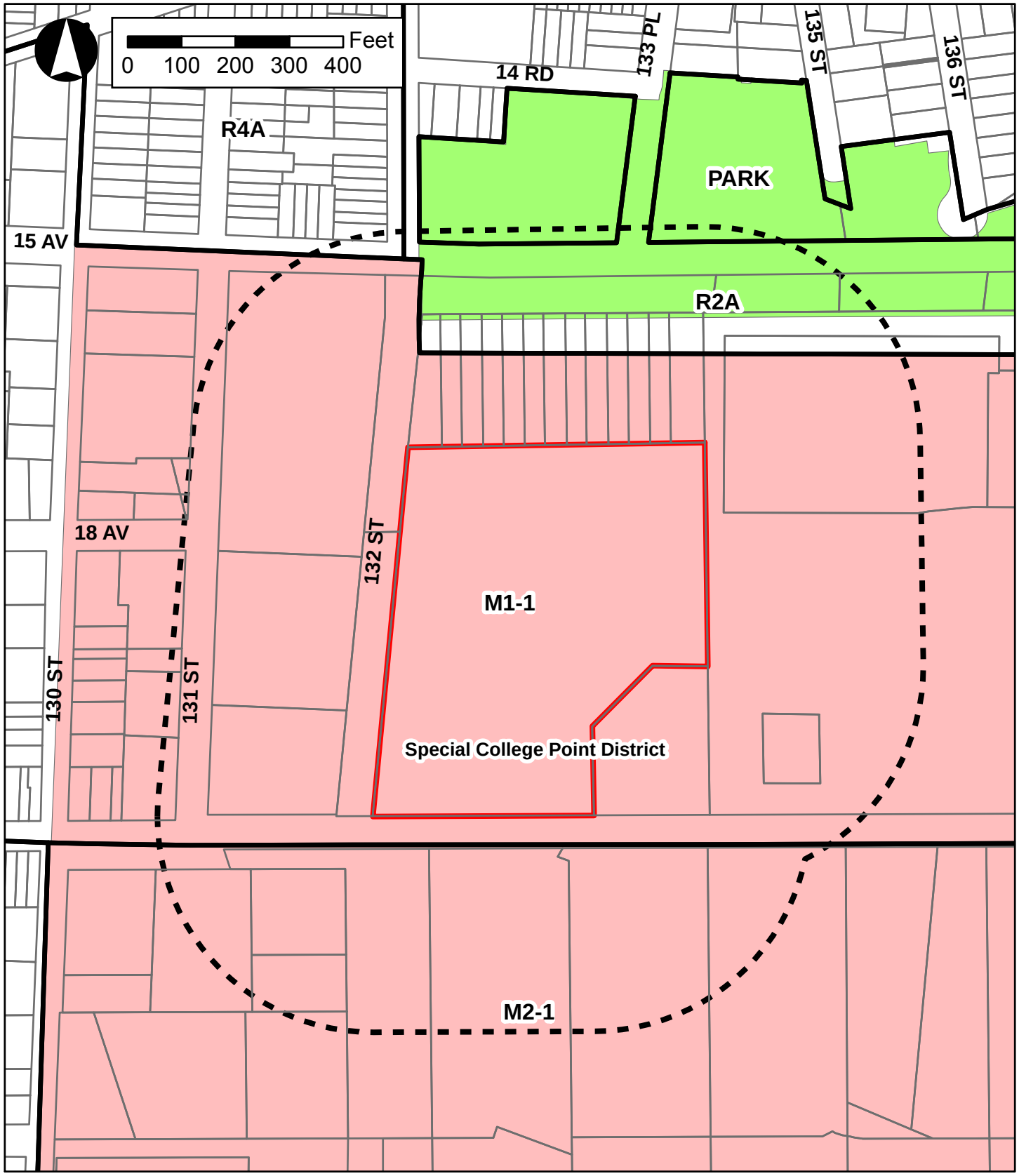
- Project Site
- 400-Foot Radius

Land Use

- One & Two Family Buildings
- Multi-Family Walk-Up Buildings
- Multi-Family Elevator Buildings
- Mixed Residential & Commercial Buildings
- Commercial & Office Buildings
- Industrial & Manufacturing
- Transportation & Utility
- Public Facilities & Institutions
- All Others or No Data
- Open Space & Outdoor Recreation
- Parking Facilities
- Vacant Land

Source: NYCDCP, DoITT

Figure 3
Zoning Map



Legend

Project Site | 400-Foot Radius | Zoning Districts | Special College Point District

Source: NYCDCP, DoITT

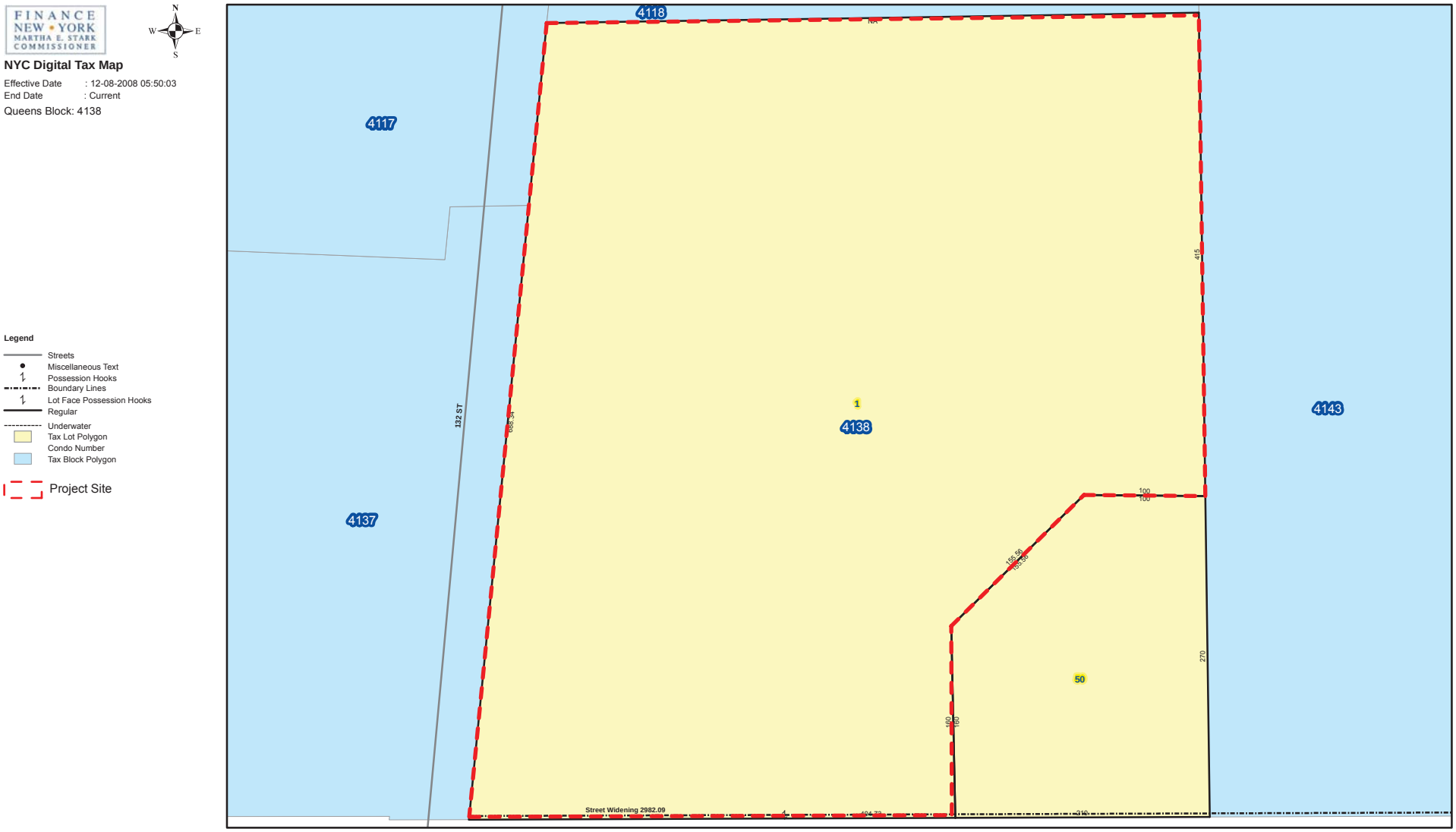


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Figure 4
Tax Map

Legend

Project Site

Special Permit Area

400-Foot Radius

Source: NYCDCP, DoITT, MTA

1. View looking at the Development Site from 20th Avenue

2. View looking south towards the Proposed Project

3. View looking west from the adjacent shopping center

4. View looking towards adjacent site within the Shopping Center

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 9,210 gsf
NUMBER OF BUILDINGS: 2 (1 Existing and 1 Proposed)

GROSS FLOOR AREA OF EACH BUILDING (sq. ft.):
Existing building - 80,005 gsf (will remain unchanged)
Proposed building - 9,210 gsf

HEIGHT OF EACH BUILDING (ft.):
Existing building - 34' (will remain unchanged)
Proposed building - 21'

NUMBER OF STORIES OF EACH BUILDING:
Existing building - 2 stories on western portion and 1-story on the eastern portion (will remain unchanged)
Proposed building - 1-story

Does the proposed project involve changes in zoning on one or more sites? ☐ YES ☒ NO
If "yes," specify: The total square feet owned or controlled by the applicant: N/A
The total square feet not owned or controlled by the applicant: N/A

Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? ☒ YES ☐ NO
If "yes," indicate the estimated area and volume dimensions of subsurface permanent and temporary disturbance (if known):
AREA OF TEMPORARY DISTURBANCE: 31,500 sq. ft. (width x length) VOLUME OF DISTURBANCE: 76,500 cubic ft. (width x length x depth)
AREA OF PERMANENT DISTURBANCE: 31,500 sq. ft. (width x length)

Description of Proposed Uses (please complete the following information as appropriate)

	Residential	***Commercial***	***Community Facility***	***Industrial/Manufacturing***
Size (in gross sq. ft.)	N/A	9,210 gsf	N/A	N/A
Type (*e.g.,* retail, office, school)	0 units	Retail	N/A	N/A

Does the proposed project increase the population of residents and/or on-site workers? ☒ YES ☐ NO
If "yes," please specify: NUMBER OF ADDITIONAL RESIDENTS: N/A NUMBER OF ADDITIONAL WORKERS: 28
Provide a brief explanation of how these numbers were determined: The number of additional workers was determined by assuming 3 workers per 1,000 sf of retail space.

Does the proposed project create new open space? ☐ YES ☒ NO If "yes," specify size of project-created open space: sq. ft.

Has a No-Action scenario been defined for this project that differs from the existing condition? ☒ YES ☐ NO
If "yes," see Chapter 2, "Establishing the Analysis Framework" and describe briefly: As the Applicant was previously unaware of the existing Special Permit governing the Development Site, below-grade construction work for the Proposed Project has begun. Currently, there is a construction fence surrounding the portion of the parking lot where the Proposed Project will be located. The foundation work is nearly complete, and has been secured, and all construction activities have ceased. No above-ground work will be done for the Proposed Project. Although the in-ground foundation work is complete, additional in-ground disturbance is required to install drainage structures and piping for the Proposed Project.

Under the No-Action condition, the construction fence will be removed and the parking lot will be repaved and restriped in accordance with the Special Permit and the Approved Site Plan (as modified in 1996 pusuant to M850785(A) ZSQ).

9. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2019
ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: Up to 12 months
WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☒ YES ☐ NO IF MULTIPLE PHASES, HOW MANY? N/A
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: N/A

10. *Predominant Land Use in the Vicinity of the Project* (check all that apply)
☐ RESIDENTIAL ☒ MANUFACTURING ☒ COMMERCIAL ☒ PARK/FOREST/OPEN SPACE ☒ OTHER, specify: Vacant Land, Parking Facilities

Part II: TECHNICAL ANALYSIS

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

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

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

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

*Although a new building will be introduced as a result of the Proposed Project, the proposed commercial (retail) building would be located within an existing shopping center, and is permitted as-of-right within the governing M1-1 district. The Proposed Project will comply with all landscaping requirements. Additionally, the streetscape would not be substantially altered by the Proposed Action, and additional analysis is not warranted.

	YES	NO
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☐	☒
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or generate contaminated stormwater in a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): 2,212		
○ Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	☐	☒
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	☐	☒
12. *ENERGY*: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs): 1,992,123 MBtu		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☒
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☐	☒
(b) If "yes," conduct the screening analyses, attach appropriate back up data as needed for each stage and answer the following questions:		
○ Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☐	☐
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.*	☐	☐
○ Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	☐	☐
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line?	☐	☐
○ Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☐	☐
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?	☐	☐
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☐	☒
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☒	☐
○ If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed) See Attachment B	☐	☒
(c) Does the proposed project involve multiple buildings on the project site?	☒	☐
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) If "yes" to any of the above, would the project require a GHG emissions assessment based on the guidance in Chapter 18?	☐	☐
16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	☐	☒
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☐	☒
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☐	☒
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☐	☒
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		

	YES	NO
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	☐	☒
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary.		
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	☒	☐
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary. The proposed project does not have the potential to result in significant adverse impacts to land use, zoning, and public policy, socioeconomic conditions, open space, historic and cultural resources, urban design and visual resources, shadows, transportation, or noise. Nor would the proposed project result in a combination of moderate effects to several elements that cumulatively may affect neighborhood character. Therefore, an assessment of neighborhood character is not warranted.		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
○ Construction activities lasting longer than two years?	☐	☒
○ Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☐	☒
○ Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☐	☒
○ Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☐	☒
○ The operation of several pieces of diesel equipment in a single location at peak construction?	☐	☒
○ Closure of a community facility or disruption in its services?	☐	☒
○ Activities within 400 feet of a historic or cultural resource?	☐	☒
○ Disturbance of a site containing or adjacent to a site containing natural resources?	☐	☒
○ Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	☒	☐

(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination.

Proposed new construction on the project site may result in temporary disruptions, including noise, dust, and traffic associated with delivery of materials and arrival of workers on the project site. There is also the potential for the closing and/or narrowing of traffic lanes and sidewalks as well as the operation of several pieces of diesel equipment on the construction site. These effects, however, would be temporary (less than 12 months). The proposed construction would not affect the Shopping Center entrances on 132nd Street, 20th Avenue, or the existing internal driveway along the eastern edge of the Shopping Center. All applicable city, state, and federal guidelines and regulations would be followed to ensure that any impacts are properly mitigated. Therefore, none of these disruptions should be considered significant and construction of the proposed project is not expected to result in significant adverse impacts.

20. *APPLICANT'S CERTIFICATION*

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

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

APPLICANT/REPRESENTATIVE NAME	DATE
PHILIP HABIB	4/20/18
SIGNATURE	

PLEASE NOTE THAT APPLICANTS MAY BE REQUIRED TO SUBSTANTIATE RESPONSES IN THIS FORM AT THE

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

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

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

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

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

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

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

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

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

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

4. ***LEAD AGENCY'S CERTIFICATION***

TITLE	LEAD AGENCY
Deputy Director, Environmental Assessment and Review Division	Department of City Planning, acting on behalf of the City Planning Commission
NAME	DATE
Olga Abinader	4/20/2018

SIGNATURE

Olga Abinader

NEGATIVE DECLARATION (Use of this form is optional)

Statement of No Significant Effect

Pursuant to Executive Order 91 of 1977, as amended, and the Rules of Procedure for City Environmental Quality Review, found at Title 62, Chapter 5 of the Rules of the City of New York and 6 NYCRR, Part 617, State Environmental Quality Review, the Department of City Planning, acting on behalf of the City Planning Commission assumed the role of lead agency for the environmental review of the proposed project. Based on a review of information about the project contained in this environmental assessment statement and any attachments hereto, which are incorporated by reference herein, the lead agency has determined that the proposed project would not have a significant adverse impact on the environment.

Reasons Supporting this Determination

The above determination is based on information contained in this EAS, which finds that the proposed project:
and related actions sought before the City Planning Commission would have no significant effect on the quality of the environment. Reasons supporting this Determination are noted below.

Hazardous Materials
1. A proposed new (E) designation (E-476) has been incorporated to the proposed project to ensure that the proposed actions will not result in significant adverse impacts related to hazardous materials. Refer to "Appendix 1: (E) Designations" for a list of the sites affected by the proposed (E) designations and applicable (E) designation requirements.

Land Use, Zoning and Public Policy
2. This EAS includes a detailed Land Use, Zoning and Public Policy section, which analyzes the potential significance of the Proposed Action on land use, zoning and public policy in the study area. The Proposed Action would facilitate the construction of a single story commercial retail building in an area predominantly characterized by a diverse mix of uses including commercial, industrial/manufacturing, open space, and residential. The Proposed Action affects an area within the boundaries of the City's Waterfront Revitalization Program. An analysis was conducted (WRP Number: 17-167) that determined that the Proposed Action complies with New York State's approved Coastal Management Program as expressed in New York City's approved Local Waterfront Revitalization Program. The analysis concludes that no significant adverse impacts related to Land Use, Zoning and Public Policy would result from the Proposed Actions.

No other significant effects upon the environment that would require the preparation of a Draft Environmental Impact Statement are foreseeable. This Negative Declaration has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law (SEQRA).

TITLE	LEAD AGENCY
Deputy Director, Environmental Assessment and Review Division	Department of City Planning, acting on behalf of the City Planning Commission
NAME	DATE
Olga Abinader	4/20/2018
SIGNATURE	

TITLE	
Chair, Department of City Planning	
NAME	DATE
Marisa Lago	4/23/2018
SIGNATURE	

Appendix 1: (E) Designations

To ensure that there would be no significant adverse hazardous materials impacts associated with the proposed project, an E designation (E-476) will be placed on the project site (Block 4138, Lot 1), as follows:

Hazardous Materials:

Task 1-Sampling Protocol

The applicant submits to OER, for review and approval, a Phase I of the site along with a soil, groundwater and soil vapor testing protocol, including a description of methods and a site map with all sampling locations clearly and precisely represented. If site sampling is necessary, no sampling should begin until written approval of a protocol is received from OER. The number and location of samples should be selected to adequately characterize the site, specific sources of suspected contamination (i.e., petroleum based contamination and non-petroleum based contamination), and the remainder of the site's condition. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of sampling data. Guidelines and criteria for selecting sampling locations and collecting samples are provided by OER upon request.

Task 2-Remediation Determination and Protocol

A written report with findings and a summary of the data must he submitted to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such results, a determination is made by OER if the results indicate that remediation is necessary. If OER determines that no remediation is necessary, written notice shall be given by OER.

If remediation is indicated from test results, a proposed remediation plan must be submitted to OER for review and approval. The applicant must complete such remediation as determined necessary by OER. The applicant should then provide proper documentation that the work has been satisfactorily completed.

A construction-related health and safety plan should be submitted to OER and would be implemented during excavation and construction activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil, groundwater and/or soil vapor. This plan would be submitted to OER prior to implementation.

With this (E) designation in place, no significant adverse impacts related to hazardous materials are expected, and no further analysis is warranted.

ATTACHMENT A
PROJECT DESCRIPTION

College Point Shoprite Parking Lot Modification to Special Permit EAS
Attachment A: Project Description

I. INTRODUCTION

The Applicant, College Point Management Inc., is seeking to modify Special Permit 850785 ZSQ ("Special Permit") with respect to the property located at 133-11 20th Avenue on Queens Block 4138, Lot 1 ("Development Site") in the College Point neighborhood of Queens Community District (CD) 7 ("Proposed Action", refer to **Figure A-1**). The Proposed Action would facilitate the construction of an approximately 9,210 gross square foot (gsf) one-story (approximately 21 feet in height) commercial building with Use Group (UG) 6 retail uses at the Development Site ("Proposed Project"). The proposed commercial building is expected to be completed and occupied by 2019.

The Special Permit affects the existing shopping center at 133-11 – 134-01 20th Avenue in College Point, Queens (Block 4138, Lots 1 and 50; "Shopping Center"). The use and development of the Shopping Center are subject to the terms and conditions of the Special Permit and the Approved Site Plan (as modified on March 5, 1996 pursuant to the Uniform Land Use Review Procedure (ULURP) Application No. M850785(A) ZSQ). Any new development at the Development Site is subject to City Planning Commission (CPC) approval.

As shown in **Figure A-2**, the proposed development would be located in the southwestern portion of the Shopping Center, within the existing parking lot. To facilitate the Proposed Project, the Applicant is seeking a modification to the Special Permit, pursuant to Section 74-922 of the *Zoning Resolution of the City of New York* (ZR). The modification of an existing special permit requires the preparation of an environmental review document pursuant to City Environmental Quality Review (CEQR). This attachment provides a description of the Proposed Action, including project site location, existing conditions at the project site, project purpose and need, project description, the reasonable worst-case development scenario (RWCDS) under No-Action and With-Action conditions, and the governmental approvals required.

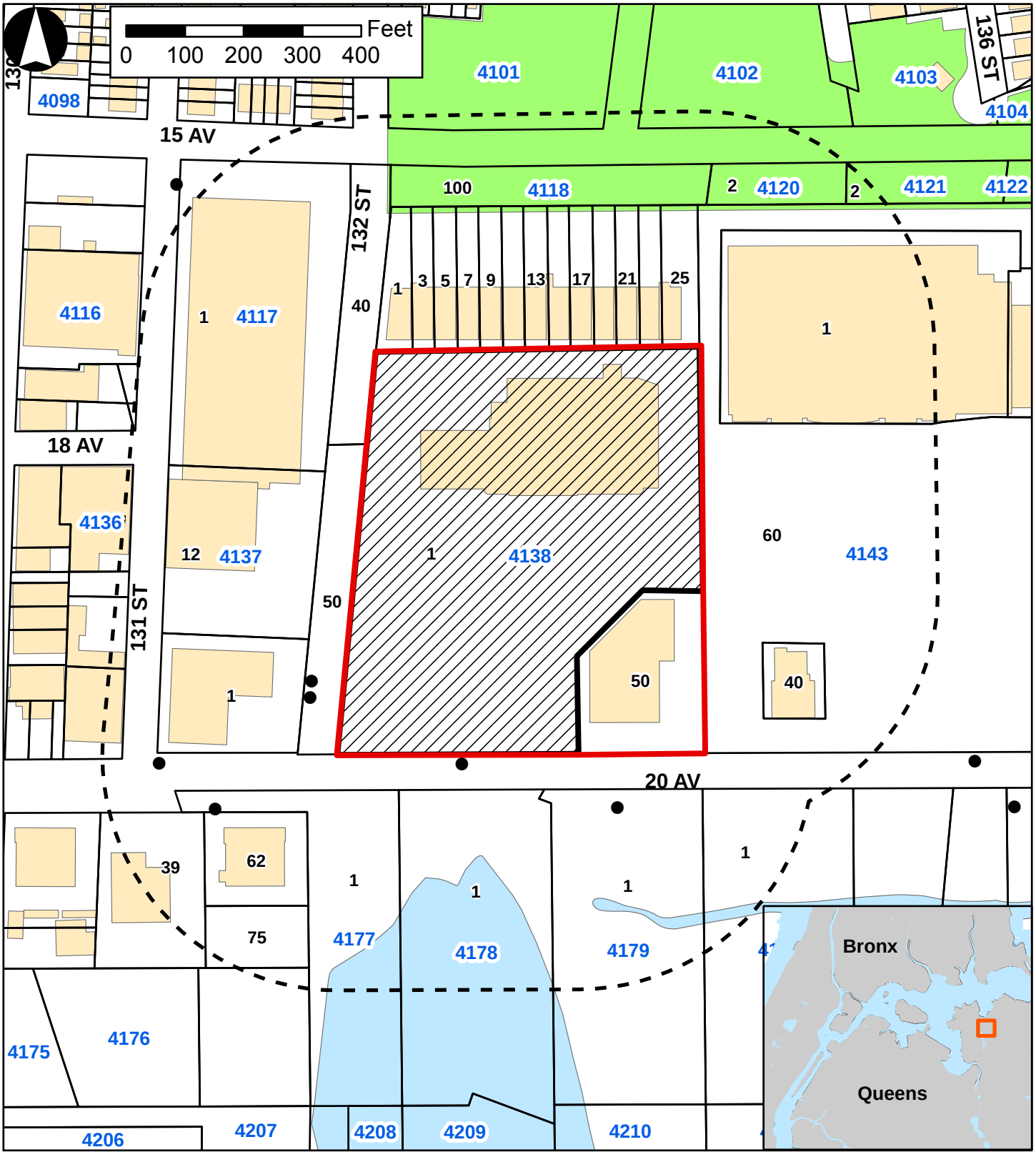
II. BACKGROUND AND EXISTING CONDITIONS

Background

On May 1, 1989, the CPC approved an application by the Mattone Group Ltd. for a special permit, pursuant to ZR 74-922 "Certain Large Retail Establishments" to permit a food store in excess of 10,000 sf to be located within the former College Point II Urban Renewal Area (850785 ZSQ). The Special Pemit affects the existing Shopping Center (Block 4138, Lots 1 and 50, f/k/a/ Lot 1). The original Site Plan, as approved in May 1989, is shown in **Appendix I**. In March 1996, CPC approved a minor modification to the original Special Permit (M850785 (A) ZSQ) to facilitate, among other things, a change in the footprint and layout of the two-story commercial building located on Lot 50.

The Special Permit, as modified, requires that the Shopping Center be improved substantially in accordance with the modified Site Plan (dated March 1996), which notes the size and configuration of the improvements permitted to be located within the Shopping Center. The Approved Site Plan, which is shown in **Appendix II**, authorized (i) an approximately 79,000 sf building comprised of a 49,000 sf Waldbaum's supermarket, and a 30,000 sf warehouse/training center located on Lot 1; and (ii) an

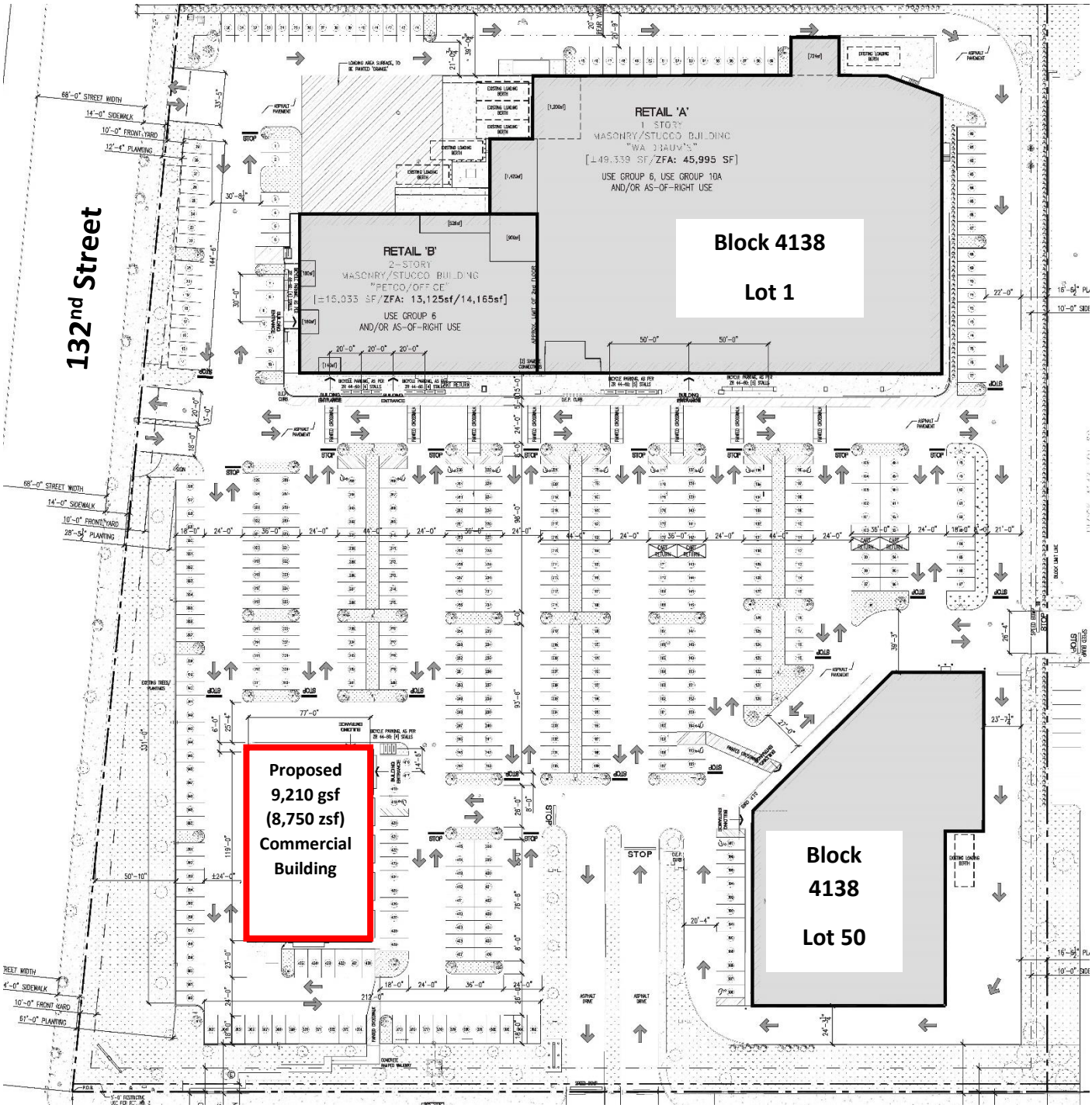
Figure A-1
Project Location



Legend

- Project Site
- 4138 Tax Block
- 400-Foot Radius
- Bus Stops
- Special Permit Area
- 1 Tax Lot
- Building Footprint

Source: NYCDCP, DoITT, MTA



College Point Shoprite Parking Lot Modification to Special Permit EAS **Figure A-2**

Proposed Site Plan

approximately 30,000 sf commercial building located on Lot 50. Any change in the size and configuration of the improvements on the Approved Site Plan requires modification to the Special Permit.

Development Site

The Development Site is located at 133-11 20th Avenue (Block 4138, Lot 1) in the College Point neighborhood of Queens. The approximately 347,239 square foot (sf) site is improved with an approximately 80,005 gsf (73,885 zsf) commercial building containing an approximately 49,939 gsf (46,595 zsf) supermarket, approximately 15,033 gsf (13,125 zsf) of retail space, and approximately 15,033 gsf (14,165 zsf) of office space. The Development Site contains approximately 405 feet of frontage along 20th Avenue, a two-way arterial, and 688 feet of frontage along 132nd Street, a two-way street.

