

**A. INTRODUCTION**

The City of New York, acting through the New York City (NYC) Economic Development Corporation (EDC), the New York City Department of Housing Preservation and Development (HPD), and the New York City Department of Citywide Administrative Services (DCAS), is proposing a series of land use actions, including zoning map amendments, zoning text amendments, disposition and acquisition of property, and the designation and approval of an Urban Renewal Area (URA) and Plan (URP) to implement recommendations of a comprehensive plan to redevelop and revitalize an approximately ~~2223~~-block area of the Downtown Far Rockaway neighborhood of Queens, Community District 14 (see **Figure 1-1**). The discretionary land use approvals are herein collectively referred to as the “Proposed Actions” and are described in more detail below. The Proposed Actions are expected to result in a net increase of ~~3,123,027~~ dwelling units (DUs), ~~152,935,164,595~~ gross square feet (gsf) of retail space and ~~86,947,80,947~~ gsf of community facility space (the “Proposed Project”). The Proposed Project also would provide a new publicly-accessible open space.

The Proposed Actions have been developed as part of a comprehensive community planning process. The Downtown Far Rockaway Working Group (the Working Group) was convened in October 2015 by the council member representing City Council District 31 (which includes Downtown Far Rockaway), in partnership with City Hall to catalyze the revitalization of the peninsula and Downtown Far Rockaway. In support of this effort, the City looked across the peninsula at opportunities to provide new affordable housing and support neighborhood growth with a specific focus on Downtown Far Rockaway, the Peninsula’s historic downtown core. The Working Group included local elected officials and representatives from the community, business, and nonprofit sectors. With input from the public, the Working Group developed a set of recommendations to guide future public and private investment in Downtown Far Rockaway. The recommendations, delivered to Mayor de Blasio on February 1, 2016, were organized around the following goals:

- **Goal 1:** Re-establish Downtown Far Rockaway as the commercial and transportation hub of the Rockaway peninsula;
- **Goal 2:** Reposition the area as a mixed-use district, including new mixed-income housing;
- **Goal 3:** Activate the public realm with new connections and public open space;
- **Goal 4:** Improve the quality of life for residents through access to community services, education and quality jobs; and
- **Goal 5:** Build the capacity of community organizations and support local businesses.

In the 2016 State of the City Address, Mayor de Blasio announced a \$91 million commitment for the Downtown Far Rockaway area to spur revitalization of the neighborhood. Following Mayor de Blasio’s announcement, the City launched an interagency planning effort to respond to the Working Group’s letter and reestablish Downtown Far Rockaway as the commercial hub of



Project Area

Proposed Downtown Far Rockaway Urban Renewal Area (DFRURA)

*This figure has been revised for the FEIS*

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**Downtown Far Rockaway Redevelopment Project**

Project Location  
**Figure 1-1**

## **Downtown Far Rockaway Redevelopment Project**

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the Rockaway peninsula, culminating in the release of the Downtown Far Rockaway Roadmap for Action (the Roadmap for Action) in August 2016. The Roadmap for Action integrates land use tools within infrastructure investments and improved community services to transform the downtown core into a vibrant, mixed-use center. The Roadmap includes the following five strategies:

- Identifying new opportunities for mixed-income housing;
- Improving transportation infrastructure and transforming public space;
- Strengthening existing commercial corridors, small businesses, and connections to jobs;
- Expanding upon community services and cultural assets; and
- Rezoning the downtown area to unlock development potential for commercial and residential uses.

The Roadmap for Action represents a comprehensive response to the recommendations of the Working Group. The Proposed Actions are a key component of the Roadmap for Action, with the aim of transforming underutilized sites with mixed-use, transit-oriented development, and unlocking the potential for development throughout Downtown Far Rockaway. The Proposed Actions would allow new residential uses in locations where zoning does not permit them today and a mix of commercial and community facility uses that would complement the downtown setting and the public realm. New commercial and community facility spaces would occupy the ground floor and lower floors of new mixed-use buildings. The Proposed Actions would concentrate density outside of the flood zone and near mass transit, while blending new development into the existing neighborhood fabric.

The Office of the Deputy Mayor for Housing and Economic Development (ODMHED), serving as lead agency, has overseen the preparation of this Environmental Impact Statement (EIS) in conformance with City Environmental Quality Review (CEQR) guidelines. The environmental analyses in the EIS assumes a development period of 15 years for the reasonable worst-case development scenario (RWCDS) for the Proposed Actions (i.e., analysis year of 2032) and identifies the cumulative impacts of other projects in areas affected by the Proposed Actions.

The lead agency has conducted a coordinated review of the Proposed Actions with Involved Agencies, which include the NYC Departments of City Planning (DCP), HPD, and DCAS. In addition, several agencies have participated in the environmental review as Interested Agencies under CEQR, including the NYC Department of Transportation (DOT), the NYC Department of Sanitation (DSNY), the NYC Department of Environmental Protection (DEP), NYC Transit (NYCT), and the Metropolitan Transit Authority (MTA).

An overview of the study area, the purpose and need for the Proposed Actions and the specific areas affected by the Proposed Actions are discussed below.

## **B. BACKGROUND**

### **STUDY AREA HISTORY**

The Rockaway Peninsula as a whole became a popular area for seaside hotels starting in the 1830s, and its popularity grew with the development of the Long Island Rail Road's (LIRR) Rockaway Beach Branch to Long Island City and Flatbush Terminal (now Atlantic Terminal). In 1898, when Far Rockaway was consolidated into the City of Greater New York, the estimated permanent population was 11,000 persons. In 1898, while not densely populated, Far Rockaway

had begun to resemble the neighborhood it is today. From the late 1800s into the 1900s, Far Rockaway grew as a low-density residential neighborhood, featuring other land uses such as houses of worship, a hospital, banks, and general businesses, as well as attractions such as hotels and entertainment facilities along the seaside. However, Far Rockaway lacked large-scale employers and many permanent residents had to make long daily commutes to the City's employment centers. Many homeowners supplemented their income by renting their homes during the summer months, when the peninsula became attractive for vacationing.