As previously mentioned, the Development Site is located within an existing Shopping Center (Block 4138, Lots 1 and 50). In addition to the 80,005 gsf commercial building located on Lot 1, there is an approximately 30,600 gsf (30,007 zsf) commercial building located on Lot 50 in the southeastern portion of the Shopping Center. The approximately 30,600 gsf commercial building contains approximately 24,007 gsf of retail space on the ground floor and approximately 6,593 gsf of office space on the second floor. The owners of the adjacent property (Block 4138, Lot 50) are seeking a Special Permit (134-01 20th Avenue) to permit a new Use Group 10 commercial (furniture store) use within the existing two-story building on the property, and to permit an enlargement of the second floor to include an additional 10,000 sf of commercial floor area.

Currently, there are two existing curb cuts located on 132nd Street, and one curb cut located on 20th Avenue, that provide access to the Shopping Center. Additionally, there is an existing internal driveway along the eastern edge of the Shopping Center that provides access to the adjacent shopping center (located on Block 4143,) and promotes the off-street movement of vehicles and shopping center patrons from both existing shopping centers (refer to **Figure A-1**). As per the Special Permit requirements, there are currently 403 parking spaces located at the Shopping Center.

As the Applicant was previously unaware of the Special Permit governing the Development Site, below-grade construction work has begun for the Proposed Project. Currently, there is a construction fence surrounding the portion of the parking lot where the Proposed Project will be located. The foundation work is nearly complete, and has been secured, and all construction activities at the Development Site have ceased. Although all of the in-ground foundation work is complete, additional in-ground disturbance is required to install drainage structures and piping for the Proposed Project.

The Shopping Center is zoned M1-1 and has an existing built Floor Area Ratio (FAR) of 0.28, which is signficantly less than the maximum permitted FAR of 1.0. M1 districts often serve as buffers between M2 or M3 districts and adjacent residential or commercial districts. M1 districts typically include light industrial uses, such as repair shops and wholesale service and storage facilities. Nearly all indsutrial uses are allowed in M1 districts if they meet the stringent M1 performance standards. In addition, offices, hotels, most retail uses, and houses of worship are permitted in M1 districts as-of-right. Certain community facility uses, such as hospitals, are also allowed in M1 districts but only by special permit. Building height is controlled by a sky exposure plane which begins at a height of 30 feet above the street line and then slopes inward over the zoning lot. Therefore, the maximum base height of the building is 30 feet,before setback. Off-street parking is required at a rate of one space per 200 sf for food stores with more than 2,000 sf of floor area, and one space per 300 sf for both retail and office use.

The Shopping Center is also located within the Special College Point District (CP). This Special District was created in 2009 in order to maintain a well-functioning business park setting while ensuring that there are minimal effects on the adjacent residential blocks. Within the Special District, specific regulations pertaining to yards, signage, parking and bulk are mainly based on the former Urban Renewal Plan that helped to guide the transformation of the area since 1971.

Surrounding Area

Land uses in the vicinity of the Development Site include a mix of manufacturing, commercial, residential, open space, public facility and institutional uses, parking facilities, and vacant land. Manufacturing uses are mapped mainly to the west of the Development Site between 126th Street and 132nd Street. Commercial uses, including the adjacent shopping center, are found mainly along 20th Avenue to the east of the Development Site. Residential uses are found mainly north of 15th Avenue, to the north of the Development Site, and east of the Whitestone Expressway, to the east of the Development Site.

Open space in the surrounding area includes the Frank Golden Park, an approximately 11.42-acre community park with a playground, baseball fields, and basketball courts, located to the north of the Development Site. Additional open space in the surrounding area includes College Point Fields, an approximately 26.83-acre park with baseball fields and roller hockey, located to the south of the Development Site. Public facility and institutional uses surrounding the Development Site include the Lincoln Technical Institute and the Center for Automotive Education and Training located to the east of the Development Site along 15th Avenue, and the United States Postal Service (USPS) New York Metropolitan Area Sales Office located to the south-east of the Development Site, along 20th Avenue. Transportation/utility uses in the area include a Verizon office/garage to the southwest of the Development Site. Additionally, parking facilities in the surrounding area include a Budget truck rental storage lot and a truck storage lot for the T.N.P. Trucking Company located to the northeast of the Development Site. There is also a significant amount of vacant City-owned land, which served at the Flushing Airport until 1984, located along 20th Avenue to the south of the Development Site.

The surrounding area is well served by highway infrastructure. The Whitestone Expressway, located approximately 0.8 miles east of the Development Site, provides access between NY-25A - Northern Boulevard (to the south) and the Bronx-Whitestone Bridge (to the north). The Whitestone Expressway is also a section of Interstate 678, an approximately 14-mile highway that extends from John F. Kennedy International Airport in Queens to the Hutchinson River Parkway in the Bronx. The Development Site is also accessible by several New York City Transit (NYCT) local bus routes including the Q20A and the Q76, which run to the south of the site along 20th Avenue and provide local service between College Point and Jamaica (refer to **Figure A-1**).

III. THE PROPOSED ACTION

The Applicant is seeking a modification to Special Permit 850785 ZSQ from the CPC, pursuant to ZR Section 74-922. The approval of the Proposed Action would facilitate the construction of an approximately 9,210 gsf one-story commercial building with retail uses at the Development Site.

Specifically, as outlined in ZR Section 74-922, "Certain Large Retail Establishments," the CPC may permit department stores, carpet, rug, linoleum or other floor covering stores, clothing or clothing accessory stores, dry goods or fabric stores, food stores, furniture stores, television, radio, phonograph or household

appliance stores, or variety stores, with no limitation on floor area per establishment in M1 Districts. The CPC approved a Special Permit in 1989 (850785 ZSQ) pursuant to ZR 74-922, to permit a food store in excess of 10,000 sf to be located at 133-11 – 134-01 20th Avenue in College Point, Queens. The Special Permit and the Approved Site Plan, as modified in March 1996 pursuant to ULURP Application No. M850785(A) ZSQ, govern the use and development of the Shopping Center. Therefore, although the proposed 9,210 gsf (8,750 zsf) UG 6 commercial (retail) development (Ulta Beauty as the prospective tenant) is permitted as-of-right within the existing M1-1 (CP) District, a modification to the Special Permit govening the Development Site is required.

Accordingly, the Approved Site Plan would be modified to show: (i) the new 9,210 gsf (8,750 zsf) one-story commercial (retail) building; (ii) the revised zoning calculations for the new building and the aggregate zoning calculations for the entire Shopping Center; (iii) the changes to the accessory parking lot, including the proposed 435 accessory parking spaces, the re-striping of parking areas, and the new planting areas; and (iv) the existing internal driveway that provides shared access to the adjacent parking lot (this feature is an existing condition that promotes the off-street movement of vehicles and shopping center patrons from both existing shopping centers)(refer to **Figure A-2**).

As previously mentioned, the existing Shopping Center contains an approximately 80,005 gsf (73,885 zsf) commercial building located on Lot 1, and an approximately 30,600 gsf (30,007 zsf) commercial building located on Lot 50, for a total of approximately 110,605 gsf (103,892 zsf). The Shopping Center (397,888 sf) has an existing built FAR of 0.28. The Special Permit requires the Shopping Center to provide 403 accessory parking spaces, which are currently provided in the existing parking lot. The Proposed Action would allow for an additional 9,210 gsf (8,750 zsf) of commercial space to be constructed at Development Site, for a total of 119,815 gsf (112,642 zsf) of commercial space within the Shopping Center with an overall FAR of 0.30. Pursuant to the accessory parking requirements in M1-1 Districts, the Proposed Project is required to provide one parking space per 300 sf of retail space, for a total of 31 parking spaces to be provided. Therefore, in addition to the 403 spaces currently required under the Special Permit, the Shopping Center would be required to provide 434 spaces. As shown in **Figure A-2**, as a result of the Proposed Project, a total of 435 parking spaces would be located within the Shopping Center.

IV. PROJECT PURPOSE AND NEED

As discussed above, the development of the Shopping Center is subject to the terms and conditions of the Special Permit and the Approved Site Plan, which limit the use of the Development Site to the existing commercial building. The Proposed Action will facilitate the construction of an approximately 9,210 gsf (8,750 zsf) commercial (retail) building, with Ulta Beauty as a prospective tenant.

Currently, the Shopping Center contains an approximately 80,005 gsf (73,885 zsf) commercial building located at the Development Site, and an approximately 30,600 gsf (30,600 zsf) commercial building located on Lot 50, for a total of 110,005 gsf (103,892 zsf). As the Shopping Center has an existing built FAR of 0.28 (which is significantly lower than maximum permitted FAR of 1.0), and the existing accessory parking lot is underutilized, the Applicant is seeking to redevelop the southwestern portion of the Development Site with an appropriate retail use. However, the Approved Site Plan prohibits the Applicant from maximizing available floor area at the Development Site. The granting of a modification to the Special Permit would facilitate appropriate development at the Development Site.

V. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The Applicant is seeking the requested modification to the Special Permit to facilitate the construction of a new commercial building at 133-11 20th Avenue in College Point, Queens. The proposed one-story commercial building would contain approximately 9,210 gsf (8,750 zsf) of retail space and would rise to a maximum height of 21 feet above curb level. As shown in **Figure A-2**, the proposed building would be located in the southwestern corner of the Development Site, with UG 6 retail uses (with Ulta Beauty as the prospective tenant). Loading for the proposed development would occur from one loading bay located along the southern frontage of the proposed building (refer to **Figure A-2**).

As previously discussed, as a result of the Proposed Project, the Shopping Center would be required to provide a total of 434 parking spaces (403 spaces are currently required under Special Permit and 31 accessory spaces are required for the Proposed Project). As shown in **Figure A-2**, the Shopping Center would provide a total of 435 parking spaces, meeting the parking requirements, and additional improvements would be made to the existing lot including the restriping of parking spaces and the addition of new planting areas. The Proposed Project will also result in the addition of 44 bicycle parking spaces to the Shopping Center (refer to **Figure A-2**). Therefore, the Shopping Center would include a total of 119,815 gsf (112,642 zsf) of commercial retail and office space within three buildings, 435 accessory off-street parking spaces, and 44 bicycle parking spaces.

VI. ANALYSIS FRAMEWORK

In order to assess the potential effects of the proposed action, conditions in the future with the proposed action ("With-Action") are compared to conditions in the future without the proposed action ("No-Action"). The incremental differences between the No-Action and With-Action conditions will serve as the basis of the impact category analyses in this EAS.

Build Year

As foundation work for the Proposed Project has already begun, all building components are expected to be complete and fully operational by 2019. Accordingly, the proposed project will use a 2019 build year for analysis and for the purposes of determining potential impacts.

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

In the future without the proposed action, the proposed CPC modification to the Special Permit to permit the construction of approximately 9,210 gsf (8,750 zsf) commercial building at the Development Site would not be approved. Under the No-Action condition, no changes to land use would occur within the Development Site. The foundation work for the Proposed Project would cease, and the construction fence surrounding the area would be taken down. The affected portion of the parking lot would be re-paved, re-striped, and made available for use.

Therefore, the approximately 110,605 gsf (103,892 zsf) Shopping Center would continue to operate with an approximately 80,005 gsf (73,885 zsf) commercial building located on Lot 1, an approximately 30,600 gsf (30,007 zsf) commercial building located on Lot 50.

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

In the future with the Proposed Action, the proposed amendment to the Special Permit would be approved, allowing for the construction of an approximately 9,210 gsf (8,750 zsf) one-story commercial building at the Development Site. Under the With-Action condition, the Development Site would include a total of 89,215 gsf (82,635 zsf) of commercial space including the existing 80,005 gsf (73,885 zsf) building containing a supermarket, retail, and office space and the proposed 9,210 gsf (8,750 zsf) commercial retail building that would be constructed in the southwestern portion of the parking lot. Therefore, the Shopping Center would include a total of 119,815 gsf (112,642 zsf) of commercial space, with a FAR of 0.30 (which is less than the maximum permitted FAR of 1.0). The Proposed Project would result in the net increase of 32 accessory parking spaces at the Shopping Center, for a total of 435 off-street accessory parking spaces to be provided.

As presented below in **Table A-1**, as compared to the 2019 conditions without the Proposed Action, the With-Action development would result in an increase of 9,210 gsf (8,750 zsf) of commercial retail space and 28 workers, and a net increase of 32 accessory parking spaces at the Development Site. The proposed project would also result in an increase of 28 workers and 44 bicycle parking spaces at the Development Site. All other uses would remain the same under both the No-Action and With-Action development scenarios. These incremental differences serve as the basis for the impact category analyses of this EAS.

Table A-1
Comparison of No-Action and With-Action Development Scenarios

Use	**No-Action Scenario**	**With-Action Scenario**	**Increment**
Commercial –Food Store	49,939 gsf	49,939 gsf	**0 gsf**
Commercial – Office	15,033 gsf	15,033 gsf	**0 gsf**
Commercial – Retail	15,033 gsf	24,243 gsf	**+ 9,210 gsf**
Parking – Accessory	403 spaces	435 spaces	**+32 spaces**
Employment[1]	**No-Action Scenario**	**With-Action Scenario**	**Increment**
Workers	183 workers	211 workers	**+ 28 workers**

Notes: [1] Assumes 1 worker per 1,000 sf of a food store, 3 workers per 1,000 sf of retail space, and 1 worker per 250 sf of office space

VII. REQUIRED APPROVALS

The Applicant is seeking a modification to Special Permit 850785 ZSQ in order to proceed with the construction of the Proposed Project. The Proposed Action is a discretionary public action that is subject to both the Uniform Land Use Review Procedure (ULURP) CEQR.

The City's ULURP process, mandated by Sections 197-c and 197-d of the New York City Charter, is designed to allow public review of ULURP applications at four levels: Community Board, Borough President, the CPC, and the City Council. The procedure has mandated time limits for review at each stage to ensure a maximum review period of approximately seven months. The process begins with certification by DCP that the ULURP application is complete. The application is then referred to the relevant Community Board (in this case Queens Community Board 7). The Community Board has up to 60 days to review and discuss the proposal, hold a public hearing, and adopt an advisory resolution on the ULURP application. The Borough President then has up to 30 days to review the application. CPC then has up to 60 days, during which time a public hearing is help on the ULURP application. If CPC approved, the application is then forwarded to the City Council, which has 50 days to review the ULURP application.
CEQR is a process by which agencies review discretionary actions for the purpose of identifying the effects those actions may have on the environment. The City of New York established CEQR regulations in accordance with the New York State Environmental Quality Review Act (SEQRA). In addition, the City has

published a guidance manual for environmental review, the *CEQR Technical Manual*. The Department of City Planning (DCP) is serving as the lead agency for the proposed action under CEQR. As the lead agency, DCP will determine whether the proposed action may have any significant adverse impacts on the environment.

ATTACHMENT B
SUPPLEMENTAL SCREENING

College Point Shoprite Parking Lot Modification to Special Permit EAS
Attachment B: Supplemental Screening

I. INTRODUCTION

This Environmental Assessment Statement (EAS) has been prepared in accordance with the guidelines and methodologies presented in the 2014 *CEQR Technical Manual*. For each technical area, thresholds are defined which if met or exceeded, require that a detailed technical analysis be undertaken. Using these guidelines, preliminary screening assessments were conducted for the Proposed Action to determine whether detailed analysis of any technical area may be appropriate. Part II of the EAS Form identifies those technical areas that warrant additional assessment. As per the EAS Form, a supplemental screening of Hazardous Materials, Air Quality, Noise, and Construction are warranted, and are provided in this attachment. As the Proposed Action is a modification to an existing special permit, and the Development Site is located within the City's Coastal Zone Boundaries, a supplemental screening for Land Use, Zoning, and Public Policy is also provided in this attachment. All remaining technical areas detailed in the *CEQR Technical Manual* were not deemed to require supplemental screening because they do not trigger initial CEQR thresholds and/or are unlikely to result in significant adverse impacts.

The supplemental screening assessment contained herein identified that a detailed analysis is required for Land Use, Zoning, and Public Policy. This analysis is provided in **Attachment C,** and is summarized in this attachment. **Table B-1** identifies for each CEQR technical area whether (a) the potential for impacts can be screened out based on the EAS Form, Part II, Technical Analyses; (b) the potential for impacts to be screened out based on a supplemental screening per the *CEQR Technical Manual*, (c) or whether a more detailed assessment is required.

Table B-1
Summary of CEQR Technical Areas Screening

TECHNICAL AREA	SCREENED OUT PER EAS FORM	SCREENED OUT PER SUPPLEMENTAL SCREENING	DETAILED ANALYSIS REQUIRED
Land Use, Zoning, & Public Policy			X
Socioeconomic Conditions	X		
Community Facilities & Services	X		
Open Space	X		
Shadows	X		
Historic & Cultural Resources		X	
Urban Design & Visual Resources	X		
Natural Resources	X		
Hazardous Materials		X	
Water & Sewer Infrastructure	X		
Solid Waste & Sanitation Services	X		
Energy	X		
Transportation	X		
Air Quality		X	
Greenhouse Gas Emissions	X		
Noise	X		
Public Health	X		
Neighborhood Character	X		
Construction		X	

As detailed in Attachment A, "Project Description," the Proposed Action is a modification from the CPC to Special Permit 850785 ZSQ, pursuant to Section 74-922 of the *Zoning Resolution of the City of New York*. The Special Permit governs the existing Shopping Center, located at 133-11 – 134-01 20th Avenue (Block 4138, Lots 1 and 50) in the College Point neighborhood of Queens Community District 7. The use and development of the Shopping Center are subject to the terms and conditions of the Special Permit and the Approved Site Plan (as modified in 1996 pursuant to the Uniform Land Use Review Procedure (ULURP) Application No. M850785(A) ZSQ). Any new development at the Development Site is subject to City Planning Commission (CPC) approval. The Proposed Action would facilitate the construction of a one-story, approximately 9,210 gsf (8,750 zsf) commercial building at the Development Site with Use Group (UG) 6 retail uses ("Proposed Project"). Although the proposed commercial development is permitted as-of-right within the existing M1-1 (CP) District, an amendment to the Special Permit governing the Development Site is required. The proposed building is expected to be completed and occupied by 2019.

As outlined in Attachment A, "Project Description," compared to the No-Action condition, the With-Action development would result in an increase of 9,210 gsf (8,750 zsf) of commercial retail space and 28 workers, and a net increase of 32 accessory parking spaces at the Development Site. The proposed project would also result in an increase of 28 workers and 44 bicycle parking spaces at the Development Site. The incremental differences, presented in **Table A-1,** serve as the basis for the impact category analyses of this EAS.

II. SUPPLEMENTAL SCREENING

LAND USE, ZONING, AND PUBLIC POLICY

According to *CEQR Technical Manual* guidelines, a detailed analysis of land use and zoning is appropriate if a proposed action would result in a significant change in land use or would substantially affect regulations or policies governing land use. An assessment of zoning is typically performed in conjunction with a land use analysis when the action would change the zoning on the site or result in the loss of a particular use.

As the Proposed Action is a Special Permit modification to facilitate the construction of a commercial building at the Development Site, a detailed analysis of land use, zoning and public policy is provided in Attachment C, "Land Use, Zoning, and Public Policy." As discussed in Attachment C, no significant adverse impacts on land use, zoning, or public policy, as defined by the guidelines for determining impact significance set forth in the *CEQR Technical Manual*, are anticipated in the 2019 future with the proposed action at the Development Site or surrounding study area. The Proposed Action would not directly displace any land uses so as to adversely affect surrounding land uses, nor would it generate land uses that would be incompatible with land uses, zoning, or public policy in the study area.

Proposed projects that are located within the boundaries of New York City's Coastal Zone must be assessed for their consistency with the City's Waterfront Revitalization Program (WRP). As the Development Site falls within the City's designated coastal zone, the proposed project must be assessed for its consistency with the policies of the WRP. An assessment is provided in **Appendix V** (WRP #17-167). As indicated in **Appendix V**, the proposed project would comply with all applicable WRP policies.

As described in Attachment C, the Proposed Action would not create land uses or structures that would be incompatible with the underlying zoning, nor would it cause a substantial number of existing structures to become nonconforming. The Proposed Action would also not result in land uses that conflict with public policies applicable to the Development Site or study area. Therefore, the proposed action is not anticipated to result in significant adverse impacts to land use, zoning, or public policies.

HISTORIC AND CULTURAL RESOURCES

Historic and cultural resources are defined as districts, buildings, structures, sites, and objects of historical, aesthetic, and archaeological importance. This includes properties that have been designated or are under consideration for designation as New York City Landmarks (NYCL) or Scenic Landmarks, or are eligible for such designation; properties within New York City Historic Districts; properties listed on or eligible for listing on the State and/or National Register of Historic Places (S/NR); and National Historic Landmarks. An assessment of architectural and/or archaeological resources is usually needed for projects that are located adjacent to historic or landmark structures or projects that require in-ground disturbance, unless such disturbance occurs in an area that has already been excavated.

According to *CEQR Technical Manual* guidance, impacts on historic resources are considered on those sites affected by a proposed action and in the area surrounding the identified development site. The historic resources study area is therefore defined as the project site plus an approximately 400-foot radius around the project site. Archaeological resources are considered only in those areas where new excavation or ground disturbance is likely and would result in new in-ground disturbance, as compared to No-Action conditions (i.e., the project site).

As previously mentioned, as the Applicant was unaware of the Special Permit governing the Development Site, below-grade construction work has begun for the Proposed Project. Currently, there is a construction fence surrounding the portion of the parking lot where the Proposed Project will be located. The foundation work is nearly complete, and has been secured, and all construction activities at the Development Site have ceased. Although all of the in-ground foundation work is complete, additional in-ground disturbance is required to install drainage structures and piping for the Proposed Project.

There are no designated or eligible NYCLs or properties listed or eligible for listing on the S/NR on the project site or within a 400-foot radius surrounding the project site. Additionally, a Phase 1A Literature Review and Archaeological Sensitivity Assessment was conducted for the project site in September 2016 by Tectonic Engineering & Surveying Consultants (provided in **Appendix III**). The report concluded that, as a result of significant disturbance and filling to depths between 28 and 34 feet below current grade in the past, the project site has a low sensitivity for prehistoric and historic cultural resources. In a letter dated February 8, 2018 (also provided in **Appendix III**), the New York City Landmarks Preservation Commission (LPC) concurred that there are no archaeological resources of concern on the project site. As such, the Proposed Action would not result in significant adverse impacts to historic and cultural resources, and further analysis is not warranted.

HAZARDOUS MATERIALS

As defined in the *CEQR Technical Manual*, a hazardous material is any substance that poses a threat to human health or the environment. Substances that can be of concern include, but are not limited to, heavy metals, volatile and semi volatile organic compounds (VOCs and SVOCs), methane, polychlorinated

biphenyls (PCBs) and hazardous wastes (defined as substances that are chemically reactive, ignitable, corrosive, or toxic). According to the *CEQR Technical Manual,* the potential for significant adverse impacts from hazardous materials can occur when: (a) hazardous materials exist on a site, and (b) an action would increase pathways to their exposure; or (c) an action would introduce new activities or processes using hazardous materials.

A Phase I Environmental Site Assessments (ESA) of the Development Site was prepared by EBI Consulting in December 2017 to determine whether the proposed actions could lead to increased exposure of people or the environment to hazardous materials, and whether the increased exposure would result in significant adverse impacts. The Executive Summary and Findings and Opinions sections of the Phase I ESA are included in **Appendix IV**, and the findings are summarized below.

Phase I Environmental Site Assessment (ESA)

A Phase I ESA of the Development Site was prepared in December 2017 by EBI Consulting in accordance with ASTM E1527-13, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Processes*, to determine whether the proposed actions could lead to increased exposure of people or the environment to hazardous materials and whether the increased exposure would result in significant adverse impacts. Based on the information gathered, EBI Consulting identified no evidence of Recognized Environmental Conditions (RECs) at the Development Site. However, the following *de minimis conditions* were identified in connection with the Development Site:

- One current and one former Resource Conservation and Recovery Act (RCRA) - Conditionally Exempt Small Quantity Generator (CESQG) facilities were identified at the Development Site. This affects the portion of the existing building in which Petco is the current tenant and Waldbaum's was the previous tenant. Based upon the absence of reported violations associated with these listings, the decommissioning of the Waldbaum's facility, and the site conditions observed at the time of EBI's reconnaissance, the RCRA- SQG database listings are not considered to represent an existing release, past release, or material threat of release of hazardous substances or petroleum products on the Development Site.

Based on the results of its Phase I investigation, EBI Consulting concluded that there is no significant subsurface environmental contamination on or associated with the property, and no requirement for active remediation. EBI Consulting determined that the property is not subject to NYSDEC or New York City Office of Environmental Remediation (OER) environmental remediation requirements.

The Department of Environmental Protection (DEP) reviewed the Phase I ESA and outlined their recommendations in a letter dated April 5, 2018 (refer to **Appendix IV**). To address the findings of the Phase I, DEP recommends that a Phase II ESA is performed to adequately identify/characterize the surface and subsurface soils on the subject property. In order to address these concerns, a hazardous materials (E) designation will be assigned to the Development Site. By assigning an (E) designation to the Development Site (where there is known or suspect environmental concern), the potential for an adverse impact to human health and the environment resulting from the proposed actions would be reduced or avoided. The (E) designation provides the impetus to identify and address environmental conditions so that significant adverse impacts during site development would be reduced, with the New York City Mayor's Office of Environmental Remediation (OER) providing the regulatory oversight of the environmental investigation and remediation during the process. Building permits are not issued by DOB

without prior OER approval of the investigation and/or remediation pursuant to the provisions of Section 11-15 of the Zoning Resolution of the City of New York (Environmental Requirements).

The text of the hazardous materials (E) designation (E-476) for the Development Site (Block 4138, Lot 1) would be as follows:

> **Task 1-Sampling Protocol**
>
> **The applicant submits to OER, for review and approval, a Phase I of the site along with a soil, groundwater and soil vapor testing protocol, including a description of methods and a site map with all sampling locations clearly and precisely represented. If site sampling is necessary, no sampling should begin until written approval of a protocol is received from OER. The number and location of samples should be selected to adequately characterize the site, specific sources of suspected contamination (i.e., petroleum based contamination and non-petroleum based contamination), and the remainder of the site's condition. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of sampling data. Guidelines and criteria for selecting sampling locations and collecting samples are provided by OER upon request.**
>
> **Task 2-Remediation Determination and Protocol**
>
> **A written report with findings and a summary of the data must he submitted to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such results, a determination is made by OER if the results indicate that remediation is necessary. If OER determines that no remediation is necessary, written notice shall be given by OER.**
>
> **If remediation is indicated from test results, a proposed remediation plan must be submitted to OER for review and approval. The applicant must complete such remediation as determined necessary by OER. The applicant should then provide proper documentation that the work has been satisfactorily completed.**
>
> **A construction-related health and safety plan should be submitted to OER and would be implemented during excavation and construction activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil, groundwater and/or soil vapor. This plan would be submitted to OER prior to implementation.**

With this (E) designation in place, no significant adverse impacts related to hazardous materials are expected, and no further analysis is warranted.

AIR QUALITY

Stationary Sources

Stationary source impacts could occur with projects that create new stationary sources or pollutants, such as a building's boiler stacks used for heating/hot water, ventilation, and air conditioning ("HVAC") systems, that can affect surrounding uses; or when they locate new sensitive uses (schools, hospitals,

residences) near such stationary sources. According to *CEQR Technical Manual* guidelines, the impacts from boiler emissions associated with a development are a function of fuel type, stack height, minimum distance of the stack on the source building to the closest building of similar or greater height, building use, and the square footage size of the source building. In addition, stationary source impacts can occur when new uses are added near existing or planned emissions stacks, or when new structures are added near such stacks and those structures change the dispersion of emissions from the stacks so that they affect surrounding uses.

Heating and Hot Water Systems

The proposed project would use fossil fuels for HVAC purposes. As such, a preliminary screening analysis was conducted to determine whether the proposed project would result in potential for significant adverse air quality impacts. The preliminary screening was conducted using Figure 17-3 of the *CEQR Technical Manual*, which was developed using the most conservative, "worst case" scenario (No #6 fuel oil in a residential building), and is shown below in **Figure B-1.**

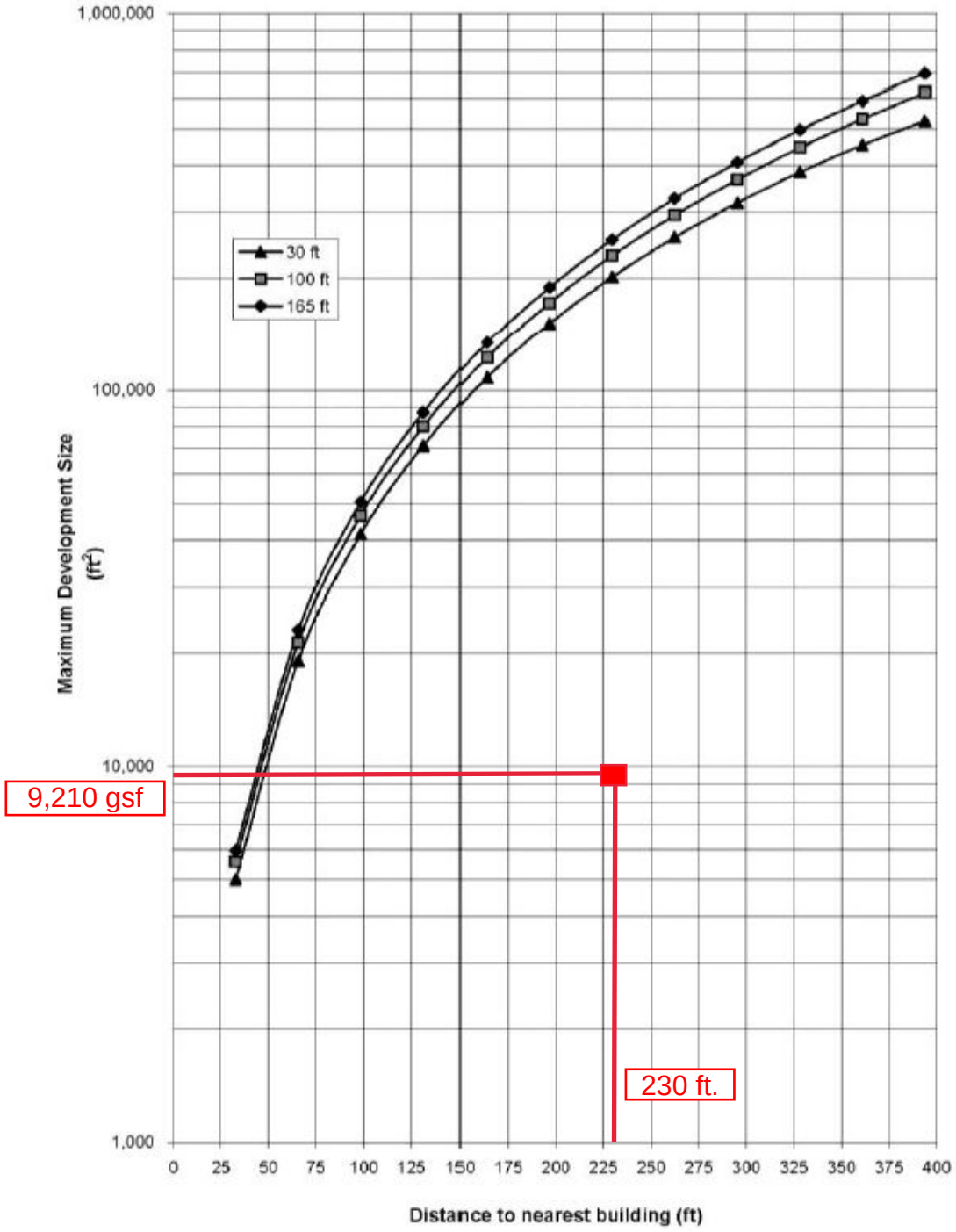
If the distance between the source (the Proposed Project) and receptor buildings is less than or equal to the threshold distance (i.e. falls above the curve on the nomograph), further analysis is required using the U.S. Environmental Protection Agency's (EPA's) AERSCREEN or AERMOD models. If the source building is taller than the receptor building or the distance between the two buildings falls below the applicable curve provided in the *CEQR Technical Manual* nomographs, a potential significant impact due to boiler stacker emissions is unlikely to occur and no further analysis is needed.