In the following century, Far Rockaway would experience more rapid growth: by 1930 the population had grown to 30,000 people; by 1950, the population was 50,000; and by 1960 the population was 79,000. In 1956 subway service was introduced to the neighborhood. The subway encouraged industrial and commercial growth and brought middle and working class people to the Rockaways, which increased the permanent, year-round population to 79,000 by 1960. However, in the later part of the 20th century, Far Rockaway began to lose its appeal as a summertime vacation spot. As the tourism industry declined, a lack of investment in Far Rockaway became evident and other aspects of the local economy began to take hold.

Historically, Downtown Far Rockaway's commerce was anchored around tourism, seaside entertainment and vacation rentals. Today, Downtown Far Rockaway serves as the neighborhood's central commercial downtown, and is anchored by the Central Avenue, Mott Avenue, and Beach 20th Street retail corridors, as well as the Far Rockaway LIRR line and the NYCT A-Train subway line. The area is also served by four MTA bus routes (QM17, Q22, and Q113/Q114) and three Nassau Inter-County Express (NICE) buses (N31/N32 and N33). The downtown area is defined by local-serving retail, office space, and community facilities such as the post office, public library, houses of worship and police and fire stations. However, decades of insufficient investment have resulted in underperforming retail corridors as well as a lack of housing options, community services, and amenities. The area is characterized by poor pedestrian circulation and uninviting streetscapes, with little public open space. Although Downtown Far Rockaway presents an opportunity for transit-oriented development, revitalization has been hindered due to a significant number of underutilized properties and existing zoning does not support transit-oriented mixed-use development of these sites.

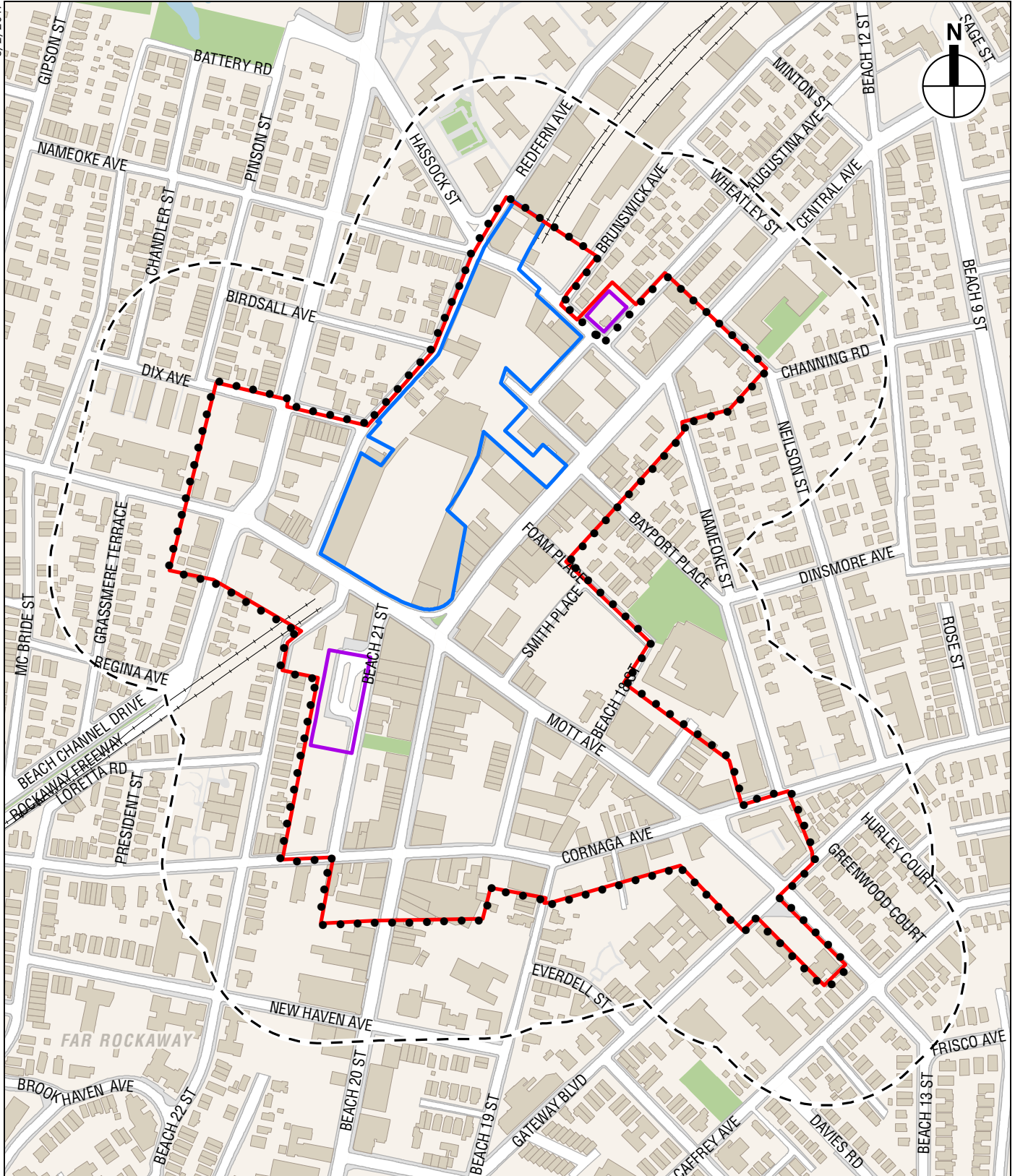
## **PROJECT AREA**






The Proposed Actions would affect an approximately 2223-block area of the Downtown Far Rockaway neighborhood of Queens. The Project Area is generally bounded by Cornaga Avenue to the south; Beach 22nd Street, Beach Channel Drive and Redfern Avenue to the west and northwest; Gateway Boulevard to the southeast; and Central Avenue and Nameoke Avenue to the east and northeast (see **Figure 1-2**). The Project Area comprises the areas described below, which would be directly affected by the Proposed Actions (see **Figure 1-3**).

### *REZONING AREA*

The Rezoning Area is the 2422-block portion of the Project Area which would be rezoned to allow new residential uses and a mix of commercial and community facility uses that would complement the location. The boundaries of the Rezoning Area are generally coterminous with the boundaries of the Project Area but for the DSNY Disposition Site (see below), located at Nameoke and Augustina Avenues, which would not be rezoned under the Proposed Actions.

6/2/2017



-  Project Area
  -  Rezoning Area Boundary
  -  Proposed Downtown Far Rockaway Urban Renewal Area (DFRURA)
  -  Disposition Sites
  -  400-foot boundary
- This figure has been revised for the FEIS*

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**Downtown Far Rockaway Redevelopment Project**

Project Area  
**Figure 1-2**



## **Downtown Far Rockaway Redevelopment Project**

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### *PROPOSED DOWNTOWN FAR ROCKAWAY URBAN RENEWAL AREA*

The Proposed Downtown Far Rockaway Urban Renewal Area (DFRURA) is the approximately 13-acre portion of the Project Area north of Mott Avenue, east of Redfern Avenue and west of Central Avenue that is proposed for redevelopment by the City of New York. Parcels within the Proposed DFRURA may be acquired by the City through negotiations with property owners or through eminent domain and subsequently disposed for redevelopment with new housing, retail, commercial, community facility space, and public plaza space. The Proposed DFRURA would encourage new mixed-use development on a key site within the core of the downtown.

### *DISPOSITION SITES*

The Disposition Sites include two City-owned parcels, one of which is located at Beach 21st Street, between Mott and Cornaga Avenues, and is under the jurisdiction of DOT and the MTA (the DOT/MTA Disposition Site). The second site, located at the northwest corner of Augustina and Nameoke Avenues, is under the jurisdiction of DSNY (the DSNY Disposition Site). The Disposition Sites would be disposed of by sale or lease for redevelopment with housing, community facility space, commercial space and/or retail space.

## **C. EXISTING ZONING**

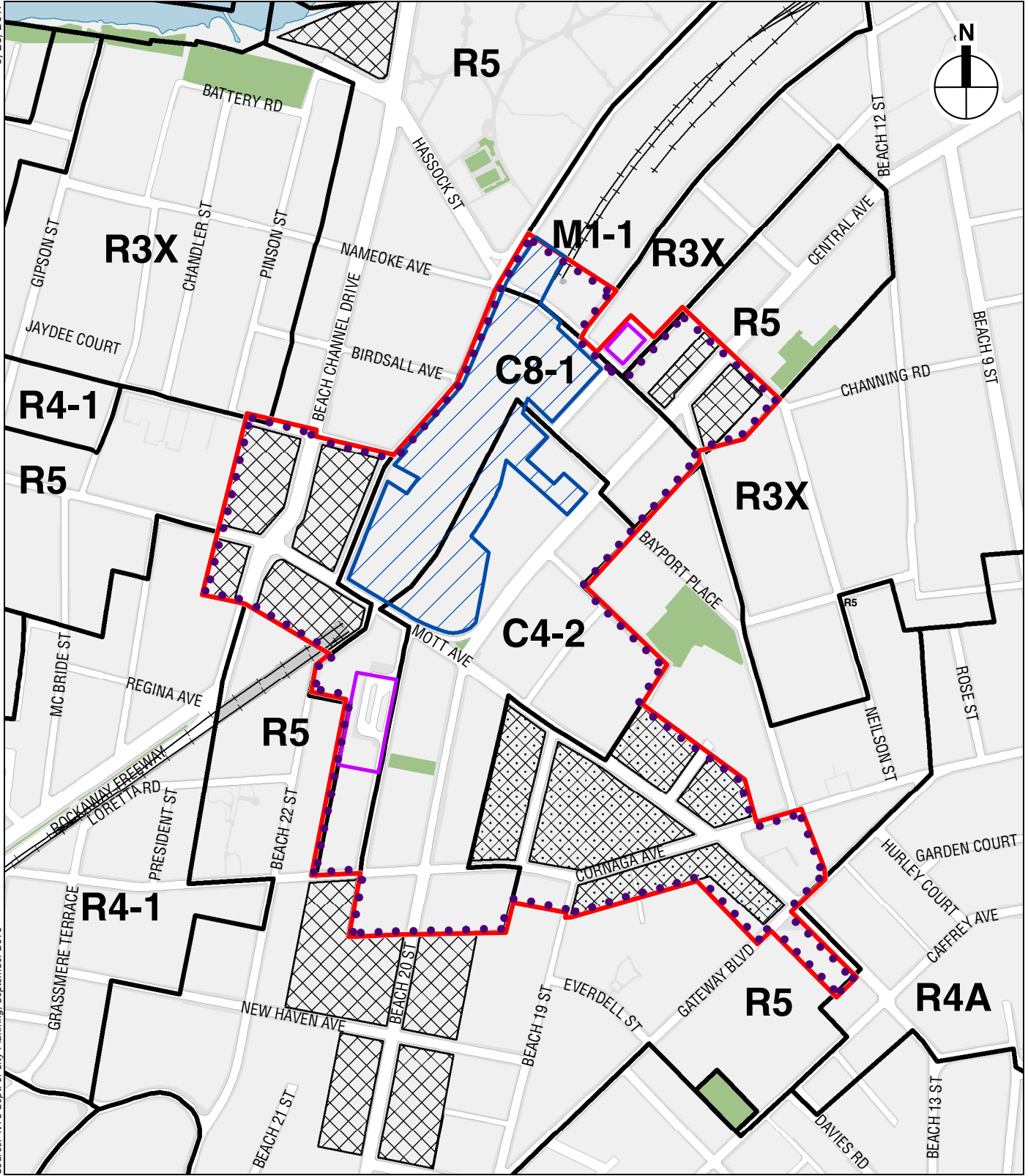
The Rezoning Area is comprised of R5, C4-2, C8-1 and M1-1 zoning districts and C1-2 and C2-2 overlays mapped within portions of the R5 district (see **Figure 1-4**).