The closest building of similar or greater height to the proposed project (i.e., approximately 21 feet or taller) that could be affected by emissions generated by the proposed project is the two-story commercial development located within the Shopping Center at 134-01 20th Avenue (Block 4138, Lot 50). The approximately 25-foot tall building is located approximately 230 feet to the east of the proposed development. As the Special Permit Site Plan restricts the building footprint to a specific location, the distance between the Proposed Project and the building located at 134-01 20th Avenue was measured from the proposed building itself, and not from the lot line. As this building is the closest receptor of similar or greater height, if the proposed project would not cause significant impacts at this site, no impacts would occur at sensitive receptors located further from the Development Site.

To determine whether a detailed analysis is warranted, an air quality nomograph screening was performed using Figure 17-3 of the *CEQR Technical Manual* (see **Figure B-1**), as described above. The nomograph screening was performed based on an anticipated minimum distance between the Proposed Project's stack and the existing commercial development located within the Shopping Center at 134-01 20th Avenue, as well as the Proposed Project's total gross floor area (9,210 gsf). Based on the nomograph screening presented in **Figure B-1**, it was determined that the Proposed Project's emissions would not result in significant adverse impacts on this receptor (the closest receptor). As such, a detailed stationary source analysis is not warranted.

Industrial Sources

As per the DEP records, there are no active industrial air permits within 400 feet of the Development Site. As there are no known industrial emission sources within a 400-foot radius of the Site, no significant air quality impacts related to industrial sources are anticipated and further analysis is not warranted.



College Point Shoprite Parking Lot Modification to Special Permit EAS **Figure B-1**
Air Quality Stationary Source Screening

Additional Sources

To assess the potential effects of existing large emission sources on the Proposed Project, a review of existing permitted facilities was conducted. Within the 1,000-foot area surrounding the Development Site, "large" and "major" emission sources were considered, including solid waste or medical waste incinerators, cogeneration facilities, asphalt and concrete plants, or power generating plants. As per the *CEQR Technical Manual*, large sources are identified as sources located at facilities that require a State Facility Permit, and major sources are identified as sources located at Title V facilities that require Prevention of Significant Deterioration permits. As per the New York State Department of Environmental Conservation Website, there are no Title V facilities or facilities that require a State Facility Permit located within the 1,000-foot area surrounding the Development Site. As there are no known large or major emission sources located within the 1,000-foot area, no significant air quality impacts related to these sources are anticipated and further analysis is not warranted.

CONSTRUCTION

Although temporary, construction impacts can include noticeable and disruptive effects from an action that is associated with construction or could induce construction. Determination of the significance of construction impacts and the need for mitigation is generally based on the duration and magnitude of the impacts. Construction impacts are usually important when construction activity could affect traffic conditions, archaeological resources, the integrity of historic resources, community noise patterns, and air quality conditions.

Short-term construction (up to 12 months) would occur on the Development Site and would facilitate the construction of a new one-story, approximately 9,210 gsf commercial building. There is the potential for construction of the Proposed Project to overlap with construction activities proposed to occur within the Shopping Center at the adjacent commercial building located at 134-11 20th Avenue (Block 4138, Lot 50). The construction activities proposed at the adjacent site include the renovation and re-occupation of an existing ground floor retail space. The proposed construction would not affect the Shopping Center entrances on 132nd Street, 20th Avenue, or the existing internal driveway along the eastern edge of the Shopping Center. However, all applicable city, state, and federal guidelines and regulations would be followed to ensure that any overlapping construction-related issues that may arise are handled appropriately. This includes, but is not limited to, Department of Buildings (DOB) regulations pertaining to hours of work, required signage, and construction safety. Therefore, the Proposed Project is not expected to result in significant adverse construction-related impacts and no further analysis is warranted.

ATTACHMENT C
LAND USE, ZONING, AND PUBLIC POLICY

College Point Shoprite Parking Lot Modification to Special Permit EAS
Attachment C: Land Use, Zoning, and Public Policy

I. INTRODUCTION

According to the *City Environmental Quality Review* (CEQR) *Technical Manual* guidelines, a land use analysis evaluates the uses and development trends in the area that may be affected by a proposed action and determines whether that proposed action is compatible with those conditions or may affect them. Similarly, the analysis considers the proposed action's compliance with, and effect on, the area's zoning and other applicable policies.

As detailed in Attachment A, "Project Description," College Point Management Inc. ("The Applicant") is seeking a modification to Special Permit 850785 ZSQ ("Special Permit") with respect to the property located at 133-11 20th Avenue ("Development Site") in the College Point neighbrohood of Queens Community District (CD) 7 ("Proposed Action"). The Special Permit affects the existing Shopping Center at 133-11 – 134-01 20th Avenue in College Point, Queens (Block 4138, Lots 1 and 50; "Shopping Center"). The use and development of the Shopping Center are subject to the terms and conditions of the Special Permit and the Approved Site Plan (as modified on March 5, 1996 pursuant to the Uniform Land Use Review Procedure (ULURP) Application No. M850785(A) ZSQ). Any new development at the Development Site is subject to City Planning Commission (CPC) approval.

The proposed modifications to the Special Permit include the construction of an approximately 9,210 gsf (8,750 zsf) commercial building in the southwest corner of the Development Site, a net increase of 32 accessory parking spaces (for a total of 435 accessory parking spaces to be provided,) the re-striping of parking areas, and the implementation of new planting areas within the existing parking lot ("Proposed Project"). As a result of the Proposed Project, the Devlopment Site would include a total of approximately 89,215 gsf (82,635 zsf) of commercial retail and office space. Although the proposed 9,210 gsf commercial development, containing Use Group (UG) 6 retail uses (Ulta Beauty as the prospective tenant), is permitted as-of-right within the existing M1-1 (CP) District, the Special Permit governs development at the Development Site. The proposed development is expected to be completed and occupied by 2019.

In order to facilitate the Proposed Project, the Applicant is seeking a modification to Special Permit 850785 ZSQ from the CPC, pursuant to Section 74-922 of the *Zoning Resolution of the City of New York* (ZR). Under CEQR guidelines, a land use assessment, which includes a basic description of existing and future land use and zoning, should be provided for all projects that would affect land use or would change the zoning on a site, regardless of the project's anticipated effects. As the Proposed Action is a modification to an existing Special Permit, a detailed assessment of land use, zoning, and public policy is warranted, and is provided in this attachment. The analysis presented below discusses existing and future conditions with and without the Proposed Project within a study area encompassing a 400-foot radius around the Development Site. The assessment considers the effects of the Proposed Project on the land use study area, as well as the Proposed Action's potential effects on zoning and public policy within the study area.

II. PRINCIPAL CONCLUSIONS

No significant adverse impacts on land use, zoning, or public policy, as defined by the guidelines for determining impact significance set forth in the *CEQR Technical Manual*, are anticipated in the 2019 future

with the proposed action at the Development Site or in the surrounding study area. The Proposed Action would not directly displace any land uses so as to adversely affect surrounding land uses, nor would it introduce land uses that would be incompatible with existing or future land uses, zoning, or public policies within the study area. The Proposed Action would not create land uses or structures that would be incompatible with the underlying zoning, nor would it cause a substantial number of existing structures to become nonconforming. The Proposed Action would also not result in land uses that conflict with public policies applicable to the study area.

III. METHODOLOGY

In accordance with the *CEQR Technical Manual*, land use, zoning, and public policy are addressed and analyzed for two geographical areas: (1) the Development Site (Block 4138, Lot 1) and (2) a study area that extends approximately 400 feet from the boundary of the Development Site, and encompasses areas that have the potential to experience indirect impacts as a result of the Proposed Action. The study area is generally bounded by 15th Avenue to the north, the adjacent shopping center to the east (Block 4143), 20th Avenue to the south, and 131st Street to the west. The study area has been established in accordance with *CEQR Technical Manual* guidelines, and is shown in **Figure C-1**.

This analysis of land use, zoning, and public policy first provides a description of the existing land use, zoning, and public policy within the area. Existing land uses were identified through a review of a combination of sources, including November 2017 field surveys, secondary sources such as the New York City Department of City Planning's (DCP's) Primary Land Use Tax Lot Output (PLUTO) data files, as well as online Geographic Information System (GIS) databases, such as NYCityMap and the New York City Accessible Space Information System (OASIS). New York City Zoning and Land Use (ZoLa) Application, New York City Zoning Maps and the *ZR of the City of New York* were consulted to describe the existing zoning districts within the study area and provided the basis for the zoning evaluation of the No-Action and With-Action scenarios. Relevant public policy documents recognized by DCP and other City agencies were utilized to describe existing public policies pertaining to the study areas and served as the basis for the No-Action and With-Action discussions of public policy.

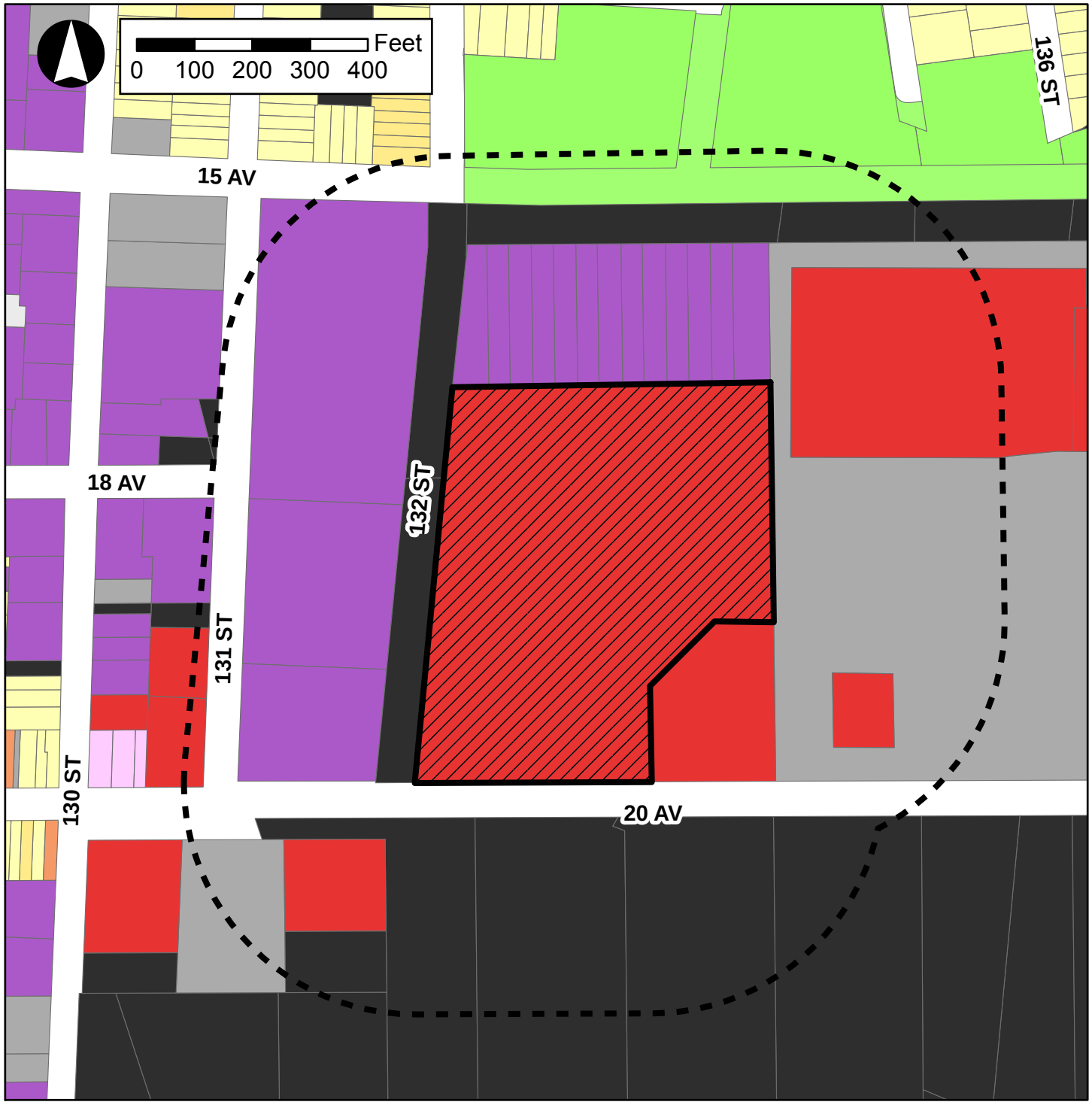
Next, the analysis projects land use, zoning, and public policy conditions in the 2019 build year without the proposed action. This is the "No-Action" or "future without the proposed action" condition, which is developed by identifying proposed developments and other relevant changes anticipated to occur within the study area within this time frame. The No-Action condition describes the baseline conditions in the study area against which the Proposed Action's incremental changes are measured. Finally, the analysis projects land use, zoning, and public policy conditions in 2019 with the completion of the Proposed Project. This is the "With-Action" or "future with the proposed action" condition.

IV. PRELIMINARY ASSESSMENT

Land Use and Zoning

A preliminary assessment, which includes a basic description of existing and future land uses and zoning, should be provided for all projects that would affect land use or would change the zoning on a site, regardless of the project's anticipated effects. As previously discussed, a modification to an existing Special Permit is required in order to facilitate the Proposed Project. Therefore, a detailed analysis is required. As a detailed analysis is warranted for the Proposed Action, the information that would typically

Figure C-1
Land Use Map



Legend

- Project Site
- 400-Foot Radius

Land Use

- One & Two Family Buildings
- Multi-Family Walk-Up Buildings
- Multi-Family Elevator Buildings
- Mixed Residential & Commercial Buildings
- Commercial & Office Buildings
- Industrial & Manufacturing
- Transportation & Utility
- Public Facilities & Institutions
- All Others or No Data
- Open Space & Outdoor Recreation
- Parking Facilities
- Vacant Land

Source: NYCDCP, DoITT

be included in a preliminary assessment (e.g., physical setting, present land use, zoning information, etc.) has been incorporated into the detailed analysis in Section VI below. As discussed in the detailed analysis, the Proposed Action is not expected to adversely affect land use or zoning.

Public Policy

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

New York City Waterfront Revitalization Program (WRP)

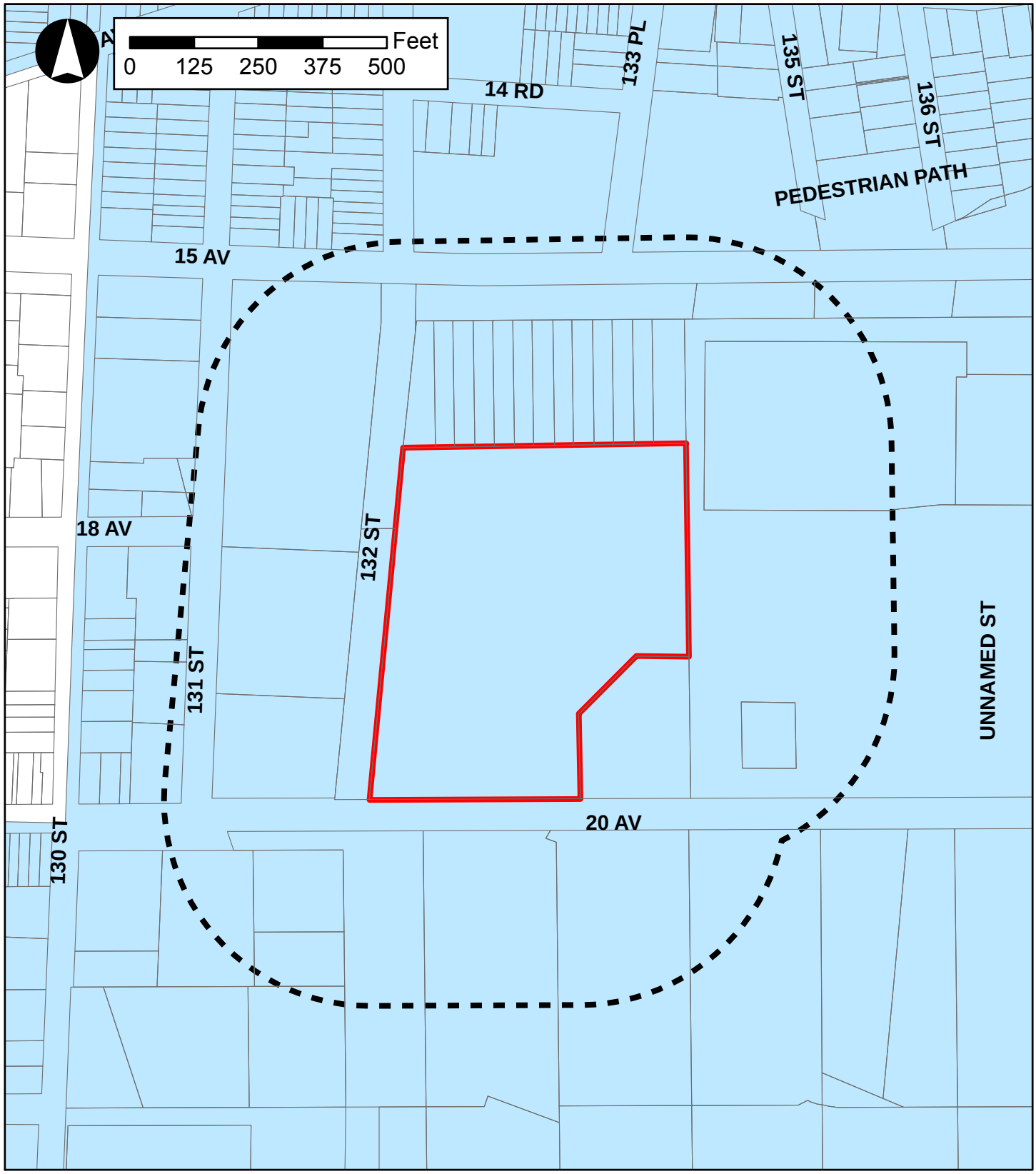
Proposed projects that are located within the boundaries of New York City's Coastal Zone must be assessed for their consistency with the City's Waterfront Revitalization Program (WRP). As illustrated in **Figure C-2**, "Coastal Zone Boundary Map," both the proposed Development Site and the study area fall within the City's designated Coastal Zone.

The Federal Coastal Zone Management Act (CZMA) of 1972 was enacted to support and protect the distinctive character of the waterfront and to set forth standard policies for reviewing proposed development projects along coastlines. The program responded to City, State, and Federal concerns about the deterioration and inappropriate use of the waterfront. In accordance with the CZMA, New York State adopted its own Coastal Management Program (CMP), which provides for local implementation when a municipality adopts a local WRP, as is the case in New York City. The New York City WRP is the City's principal coastal zone management tool. The WRP was originally adopted in 1982 and approved by the New York State Department of State (NYSDOS) for inclusion in the New York State CMP. The WRP encourages coordination among all levels of government to promote sound waterfront planning and requires consideration of the program's goals in making land use decisions. NYSDOS administers the program at the State level, and DCP administers it in the City. The WRP was revised and approved by the City Council in October 1999. In August 2002, NYSDOS and federal authorities (i.e., the U.S. Army Corps of Engineers [USACE] and the U.S. Fish and Wildlife Service [USFWS]) adopted the City's 10 WRP policies for most of the properties located within its boundaries.

In October 2013, the City Council approved revisions to the WRP in order to proactively advance the long-term goals laid out in Vision 2020: The New York City Comprehensive Waterfront Plan, released in 2011. The changes solidify New York City's leadership in the area of sustainability and climate resilience planning as one of the first major cities in the U.S. to incorporate climate change considerations into its Coastal Zone Management Program. They also promote a range of ecological objectives and strategies, facilitate interagency review of permitting to preserve and enhance maritime infrastructure, and support a thriving, sustainable working waterfront. The NYSDOS approved the revisions to the WRP on February 3, 2016. The U.S. Secretary of Commerce concurred with the State's request to incorporate the WRP into the New York State CMP.

In 2013, the New York City Panel on Climate Change (NPCC) released a report (*Climate Risk Information 2013: Observations, Climate Change Projections, and Maps*) outlining New York City-specific climate change projections to help respond to climate change and accomplish PlaNYC goals, which are described

Coastal Zone Boundary Map



Legend

Project Site

400-Foot Radius

Coastal Zone Boundary

Source: NYCDCP, DoITT

below. The 2013 NPCC report predicted future City temperatures, precipitations, sea levels, and extreme event frequency for the 2020s and 2050s. Subsequently, in January 2015, the Second NPCC (NPCC2) released an updated report that presented the full work of the NPCC2 from January 2013 to 2015 and include temperature, precipitation, sea level, and extreme event frequency predictions for the 2081 to 2100-time period. While the projections will continue to be refined in the future, current projections are useful for present planning purposes and to facilitate decision-making in the present that can reduce existing and near-term risks without impeding the ability to take more informed adaptive actions in the future. Specifically, the NPCC2 report predicts that mean annual temperatures will increase by 2.0 to 2.8˚F, 4.1 to 5.7˚F, 5.3 to 8.8˚F, and 5.8 to 10.3˚F by the 2020s, 2050s, 2080s, and 2100, respectively; total annual precipitation will rise by one to eight percent, four to 11 percent, five to 13 percent, and -1 to +19 percent by the 2020s, 2050s, 2080s, and 2100, respectively; sea level will rise by four to eight inches, 11 to 21 inches, 18 to 39 inches, and 22 to 50 inches by the 2020s, 2050s, 2080s, and 2100, respectively; heat waves and heavy downpours are also very likely to become more frequent, more intense, and longer in duration, with coastal flooding very likely to increase in frequency, extent, and elevation.

As the Development Site falls within the City's designated coastal zone, the proposed project must be assessed for its consistency with the policies of the WRP (refer to **Figure C-2**). An assessment is provided in **Appendix V** (WRP #17-167). As indicated in **Appendix V**, the proposed project would comply with all applicable WRP policies.

V. DETAILED ASSESSMENT

Existing Conditions

Development Site

Land Use

The Development Site is located at 133-11 20th Avenue (Block 4138, Lot 1) in the College Point neighborhood of Queens. The Development Site contains an approximately 80,005 gsf (73,885 zsf) commercial building with retail and office uses. In addition, the Development Site is part of an existing 397,888 sf Shopping Center (Block 4138, Lots 1 and 50) with approximately 110,605 gsf (103,892 zsf) of commercial uses. In addition to the existing commercial building at Development Site, the Shopping Center also contains an approximately 30,600 gsf commercial building with retail and office uses on Tax Lot 50, and a total of 403 accessory off-street parking spaces. The Shopping Center is bounded by Block 4118 to the north, Block 4143 to the east, 20th Avenue, a two-way arterial, to the south, and 132nd Street, a two-way street, to the west.

Zoning

As shown in **Figure C-3**, the Development Site is zoned M1-1 and is located within the Special College Point District. The Development Site is located within an existing Shopping Center (Block 4138, Lots 1 and 50) with an existing built Floor Area Ratio (FAR) of 0.28, which is less than the permitted commercial FAR of 1 for M1-1 districts. M1 districts are manufacturing districts that typically include light industrial uses, such as woodworking shops, repair shops, and wholesale service and storage facilities. M1 districts are also often buffers between M2 or M3 districts and adjacent residential or commercial districts. Nearly all industrial uses are allowed in M1 districts if they meet the stringent M1 performance standards that limit the allowable limit on noise, vibration, smoke, odor, and other effects of industrial uses listed in Use

Groups 17 and 18. In addition, offices, hotels, and most retail uses are also permitted within M1 districts. Houses of worship are also allowed as-of-right, while certain community facility uses, such as hospitals, are allowed in M1 districts only by special permit. Building height is controlled by a sky exposure plane that begins 30' above the street line and then slopes inward over the zoning lot. Therefore, the maximum base height of the building is 30 feet, before setback. In M1-1 districts, accessory parking requirements are based on the type of use and size of the establishment.

Special College Point District (CP)

The Special College Point District (CP) was created to maintain an attractive, well-functioning business park setting for business uses while ensuring minimal effects on adjacent residential blocks. The regulations that govern the Special District are largely based on the former College Point II Urban Renewal Plan that successfully guided the transformation of the area since 1971. The College Point II Urban Renewal Plan was adopted in 1969 and expired in 2009. The Urban Renewal Plan provided a blueprint for the redevelopment of a section of College Point that includes the Development Site.

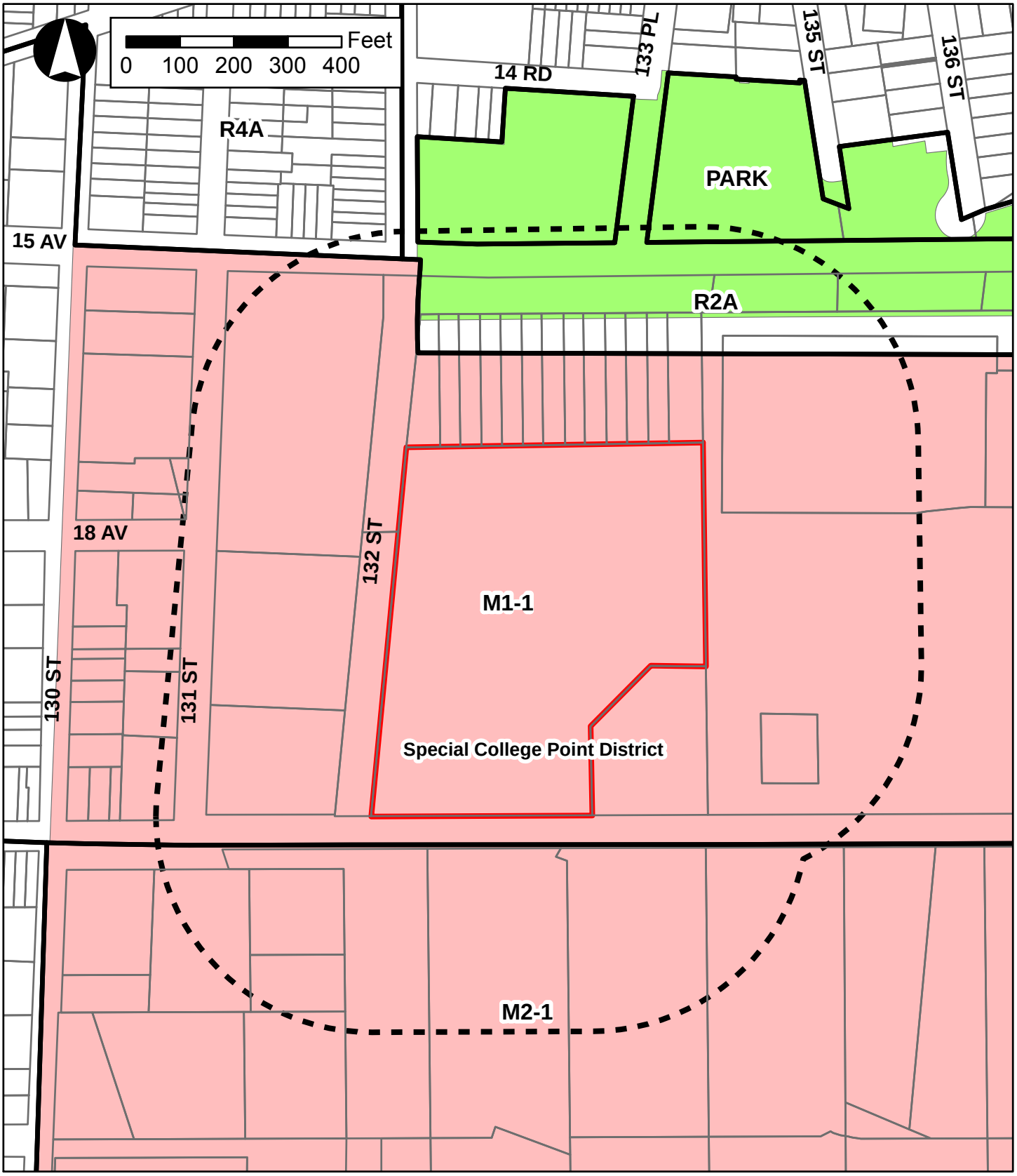
The corporate park environment is sustained by requiring front and side yards, restricting signage and loading locations, and setting higher parking requirements for certain commercial uses. Street tree planting and landscaping for front yards and parking lots are required for Use Group 17 and 18 uses. In addition, all uses must meet M1 performance standards, and provide enclosure or screening to minimize impacts upon neighboring uses. Unlike most manufacturing districts, parks and other recreational uses are allowed as-of-right. As the Proposed Project would be located within an existing Shopping Center, which currently complies with the regulations within the Special District, it would not alter or conflict with this public policy.