### **R5 DISTRICT**

R5 districts are found within the Rezoning Area. An R5 district is mapped along Central Avenue, north of Nameoke Avenue, east of Augustina Avenue and west of Channing Road, along Mott Avenue, to the east of Beach 18th and Beach 19th Streets to Gateway Boulevard; and along Beach Channel Drive, west of Redfern Avenue and Beach 22nd Street, between Dix Avenue and just south of Mott Avenue.

These areas are primarily comprised of semi-detached and attached one- and two-family residences, multi-family walk-up buildings, and multi-family elevator buildings. Institutional uses can also be found in this area, including, P.S. 253.

R5 districts allow a variety of housing at a floor area ratio (FAR) of 1.25, which typically produces three- and four-story attached houses and small apartment houses. Community facility uses are also permitted in R5 districts and have a maximum FAR of 2.0. With a height limit of 40 feet, R5 districts provide a transition between lower- and higher-density neighborhoods. To ensure compatibility with neighborhood scale, buildings above a height of 30 feet are required to have a setback of 15 feet from the street wall of the building before a building can rise to the maximum permitted building height. Detached single- and two-family houses must have two side yards that total at least 13 feet, each with a minimum width of 5 feet. Semi-detached houses need one eight-foot-wide side yard, and all other types of residences typically require two side yards, each with a width of eight feet. Front yards must be 10 feet deep or, if deeper, a minimum of 18 feet to prevent cars parked on-site from protruding onto the sidewalk. Cars may park in the side or rear yard, in the garage or in the front yard within the side lot ribbon; parking is also allowed within the front yard when the lot is wider than 35 feet. Off-street parking is required for 85 percent of the DUs in the building.



This figure has been revised for the FEIS

**Downtown Far Rockaway Redevelopment Project**

Existing Zoning  
**Figure 1-4**



On a block entirely within an R5 district, optional regulations may be used to develop infill housing in predominately built-up areas. Infill regulations may be used if at least 50 percent of the area of the block is occupied by zoning lots developed with buildings, and the lot does not exceed 1.5 acres. However, infill regulations may not be used to redevelop a lot occupied by a one- or two-family detached or semi-detached house unless the blockfront is predominantly developed with attached or multi-family housing, or commercial or manufacturing uses.

On sites that qualify for infill housing, the higher FAR of 1.65 and more relaxed parking requirements permit developments with greater bulk and more DUs than are otherwise permitted in R5 districts; infill regulations typically produce three-story buildings with three DUs and two parking spaces—one in a ground-floor garage and the other in the driveway. Infill regulations can also produce small apartment buildings.

#### *AFFORDABLE SENIOR HOUSING*

Within R5 districts, Affordable Independent Residences for Seniors (AIRS) and Long-Term Care Facilities (LTCF) are permitted a maximum FAR of 1.95. The maximum building height for these building types is 45 feet, except that beyond 25 feet of the street line, the height may be increased to 55 feet where certain criteria are met, such as adjacency to large lots, existing tall buildings, or a preponderance of multi-family housing.

#### **C4-2 DISTRICT (R6 EQUIVALENT)**

A C4-2 district is mapped over the majority of the Rezoning Area between C8-1 districts, which are described below, and R5 districts, in the heart of the Rezoning Area. The C4-2 district is mapped along Beach 20th Street and Central Avenues, between Bayport Place and Cornaga Avenue.

The existing C4-2 district within the Rezoning Area is primarily comprised of commercial and institutional uses. Commercial uses are concentrated along Central Avenue, Beach 20th Street and Mott Avenue. These commercial uses include local retail uses including small stores and nail and hair salons and several multi-story office buildings within the C4-2 district; for example 1931 Mott Ave, a four-story office building with ground floor commercial use. The institutional uses within the C4-2 district include the Queens Library at Far Rockaway, an FDNY Fire Station, and several places of worship.

C4 districts are intended for regional commercial centers where uses serve an area larger than a neighborhood shopping area. Developments in C4-2 districts utilizing height factor provisions are permitted residential uses with a maximum FAR of 2.43 (R6 equivalent), commercial uses with a maximum FAR of 3.4, and community facility uses with a maximum 4.8 FAR. Buildings in C4-2 districts using these regulations have no fixed height limits and building envelopes are regulated by a sky exposure plane. Residential development under the Quality Housing Program has a maximum FAR of 2.2 on narrow streets (defined as less than 75 feet wide) with a 45-foot maximum base height, and after setback, a 55-foot building height limit, and for developments along wide streets (defined as 75 feet wide or more) outside the Manhattan Core, the maximum FAR is 3.0, the maximum base height is 65 feet, and after setback the building height limit is 75 feet for buildings with qualifying ground floors (those with a ground floor at least 13 feet tall).