Special Permit 850785 ZSQ

On May 1, 1989, the CPC approved an application for a Special Permit (850785 ZSQ) pursuant to Section 74-922 "Certain Large Retail Establishments" to permit a food store in excess of 10,000 sf to be located within the former College Point II Urban Renewal Area (850785 ZSQ). As outlined in ZR Section 74-922, "Certain Large Retail Establishments," the CPC may permit department stores, carpet, rug, linoleum or other floor covering stores, clothing or clothing accessory stores, dry goods or fabric stores, food stores, furniture stores, television, radio, phonograph or household appliance stores, or variety stores, with no limitation on floor area per establishment in M1 Districts. The Special Pemit affects the existing Shopping Center (Block 4138, Lots 1 and 50, f/k/a Lot 1). In March 1996, CPC approved a minor modification to the original Special Permit (M850785 (A) ZSQ) to facilitate, among other things, a change in the footprint and layout of the two-story commercial building located on Lot 50.

The Special Permit, as modified, requires that the Shopping Center be improved substantially in accordance with the modified Site Plan (dated March 1996), which notes the size and configuration of the improvements permitted to be located within the Shopping Center. The Approved Site Plan, which is shown in **Appendix I**, authorized (i) an approximately 79,000 sf building comprised of a 49,000 sf Waldbaum's supermarket, and a 30,000 sf warehouse/training center located on Lot 1; and (ii) an approximately 30,000 sf commercial building located on Lot 50. Any change in the size and configuration of the improvements on the Approved Site Plan requires modification to the Special Permit. As such, the proposed 9,210 gsf commercial building with UG 6 retail uses, while permitted as-of-right within the existing M1-1 (CP) district, is subject to CPC approval.

Figure C-3
Zoning Map



Legend

Project Site | 400-Foot Radius | Zoning Districts | Special College Point District

Source: NYCDCP, DoITT

Study Area

Land Use

As shown in **Figure C-1** and **Table C-1**, land uses in the study area primarily include a mix of industrial/manufacturing, commercial, and vacant land. The study area includes open space, parking facilities, and residential land uses as well. Industrial/manufacturing uses represent the greatest percentage of study area lots (38.6 percent), and are located mainly along 131st Street and east of 132nd Street. Parking Facilities represent the greatest percentage of total lot area (29 percent), and are mainly located east of the Development Site. Commercial/office use represents the greatest percentage of building area (51.1 percent), the majority of which is located at the Development Site and within the adjacent shopping center. Vacant land within the study area is mainly located to the south of the Development Site, along 20th Avenue.

The only residential use within the study area is mapped along 15th Avenue, north of the Development Site. Open space within the study area includes the Frank Golden Park, an approximately 11.42-acre community park with a playground, baseball fields, and basketball courts, located to the north of the Development Site. Additional open space in the surrounding area includes College Point Fields, an approximately 26.83-acre park with baseball fields and roller hockey, located to the south of the Development Site.

The Development Site is well served by highway infrastructure. The Whitestone Expressway, located approximately 0.8 miles east of the Development Site, provides access between NY-25A (Northern Boulevard) and the Bronx-Whitestone Bridge. The Whitestone Expressway is also a section of Interstate 678, an approximately 14-mile highway that extends from John F. Kennedy International Airport in Queens to the Hutchinson River Parkway in the Bronx. The Development Site is also accessible by several New York City Transit (NYCT) local bus routes including the Q76, which runs to the south of the site along 20th Avenue and to the west of the site along 13nd Street and provides local service between College Point and Jamaica. Additionally, the Q20A and Q20B run to the south and north of the Development Site, respectively, and also provide local service between College Point and Jamaica.

Table C-1
Existing Land Uses within the Study Area

Land Use	Number of Lots	Percentage of Total Lots	Lot Area (sf)	Percentage of Total Lot Area	Building Area (sf)	Percentage of Total Building Area
One & Two Family Buildings	**0**	**0.0%**	**0**	**0%**	**0**	**0.0%**
Multi-Family Walkup Buildings	**1**	**2.3%**	**3,100**	**0%**	**3,180**	**0.6%**
Multi-Family Elevator Buildings	**0**	**0.0%**	**0**	**0%**	**0**	**0.0%**
Mixed Commercial/Residential Buildings	**0**	**0.0%**	**0**	**0%**	**0**	**0.0%**
Commercial/Office Buildings	**7**	**15.9%**	**618,455**	**23%**	**290,994**	**51.1%**
Industrial/Manufacturing	**17**	**38.6%**	**382,529**	**14%**	**264,018**	**46.4%**
Transportation/Utility	**0**	**0.0%**	**0**	**0%**	**0**	**0.0%**
Public Facilities & Institutions	**0**	**0.0%**	**0**	**0%**	**0**	**0.0%**
Open Space	**2**	**4.5%**	**210,000**	**8%**	**0**	**0.0%**
Parking Facilities	**2**	**4.5%**	**770,084**	**29%**	**10,847**	**1.9%**
Vacant Land	**15**	**34.1%**	**698,290**	**26%**	**0**	**0.0%**
Other	**0**	**0.0%**	**0**	**0%**	**0**	**0.0%**
Total	**44**	**100%**	**2,682,458**	**100%**	**569,039**	**100%**

Source: 2016 PLUTO (NYCDCP).

Zoning

As seen in **Figure C-3**, the study area consists primarily of R4A and R2A zoning to the north of the Development Site, and M2-1 zoning to the south of the Development Site. The portion of the study area immediately surrounding the Development Site is a M1-1 zoning district. Additionally, the majority of the study area, including the Development Site, is located within the Special College Point District (CP). Additional detailed information on each zoning district is provided below in **Table C-2**.

Table C-2
Study Area Zoning Districts

Name	Definition/General Use	Maximum FAR
Manufacturing Districts		
M1-1	This classification includes mainly light industrial uses such as woodworking shops, repair shops and wholesale service and storage facilities. Nearly all industrial uses are allowed in M1 districts if they meet M1 performance standards. M1 districts often serve as buffers between M2 or M3 districts and adjacent residential or commercial uses.	C: 1.0; CF: 2.4; M: 1.0; R: 0.0
M2-1	This classification occupies the middle ground between light and heavy industrial uses. Many retail and service uses, as well as hotels and motels, are prohibited in M2 districts, while community facilities are excluded entirely. Required performance standards in all M2 districts are lower than in M1 districts.	C: 2.0; CF: 0.0; M: 2.0; R: 0.0
Residential Districts		
R2A	This classification is a contextual district intended to preserve low-rise neighborhoods characterized by single-family detached homes on lots with a minimum width of 40 feet. The FAR in R2A districts includes all space within a building, including basement and usable attic space, resulting in smaller homes than those found in other districts with similar floor area ratios.	C: 0.0; CF: 0.5; M: 0.0; R: 0.5
R4A	This classification is a contextual district that is similar to R3A and R3X districts in that only one- and two-family detached residences are permitted. Differences in the maximum permitted FAR and minimum required lot size result in variations in the typical building envelope. R4A districts are characterized by houses with two stories and an attic beneath a pitched roof.	C: 0.0; CF: 2.0; M: 0.0; R: 0.75
Special Purpose Districts		
CP	The Special College Point District was created to maintain an attractive corporate park environment, while minimizing the effects on the surrounding residential uses. Regulations are mainly based on the former Urban Renewal Plan that guided the transformation of the area since 1971.	

Source: Zoning Resolution of the City of New York
Notes: C=Commercial; CF=Community Facility; M=Manufacturing; R=Residential

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

Project Site

In the future without the proposed action, the proposed amendment to the existing Special Permit to permit the addition of the proposed 9,210 gsf (8,750 zsf) commercial retail building to the Shopping Center would not be approved and no changes would be made to the Approved Site Plan. Under the No-Action condition, no changes to land use would occur at the Development Site. The Shopping Center would continue to operate with an approximately 80,005 gsf (73,885 zsf) commercial building on Lot 1, including an approximately 49,939 gsf (46,595 zsf) supermarket, approximately 15,033 gsf (13,125 zsf) of retail space, and approximately 15,033 gsf (14,165 zsf) of office space. In addition, the approximately 30,600 gsf (30,007 zsf) of commercial building located on Lot 50, and the 403 accessory off-street parking spaces would remain under the No-Action condition.

Study Area

In the 2019 future without the proposed action, there are no known new development proposals for the surrounding area and it is assumed that existing land uses would remain unchanged. There are no known

or anticipated proposals for zoning changes in the study area in the future without the proposed action. As such the existing zoning designations would remain.

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

Project Site

In the future with the proposed action, the proposed amendment to the existing Special Permit would be approved, allowing for the construction of an approximately 9,210 gsf (8,750 zsf) commercial building in the southwestern portion of the Development Site. The proposed one-story commercial development would contain UG 6 retail uses, with Ulta Beauty as the prospective tenant.

The remainder of the Shopping Center would remain unchanged, with respect to the No-Action condition described above. Therefore, under the With-Action condition, the Shopping Center would include three buildings with a total of approximately 119,815 gsf (112,642 zsf) of commercial space, for a FAR of 0.30 (which is less than the maximum permitted FAR of 1.0.) The approximately 119,815 gsf (112,642 zsf) of commercial space would include the existing approximately 80,005 gsf building containing an approximately 49,939 gsf (46,595 zsf) supermarket, 15,033 gsf (13,125 zsf) of retail space, and 15,033 gsf (14,165 zsf) of office space on Lot 1, the proposed approximately 9,210 gsf (8,750 zsf) commercial retail building, also on Lot 1, and the existing approximately 30,600 gsf (30,007 zsf) commercial building on Lot 50. The Proposed Project would also result in the net increase of 32 accessory parking spaces at the Shopping Center, for a total of 435 off-street accessory parking spaces to be provided.

Land Use

The Proposed Project would result in the addition of an approximately 9,210 gsf (8,750 zsf) commercial retail building at the Development Site. As there are existing commercial retail and supermarket uses located at the Development Site, the Proposed Action would not introduce any new uses at the Site.

The Proposed Action would not generate land uses that would be incompatible with surrounding uses, nor would it displace any land uses. Therefore, the Proposed Action would be consistent with land use trends at the Development Site and no significant adverse land use impacts are expected.

Zoning

The Proposed Action would not alter zoning designations. However, the Applicant is seeking to amend the previously approved Special Permit governing the Shopping Center.

The CPC approved the Special Permit (850785 ZSQ) pursuant to ZR Section 74-922, "Certain Large Retail Establishments," to permit a food store in excess of 10,000 sf to be located within the Shopping Center in May 1989. The Special Permit and the Approved Site Plan, as modified in March 1996 pursuant to ULURP Application No. M850785(A) ZSQ, governs the use and development of the Shopping Center. Accordingly, the Approved Site Plan would be modified to show: (i) the footprint and layout of the new 9,210 gsf (8,750 zsf) one-story commercial (retail) building; (ii) the revised zoning calculations for the new building and the aggregate zoning calculations for the entire Shopping Center; (iii) the changes to the accessory parking lot, including the proposed 435 accessory parking spaces, the re-striping of parking areas, and the new planting areas and; (iv) the existing internal driveway that provides shared access to the adjacent parking

lot (this feature is an existing condition that promotes the off-street movement of vehicles and shopping center patrons from both existing shopping centers).

The modification to the Special Permit is being sought by the Applicant in order redevelop the southwestern portion of the Development Site. However, the Approved Site Plan would prohibit the Applicant from maximizing available floor area at the Development Site. The granting of a modification to the Special Permit would permit the addition of a new approximately 9,210 gsf (8,750 zsf) one-story building with retail uses at the Development Site. Under the With-Action Condition, the Shopping Center would include a total of approximately 119,815 gsf (112,642 zsf) of commercial space, for a commercial FAR of 0.30, which is still significantly lower than the maximum permitted commercial FAR of 1.0.

Study Area

As noted above, the study area is characterized by a diverse mix of uses, including a mix of industrial/manufacturing, commercial, open space, parking facilities, residential uses, and vacant land. The proposed commercial land uses would be compatible with existing uses in the study area. In addition, the Proposed Action would not alter zoning in the study area. Therefore, the Proposed Action would not result in any significant adverse land use impacts in the study area.

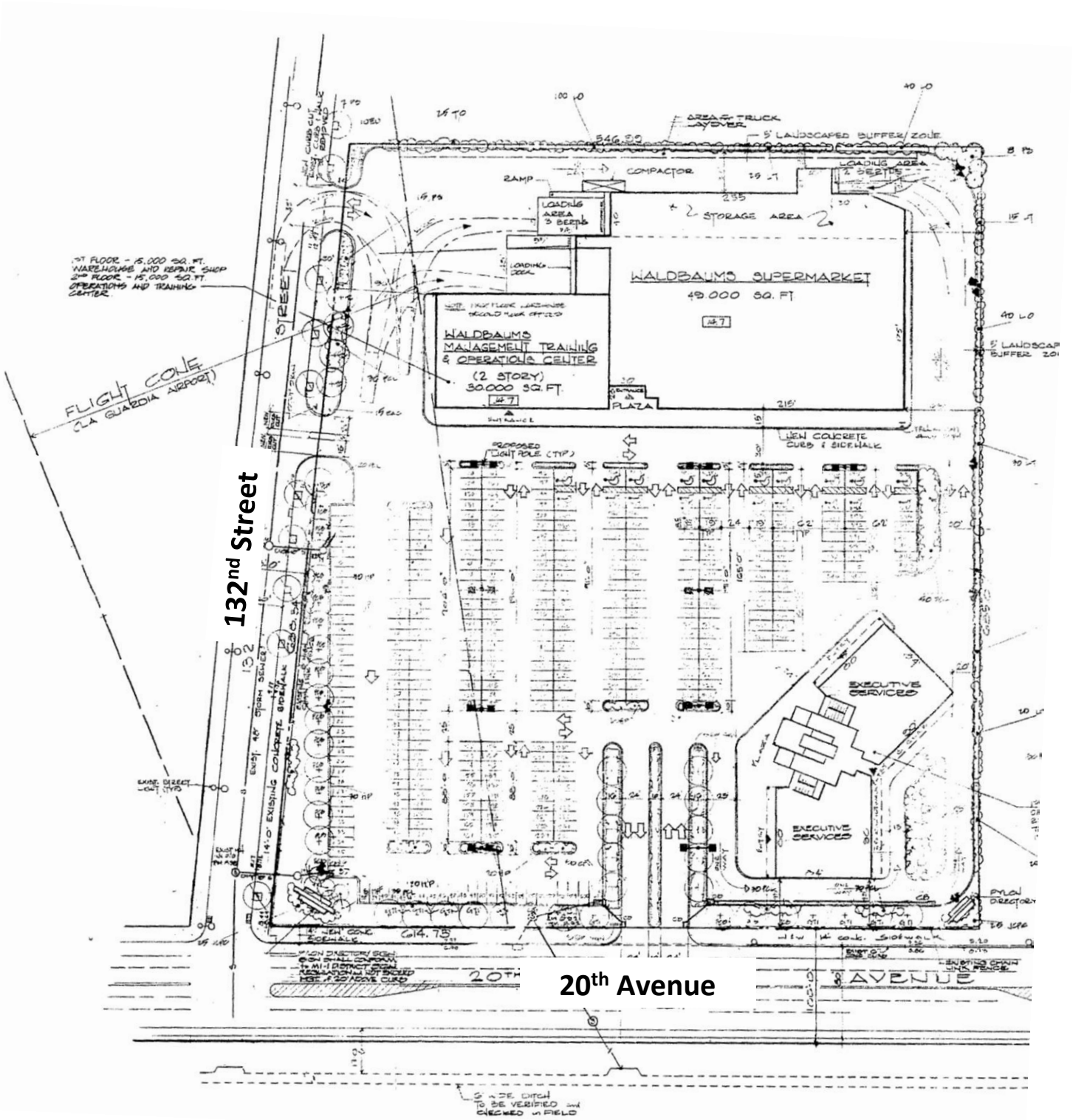
Assessment

Land Use and Zoning

The Proposed Action would allow the Applicant to modify the existing Special Permit in order to permit the construction of a new 9,210 gsf (8,750 zsf) one-story building with retail uses in the southwestern portion of the Shopping Center. The modification to the Special Permit would not result in any adverse impacts on zoning regulations or public policy in the surrounding area. For this reason, the Proposed Action is considered to be compatible and consistent with existing zoning.

According to the criteria set forth in the *CEQR Technical Manual*, the Proposed Action would not result in significant adverse impacts on land use or zoning. The Proposed Action would not introduce zoning changes that would be inconsistent with the City's land use, zoning, and public policy objectives for the area. The addition of commercial space to the Shopping Center that would occur as a result of the Proposed Action would be compatible with existing conditions and trends in the study area as a whole in terms of use and scale.

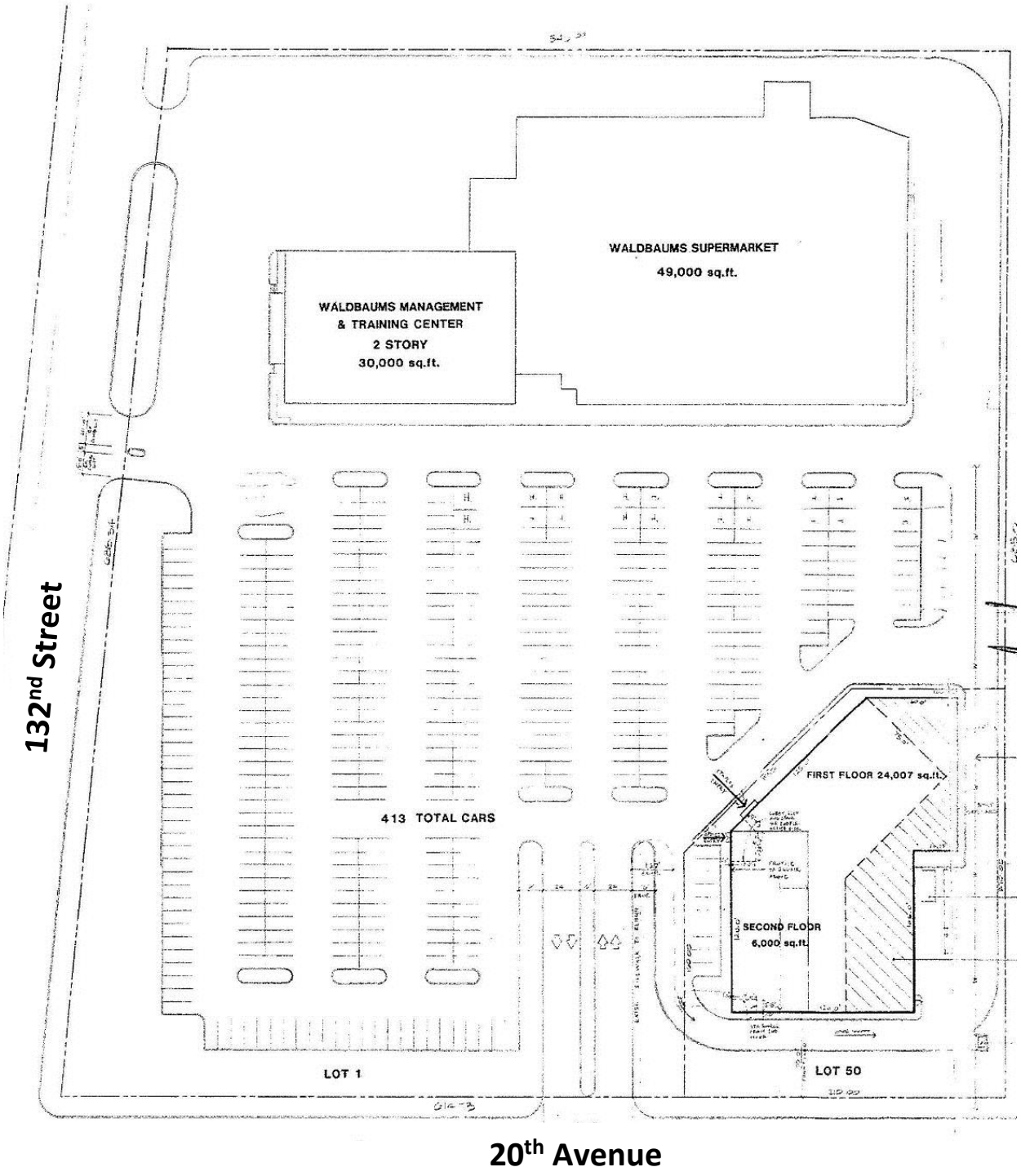
APPENDIX I
ORIGINAL SITE PLAN (SP-1)
DATED AUGUST 8, 1988



College Point Shoprite Parking Lot Modification to Special Permit EAS **Appendix I**

Original Site Plan (August 8, 1988)

APPENDIX II
MODIFIED SITE PLAN (A-1)
DATED MARCH 5, 1996



College Point Shoprite Parking Lot Modification to Special Permit EAS **Appendix II**

Modified Site Plan (March 5, 1996)

APPENDIX III
Historical and Cultural Resources
New York City Landmarks Preservation Commission Correspondence
(February 2018)
And
Phase 1A Literature Review and Archaeological Sensitivity Assessment
(September 2016)

Landmarks Preservation Commission

1 Centre Street
9th Floor North
New York, NY 10007

Voice (212)-669-7700
Fax (212)-669-7960
http://nyc.gov/landmarks

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / LA-CEQR-Q
Project: 133-11 20 AVENUE COLLEGE POINT EAS
Address: 132-01 20 AVENUE, **BBL:** 4041380001
Date Received: 2/8/2018

[X**] No architectural significance**

[X**] No archaeological significance**

[ ] Designated New York City Landmark or Within Designated Historic District

[ ] Listed on National Register of Historic Places

[ ] Appears to be eligible for National Register Listing and/or New York City Landmark Designation

[ ] May be archaeologically significant; requesting additional materials

Comments: Phase IA attached separately.

Gina Santucci 2/8/2018

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 33097_FSO_GS_02082018.doc

PHASE 1A LITERATURE REVIEW AND ARCHAEOLGICAL SENSITIVITY ASSESSMENT FOR THE WALDBAUMS PARKING LOT PROJECT 133-11 20th AVENUE, COLLEGE POINT, QUEENS COUNTY, NEW YORK

PREPARED FOR:

COLLEGE POINT MANAGEMENT, INC.
421 SEVENTH AVENUE
NEW YORK, NY 10001

PREPARED BY:

TECTONIC ENGINEERING & SURVEYING CONSULTANTS P.C.
70 PLEASANT HILL ROAD
MOUNTAINVILLE, NEW YORK 10953

SEPTEMBER 7, 2016

TECTONIC

Practical Solutions, Exceptional Service

PHASE 1A LITERATURE REVIEW AND ARCHAEOLOGICAL SENSITVITY ASSESSMENT WALDBAUMS PARKING LOT PROJECT 133-11 20TH AVENUE, COLLEGE POINT, QUEENS COUNTY, NEW YORK

MANAGEMENT SUMMARY

The following presents the findings of a Phase I Archaeological Survey conducted on behalf of College Point Management, Inc. on a ± 7.97 acre (3.22 hectare) parcel located along 20th Avenue and 132 Street in the College Point neighborhood in the New York City Borough of Queens. The results of the Phase IA Literature Search and Sensitivity Assessment suggest that the proposed project area has a low sensitivity for prehistoric cultural resources and a low sensitivity for historic cultural resources. According to the results of the Phase IA Literature Search and Sensitivity Assessment, the APE has been subject to episodes of significant disturbance and filling to depths between 28 feet/8.53 meters and 34 feet/10.36 meters below current grade in the past. The APE is considered to have a very low potential to contain significant and/or intact cultural resources, and as a result, a Phase 1B investigation is not recommended.

SHPO Project Review Number:

Involved State and Federal Agencies: SPDES

Phase of Survey: Phase IA

Location Information

Location: 133-11 20th Avenue, College Point
Minor Civil Division: Queens
County: Queens County

Survey Area: ± 7.97 acre (3.22 hectare)

USGS 7.5 Minute Quadrangle Map: Flushing, NY 2013

Archaeological Survey Overview

No. & Interval of Shovel Test Pits: NA (Soils borings examined)
Depth of Shovel Test Pits: NA (Soil borings depth: 100 feet/30.48 meters)

Results of Archaeological Survey

No. & name of prehistoric sites identified: 0
No. & name of historic sites identified: 0
No. & name of sites recommended for Phase II/Avoidance: 0

Results of Architectural Survey

No. of historic buildings/structures/cemeteries within project area: 0
No. of historic buildings/structures/cemeteries adjacent to project area: 0
No. of previously determined NR listed or eligible buildings/structures/cemeteries/districts: 0

Report Author(s): Kristofer Mierisch, RPA
Date of Report: August 2016

1.0 PROJECT DESCRIPTION

Tectonic Engineering & Surveying Consultants P.C. (Tectonic) was retained by College Point Management, Inc. to perform a Phase IA Literature Search and Sensitivity Assessment on a ± 7.97 acre (3.22 hectare) parcel located along 20th Avenue and 132 Street in the College Point Neighborhood of Queens, Queens County, New York (Figure 1: Appendix A).

The Project Area (PA) presently consists of an existing parking lot and retail outlet in an area of dense urban development (Figure 2: Appendix A). Impounded wetlands and the artificially-coursed Mill Creek are located nearby in a marshy area to the south of Route 20A, and are bound by 130th Street, Linden Place, and the Whitestone Expressway. Powell Cove and the East River are located to the north and west, respectively. The project proposes to modernize the existing parking lot area at the subject property, and will use aggregate fill to mitigate the ongoing and long term settlement of the existing fill and tidal marsh soils supporting the current parking lot. Associated with this undertaking are the removal of the existing paved surfaces (where appropriate), the excavation and replacement of the full extent of identified failed or unstable substrate, and the construction of curbs and resetting of grates, signs, and other features of the parking lot.

In an effort to establish the archaeological significance of the proposed project area, a Phase IA background and literature search was performed. This work was conducted in accordance with Section 106 of the National Historic Preservation Act and Section 14.09 of the New York Parks, Recreation and Historic Preservation Law.

2.0 BACKGROUND AND LITERATURE SEARCH

The purpose of a Phase IA background and literature search is to evaluate the archaeological potential of the Project Area. This evaluation is based on environmental factors, the presence or absence of previously recorded cultural resources and a review of historic documents.

2.1 ENVIRONMENTAL SETTING

The Project Area is currently characterized as existing parking lot and retail outlet in an area of dense urban development located in the College Point neighborhood of northern Queens. The project area is located at the western end of a very large, fully paved retail complex. Light landscaping in the form of narrow strips of grass and ornamental trees frame the project area along the edges of the parking lots. Frank Golden Park is located to the north, and consists mainly of manicured lawn and athletic fields. Overall, the project area is located in the northern extent of the College Point Corporate Park, a which is 550-acre portion of College Point that is primarily defined by industry and retail. The College Point Corporate Park has been the focus of City redevelopment efforts for many years.

The Project Area is situated at elevations of approximately 12 feet (3.65 m) Above Mean Sea Level (AMSL) (not accounting for the height of the existing structures), and descends sharply to approximately 6 feet (1.82 m) Above Mean Sea Level (AMSL) at the southern boundary where the project area meets 20th Avenue. This sharp, short slope is clearly landscaped, and likely represents the built-up fill used to elevate the plaza above the street level.

The Mill Creek is located to the southeast of the project area where it surfaces for a channeled stretch along the western edge of an industrial park located off of the Whitestone Expressway. Otherwise, the Mill Creek is channeled under the cities surface. Immediately south of the project area lies a large, fallow, triangular shaped section of marshland. This marshy area was previously the site of the former Flushing Airport

(Building Inventory # 081.01.009766). The Flushing Airport was once one of the busiest airports in New York City, but eventually closed in 1984 due to increasing competition with LaGuardia Airport. The disused airport property has since subsided back into the swampy marsh it was originally built upon, although some portions are still visible in the southwest along Linden Place.

The East River is located to the west and north of the project area. The East River is a salt water tidal estuary connecting upper New York Bay to the Long Island Sound. The "drowned valley" that forms the East River strait was formed approximately 11,000 years ago by glacial activity at the end of the Wisconsian Glaciation. The course and shape of the East River has been repeatedly altered through time by human activity in the form of filling and construction.

The Project Area is located within Atlantic Coastal Plain physiographic region, which is characterized by mostly flat, low lying, generally wet expanses including numerous rivers and areas of marsh and swampland. The bedrock geology is composed primarily of complexly folded and faulted gneisses and schists that were eroded prior to deposition of overlying upper cretaceous units. The upper cretaceous units are known as the Raritan formation, and are defined by an upper clay member overlying a lower sand member (Lloyd sand). In much of Queens county, the bedrock surface was weathered to clay extending from 5 to 100 feet thick in places. The core samples examined for this report appear to reflect this. Surficial geology is defined by unsorted till to local bodies of roughly stratified and sorted sand and gravel deposited by the Pleistocene Ronkonkoma Moraine.

As seen in Figure 3 (Appendix A), the Project Area contains Urban Land soils with tidal marsh substratum (UmA). Urban lands consist of paved areas and/or areas of highly disturbed land and are considered "nonsoil areas" by the United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS). Specifically, the project area falls within an area Laguardia-Ebbets-Pavement & buildings, wet substratum soil complex. This complex is defined by nearly level to gently sloping areas filled with a mixture of anthropogenic soils (fill) varying in coarse fragment content overlying swamp, tidal marsh, or water, with more than 15 to 49 percent impervious pavement and buildings covering the surface. In the case of the project area, the entirety of the APE surface is covered by pavement. The typical profiles of this soil can be found below in Table 1.

TABLE 1. SOILS IN THE APE

Map Symbols	Soils	Soil Horizon Depth in (cm)	Color	Texture/ Inclusions	Slope	Drainage
Laguardia Series	Urban fill plains	Varies	Varies	Sand, silt, gravels, brick, asphalt, cinder, concrete, wood, and other misc. fill materials	0-8%	Impervious
Ebbets Series	Urban fill plains	Varies	Varies	Sand, silt, gravels, brick, asphalt, cinder, concrete, wood, and other misc. fill materials	0-8%	Impervious

2.2 ARCHAEOLOGICAL SENSITIVITY

The New York State Office of Parks, Recreation, and Historic Preservation (NYSOPRHP) site files were consulted to aid in the assessment of archaeological sites within 500 feet (152.4 m) of the project area. For a complete historic review of the project area, historic maps and regional histories were also consulted.

2.2.1 Potential for Prehistoric Sites

A review of the NYSOPRHP site files was conducted on July 8, 2016. According to this review, there is one (1) prehistoric site (an AC parker Site) located within 500 feet (152.4 m) of the APE. This site is listed only as a "burial site" (presumably Native American) and is recorded as a generalized area occupying approximately 127 acres/51.64 hectares, the eastern edge of which extends into the project area. Unfortunately, there is no greater detail available for this site listing, and it is likely the site was impacted by subsequent construction and development. The results are presented below in Table 2.