## **Downtown Far Rockaway Redevelopment Project**

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Off-street parking is required for 85 percent of the DUs<sup>1</sup>. Outside the transit zone, off-street parking is required for 25 percent of the income-restricted housing units.

### *AFFORDABLE SENIOR HOUSING*

Within R6 and R6 equivalent districts (C4-2), AIRS and LTCF buildings are permitted a maximum FAR of 3.9. The maximum base height is 65 feet and the maximum building height is 85 feet (8 stories). In locations where buildings are in the vicinity of transportation infrastructure like elevated rail lines, rail road right-of-ways, or expressways, the maximum building height is increased to 115 feet (11 stories) to allow for additional flexibility. Outside the transit zone, AIRS have a parking requirement of 10 percent of the total number of DUs.

### **C8-1 DISTRICT**

A C8-1 district can be found in the heart of Rezoning Area, generally south of Nameoke Avenue, east of both Redfern Avenue and Beach 22nd Street and north of Cornaga Avenue.

The C8-1 district within the Rezoning Area is primarily comprised of automotive related commercial and light manufacturing uses. Evidence of this can be found along Beach 21st Street, where an automotive repair shop is located. The manufacturing uses within the C8-1 district include a recycling facility, and several warehouses along Redfern Avenue (south of Nameoke Avenue). For manufacturing uses mapped within the C8-1 district, strict performance standards are imposed for certain semi-industrial uses (Use Group 11A and 16).

C8 districts bridge commercial and manufacturing uses, and provide for automotive and other heavy commercial services that often require large amounts of land. Typical uses are automobile showrooms and repair shops, warehouses, gas stations and car washes—although all commercial uses (except large, open amusements) as well as certain community facilities are permitted in C8 districts.

C8-1 districts allow for a commercial FAR of 1.0, and a community facility FAR of 2.40. Maximum building height is determined by a sky exposure plane beginning at a height of 30 feet, or two stories, whichever is less, above the street line. Off-street parking requirements vary with the use, but are 1 space per 300 square feet of floor area for typical commercial retail and service uses.

### **M1-1 DISTRICT**

An M1-1 district is mapped in the northern section of the Rezoning Area north of Nameoke Avenue along Redfern Avenue, in an area generally including a mix of low-rise commercial, storage and light industrial buildings.

M1-1 districts permit manufacturing and commercial uses with a maximum FAR of 1.0 FAR, and limited community facility uses with a FAR of 2.40. Residential uses are not permitted. Maximum building height is determined by a sky exposure plane beginning at a height of 30 feet, or two stories, whichever is less, above the street line. Off-street parking requirements vary

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<sup>1</sup> Per ZR 25-027, in Community District 14 in the Borough of Queens, R6 and R7 Districts shall be subject to the accessory off-street parking regulations of an R5 District, except that such requirement shall not apply to any development located within an urban renewal area established prior to August 14, 2008, or to income-restricted housing units as defined in ZR Section 12-10.

with the use. Community facility uses are permitted at a maximum FAR of 2.4. All industrial uses are allowed in M1 districts if the uses meet the performance standards (minimum requirements or maximum limits) set in the NYC ZR for noise, vibration, smoke, and odors.

### **C1-2 AND C2-2 COMMERCIAL OVERLAYS**

On Beach Channel Drive and Cornaga Avenue, portions of the R5 districts are mapped with C1-2 or C2-2 overlays. Typical uses found within the commercial overlays in the Rezoning Area are beauty salons, delis, and dollar stores. There are some community facility uses, including the Arverne Church of God on Central Avenue (13-28 Central Avenue) and the Bethel Temple Church on Foam Place (11-03 Foam Place).

C1-1 and C2-2 are commercial overlays mapped within residential districts with high off-street parking requirements. These overlays are mapped along streets that serve local retail needs, and are found extensively throughout the city's lower- and medium-density areas and occasionally in higher-density districts.

On Beach Channel Drive and Cornaga Avenue where the R5 districts are mapped with C1-2 or C2-2 overlays, the result is retail such as restaurants and general retail stores located along the first floor of buildings. When mapped within an R5 district, C1-2 or C2-2 commercial overlay districts permit a commercial FAR of 1.0.

## **D. PURPOSE AND NEED FOR THE PROPOSED ACTIONS**

Limited private and public investments in Downtown Far Rockaway have resulted in underperforming retail corridors as well as a lack of housing options, community services, and amenities. The area is characterized by underutilized properties, poor pedestrian circulation, uninviting streetscapes and little public open space. To catalyze the revitalization of Downtown Far Rockaway, the Working Group was convened in October 2015 by the local Council Member representing City Council District 31 in partnership with City Hall and including other local elected officials and representatives from the community, business, and nonprofit sectors. With input from the public, the Working Group developed a set of recommendations to guide future public and private investment in Downtown Far Rockaway. The recommendations, delivered to Mayor de Blasio on February 1, 2016, are organized around the following goals:

- **Goal 1:** Re-establish Downtown Far Rockaway as the commercial and transportation hub of the Rockaway peninsula;
- **Goal 2:** Reposition the area as a mixed-use district, including new mixed-income housing;
- **Goal 3:** Activate the public realm with new connections and public open space;
- **Goal 4:** Improve the quality of life for residents through access to community services, education and quality jobs; and
- **Goal 5:** Build the capacity of community organizations and support local businesses.

In the 2016 State of the City Address, Mayor de Blasio announced a \$91 million commitment for the Downtown Far Rockaway area to support the revitalization of the neighborhood. Following Mayor de Blasio's announcement, the City launched an interagency planning effort to respond to the Working Group's letter and reestablish Downtown Far Rockaway as the commercial hub of the Rockaway peninsula, culminating in the release of the Downtown Far Rockaway Roadmap for Action in August 2016. The Roadmap for Action integrates land use tools within infrastructure investments and improved community services to transform the

## **Downtown Far Rockaway Redevelopment Project**

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downtown core into a vibrant, mixed-use center. The Roadmap includes the following five strategies, including:

- Identifying new opportunities for mixed-income housing;
- Improving transportation infrastructure and transforming public space;
- Strengthening existing commercial corridors, small businesses, and connections to jobs;
- Expanding upon community services and cultural assets; and
- Rezoning the downtown area to unlock development potential for commercial and residential uses.

The City developed the Roadmap for Action as a comprehensive response to the Working Group's goals and recommendations. The Proposed Actions are one part of the Roadmap for Action, a series of strategies that would work in unison to address housing, land use, economic development and public space needs in Downtown Far Rockaway. The Proposed Actions are intended to transform the underutilized Proposed DFRURA and Disposition Sites with mixed-use, transit-oriented development and to unlock the potential for additional development throughout the Rezoning Area. The Proposed Actions would concentrate mixed-use development in one of the few areas on the peninsula located out of the floodplain, with access to transit and St. John's Episcopal Hospital—the peninsula's largest employer. With the inclusion of the City's new Mandatory Inclusionary Housing (MIH) provisions, the Proposed Actions would provide permanently affordable housing in the neighborhood.

The proposed zoning strategy would require active ground floor uses, mandatory sidewalk widenings and other urban design controls along major corridors to enliven the streetscape. Together with the creation of a new public plaza between Beach 21st & Beach 22nd Streets and expanded public open space at the corner of Mott Avenue and Central Avenue, the Proposed Actions would increase pedestrian activity for local businesses, reinforce Mott Avenue as a "Village Main Street" and create new gateways to Downtown Far Rockaway. In addition, the Proposed Actions would more closely align off-street parking requirements with area demand and promote a walkable and vibrant streetscape.

### **E. DESCRIPTION OF THE PROPOSED ACTIONS**

This Final Environmental Impact Statement (FEIS) incorporates the amended Uniform Land Use Review Procedure (ULURP) application (referred to hereafter as the "A-Application") that addresses issues raised just before or shortly after the January 27, 2017 issuance of the Draft Environmental Impact Statement (DEIS). The A-Application consists of a series of modifications to the Proposed Actions, including zoning text amendments and zoning map amendments, that were crafted in response to feedback on the application, to allow for additional development projects that meet the purpose and need for the Proposed Actions, and to ensure successful site planning on a complex and irregular site. Potential environmental impacts of the A-Application were evaluated in Technical Memorandum 001 (found in **Appendix O**) and the evaluation of the Proposed Actions in this FEIS incorporates the modifications associated with the A-Application.

In order to facilitate the Proposed Project, a series of discretionary approvals are needed. The City is proposing the following actions:

**ZONING MAP AMENDMENTS**

The City is proposing zoning map amendments to change existing R5, R5/C1-2, R5/C2-2, C4-2, C8-1 and M1-1 districts to R5, R5/C2-4, R6, R6/C2-4, and R7-1/ C2-4 districts and establish the Special District known as the Special Downtown Far Rockaway District (the “Special District”) (see **Figure 1-5**). The proposed zoning districts would allow for a mix of uses and unlock development potential throughout Downtown Far Rockaway. The proposed zoning would enhance the vitality of existing commercial corridors while creating opportunities for a more vibrant, mixed-use community. The proposed zoning changes would concentrate density close to the downtown commercial core and mass transit, while integrating new development with the existing neighborhood scale and preserving the “village” character of Downtown Far Rockaway. **Table 1-1** below shows existing zoning districts and the corresponding proposed zoning districts.

**Table 1-1  
Summary of Zoning Map Amendments**

Existing Zoning	Proposed Zoning
R5	R6
C4-2	R7-1, R5 and R6
C8-1	R7-1 and R6
M1-1	R6
C1-2 Overlay	C2-4 Overlay
C2-2 Overlay	C2-4 Overlay
C1-2 Overlay	Removal of C1-2 Overlay.
C2-2 Overlay	Removal of C2-2 Overlay

**Notes:** All changes to the Zoning Map would be proposed within the boundary of the Rezoning Area, see **Figure 1-5**.  
**Sources:** DCP and EDC, December 2016.

*PROPOSED ZONING DISTRICTS*

*R5/C2-4 District (Existing C4-2)*

An extension of an R5 district is proposed at the southern end of the Rezoning Area, south of Cornaga Avenue along Beach 20th Street. A C2-4 commercial overlay would be established within this area. The proposed R5/C2-4 district would replace a portion of an existing C4-2 district to provide a transition in height and limit the ranges of uses near the periphery of the Rezoning Area to the downtown core.








R5 districts allow a variety of housing at an FAR of 1.25, which typically produces three- and four-story attached houses and small apartment houses. With a height limit of 40 feet, R5 districts provide a transition between lower- and higher-density neighborhoods. Above a height of 30 feet, a setback of 15 feet is required from the street wall of the building before a building can rise to the maximum permitted building height. Detached, single- and two-family houses must have two side yards that total at least 13 feet, each with a minimum width of 5 feet. Semi-detached houses need one eight-foot-wide side yard, and all other types of residences typically require two side yards, each with a width of eight feet. Front yards must be 10 feet deep or, if deeper, a minimum of 18 feet to prevent cars parked on-site from protruding onto the sidewalk. Cars may park in the side or rear yard, in the garage, or in the front yard within the side lot ribbon; parking is also allowed within the front yard when the lot is wider than 35 feet. Off-street parking is required for 85 percent of the DUs in the building.