Table 2: NYSOPRHP and NYSM Sites within one mile of the Project Area

Site Identifier	Distance from PA	Period	Description
4540	Eastern edge of site extends slightly into project area	Precontact (Presumably)	AC Parker. 1922. "Burial Site"

The project area is located in what was previously a vast expanse of tidal marsh located south of the East River's Powell Cove. Such an area would have provided plentiful resources to precontact Native populations, and may have contained site types reflective of short term and specialized procurement activities. However, according to aerial imagery (Please see Appendix A), the vast swampy area south of Powell Cove, including the project area, was completely and extensively filled in sometime after 1951 for construction purposes. By 1996 the parking lot and existing structure defining the project's APE had been constructed on the filled-in marshland.

On July 19 and July 20th, 2016, a series of soil borings were performed to a depth of 100 feet/30.38 meters on the subject property. As part of the Phase IA Literature Search and Sensitivity Assessment, the soil boring results were examined in an effort to better assess the potential for intact cultural resources (Appendix B). The results of the soil borings indicate that fill extends to a depth averaging 28 feet/8.5 meters to 34 feet/10.36 meters below grade. This deep fill layer overlies numerous complex layers of tidal marsh deposits of clays, sands and silts of varying depths and textures to a depth of at least 100 feet/30.38 meters. The results of the soil borings confirm the extensive filling of the marshland visible in aerial photography.

Based on the environmental setting of the subject site and the documentation of a known (albeit poorly defined) prehistoric site within 500 feet (152.4 m) of the project area dating to 1922, and considering the severe prior disturbances in the form of the extensive filling and grading of the former marshland that occurred after 1951, it is Tectonic's opinion that the Project Area has a low sensitivity for prehistoric cultural resources.

2.2.2 Potential for Historic Sites

A review of the NYSOPRHP site files has indicated that there are no historic archaeological sites within 500 feet (152.4 m) of the APE.

Queens County was formed on November 1, 1683, and was one of the original twelve counties of New York State. The earliest known European settlements began around 1635 with the arrival of Dutch and English settlers as part of the New Netherland colony. The College Point neighborhood can trace its origins to approximately 1790, when Eliphalet Stratton purchased roughly 320 acres of land, which was subsequently sold off by his daughter circa 1852. This parcel of land eventually became the Village of Strattonsport, formerly known as Lawrence's and/or Tew's Neck (Mandeville 1860:91-93). College Point, as the neighborhood came to be known as, was named for St. Paul's College (c. 1835), a prominent institution in the area dedicated to Episcopal Ministries education. The neighborhood experienced rapid growth in the mid-19th century with the founding of "Enterprise Works", a large factory created for the manufacture of India rubber combs, knife handles, and whale bone (Mandeville 1860:91). "Enterprise Works" effectively transformed College Point from a farming community to factory town that primarily housed the factories workers. In the 1920's the neighborhood shifted is manufacturing focus to airplane parts. Today, the College Point neighborhood is primarily defined by industry and retail, and contains the 550-acre College Point Corporate Park.

A further investigation of the Project Area was conducted through a review of historic maps and aerial photography. FW Beers 1873 Atlas of Long Island New York (Figure 4) shows the project area with the historic roads following essentially the same orientations as the contemporary roads of 14th Avenue to the north, 20th Avenue to the south, and 132nd Street to the west. At this point, the project area is represented as undeveloped with drainage streams in the vicinity. Presumably, this area was a vast marshland at the time. The Whitestone Branch of the Long Island Rail Road (consolidated 1876) is shown to the north and west of the project area. Wolverton's 1891 Atlas of Queens County, New York (Figure 5) shows very little change from 1873, with the project area remaining undeveloped. Interestingly, the United States Department of the Interior Geolological Survey's 1891 New York-New Jersey Harlem quadrangle map represents College Point as Strattonport, and the majority of the College Point area as one massive marshland (Figure 6). Similarly, Hyde and Company's 1899 Map of the Queens Borough, City of New York represents the project area, as well as a large portion of College Point as one massive marshland (Figure 7). Sanborn Insurance Maps do not exist for this project, as the project area was historically marshland and not developed.

A 1924 aerial image of New York City shows the project area as part of a large, undeveloped marshland bound to the west and north by development (http://gis.nyc.gov/doitt/nycitymap/) (Figure 8). 20th Avenue is shown running east-west through the marshland. A 1951 aerial image shows the same large, undeveloped marshland, with the project area remaining undeveloped(http://gis.nyc.gov/doitt/nycitymap/) (Figure 9) . By 1996, this massive marshland is shown as completely filled in, with some limited development beginning to take foot, including the existing parking lot and structure defining the project's APE (Figure 10) (http://gis.nyc.gov/doitt/nycitymap/). By 2006, the entirety of the large marshland had been completely developed, and more or less is representative of the current state of the area (Figure 10, 11) (http://gis.nyc.gov/doitt/nycitymap/)(https://www.google.com/maps/@40.7832583,-73.8362742,18.19z?hl=en)

According to a review of these historic maps and aerial images of the project area, until very recently, the APE has consisted of undeveloped marshland, with no Map Documented Structures within the project boundaries. Sometime after 1951, the marshland, including the project area, was completely filled in and developed. However, three historic structures have stood adjacently to the project area since the late 18th century/early 19th century. However, the project area has been subject to road improvements and utility installations throughout time. Considering the historic character of the area, and considering the prior disturbances, it is Tectonic's opinion that the Project Area has a high sensitivity for historic cultural resources.

2.2.3 Previous Surveys

No previous archeological surveys have been conducted within 500 feet (152.4 m) of the Project Area.

2.2.4 National Register of Historic Places

According to a review of the NYSOPRHP site files, there are no National Register Eligible properties within 500 feet (152.4 m) of the Project Area.

3.0 PREVIOUS DISTURBANCES

Based on a review of the historic maps and aerial photos referenced above, the alignment of the roads in the vicinity of the project area have remained more or less unchanged since at least 1873. The continuous use of 20th Avenue and 132 Street through time would have created disturbances related to phases of road improvement and construction, as well as for the installation of parallel utilities. However, more importantly, the project area historically fell within a massive marshland that was eventually filled in and developed. A review of soil boring tests completed within the APE illustrates that fill extends to a depth averaging 28 feet/8.5 meters to 34 feet/10.36 meters below current grade of the existing parking lot. This deep fill layer overlies numerous complex layers of tidal marsh deposits of clays, sands and silts of varying depths and textures to a depth of 100 feet/30.38 meters. The results of these soil boring tests are detailed in Appendix B.

4.0 CONCLUSIONS AND RECOMMENDATIONS

The results of the Phase IA background and literature search conducted for the proposed parking lot upgrades located within an existing retail outlet in the College Point neighborhood, Queens County, New York indicate that the APE has a low sensitivity for precontact and historic cultural resources. This is due to the extensive filling and construction that has occurred to depths averaging 28 feet/8.5 meters to 34 feet/10.36 meters below grade within the project area. This thick deposition of fill overlies numerous complex layers of tidal marsh deposits of clays, sands and silts of varying depths and textures to a depth of at least 100 feet/30.38 meters. The proposed depth of disturbance required to modernize the exiting parking is anticipated not to exceed approximately 2.5 feet relative to existing surface, will therefore take place entirely within this thick deposition of fill. Based on the results of the Phase I Archaeological Survey, Tectonic Engineering & Surveying Consultants P.C. recommends that no further work is necessary and that the proposed project may proceed as planned.

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APPENDIX A
MAPS AND FIGURES

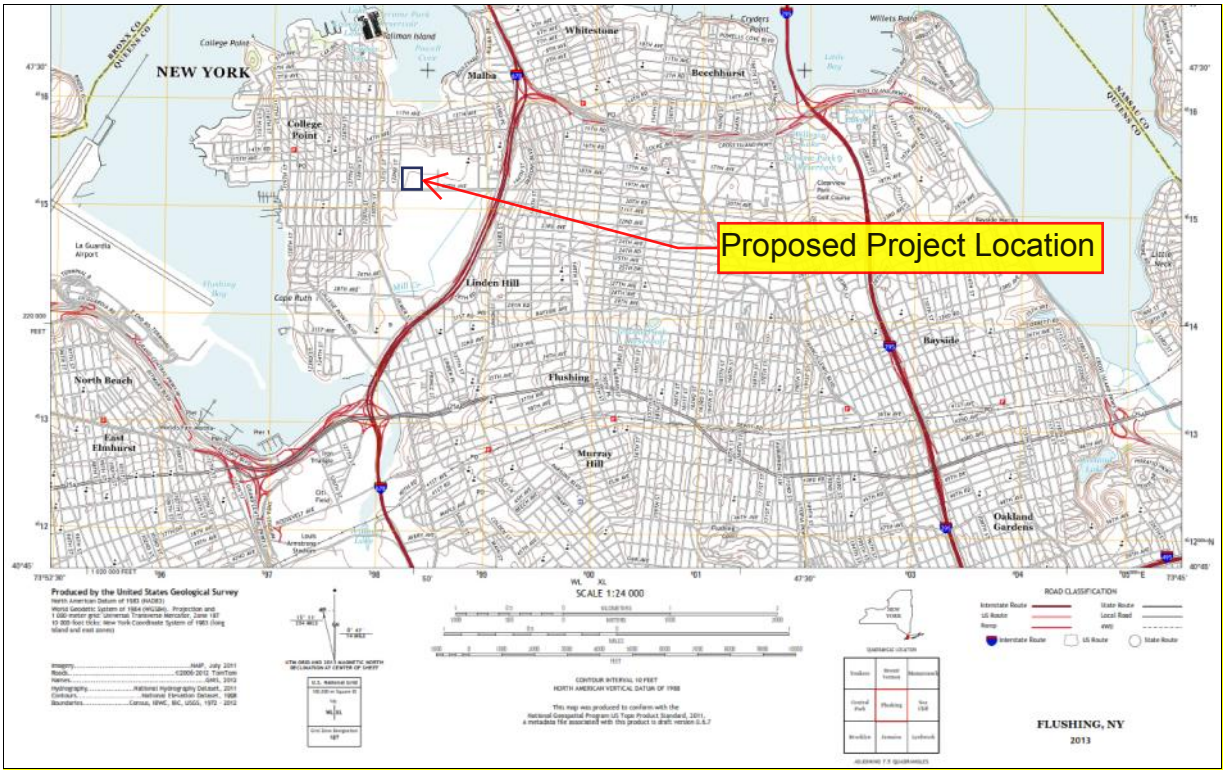


Figure 1. Portion of 7.5 Minute USGS Flushing, New York 2013 Quadrangle showing the proposed project location.

Figure 2. Current aerial image showing the proposed project location. Source: Google Earth.

Figure 3: USDA Soils Map showing urban soil type (UmA) within the project area.

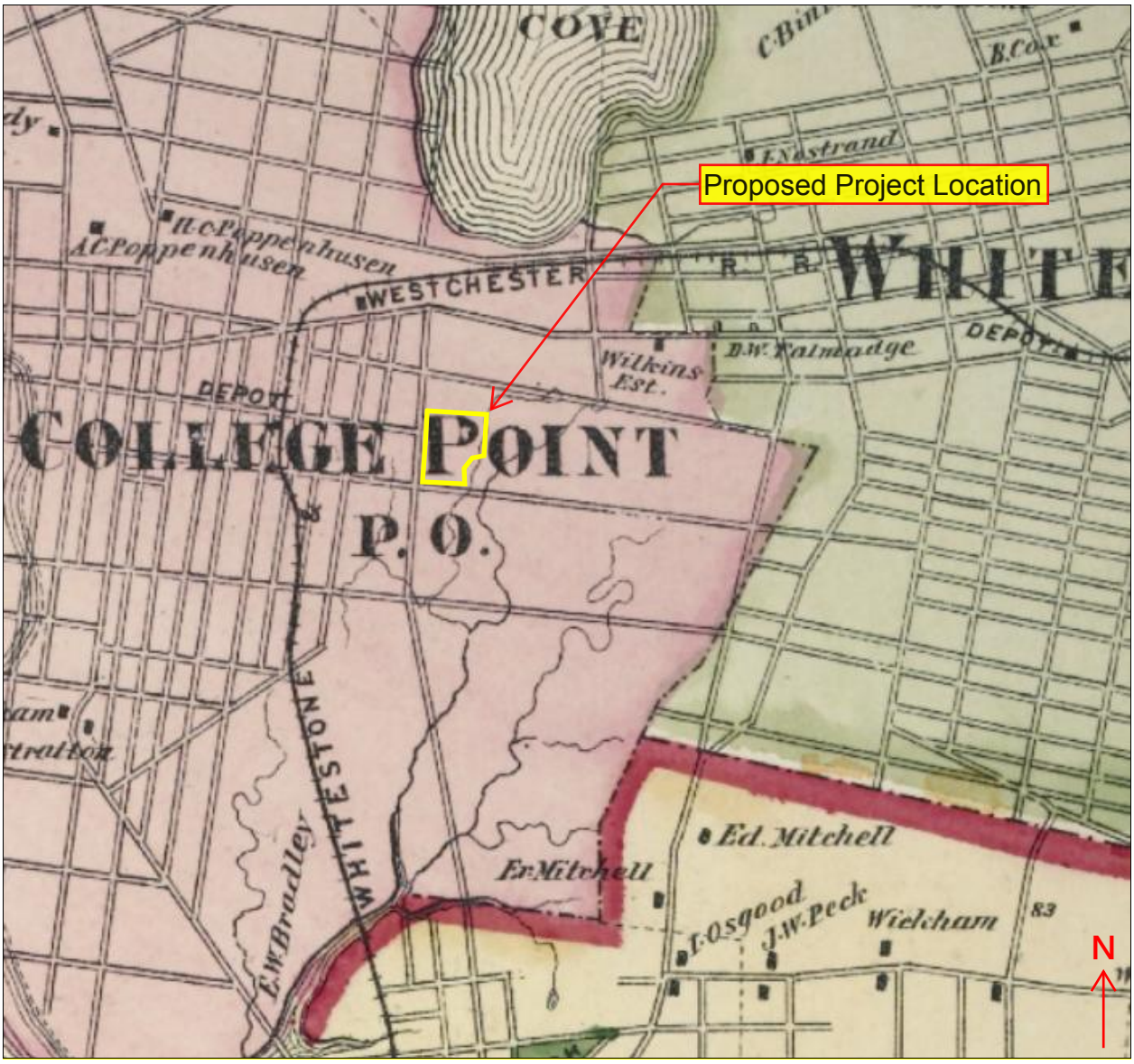


Figure 4. Portion of FW Beers 1873 Atlas of Long Island New York, showing the project location.

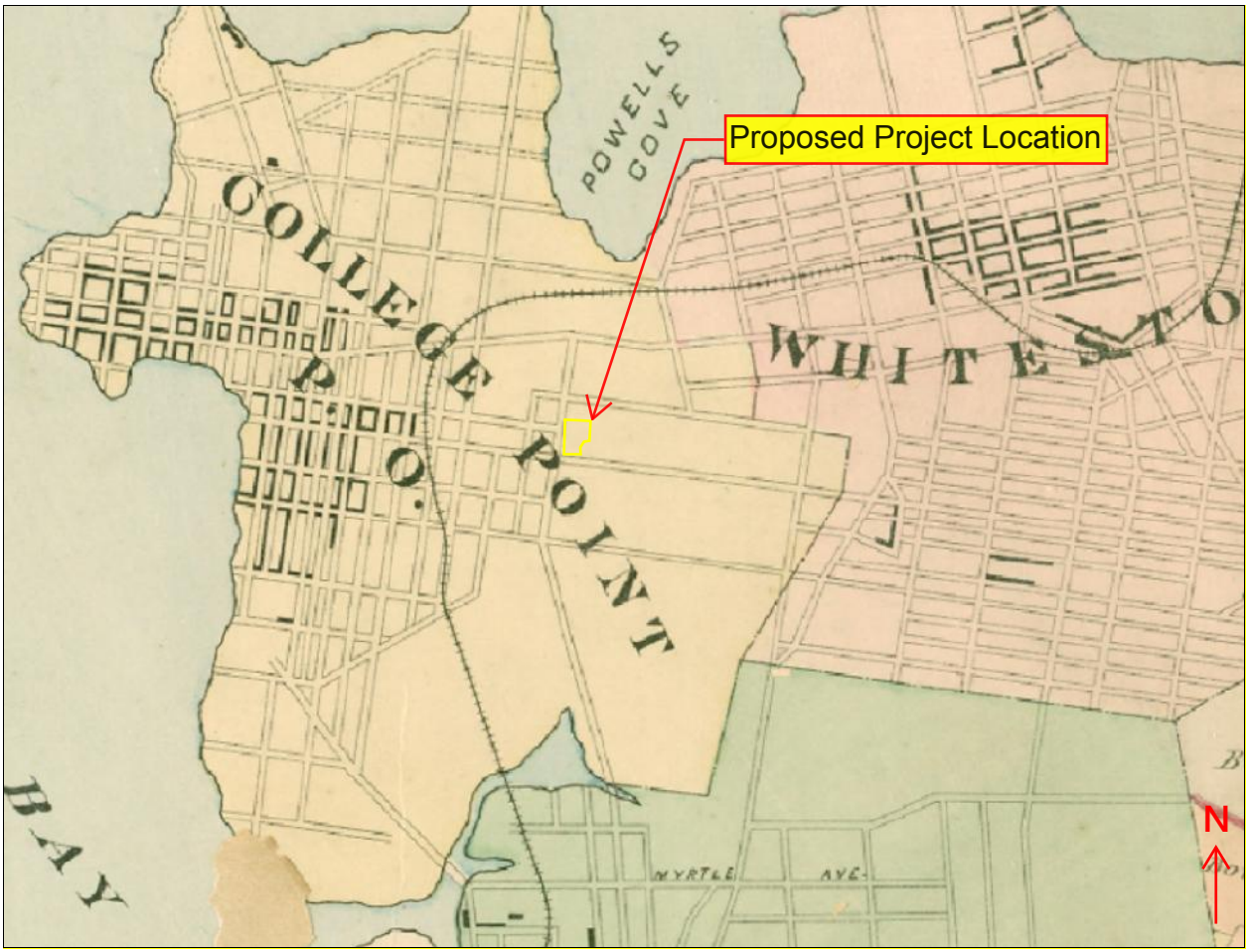


Figure 5. Portion Wolverton's 1891 Atlas of Queens County, New York, showing the project location.

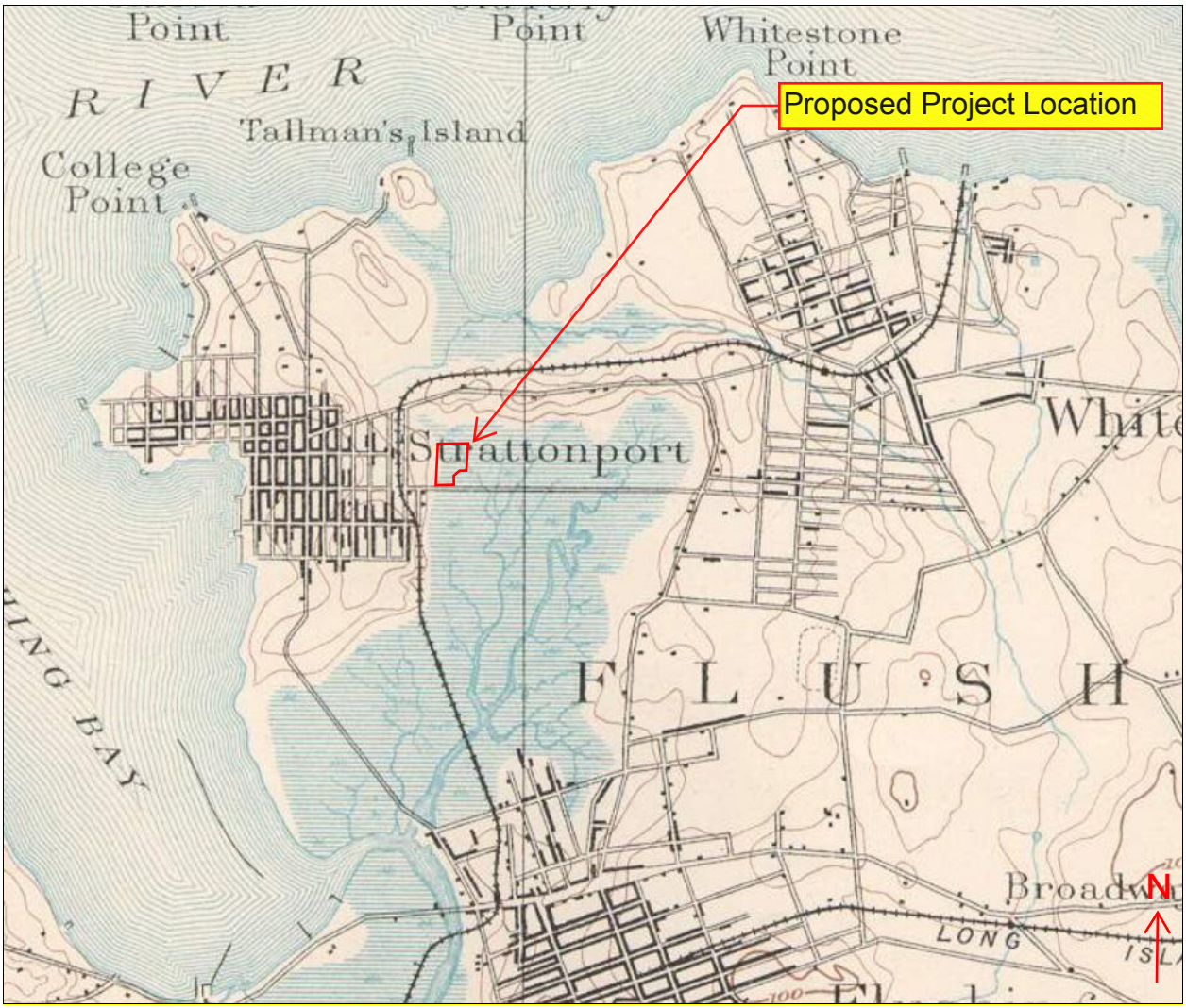


Figure 6. Portion of the United States Department of the Interior Geolological Survey's 1891 New York-New Jersey Harlem quadrangle map, showing the project location.

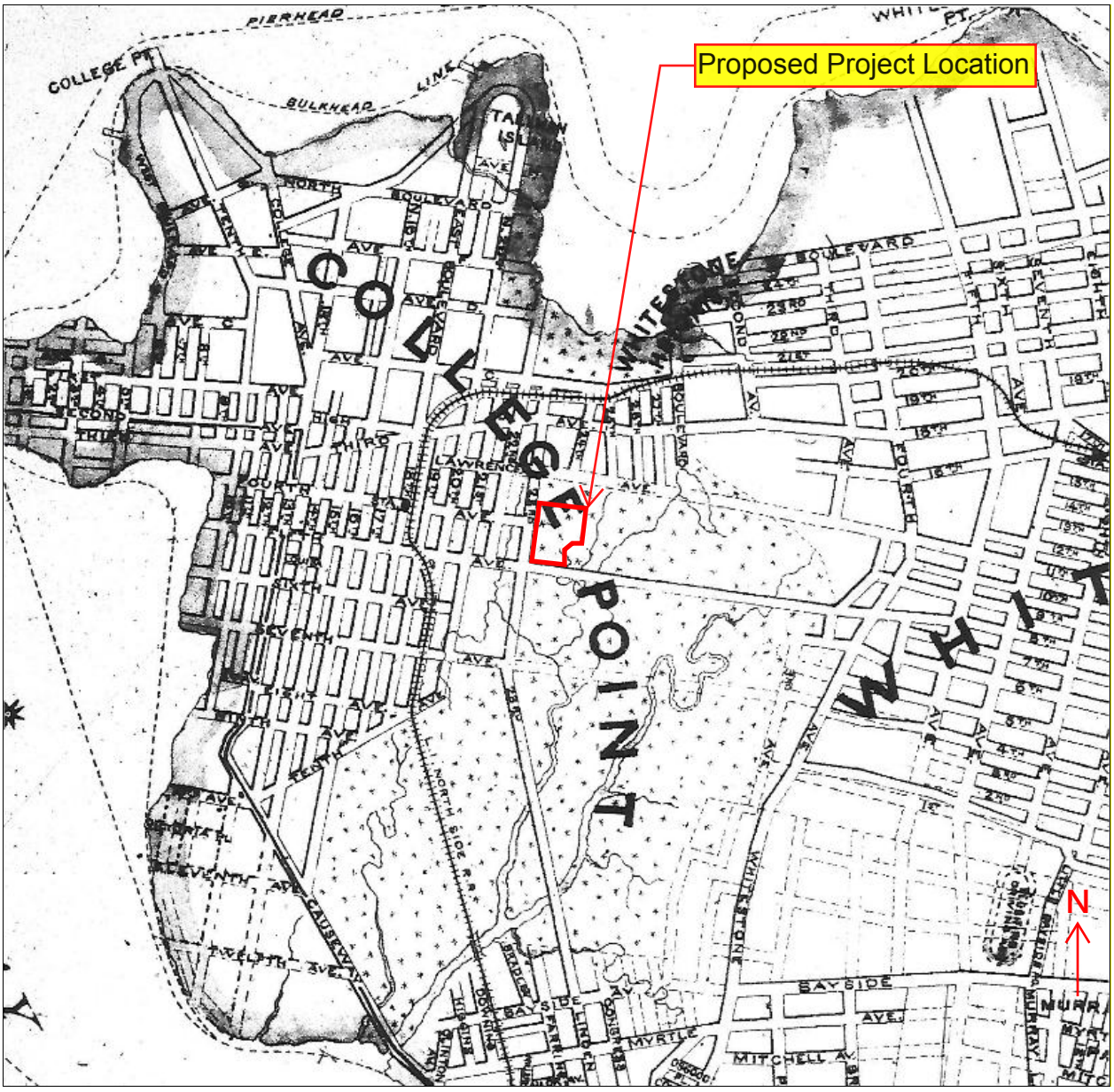


Figure 7. Portion of Hyde and Company's 1899 Map of the Queens Borough, City of New York, showing the project location.

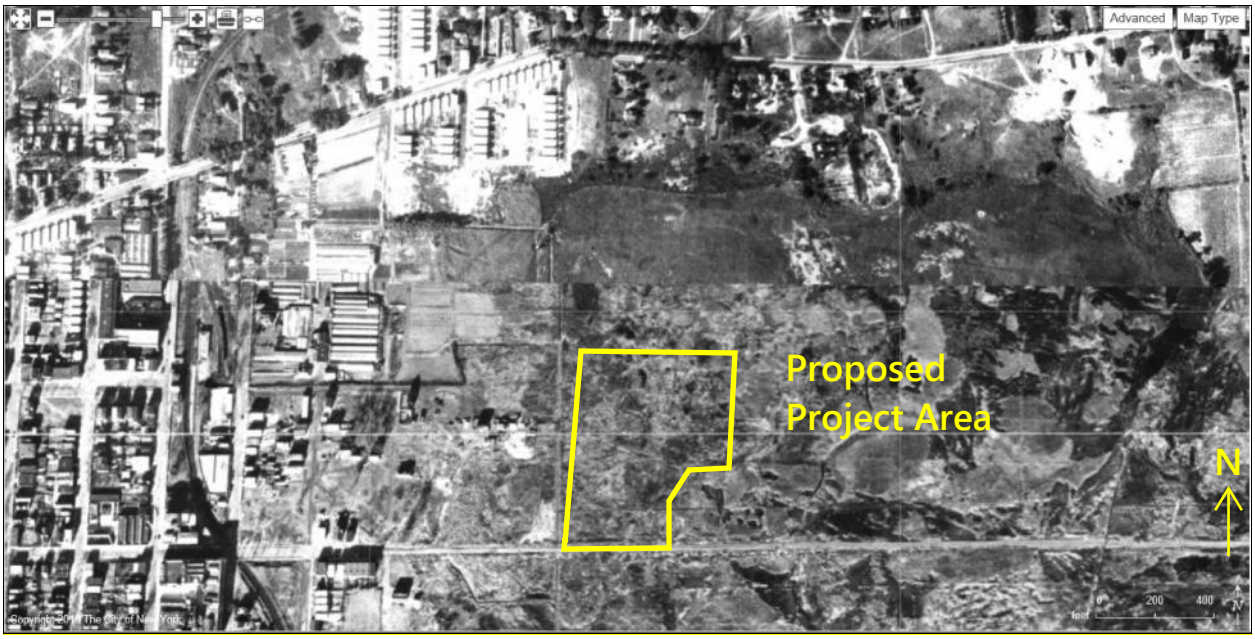


Figure 8. 1924 aerial image showing the project location and large area of undeveloped marshland. Source: http://gis.nyc.gov/doitt/nycitymap/

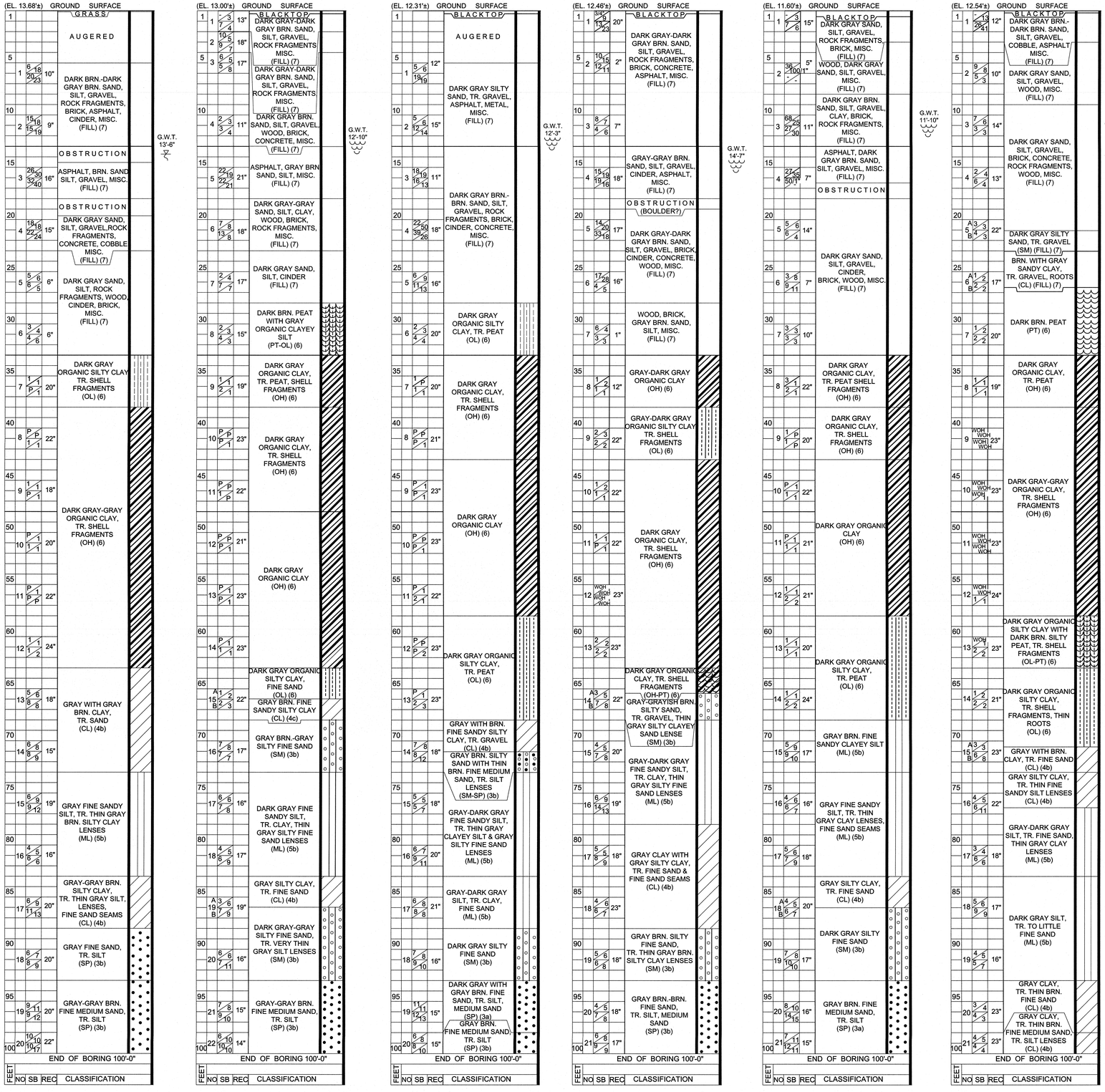
Figure 9. 1951 aerial image showing the project location and large area of undeveloped marshland. Source: http://gis.nyc.gov/doitt/nycitymap/