6/18/2017

Source: NYC Dept. of City Planning

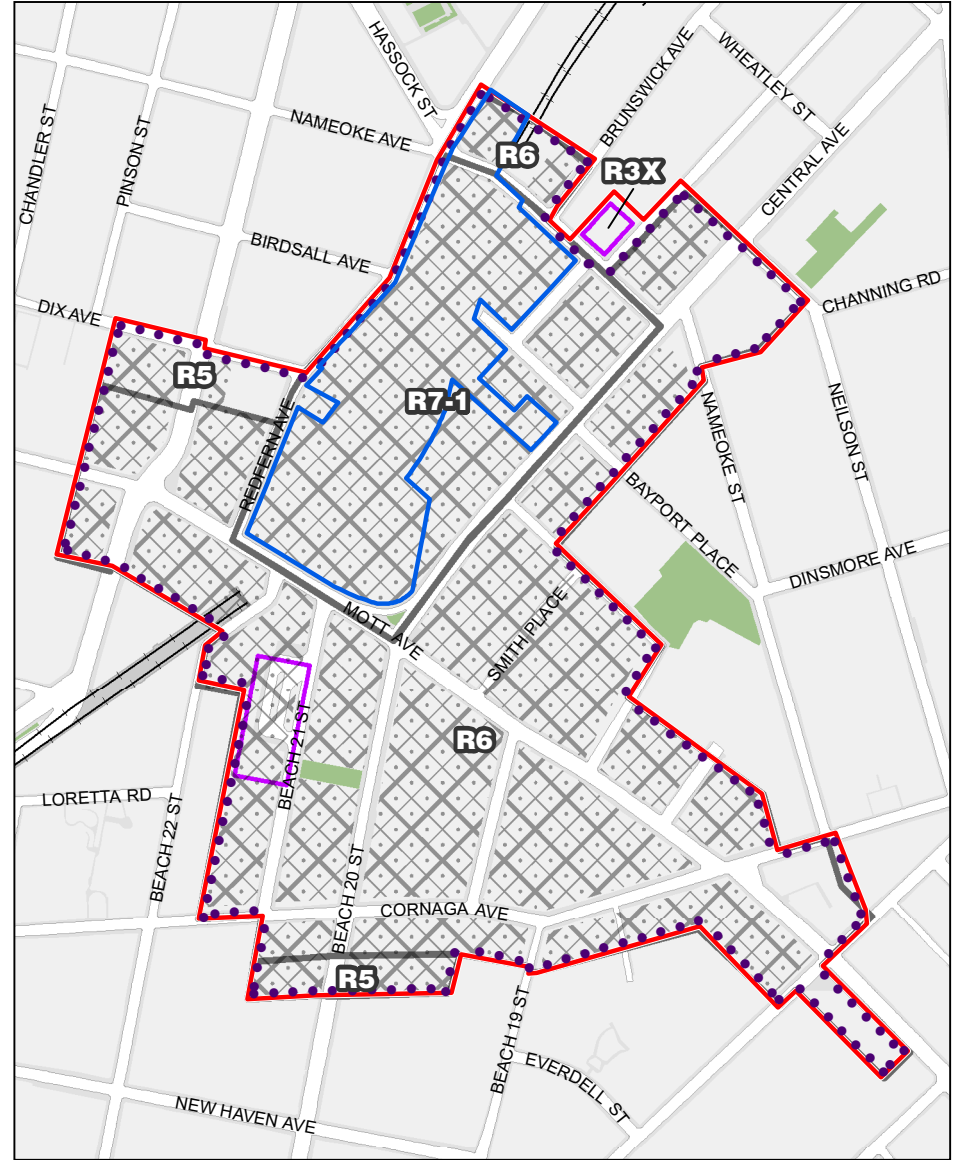


**Special District**

-  Proposed Special Downtown Far Rockaway District
-  Subdistrict A
-  Mandatory Inclusionary Housing Area\*
-  Rezoning Area Boundary
-  Disposition Sites
-  Proposed DFRURA
-  Project Area

This figure has been revised for the FEIS

**Downtown Far Rockaway Redevelopment Project**



**Proposed Zoning**

-  Zoning Districts
-  Proposed C2-4 Commercial Overlay District

\* The Mandatory Inclusionary Housing Area (MIHA) includes all areas of the Proposed Special Downtown Far Rockaway District, except for those areas that will remain zoned as R5.

**Proposed Zoning and Special District  
Figure 1-5**

## **Downtown Far Rockaway Redevelopment Project**

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### *Affordable Senior Housing*

Within R5 districts, AIRS and LTCF are permitted a maximum FAR of 1.95. The maximum building height is 45 feet, except that beyond 25 feet of the street line, the height may be increased to 55 feet where certain criteria are met, such as adjacency to large lots, existing tall buildings, or a preponderance of multi-family housing.

### *R6 District (Existing R5, C4-2, C8-1, and M1-1)*

R6 districts are proposed to be mapped to the north of Nameoke Avenue generally between Redfern Avenue and Central Avenue, the intersection of Mott Avenue and Beach Channel Drive, along Mott Avenue generally between Beach 19th Street and Gateway Boulevard (extending across Gateway Boulevard on the south side of Mott Avenue), and south of Cornaga Avenue between Beach 21st Street and Beach 19th Street. The proposed R6 district would cover most of the Rezoning Area and would replace portions of existing R5, C4-2 C8-1, and M1-1 districts.