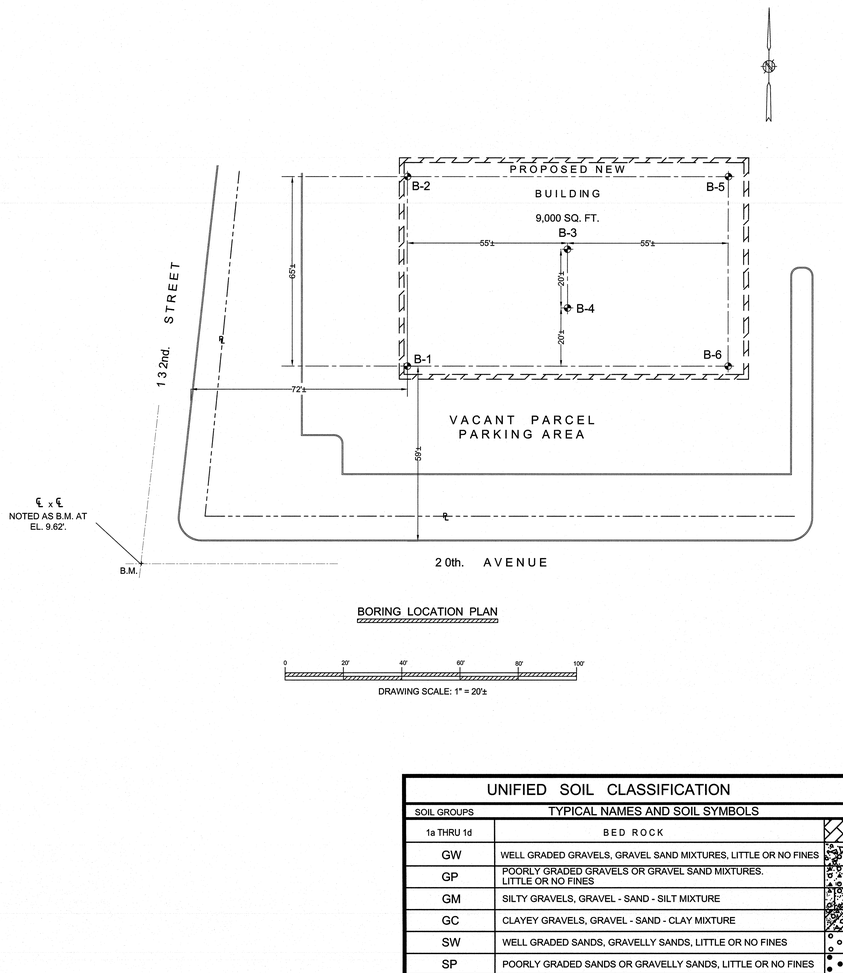
Figure 10. 1996 aerial image showing the project location with existing parking lot and the filled-in marshland. Source: http://gis.nyc.gov/doitt/nycitymap/

Figure 11. 2006 aerial image showing the project location with existing parking lot and other extensive development built over the filled-in marshland. Source: http://gis.nyc.gov/doitt/nycitymap/

Figure 12. Current aerial image showing the project location with existing parking lot and other extensive development built over the filled-in marshland. The Flushing Airport to the south has sunken back into marshland. Source: http://gis.nyc.gov/doitt/nycitymap/

APPENDIX B
SOIL BORING LOGS





BORING LOCATION PLAN

0 20' 40' 60' 80' 100'

DRAWING SCALE: 1" = 20'±

UNIFIED SOIL CLASSIFICATION

SOIL GROUPS	TYPICAL NAMES AND SOIL SYMBOLS
1a THRU 1d	BED ROCK
GW	WELL GRADED GRAVELS, GRAVEL SAND MIXTURES, LITTLE OR NO FINES
GP	POORLY GRADED GRAVELS OR GRAVEL SAND MIXTURES. LITTLE OR NO FINES
GM	SILTY GRAVELS, GRAVEL - SAND - SILT MIXTURE
GC	CLAYEY GRAVELS, GRAVEL - SAND - CLAY MIXTURE
SW	WELL GRADED SANDS, GRAVELLY SANDS, LITTLE OR NO FINES
SP	POORLY GRADED SANDS OR GRAVELLY SANDS, LITTLE OR NO FINES
SM	SILTY SANDS, SAND - SILT MIXTURES
SC	CLAYEY SANDS, SAND - CLAY MIXTURES
ML	INORGANIC SILTS, VERY FINE SANDS, CLAYEY SILTS, SLIGHT PLASTICITY
CL	INORGANIC CLAYS OF LOW TO MEDIUM PLASTICITY, GRAVELLY CLAYS SANDY CLAYS, SILTY CLAYS
OL	ORGANIC SILTS AND ORGANIC SILTY CLAYS OF LOW PLASTICITY
MH	INORGANIC SILTS, MICACEOUS OR DIATOMACEOUS FINE SANDY OR SILTY SOILS, ELASTIC SILTS
CH	INORGANIC CLAYS OF HIGH PLASTICITY, FAT CLAYS
OH	ORGANIC CLAYS OF MEDIUM TO HIGH PLASTICITY, ORGANIC SILTS
Pt	PEAT AND OTHER HIGHLY ORGANIC SOILS

ALLOWABLE SOIL BEARING PRESSURES, N.Y.C. BLDG. CODE TABLE 1804.1

CLASS OF MATERIALS (Notes 1 and 3) ★	MAXIMUM ALLOWABLE FOUNDATION PRESSURE (TSF)	MAXIMUM ALLOWABLE FOUNDATION PRESSURE (kPa)
1. BEDROCK (NOTES 2 and 7) ★		
1a HARD SOUND ROCK - GNEISS, DIABASE, SCHIST	60	5,746
1b MEDIUM HARD ROCK - MARBLE, SERPENTINE	40	3,830
1c INTERMEDIATE ROCK - SHALE, SANDSTONE	20	1,915
1d SOFT ROCK - WEATHERED ROCK	8	766
2. SANDY GRAVEL and GRAVEL (GW, GP) (NOTES 3, 4, 8, and 9) ★		
2a DENSE	10	958
2b MEDIUM	6	575
3. GRANULAR SOILS (GC, GM, SW, SP, SM, & SC)(NOTES 4, 5, 8, and 9) ★		
3a DENSE	6	575
3b MEDIUM	3	287
4. CLAYS (SC, CL, & CH)(NOTES 4, 6, 8, and 9)★		
4a HARD	5	479
4b STIFF	3	287
4c MEDIUM	2	192
5. SILTS & SILTY SOILS (ML and MH) (NOTES 4, 8, and 9) ★		
5a DENSE	3	287
5b MEDIUM	1.5	144
6. ORGANIC SILTS, ORGANIC CLAYS, PEATS, SOFT CLAYS, LOOSE GRANULAR SOILS and VARVED SILTS	SEE 1804.2.1 ★	SEE 1804.2.1 ★
7. CONTROLLED and UNCONTROLLED FILLS	SEE 1804.2.2 OR 1804.2.3 ★	SEE 1804.2.2 OR 1804.2.3 ★

★REFER TO SECTION 1804.2 OR NOTES FOLLOWING TABLE 1804.1 IN THE N.Y.C. BLDG. CODE FOR ADDITIONAL INFORMATION

COMPACTION RELATED TO SPOON BLOWS/FOOT

SAND & SILT		CLAY	
LOOSE	LESS THAN 10	SOFT	LESS THAN 4
MEDIUM	10 TO 30	MEDIUM	4 TO 8
DENSE	GREATER THAN 31	STIFF	GREATER THAN 8 TO 30
		HARD	GREATER THAN 30

"N" — N=17 BLOWS PER FOOT

STANDARD PENETRATION TEST-ASTM 1586 (2" SPOON, 140lb. HAMMER, 30" FALL)

SPOON BLOW COUNT IS GENERALLY SHOWN IN 6" INCREMENTS FOR 2'DRIVE,TO OBTAIN BLOWS PER FOOT(N) USE 2ND & 3RD 6" INCREMENT

	ROTARY CASING	X-HEAVY CASING	SPOON
SIZE, INCHES	2.5		2.0
HAMMER WEIGHT, LBS.	——		140
HAMMER FALL, INCHES	——		30

CB - CASING BLOWS PER 1 FOOT DRIVE
SB - SPOON BLOWS PER 6 INCH DRIVE
P - PUSHED BY WEIGHT OF HAMMER
WOR - WEIGHT OF ROD

UD - UNDISTURBED SOIL SAMPLE
NO - SAMPLE NUMBER
FEET - DEPTH FROM GND.SUR. NOTED AT EACH 5'
WOH - WEIGHT OF HAMMER
REC - SOIL RECOVERY IN INCHES

NOTES

1. SOIL DESCRIPTIONS ARE BY VISUAL EXAMINATION OF SOIL SAMPLES RECOVERED DURING DRILLING OPERATIONS.
2. SOIL DESCRIPTIONS ARE IN ACCORD WITH THE UNIFIED SOIL CLASSIFICATION SYSTEM.
3. GROUND WATER TABLE WAS MEASURED INSIDE THE DRILL CASING AT THE COMPLETION OF EACH BOREHOLE.
4. SOIL STRATIFICATIONS ARE ACCURATE TO WITHIN TWO FEET VERTICALLY.
5. SOIL SAMPLES WERE OBTAINED USING A CENTRAL MINE EQUIPMENT (CME) AUTOMATIC TRIP HAMMER.
6. SOIL TEST BORING GROUND SURFACE ELEVATIONS SHOWN ARE REFERENCED TO ℄ x ℄ 20th. AVE. AND 132nd. ST. AT B.M. EL. 9.52'.
7. SOIL TEST BORINGS DRILLED IN ACCORD WITH THE NEW YORK CITY BUILDING CODE.

Z: 14LDWGS 14L919.6

PROJECT:
133 -11 20th. AVENUE
COLLEGE POINT, NEW YORK

SOIL MECHANICS DRILLING CORP.
subsoil investigations
3770 MERRICK ROAD * SEAFORD, NEW YORK 11783 * 516 221 - 2333

BORING PLAN
(Subsurface Investigation)

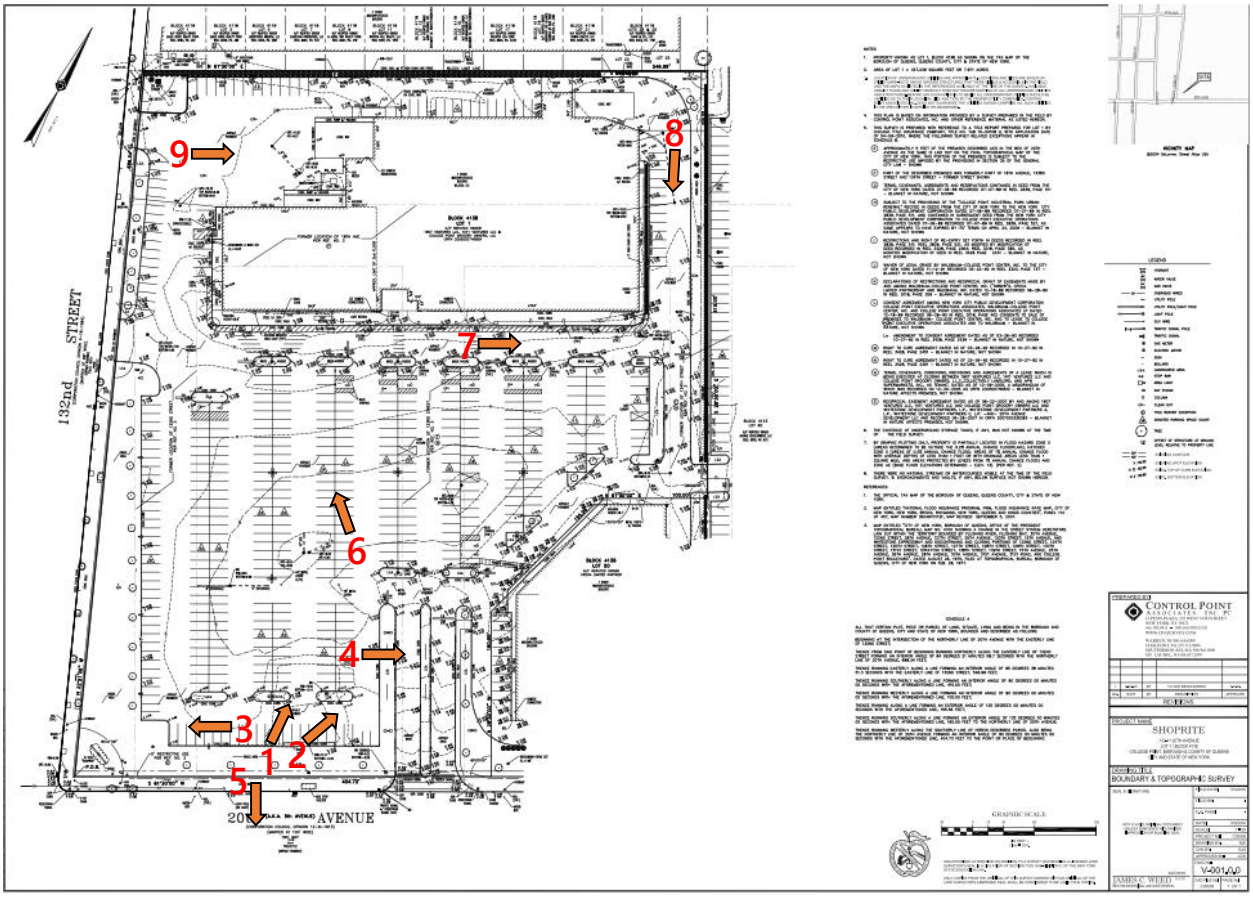
SUBSURFACE INVESTIGATION
133 - 11 20th. AVENUE
COLLEGE POINT, NEW YORK

SEAL & SIGNATURE:

DATE: FEB. 25, 2015
PROJECT No. 14L919.6
DRAWING BY: NAR
CHECKED BY: CV

VERTICAL BORING SCALE: 1/2" = 1'-0" ±
DRAWING DATE: FEBRUARY 25, 2015
DRAWN BY: NAR | CHECKED BY: CV | REVISED DATE:
DRAWING NUMBER 14L919.6
SHEET 1 OF 1
DATES OF BORINGS: JAN. 26, 29, 30 & FEB. 5, 10 & 18, 2015
DWG No. B-001.00
CAD FILE No: Z: 14L919.6

APPENDIX C
PHOTOGRAPHS OF THE PROJECT AREA



PROJECT AREA WITH PHOTO LOCATIONS AND ORIENTATIONS.

PHOTO 1. Facing north across the existing parking lot/project area towards existing retail outlets.

PHOTO 2. Facing north northeast across the existing parking lot/project area towards existing retail outlets.

PHOTO 3. Facing southwest across the existing parking lot/project area towards 132 Street.

PHOTO 4. Facing northeast across the existing parking lot/project area towards retail outlet located off of APE's eastern corner.

PHOTO 5. Facing south from southern extent of APE, looking across 20th Avenue towards the location of the former Flushing Airport.

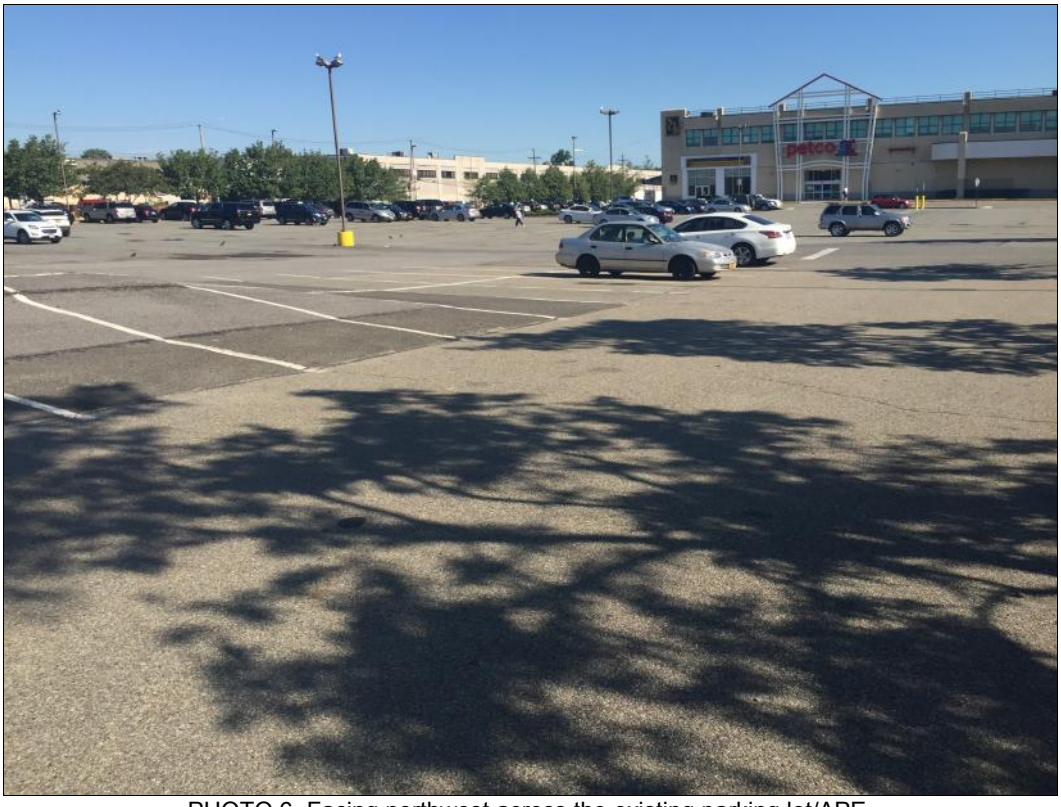


PHOTO 6. Facing northwest across the existing parking lot/APE.

PHOTO 7. Facing north northeast across existing parking lot/APE.

PHOTO 8. Facing south southeast along existing retail outlet within the APE.

PHOTO 9. Facing east behind exiting retail outlet within the APE.

APPENDIX IV
HAZARDOUS MATERIALS

PHASE I ENVIRONMENTAL SITE ASSESSMENT
EXECUTIVE SUMMARY
DECEMBER 14, 2017

Phase I Environmental Site Assessment

133-11 20th Avenue
College Point, New York

EBI Project No. 1117007123

December 14, 2017

Prepared for:

College Point Management, Inc.
c/o AAG Management Inc.
421 Seventh Avenue, 15th Floor
New York, New York 10001

Prepared by:

EBI Consulting
environmental | engineering | due diligence

EXECUTIVE SUMMARY

At the request of College Point Management, Inc. c/o AAG Management Inc., EBI has performed a Phase I Environmental Site Assessment (ESA) of the property located at 133-11 20th Avenue in College Point, New York, herein referred to as the Subject Property. The main objective of this ESA was to identify *recognized environmental conditions* in connection with the Subject Property, defined in ASTM Practice E 1527-13 as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: 1) due to any release to the environment, 2) under conditions indicative of a release to the environment, or 3) under conditions that pose a material threat of a future release to the environment. De minimis conditions are not recognized environmental conditions. This ESA also includes a preliminary evaluation of certain potential environmental conditions that are outside the scope of ASTM Practice E 1527-13.

The Subject Property includes one irregular-shaped parcel, totaling approximately 7.97 acres. The Subject Property is currently improved with a retail strip building, with a gross area of approximately 79,000± square feet, including one anchor retail tenant space, three in-line commercial retail tenant spaces, and one commercial outbuilding currently under construction. There are no basements present beneath the existing structures. The existing improvements were constructed in 1992 and are in progress.

At the time of assessment, the Subject Property was occupied by a retail strip plaza, including one anchor retail tenant space occupied by a Shop Rite Grocery store, and three in-line commercial retail tenant spaces. No vacant tenant spaces were identified at the time of assessment.

Below is the Assessment Summary Table presenting our recommended actions for the Subject Property. EBI's Findings and Opinions are presented in Section 8.0, and recommendations for further action or investigation are presented in Section 9.0.

ASSESSMENT SUMMARY TABLE 133-11 20TH AVENUE COLLEGE POINT, NEW YORK								
ASSESSMENT COMPONENT	**SECTION**	**NO FURTHER ACTION**	**REC**	**HREC**	**CREC**	**OTHER**	**RECOMMENDED ACTION**	**ESTIMATED COST**
Current Occupants/ Operations	**2.3, 5.0**	☒	☐	☐	☐	☐	No Further Action	
Historical Review	**4.3**	☒	☐	☐	☐	☐	No Further Action	
Regulatory Review	**4.1**	☒	☐	☐	☐	☐	No Further Action	
Potential Off-site Sources	**2.5, 4.1**	☒	☐	☐	☐	☐	No Further Action	
Hazardous Substances/ Petroleum Products	**5.2**	☒	☐	☐	☐	☐	No Further Action	
Other Suspect Containers	**5.2**	☒	☐	☐	☐	☐	No Further Action	
Waste Generation	**5.3**	☒	☐	☐	☐	☐	No Further Action	
USTs	**5.4**	☒	☐	☐	☐	☐	No Further Action	
ASTs	**5.4**	☒	☐	☐	☐	☐	No Further Action	
PCBs	**5.5**	☒	☐	☐	☐	☐	No Further Action	
Additional Site Conditions	**5.6**	☒	☐	☐	☐	☐	No Further Action	
Asbestos Containing Materials	**7.1**	☒	☐	☐	☐	☐	No Further Action	
Radon	**7.2**	☒	☐	☐	☐	☐	No Further Action	
Lead-based Paint	**7.3**	☒	☐	☐	☐	☐	No Further Action	
Lead in Drinking Water	**7.4**	☒	☐	☐	☐	☐	No Further Action	
Vapor Migration	**4.1.4**	☒	☐	☐	☐	☐	No Further Action	

DEPARTMENT OF ENVIRONMENTAL PROTECTION (DEP)
RECCOMENDATIONS LETTER
DECEMBER 14, 2017

NYC Environmental Protection

Vincent Sapienza, P.E.
Commissioner

Angela Licata
Deputy Commissioner of Sustainability

59-17 Junction Blvd.
Flushing, NY 11373

Tel. (718) 595-4398
Fax (718) 595-4422
alicata@dep.nyc.gov

April 5, 2018

Robert Dobruskin
Director, Environmental Assessment and Review Division
New York City Department of City Planning
120 Broadway, 31st Floor
New York, NY 10271

Re: College Point Shop Rite Special Permit Mod
133-11 20th Avenue
Block 4138, Lot 1
CEQR # 18DCP120Q

Dear Mr. Dobruskin:

The New York City Department of Environmental Protection, Bureau of Sustainability (DEP) has reviewed the March 2018 Environmental Assessment Statement prepared by Philip Habib & Associates and the December 2017 Phase I Environmental Site Assessment (Phase I) prepared by EBI Consulting on behalf of College Point Management Inc. (applicant) for the above referenced project. It is our understanding that the applicant is seeking to modify the existing special permit from the New York City Department of City Planning (DCP) to facilitate the construction of an approximately 9,210 gross square foot commercial building. The proposed one-story commercial building would be located in the southwestern portion of the existing surface parking lot, with Ulta Beauty (Use Group 6 retail use) as the prospective tenant. The proposed project would also result in a net reduction of 49 parking spaces within the existing 485-space parking lot, for a total of 436 spaces to be provided. In addition, the proposed project would result in improvements to the accessory parking lot, including the re-striping of existing parking areas and the addition of new planting areas. The subject property is bounded by 20th Avenue to the south, 132nd Street to the west, Block 4118 to the north, and Block 4143 to the east in the College Point neighborhood of Queens Community District 7.

The December 2017 Phase I report revealed that historical on-site and surrounding area land uses consisted of a variety of residential and commercial uses including a retail strip building, dry cleaners, gas stations, an auto body shop, auto sales, an animal supplies store, a grocery store, a bank, a commercial warehouse, a junkyard, a parking lot, the Flushing Airport runway, etc. Regulatory databases identified 11 spills within 1/8 mile; 9 underground storage tank sites and 7 aboveground storage tank sites within 1/4 mile; 11 leaking storage tank sites within 1/2 mile; and 2 manufactured gas plant sites within 1 mile of the project site.

Based upon our review of the submitted documentation, we have the following comments and recommendations to DCP:

- DCP should inform the applicant that based on the historical on-site and/or surrounding area land uses, a Phase II Environmental Site Assessment (Phase II) is necessary to adequately identify/characterize the surface and subsurface soils of the subject property. A Phase II Investigative Protocol/Work Plan summarizing the proposed drilling, soil, groundwater, and soil vapor sampling activities should be developed in accordance with the *City Environmental Quality Review Technical Manual* and submitted to DEP for review and approval. The Work Plan should include blueprints and/or site plans displaying the current surface grade and sub-grade elevations and a site map depicting the proposed soil, groundwater, and soil vapor sampling locations. Soil and groundwater samples should be collected and analyzed by a New York State Department of Health (NYSDOH) Environmental Laboratory Approval Program (ELAP) certified laboratory for the presence of volatile organic compounds (VOCs) by United States Environmental Protection Agency (EPA) Method 8260, semi-volatile organic compounds by EPA Method 8270, pesticides by EPA Method 8081, polychlorinated biphenyls by EPA Method 8082, and Target Analyte List metals (filtered and unfiltered for groundwater samples). The soil vapor sampling should be conducted in accordance with NYSDOH's October 2006 Guidance for Evaluating Soil Vapor Intrusion in the State of New York. The soil vapor samples should be collected and analyzed by a NYSDOH ELAP certified laboratory for the presence of VOCs by EPA Method TO-15. An Investigative Health and Safety Plan (HASP) should also be submitted to DEP for review and approval.

- DCP should instruct the applicant that the Phase II Work Plan and HASP should be submitted to DEP for review and approval prior to the start of any fieldwork.

Future correspondence and submittals related to this project should include the following CEQR # **18DCP120Q**. If you have any questions, you may contact me at (718) 595-4358.

Sincerely,

Wei Yu

Wei Yu
Deputy Director, Hazardous Materials

c: R. Weissbard
T. Estesen
M. Wimbish
R. Antelmi – DCP
O. Abinader – DCP

APPENDIX V
WATERFRONT REVITALIZATION PROGRAM
CONSISTENCY ASSESSMENT FORM

College Point Shoprite Parking Lot Modification to Special Permit EAS
Appendix V: Waterfront Revitalization Program (WRP #17-167)

I. INTRODUCTION

The Federal Coastal Zone Management Act of 1972, established to support and protect the nation's coastal areas, set forth standard policies for the review of proposed projects along the coastlines. As part of the Federal Coastline Management Program, New York State had adopted a state Coastal Management Program, designed to achieve a balance between economic development and preservation that will promote waterfront revitalization and waterfront dependent uses; protect fish, wildlife, open space, scenic areas, public access to the shoreline, and farmland. The program is also designed to minimize adverse changes to the ecological systems, erosion, and flood hazards.

The New York City Waterfront Revitalization Program (WRP) is the city's principal coastal zone management tool, and is included as part of New York State's Coastal Zone Management Program. It establishes the City's Coastal Zone, and includes policies that address the waterfront's economic development, environmental preservation, and public use of the waterfront, while minimizing the conflicts among those objectives. As originally adopted in 1982 and revised in 1999, it establishes the City's policies for development and use of the waterfront and provides the framework for evaluating the consistency of all discretionary actions in the coastal zone with those policies. A "New Waterfront Revitalization Program" was approved by the Council of the City of New York in October 1999, and was approved by the NYS Department of State and the U.S. Secretary of Commerce in the summer of 2002. Updated again in 2013, the New York City WRP enhances policies to advance the long-term goals laid out in *Vision 2020: The New York City Comprehensive Waterfront Plan*, released in 2011. The changes address issues of sustainability and climate resilience planning. The WRP maps five special use areas in concert with associated policies that promote a range of ecological objectives and strategies to facilitate interagency review of permitting to preserve and enhance maritime infrastructure, and support a thriving, sustainable working waterfront. The amendment to the New York City WRP was approved by the Secretary of State in February 2016.

In accordance with the guidelines of the 2014 *CEQR Technical Manual*, a preliminary evaluation of the Proposed Project's potential for inconsistency with the new WRP policies was undertaken. This preliminary evaluation requires completion of the Consistency Assessment Form, which was developed by the NYC Department of City Planning to help applicants identify which Waterfront Revitalization Program policies apply to a specific project. The questions in the Consistency Assessment Form are designed to screen out those policies that would have no bearing on a consistency determination for a Proposed Project. For any policies checked "promote" or "hinder," a written statement should be prepared to assess the consistency of the Proposed Project with the noted policy or policies.

The Consistency Assessment Form was prepared for the Proposed Project, and is provided at the end of this attachment (WRP #17-167). As indicated in the form, the Proposed Project was deemed to require further assessment of certain policies as listed below. The remaining policies are not applicable to the proposed project and are not included in this assessment.

The Flood Elevation Worksheet was also prepared for the Proposed Project, and is provided at the end of this attachment. Information from this worksheet has been incorporated into the policy compliance statements provided below, as applicable.

II. CONSISTENCY WITH APPLICABLE WRP POLICIES

POLICY 1: Support and facilitate commercial and residential redevelopment in areas well-suited to such development.

Policy 1.1: ***Encourage commercial and residential redevelopment in appropriate Coastal Zone areas.***

Compliance Statement: The Development Site is located in an established neighborhood with existing industrial/manufacturing, commercial, and residential uses. As discussed, the Proposed Actions would facilitate the development of compatible commercial uses. The Development Site is not located within a Significant Maritime and Industrial Area (SMIA), Special Natural Waterfront Area (SNWA), Priority Maritime Activity Zone (PMAZ), Recognized Ecological Complex (REC), or West Shore Ecologically Sensitive Maritime and Industrial Area (ESMIA), as defined in the WRP, and is therefore not located in a special area designation that may be affected by the development of new commercial uses. As such, the Proposed Actions would promote Policy 1.1 of the WRP and would facilitate commercial development in an area well-suited to such development.

Policy 1.3: ***Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed***

Compliance Statement: The Proposed Project would facilitate the redevelopment of a site that is well-served by existing public facilities and infrastructure, and would therefore be consistent with Policy 1.3 of the WRP. The Development Site is located in a developed area of College Point, Queens with adequate existing public facilities and infrastructure that can support the proposed commercial uses on the site. The Proposed Project would facilitate the redevelopment of the Development Site at a density compatible with the capacity of surrounding roadways, mass transit, and essential community facilities. There are several transportation options in the surrounding area including the Whitestone Expressway, which is located approximately 0.8 miles east of the Development Site, and the Q20A and the Q76 New York City Transit (NYCT) bus routes, which run along 20th Avenue to the south of the Development Site. As such, the Proposed Project is consistent with this WRP policy.

Policy 1.5: ***Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.***

Compliance Statement: The Proposed Project has considered potential risks related to coastal flooding to features specific to each project, including, but not limited to, the location of critical electrical and mechanical systems.

In June 2013, the Federal Emergency Management Agency (FEMA) issued Preliminary Work Maps for New York City to show coastal flood hazard data. Subsequently, the City made immediate accommodations to zoning regulations and upgrades to the New York City Building Code so that new construction would be built to these higher standards. In January 2015, FEMA issued Revised Preliminary Flood Insurance Rate Maps (FIRMs) for New York City, which are considered the best available flood hazard data, replacing the FEMA Preliminary Work Maps.

The NPCC additionally recommends assessing the impacts of projected sea level rise on the lifespan of

projects. While the NPCC developed a series of maps incorporating projections for sea level rise with FEMA's 2013 Preliminary Work Maps, because of limitations in the accuracy of flood projections, the NPCC recommends that these maps not be used to judge site-specific risks. However, in general, the NPCC estimates that in the New York City area, sea level will rise up to a high estimate of 10 inches by the 2020s, and up to a high estimate of 30 inches by the 2050s. As such, areas not within the currently applicable 100-year and 500-year flood zones will be in the future based on the NPCC projections. Furthermore, the NPCC projects that the frequency, extent, and height of 100-year and 500-year floods will increase by the 2050s.

The detailed Policy 6.2 methodology assessment is provided below.

STEP 1: IDENTIFY VULNERABILITIES AND CONSEQUENCES

1. *Identify vulnerabilities and consequences.* The goal of this first step is to assess the project's vulnerabilities to future coastal hazards and what potential consequences may be.

The Flood Elevation Worksheet was prepared for the Proposed Project, and is provided at the end of this attachment. As presented in **Figures 1 and 2**, while only a portion of the Proposed Development Site is within the 100-year and 500- year floodplains (per the 2015 Federal Emergency Management Agency's (FEMA's) preliminary Flood Insurance Rate Map (pFIRM)), based on NPCC projections, almost the entirety of the Proposed Development Site would be within the 100- and 500-year floodplains by the 2020s.

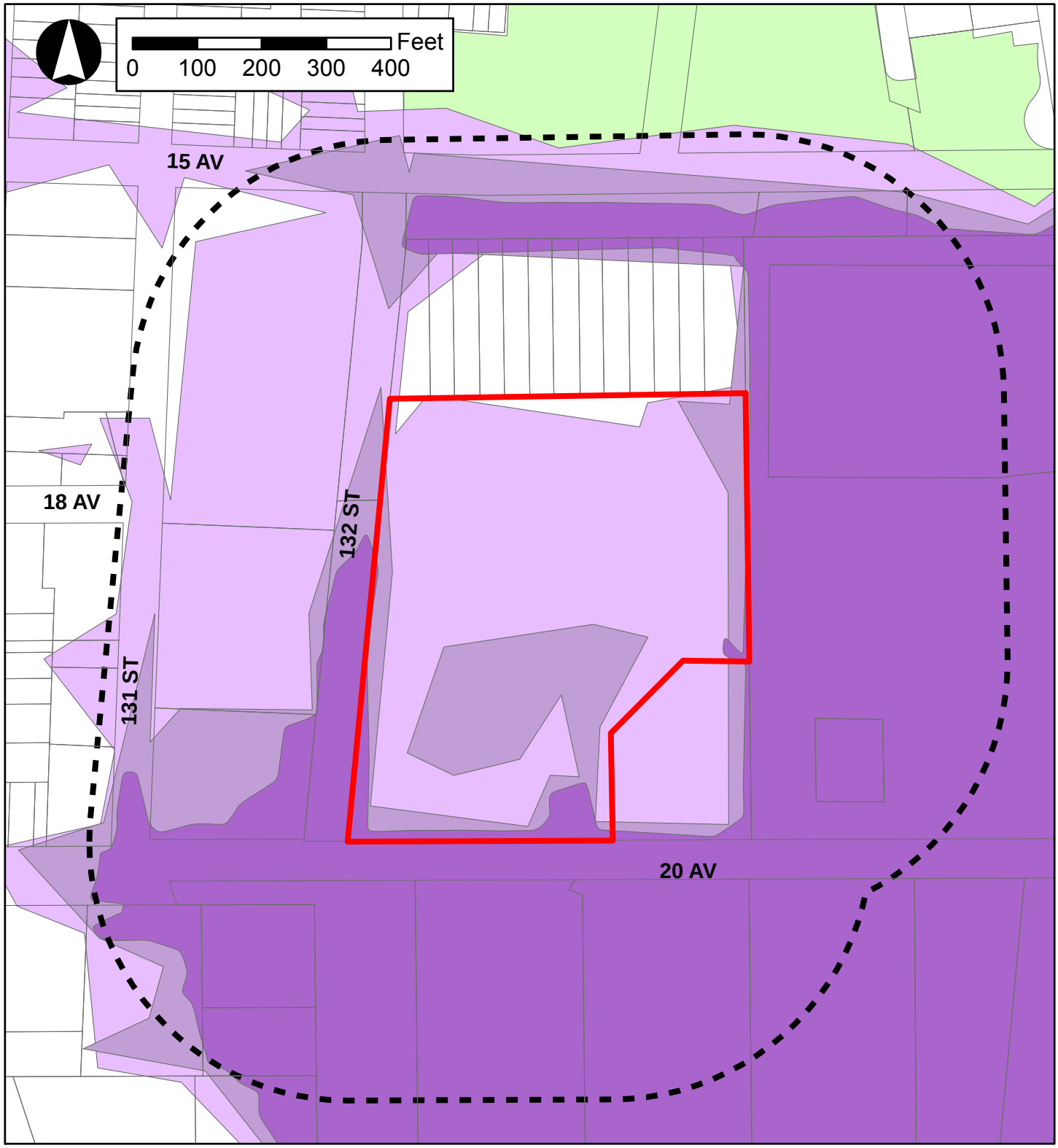
As shown in **Figure 3**, the Proposed Project's ground floor retail could be below the elevation of the one percent annual chance floodplain (i.e., the "100-year floodplain") by the 2050s under high sea level rise projections and by the 2080s under the high-middle and middle sea level rise projections. This could result in damage to property and temporary displacement of building users. If these areas were to fall below the elevation, critical mechanical equipment would be relocated, so as to minimize the potential for public and private losses due to flood damage. Additionally, as shown in **Figure 3**, the rooftop mechanical equipment would remain above the one percent annual floodplain projections through the 2100s. As presented in **Figure 4**, no features of the Proposed Project would be below the elevation of the Mean Higher High Water (MHHW) at any point over the project's lifespan.

However, the NPCC recommends that these projections not be used to judge site-specific risks and they are subject to change. Furthermore, the roof is located at an elevation of approximately 40.5 feet (NAVD 88), well above the current and future one percent annual chance floodplain under high-projections. Similarly, mechanical equipment for heating and cooling is expected to be located on the rooftop at an elevation of approximately 40.5 feet (NAVD88).

Coastal floodplains are influenced by astronomic tide and meteorological forces and not by fluvial flooding, and as such are not affected by the placement of obstructions within the floodplain. As shown in the graph below, no building features are expected to be below the elevation of the Mean Higher High Water at any point over the building's lifespan and it is unlikely the Development Site would be affected by tidal flooding.

College Point Shoprite Parking Lot Modification to Special Permit EAS **Figure 1**

NPCC 100-Year Floodplain Projections



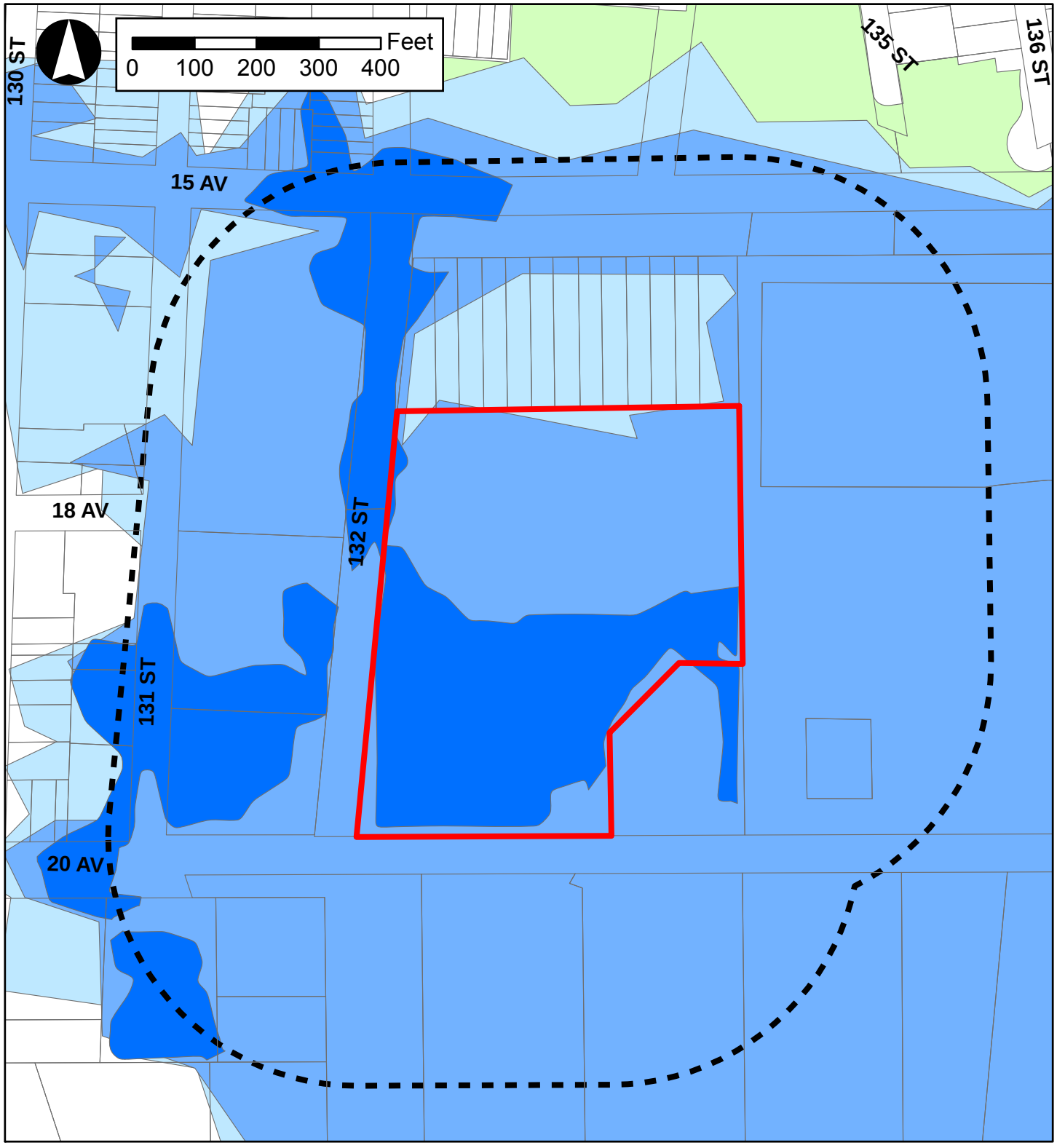
Legend

- Project Site
- 400-Foot Radius
- FEMA 100-Year Floodplain
- 2020s NPCC 100-Year Floodplain Projections
- 2050s NPCC 100-Year Floodplain Projections

Source: NYCDCP, DoITT

College Point Shoprite Parking Lot Modification to Special Permit EAS **Figure 2**

NPCC 500-Year Flood Projections



Legend

- Project Site
- 400-Foot Radius
- FEMA 500-Year Floodplain
- 2020s NPCC 500-Year Floodplain Projections
- 2050s NPCC 500-Year Floodplain Projections

Source: NYCDCP, DoITT

Figure 3
One Percent Flood Elevation + Sea Level Rise

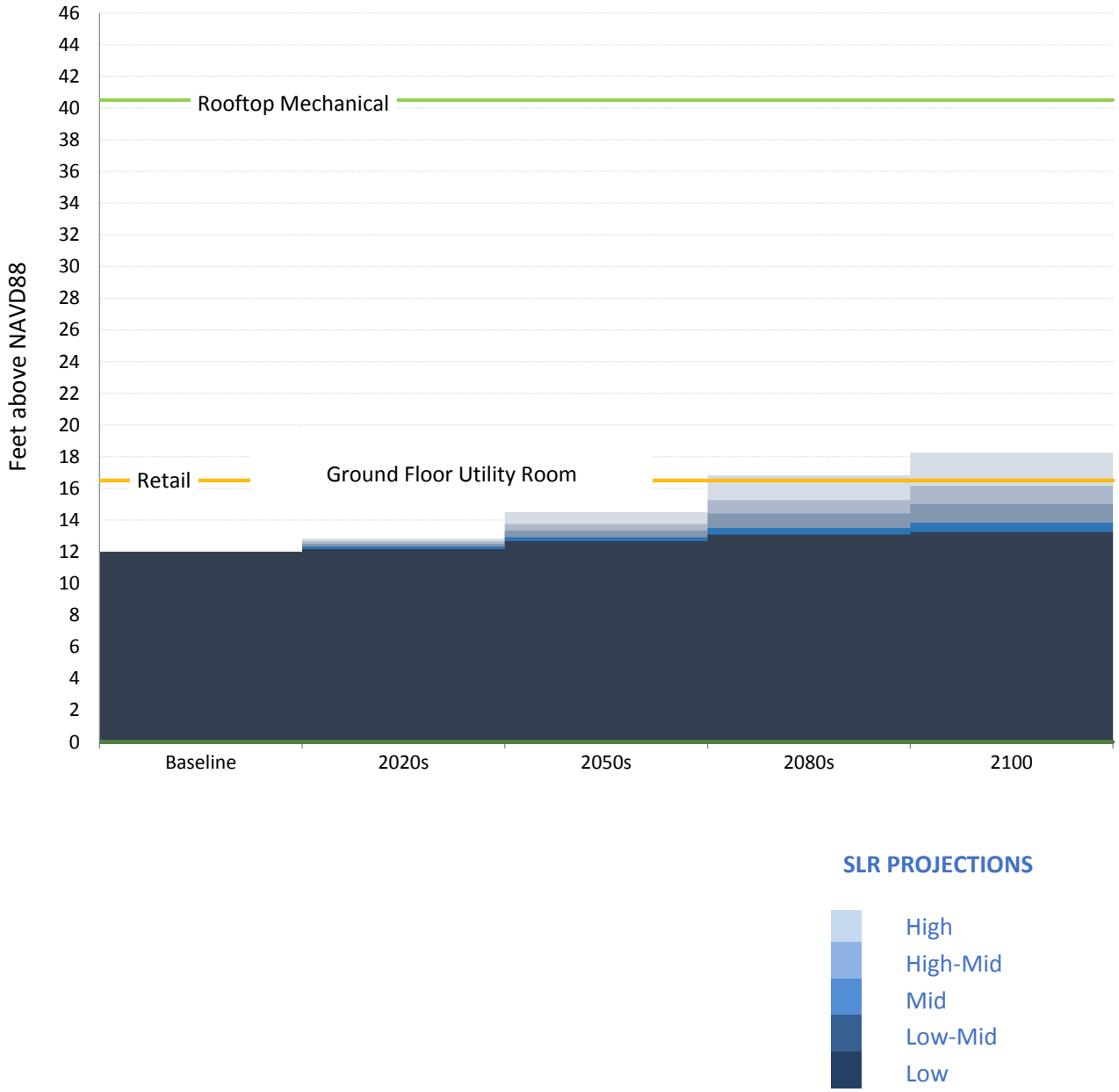
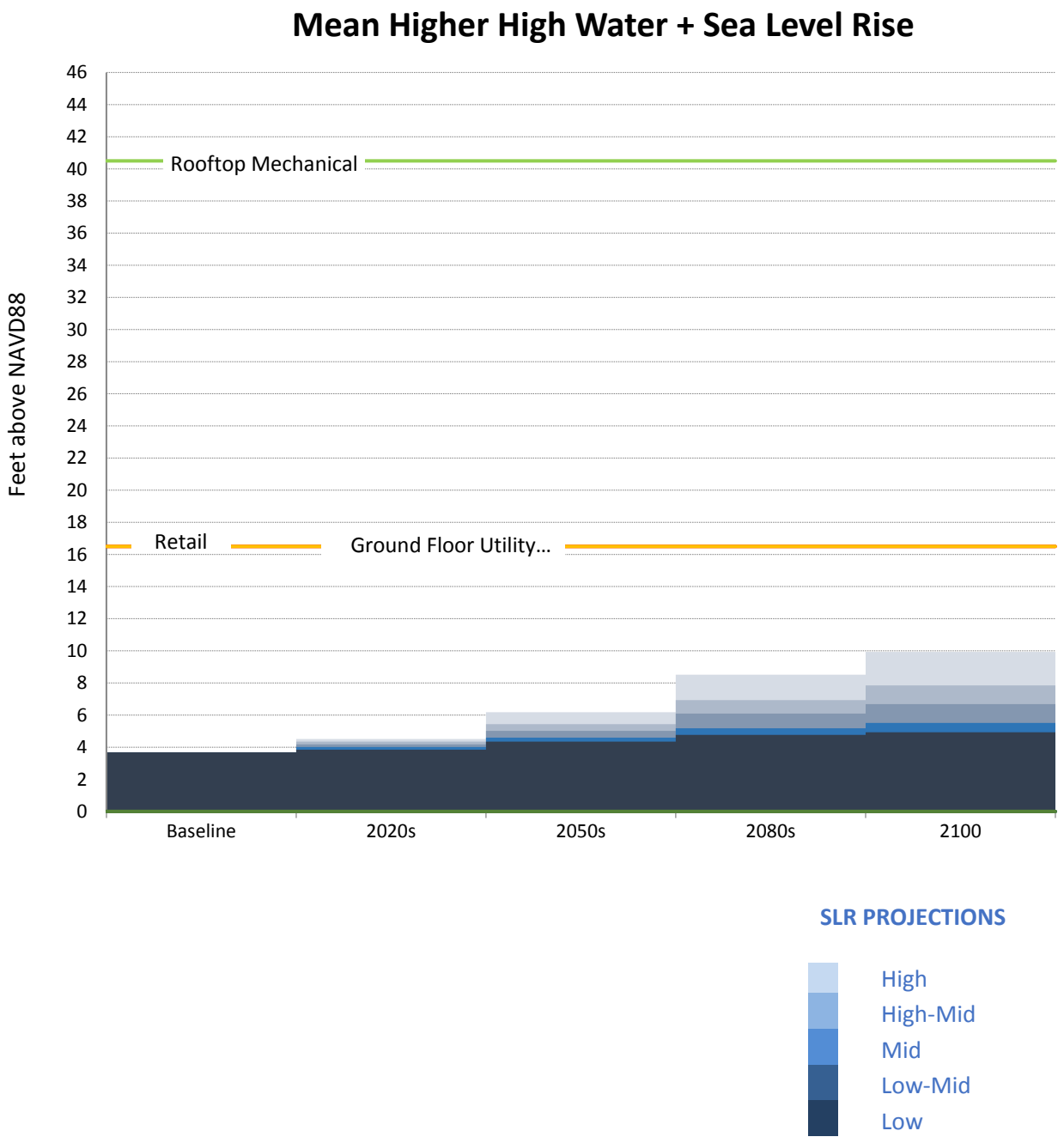


Figure 4
Mean Higher High Water + Sea Level Rise



STEP 2: IDENTIFY ADAPTIVE STRATEGIES

The Proposed Project would be designed to meet New York City Building Code standards for flood resistant construction standards, including dry flood proofed walls, flood barriers at building openings, and a foundation system designed to resist hydrostatic pressure. As a result, the building would flood proofed up to the elevation of the current one percent annual chance floodplain plus one foot of freeboard (+13 NAVD 88). If the elevation of the floodplain increases beyond that by the 2050s or 2080s, additional protection could be provided through temporary barriers or subsequent retrofits to extend dry flood-proofed materials to higher elevations. The Proposed Project would be required to meet New York City Building Code standards for wind loading.

The Proposed Project would not make flooding on adjacent sites worse, nor would it conflict with other plans for flood protection on adjacent sites.

STEP 3: ASSESS POLICY CONSISTENCY

The Proposed Action advances Policy 6.2. All new vulnerable, critical, or potentially hazardous features would be protected through flood damage reduction elements or future adaptive actions. As such, there would be no significant adverse impacts associated with the Development Site's location in the 500-year floodplain. All new vulnerable, critical, or potentially hazardous features would be protected through flood damage reduction measures or future adaptive actions, and by virtue of the location of critical mechanical equipment on the roof level.

POLICY 6: Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.

Policy 6.2: ***Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area.***

Compliance Statement: As detailed in the Compliance Statement for WRP Policy 1.5 above, the Proposed Project would integrate consideration of the latest projections of climate change and sea level rise in New York City into planning and design. All new vulnerable, critical, or potentially hazardous features would be protected through flood damage reduction measures or future adaptive actions. As such, the Proposed Action is consistent with this WRP policy.

III. ASSESSMENT

Based on the Consistency Assessment Form completed for the Proposed Project, which is provided on the following pages, several policies required further assessment. The assessment provided herein found that the Proposed Project would be consistent with all applicable policies. Therefore, the Proposed Project would not result in any significant adverse impacts related to the WRP.

FOR INTERNAL USE ONLY	WRP No. 17-167
Date Received: _____	DOS No. _____

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM
Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's Coastal Zone, must be reviewed and assessed for their consistency with the *New York City Waterfront Revitalization Program (WRP)* which has been approved as part of the State's Coastal Management Program.

This form is intended to assist an applicant in certifying that the proposed activity is consistent with the WRP. It should be completed when the local, state, or federal application is prepared. The completed form and accompanying information will be used by the New York State Department of State, the New York City Department of City Planning, or other city or state agencies in their review of the applicant's certification of consistency.

A. APPLICANT INFORMATION

Name of Applicant: College Point Management, Inc.

Name of Applicant Representative: Jeremiah H. Candreva, Esq.

Address: 875 3rd Avenue, New York, NY 10022

Telephone: 212-704-6292 Email: jed.candreva@troutmansanders.com

Project site owner (if different than above): _____

B. PROPOSED ACTIVITY

If more space is needed, include as an attachment.

1. Brief description of activity

The Applicant, College Point Management, Inc., is seeking a modification to a previously approved Special Permit (850785 ZSQ ("Special Permit") with respect to the property located at 133-11 20th Avenue (Block 4138, Lot 1 ("Development Site") in the College Point neighborhood of Queens Community District 7. The Special Permit affects the existing Shopping Center at 133-11 – 134-01 20th Avenue in College Point, Queens (Block 4138, Lots 1 and 50; "Shopping Center"). The use and development of the Shopping Center are subject to the terms and conditions of the Special Permit and the Approved Site Plan (as modified on March 5, 1996 pursuant to the Uniform Land Use Review Procedure (ULURP) Application No. M850785(A) ZSQ). Any new development at the Development Site is subject to City Planning Commission (CPC) approval. The proposed modification would facilitate the construction of an approximately 9,210 gross square feet (gsf) (8,750 zsf) one-story commercial building with Use Group (UG) 6 retail uses.

The applicant is seeking to modify the existing Special Permit from the CPC, pursuant to Section 74-922 of the New York City Zoning Resolution. The modification of an existing Special Permit is an action that is subject to review pursuant to the City's Uniform Land Use Review Procedure (ULURP), and also requires the preparation of an environmental review document pursuant to City Environmental Quality Review (CEQR).

2. Purpose of activity

The development of the Shopping Center is subject to the terms and conditions of the Special Permit and the Approved Site Plan, which limit the use of the Project Site to the existing building. The Proposed Project includes the construction of a new approximately 9,210 gsf (8,750 zsf) commercial (retail) building, with Ulta Beauty as a prospective tenant. Currently, the Shopping Center is improved with an approximately 80,005 gsf (73,885 zsf) commercial building on Lot 1 and an approximately 30,600 gsf (30,007 zsf) commercial building on Lot 50, for a total of 110,605 gsf (103,892 zsf) and 403 accessory parking spaces.

As the existing accessory parking lot is underutilized, and Shopping Center has an existing built FAR of 0.28 (which is significantly less than maximum permitted FAR of 1.0), the Applicant is seeking to expand the existing supermarket and redevelop the southwestern portion of the Project Site with an appropriate retail use. However, the Approved Site Plan would prohibit the Applicant from maximizing available floor area at the Project Site. The granting of an amendment to the Special Permit would permit the addition of space to the existing supermarket within the Shopping Center, the construction of a commercial retail (UG 6) building at the Project Site, and would facilitate development at the Project Site.

C. PROJECT LOCATION

Borough: Queens Tax Block/Lot(s): Block 4138, Lot 1

Street Address: 133-11 20th Avenue, College Point, NY 11101

Name of water body (if located on the waterfront): _____

D. REQUIRED ACTIONS OR APPROVALS

Check all that apply.

City Actions/Approvals/Funding

City Planning Commission ☑ Yes ☐ No

- ☐ City Map Amendment
- ☐ Zoning Map Amendment
- ☐ Zoning Text Amendment
- ☐ Site Selection – Public Facility
- ☐ Housing Plan & Project
- ☑ Special Permit
  (if appropriate, specify type: ☑ Modification ☐ Renewal ☐ other) Expiration Date: _____
- ☐ Zoning Certification
- ☐ Zoning Authorizations
- ☐ Acquisition – Real Property
- ☐ Disposition – Real Property
- ☐ Other, explain: _____
- ☐ Concession
- ☐ UDAAP
- ☐ Revocable Consent
- ☐ Franchise

Board of Standards and Appeals ☐ Yes ☑ No

- ☐ Variance (use)
- ☐ Variance (bulk)
- ☐ Special Permit
  (if appropriate, specify type: ☐ Modification ☐ Renewal ☑ other) Expiration Date: _____

Other City Approvals

- ☐ Legislation
- ☐ Rulemaking
- ☐ Construction of Public Facilities
- ☐ 384 (b) (4) Approval
- ☐ Other, explain: _____
- ☐ Funding for Construction, specify: _____
- ☐ Policy or Plan, specify: _____
- ☐ Funding of Program, specify: _____
- ☐ Permits, specify: _____

State Actions/Approvals/Funding

- ☐ State permit or license, specify Agency: _____ Permit type and number: _____
- ☐ Funding for Construction, specify: _____
- ☐ Funding of a Program, specify: _____
- ☐ Other, explain: _____

Federal Actions/Approvals/Funding

- ☐ Federal permit or license, specify Agency: _____ Permit type and number: _____
- ☐ Funding for Construction, specify: _____
- ☐ Funding of a Program, specify: _____
- ☐ Other, explain: _____

Is this being reviewed in conjunction with a Joint Application for Permits? ☐ Yes ☑ No

E. LOCATION QUESTIONS

1. Does the project require a waterfront site? ☐ Yes ☑ No
2. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land under water or coastal waters? ☐ Yes ☑ No
3. Is the project located on publicly owned land or receiving public assistance? ☐ Yes ☑ No
4. Is the project located within a FEMA 1% annual chance floodplain? *(6.2)* ☑ Yes ☐ No
5. Is the project located within a FEMA 0.2% annual chance floodplain? *(6.2)* ☑ Yes ☐ No
6. Is the project located adjacent to or within a special area designation? *See Maps – Part III of the NYC WRP. If so, check appropriate boxes below and evaluate policies noted in parentheses as part of WRP Policy Assessment (Section F).* ☐ Yes ☑ No

   ☐ Significant Maritime and Industrial Area (SMIA) (*2.1*)

   ☐ Special Natural Waterfront Area (SNWA) (*4.1*)

   ☐ Priority Martine Activity Zone (PMAZ) (*3.5*)

   ☐ Recognized Ecological Complex (REC) (*4.4*)

   ☐ West Shore Ecologically Sensitive Maritime and Industrial Area (ESMIA) (*2.2, 4.2*)

F. WRP POLICY ASSESSMENT

Review the project or action for consistency with the WRP policies. For each policy, check Promote, Hinder *or* Not Applicable (N/A). *For more information about consistency review process and determination, see* ***Part I*** *of the NYC Waterfront Revitalization Program. When assessing each policy, review the full policy language, including all sub-policies, contained within* ***Part II*** *of the WRP. The relevance of each applicable policy may vary depending upon the project type and where it is located (i.e. if it is located within one of the special area designations).*

For those policies checked Promote *or* Hinder, *provide a written statement on a separate page that assesses the effects of the proposed activity on the relevant policies or standards. If the project or action promotes a policy, explain how the action would be consistent with the goals of the policy. If it hinders a policy, consideration should be given toward any practical means of altering or modifying the project to eliminate the hindrance. Policies that would be advanced by the project should be balanced against those that would be hindered by the project. If reasonable modifications to eliminate the hindrance are not possible, consideration should be given as to whether the hindrance is of such a degree as to be substantial, and if so, those adverse effects should be mitigated to the extent practicable.*

		Promote	Hinder	N/A
1	**Support and facilitate commercial and residential redevelopment in areas well-suited to such development.**	☑	☐	☐
1.1	Encourage commercial and residential redevelopment in appropriate Coastal Zone areas.	☑	☐	☐
1.2	Encourage non-industrial development with uses and design features that enliven the waterfront and attract the public.	☐	☐	☑
1.3	Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.	☑	☐	☐
1.4	In areas adjacent to SMIAs, ensure new residential development maximizes compatibility with existing adjacent maritime and industrial uses.	☐	☐	☑
1.5	Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.	☐	☐	☑

		Promote	Hinder	N/A
2	**Support water-dependent and industrial uses in New York City coastal areas that are well-suited to their continued operation.**	☐	☐	☑
2.1	Promote water-dependent and industrial uses in Significant Maritime and Industrial Areas.	☐	☐	☑
2.2	Encourage a compatible relationship between working waterfront uses, upland development and natural resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☑
2.3	Encourage working waterfront uses at appropriate sites outside the Significant Maritime and Industrial Areas or Ecologically Sensitive Maritime Industrial Area.	☐	☐	☑
2.4	Provide infrastructure improvements necessary to support working waterfront uses.	☐	☐	☑
2.5	Incorporate consideration of climate change and sea level rise into the planning and design of waterfront industrial development and infrastructure, pursuant to WRP Policy 6.2.	☐	☐	☑
3	**Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation.**	☐	☐	☑
3.1.	Support and encourage in-water recreational activities in suitable locations.	☐	☐	☑
3.2	Support and encourage recreational, educational and commercial boating in New York City's maritime centers.	☐	☐	☑
3.3	Minimize conflicts between recreational boating and commercial ship operations.	☐	☐	☑
3.4	Minimize impact of commercial and recreational boating activities on the aquatic environment and surrounding land and water uses.	☐	☐	☑
3.5	In Priority Marine Activity Zones, support the ongoing maintenance of maritime infrastructure for water-dependent uses.	☐	☐	☑
4	**Protect and restore the quality and function of ecological systems within the New York City coastal area.**	☐	☐	☑
4.1	Protect and restore the ecological quality and component habitats and resources within the Special Natural Waterfront Areas.	☐	☐	☑
4.2	Protect and restore the ecological quality and component habitats and resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☑
4.3	Protect designated Significant Coastal Fish and Wildlife Habitats.	☐	☐	☑
4.4	Identify, remediate and restore ecological functions within Recognized Ecological Complexes.	☐	☐	☑
4.5	Protect and restore tidal and freshwater wetlands.	☐	☐	☑
4.6	In addition to wetlands, seek opportunities to create a mosaic of habitats with high ecological value and function that provide environmental and societal benefits. Restoration should strive to incorporate multiple habitat characteristics to achieve the greatest ecological benefit at a single location.	☐	☐	☑
4.7	Protect vulnerable plant, fish and wildlife species, and rare ecological communities. Design and develop land and water uses to maximize their integration or compatibility with the identified ecological community.	☐	☐	☑
4.8	Maintain and protect living aquatic resources.	☐	☐	☑

		Promote	Hinder	N/A
5	**Protect and improve water quality in the New York City coastal area.**	☐	☐	☑
5.1	Manage direct or indirect discharges to waterbodies.	☐	☐	☑
5.2	Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution.	☐	☐	☑
5.3	Protect water quality when excavating or placing fill in navigable waters and in or near marshes, estuaries, tidal marshes, and wetlands.	☐	☐	☑
5.4	Protect the quality and quantity of groundwater, streams, and the sources of water for wetlands.	☐	☐	☑
5.5	Protect and improve water quality through cost-effective grey-infrastructure and in-water ecological strategies.	☐	☐	☑
6	**Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.**	☑	☐	☐
6.1	Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area.	☑	☐	☐
6.2	Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in *New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms*) into the planning and design of projects in the city's Coastal Zone.	☑	☐	☐
6.3	Direct public funding for flood prevention or erosion control measures to those locations where the investment will yield significant public benefit.	☐	☐	☑
6.4	Protect and preserve non-renewable sources of sand for beach nourishment.	☐	☐	☑
7	**Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.**	☐	☐	☑
7.1	Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.	☐	☐	☑
7.2	Prevent and remediate discharge of petroleum products.	☐	☐	☑
7.3	Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.	☐	☐	☑
8	**Provide public access to, from, and along New York City's coastal waters.**	☐	☐	☑
8.1	Preserve, protect, maintain, and enhance physical, visual and recreational access to the waterfront.	☐	☐	☑
8.2	Incorporate public access into new public and private development where compatible with proposed land use and coastal location.	☐	☐	☑
8.3	Provide visual access to the waterfront where physically practical.	☐	☐	☑
8.4	Preserve and develop waterfront open space and recreation on publicly owned land at suitable locations.	☐	☐	☑

		Promote	Hinder	N/A
8.5	Preserve the public interest in and use of lands and waters held in public trust by the State and City.	☐	☐	☑
8.6	Design waterfront public spaces to encourage the waterfront's identity and encourage stewardship.	☐	☐	☑
9	**Protect scenic resources that contribute to the visual quality of the New York City coastal area.**	☐	☐	☑
9.1	Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.	☐	☐	☑
9.2	Protect and enhance scenic values associated with natural resources.	☐	☐	☑
10	**Protect, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City coastal area.**	☐	☐	☑
10.1	Retain and preserve historic resources, and enhance resources significant to the coastal culture of New York City.	☐	☐	☑
10.2	Protect and preserve archaeological resources and artifacts.	☐	☐	☑

G. CERTIFICATION

The applicant or agent must certify that the proposed activity is consistent with New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If this certification can be made, complete this Section.

"The proposed activity complies with New York State's approved Coastal Management Program as expressed in New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program, and will be conducted in a manner consistent with such program."

Applicant/Agent's Name: Philip Habib

Address: 102 Madison Avenue, 11th Floor, New York, NY 10016

Telephone: 212-929-5656 Email: phabib@phaeng.com

Applicant/Agent's Signature: 

Date: 4/20/18

Submission Requirements

For all actions requiring City Planning Commission approval, materials should be submitted to the Department of City Planning.

For local actions not requiring City Planning Commission review, the applicant or agent shall submit materials to the Lead Agency responsible for environmental review. A copy should also be sent to the Department of City Planning.

For State actions or funding, the Lead Agency responsible for environmental review should transmit its WRP consistency assessment to the Department of City Planning.

For Federal direct actions, funding, or permits applications, including Joint Applicants for Permits, the applicant or agent shall also submit a copy of this completed form along with his/her application to the NYS Department of State Office of Planning and Development and other relevant state and federal agencies. A copy of the application should be provided to the NYC Department of City Planning.

The Department of City Planning is also available for consultation and advisement regarding WRP consistency procedural matters.

New York City Department of City Planning
Waterfront and Open Space Division
120 Broadway, 31st Floor
New York, New York 10271
212-720-3525
wrp@planning.nyc.gov
www.nyc.gov/wrp

New York State Department of State
Office of Planning and Development
Suite 1010
One Commerce Place, 99 Washington Avenue
Albany, New York 12231-0001
(518) 474-6000
www.dos.ny.gov/opd/programs/consistency

Applicant Checklist

- ☑ Copy of original signed NYC Consistency Assessment Form
- ☑ Attachment with consistency assessment statements for all relevant policies
- ☐ For Joint Applications for Permits, one (1) copy of the complete application package
- ☑ Environmental Review documents
- ☐ Drawings (plans, sections, elevations), surveys, photographs, maps, or other information or materials which would support the certification of consistency and are not included in other documents submitted. All drawings should be clearly labeled and at a scale that is legible.

NYC Waterfront Revitalization Program - Policy 6.2 Flood Elevation Workhsheet

COMPLETE INSTRUCTIONS ON HOW TO USE THIS WORKSHEET ARE PROVIDED IN THE "CLIMATE CHANGE ADAPTATION GUIDANCE" DOCUMENT AVAILABLE AT www.nyc.gov/wrp

Enter information about the project and site in highlighted cells in Tabs 1-3. HighTab 4 contains primary results. Tab 5, "Future Flood Level Projections" contains background computations. The remaining tabs contain additional results, to be used as relevant.Non-highlighted cells have been locked.

Background Information	
Project Name	College Point Shoprite Parking Lot Modification to Special Permit EAS (WRP #17-167)
Location	133-11 20th Avenue (Queens Block 4138, Lot 1)
Type(s)	☑ Residential, Commercial, Community Facility ☐ Parkland, Open Space, and Natural Areas ☐ Tidal Wetland Restoration ☐ Critical Infrastructure or Facility ☑ Industrial Uses ☐ Over-water Structures ☐ Shoreline Structures ☑ Transportation ☐ Wastewater Treatment/Drainage ☐ Coastal Protection
Description	The Applicant, College Point Management, Inc., is seeking a modification to Special Permit 850785 ZSQ with respect to the property located at 133-11 20th Avenue (Block 4138, Lot 1) in the College Point neighborhood of Queens. The use and development of the Site are subject to the Special Permit and the Approved Site Plan (as modified on March 5, 1996 pursuant to the Uniform Land Use Review Procedure (ULURP) Application No. M850785(A) ZSQ). Any new development at the Project Site is subject to City Planning Commission (CPC) approval. The proposed modification would facilitate the construction of approximately 9,210 gross sqaure feet (gsf) (8,750 zsf) one-story commercial (retail) building.
Planned Completion date	2019

For technical assistance on using this worksheet, email wrp@planning.nyc.gov, using the message subject "Policy 6.2 Worksheet Error."

Last update: June 7, 2017

Establish current tidal and flood heights.

	FT (NAVD88)	Feet	Datum	Source
MHHW	3.68	**3.68**	**NAVD88**	*NOAA, Throgs Neck, NY*
1% flood height	12.00	**12.00**	**NAVD88**	*2015 FEMA pFIRMS for nearest 1% flood zone*
As relevant:				
0.2% flood height	14.00	14.00	**NAVD88**	*Estimate based on 1% flood elevation*
MHW	3.32	3.32	**NAVD88**	*NOAA, Throgs Neck, NY*
MSL	-0.18	-0.18	**NAVD88**	*NOAA, Throgs Neck, NY*
MLLW	-4.08	-4.08	**NAVD88**	*NOAA, Throgs Neck, NY*

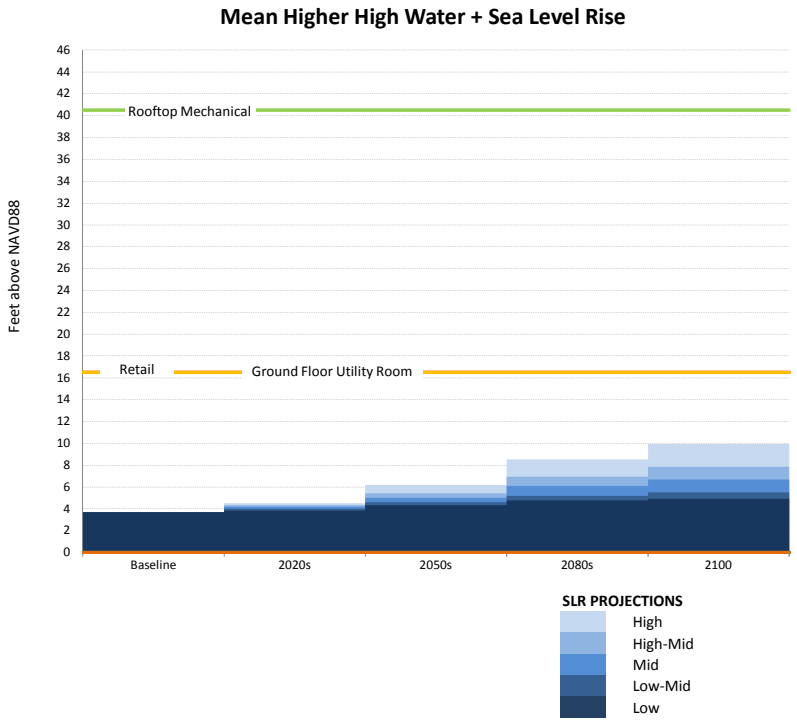
Data will be converted based on the following datums:

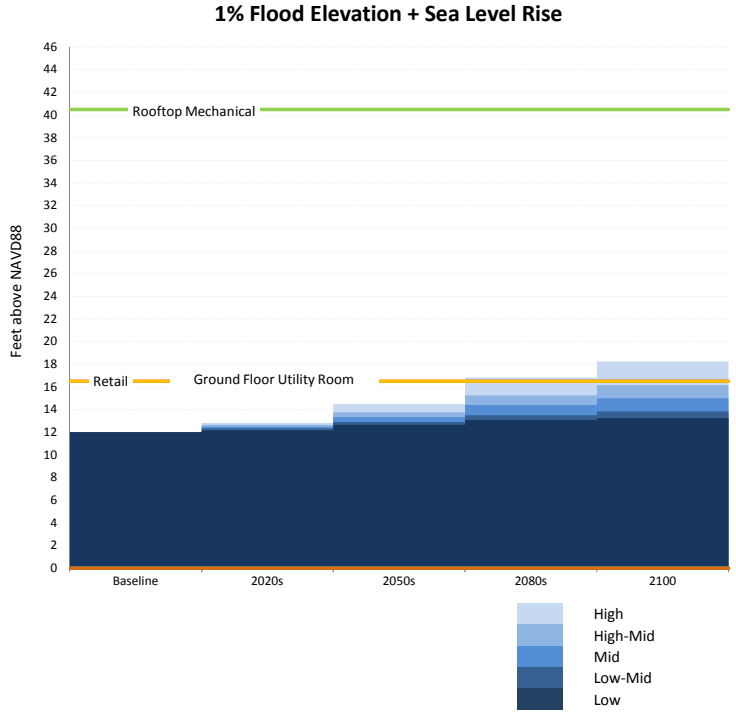
Datum	FT (NAVD88)
NAVD88	*0.00*
NGVD29	*-1.10*
Manhattan Datum	*1.65*
Bronx Datum	*1.51*
Brooklyn Datum (Sewer)	*0.61*
Brooklyn Datum (Highway)	*1.45*
Queens Datum	*1.63*
Richmond Datum	*2.09*
Station	Throgs Neck
MLLW	-4.08

Describe key physical features of the project.

Feature *(enter name)*	Feature Category	Lifespan	Elevation	Units	Datum	Ft	Ft Above NAVD88	Ft Above MHHW	Ft Above 1% flood height	Ft Above 0.2% flood height
Ground Floor Utility Room	☐ Vulnerable ☑ Critical ☐ Potentially Hazardous ☐ Other	2050	16.5	Feet	NAVD88	*16.5*	*16.5*	*12.8*	*4.5*	*2.5*
Mechanical and electrical systems will be located within a utility room on the ground floor.										
Retail	☑ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other	2050	16.5	Feet	NAVD88	*16.5*	*16.5*	*12.8*	*4.5*	*2.5*
Proposed commercial retail space on the ground floor.										
Rooftop Mechanical	☐ Vulnerable ☑ Critical ☐ Potentially Hazardous ☐ Other	2050	40.5	Feet	NAVD88	*40.5*	*40.5*	*36.8*	*28.5*	*26.5*
The building's HVAC systems will be located on the roof of the proposed building.										
	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88					
	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88					
	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88					
	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88					
	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88					

Assess project vulnerability over a range of sea level rise projections.





	SLR (ft)					
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**	
Baseline	0.00	0.00	0.00	0.00	0.00	**2014**
2020s	0.17	0.33	0.50	0.67	0.83	**2020s**
2050s	0.67	0.92	1.33	1.75	2.50	**2050s**
2080s	1.08	1.50	2.42	3.25	4.83	**2080s**
2100	1.25	1.83	3.00	4.17	6.25	**2100**

	MHHW+SLR (ft above NAVD88)					
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**	
Baseline	3.68	3.68	3.68	3.68	3.68	**Baseline**
2020s	3.85	4.01	4.18	4.35	4.51	**2020s**
2050s	4.35	4.60	5.01	5.43	6.18	**2050s**
2080s	4.76	5.18	6.10	6.93	8.51	**2080s**
2100	4.93	5.51	6.68	7.85	9.93	**2100**

	1%+SLR (ft above NAVD88)					
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**	
Baseline	12.00	12.00	12.00	12.00	12.00	**Baseline**
2020s	12.17	12.33	12.50	12.67	12.83	**2020s**
2050s	12.67	12.92	13.33	13.75	14.50	**2050s**
2080s	13.08	13.50	14.42	15.25	16.83	**2080s**
2100	13.25	13.83	15.00	16.17	18.25	**2100**

	0.2%+SLR (ft above NAVD88)				
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
Baseline	14.00	14.00	14.00	14.00	14.00
2020s	14.17	14.33	14.50	14.67	14.83
2050s	14.67	14.92	15.33	15.75	16.50
2080s	15.08	15.50	16.42	17.25	18.83
2100	15.25	15.83	17.00	18.17	20.25

	0	1
Ground Floor Utility Room	17	16.5
Retail	17	16.5
Rooftop Mechanical	40.5	40.5
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

SLR (in)

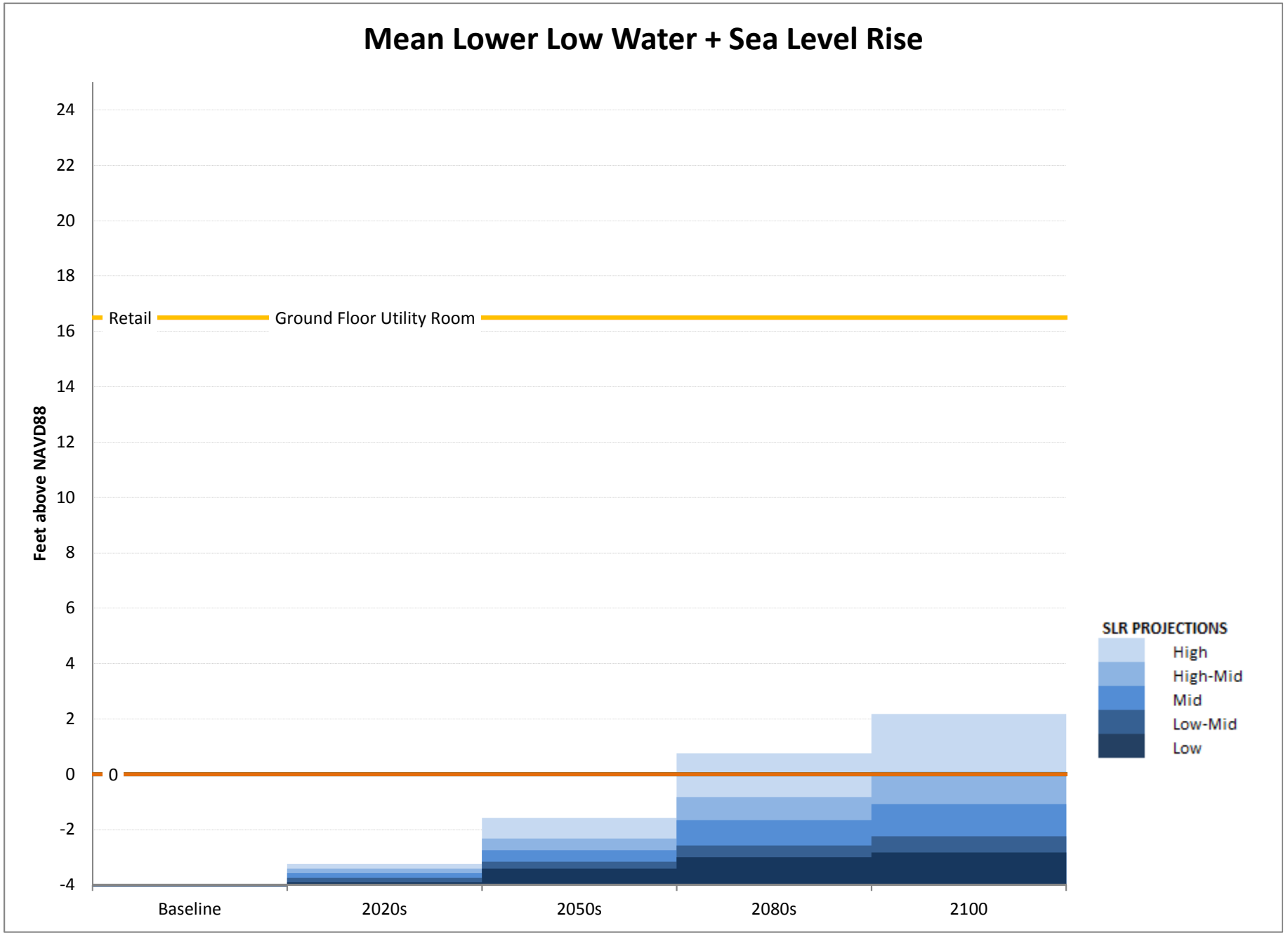
Low	Low-Mid	Mid	High-Mid	High
0	0	0	0	0
2	4	6	8	10
8	11	16	21	30
13	18	29	39	58
15	22	36	50	75

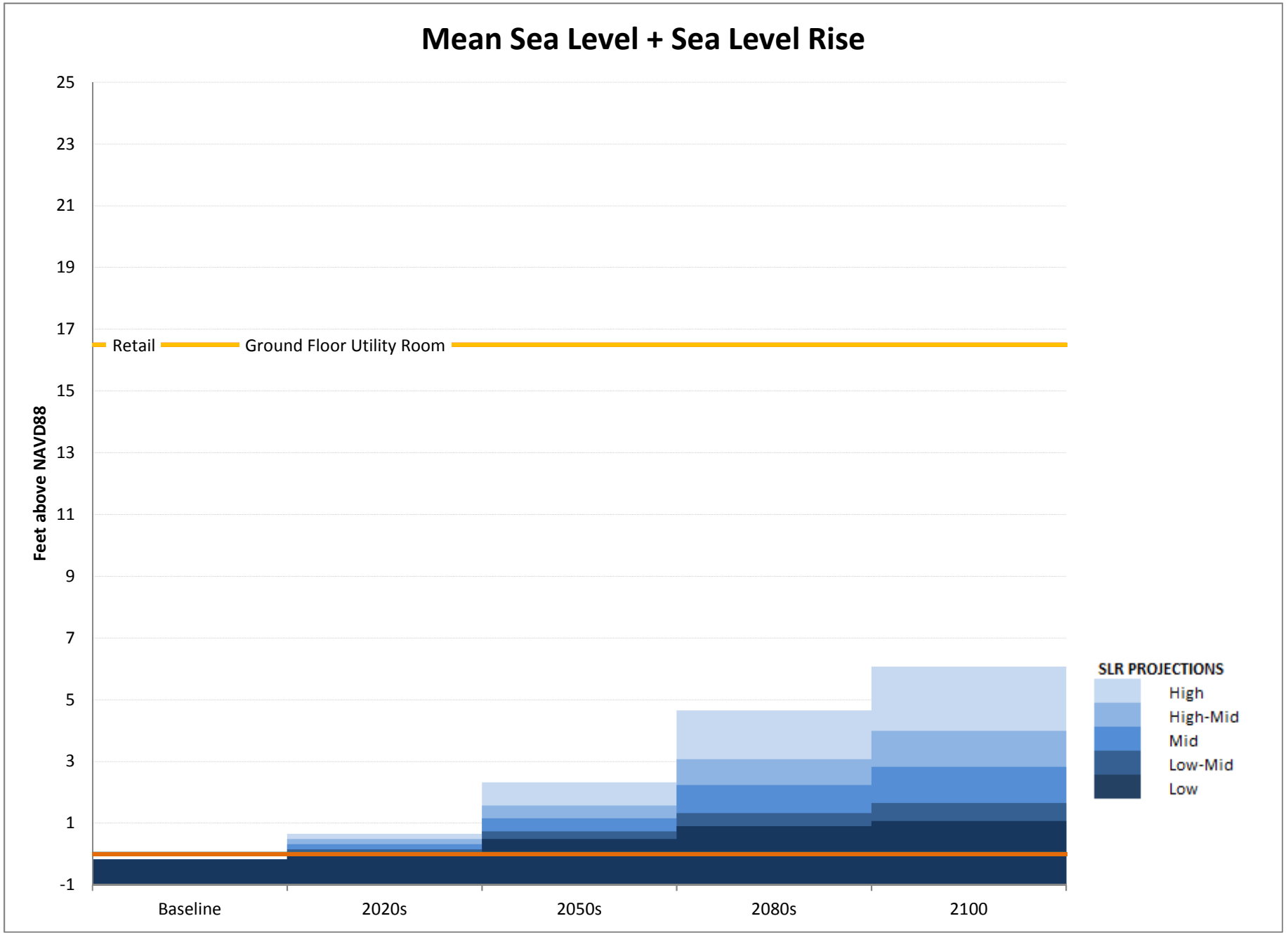
MLLW+SLR (ft above NAVD88)

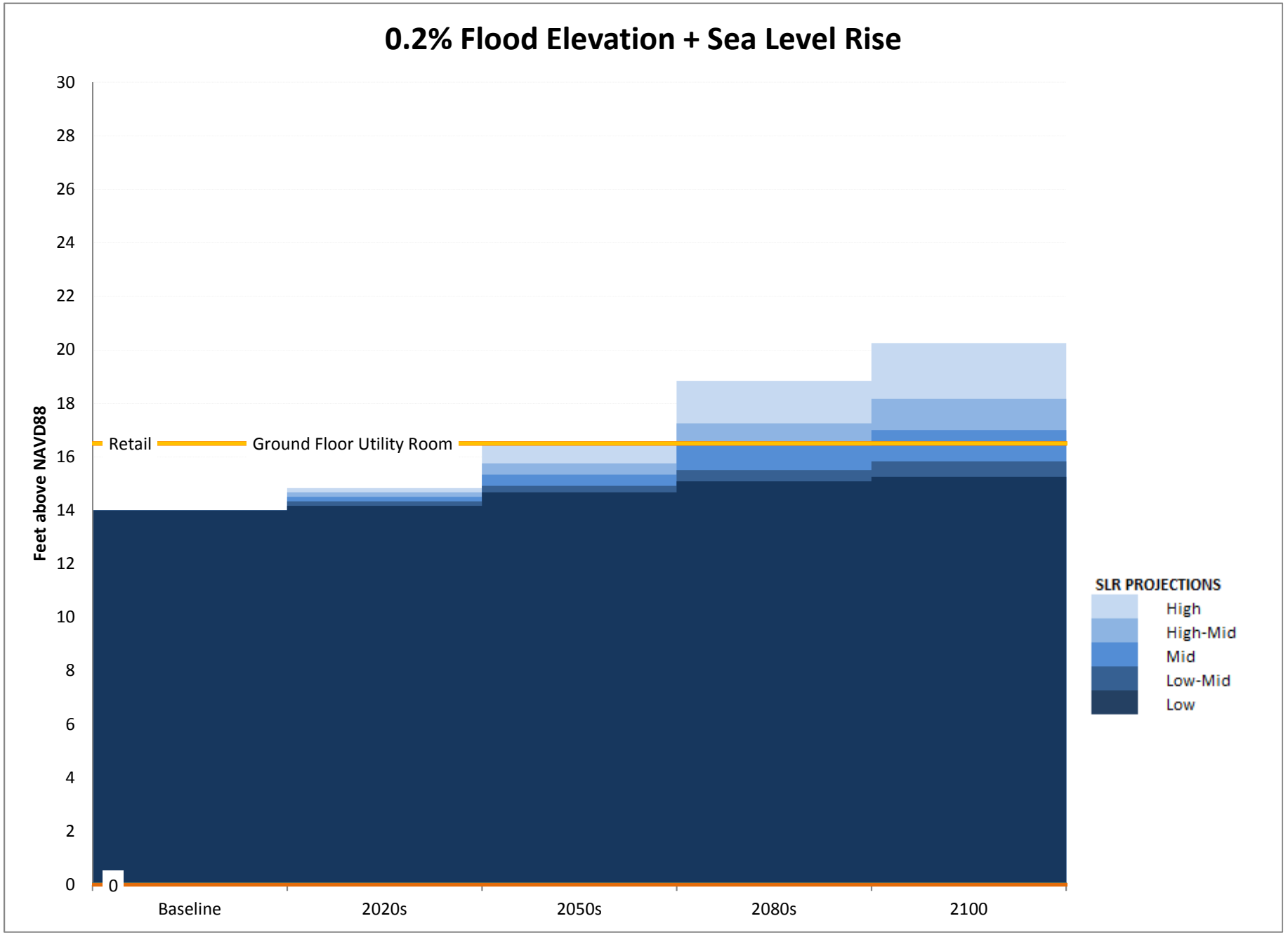
Low	Low-Mid	Mid	High-Mid	High
-4.08	-4.08	-4.08	-4.08	-4.08
-3.91	-3.75	-3.58	-3.41	-3.25
-3.41	-3.16	-2.75	-2.33	-1.58
-3.00	-2.58	-1.66	-0.83	0.75
-2.83	-2.25	-1.08	0.09	2.17

MSL+SLR (ft above NAVD88)

Low	Low-Mid	Mid	High-Mid	High
-0.18	-0.18	-0.18	-0.18	-0.18
-0.01	0.15	0.32	0.49	0.65
0.49	0.74	1.15	1.57	2.32
0.90	1.32	2.24	3.07	4.65
1.07	1.65	2.82	3.99	6.07


Mean Lower Low Water + Sea Level Rise
Feet above NAVD88
24
22
20
18
16
14
12
10
8
6
4
2
0
-2
-4
Retail
Ground Floor Utility Room
0
Baseline
2020s
2050s
2080s
2100
SLR PROJECTIONS
High
High-Mid
Mid
Low-Mid
Low


Mean Sea Level + Sea Level Rise
Feet above NAVD88
25
23
21
19
17
15
13
11
9
7
5
3
1
-1
Retail
Ground Floor Utility Room
Baseline
2020s
2050s
2080s
2100
SLR PROJECTIONS
High
High-Mid
Mid
Low-Mid
Low


0.2% Flood Elevation + Sea Level Rise
Feet above NAVD88
30
28
26
24
22
20
18
16
14
12
10
8
6
4
2
0
Retail
Ground Floor Utility Room
0
Baseline
2020s
2050s
2080s
2100
SLR PROJECTIONS
High
High-Mid
Mid
Low-Mid
Low