R6 zoning districts would allow residential and community facility uses a maximum FAR of 3.0 (up to 3.6 FAR is allowed in MIH designated areas). R6 districts permit all types of housing. The minimum base height is 40 feet, and the maximum base height is 65 feet for buildings with qualifying ground floors, above which the building must be set back to a depth of at least 10 feet on a wide street and 15 feet on a narrow street. The maximum building height is 75 feet (7 stories) for buildings with qualifying ground floors. For buildings providing inclusionary housing units, the maximum height is increased to 85 feet (8 stories) for buildings with qualifying ground floors. Off-street parking is required for 85 percent of DUs<sup>2</sup>, and outside the transit zone, parking is required for 25 percent of income-restricted units.

### *Affordable Senior Housing*

AIRS and LTCF developments in R6 districts are allowed a maximum FAR of 3.9. The maximum base height is 65 feet and the maximum building height is 85 feet (8 stories) for buildings with a qualifying ground floor. Outside the transit zone, AIRS have a parking requirement of ten percent of the total number of DUs.

### *R7-1 District (Existing C4-2 and C8-1)*

The proposed R7-1 district would be mapped from Nameoke Avenue to Mott Avenue, between Redfern Avenue and Augustina and Central Avenues.

R7-1 districts are medium-density apartment house districts. The height factor regulations for R7 districts encourage lower apartment buildings on smaller zoning lots and, on larger lots, taller buildings with less lot coverage. As an alternative, developers may choose the optional Quality Housing regulations to build lower buildings with greater lot coverage. Height factor buildings are often set back from the street and surrounded by open space and on-site parking. The maximum FAR is 4.0, and the base height before setback is 40 to 65 feet with a maximum building height of 80 feet. Within R7-1 districts, the area between a building's street wall and

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<sup>2</sup> As described above, in Community District 14 in the Borough of Queens, R6 and R7 Districts shall be subject to the accessory off-street parking regulations of an R5 District, except that such requirement shall not apply to any development located within an urban renewal area established prior to August 14, 2008, or to income-restricted housing units as defined in NYC ZR Section 12-10. The proposed Special District would modify this requirement to reflect what is described here as the requirement for R6 districts.

the street line must be planted, and the building must have interior amenities for residents pursuant to the Quality Housing Program. Off-street parking is required for 60 percent of the DUs, and can be waived if five or fewer spaces are required.

*Affordable Senior Housing*

AIRS and LTCF developments in R7-1 districts can be developed or enlarged pursuant to the basic floor area and open space regulations set forth in ZR Section 23-151, as applicable. In R7-1 districts the permitted FAR for affordable, independent residences for seniors is 5.01; in addition, when residential uses or community facility uses are mixed with affordable independent residences for seniors on the same zoning lot, the sum of the floor area allocated to residential and community facility uses cannot exceed the maximum floor area ratio for residential uses, which is 4.0.

*C2-4 Overlay District (Existing R5, C4-2, C8-1 and M1-1)*

C2-4 commercial overlay are proposed to be mapped along major commercial corridors throughout the Rezoning Area including: Nameoke Avenue, Central Avenue, Mott Avenue, Beach Channel Drive and Cornaga Avenue.

C2-4 commercial overlay districts are typically mapped along streets that serve local retail needs and are found throughout the city's lower- and medium-density areas. The existing C1-2 and C2-2 overlay districts have an FAR of 1.0 when mapped in R5 districts. The proposed C2-4 overlay would allow an additional FAR of 1.0 when compared to the existing C2-2 and C2-2 overlay districts. When mapped in R6 districts, the proposed C2-4 overlay has a maximum commercial FAR of 2.0. Changing the existing C1-2 and C2-2 commercial overlays to C2-4 and C2-4 commercial overlays would reduce the parking from generally one parking space per 300 sf of commercial floor area to one space per 400 sf of commercial floor area.

*Proposed Removal of C1-2 and C2-2 Overlay Districts*

Existing C1-2 and C2-2 overlays are proposed to be removed from portions of three four blocks in western, northern, and southeastern sections of the Rezoning Area along Beach Channel Drive, Central Avenue, and Mott Avenue. The removal of these overlay districts is proposed to more closely reflect existing residential and community facility development on these blocks.

**ZONING TEXT AMENDMENTS**

The Proposed Actions include amendments to the text of the Zoning Resolution (ZR) to establish a Mandatory Inclusionary Housing Area (MIHA) in the Rezoning Area and to establish the Special District. The proposed zoning text amendments are summarized below and provided in **Appendix A**.

*SPECIAL DOWNTOWN FAR ROCKAWAY DISTRICT*

The proposed text amendments to the ZR would establish the Special District within the Rezoning Area to modify underlying zoning to promote active community facility and retail uses on the ground floors. Community facility and retail uses would also be allowable on second floors within a commercial core area defined to include the Proposed DFRURA south of Nameoke Avenue, as well as along Beach 20th Street, portions of Mott Avenue, portions of Central Avenue, portions of Beach 18th Street, and portions of Foam Place. Active retail would be concentrated near transit, and would allow for retail uses within Use Groups 5 through 9 and 14. In addition, Use Groups 10A and 12 would be allowable within the same commercial core



## **Downtown Far Rockaway Redevelopment Project**

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area described above. Transparency requirements are proposed for ground floor commercial and community facility uses. The Special District would also adjust maximum permitted base and building heights to reflect Downtown Far Rockaway's existing built scale, and adjust accessory off-street parking requirements to match neighborhood demand. ~~Transparency requirements are proposed for ground floor commercial and community facility uses.~~

The proposed Special District would also adjust the maximum permitted FAR for inclusionary housing development within the MIHA. Within R6 districts ~~and their commercial equivalents~~ in the MIHA, the maximum residential FAR is proposed to be 3.6, irrespective of whether the building has wide street or narrow street frontage. Within the R7-1 district in the MIHA, the maximum residential FAR is proposed to be 4.6, again, irrespective of the type of street frontage. These modifications would allow moderate increases in density to support the redevelopment of the area's underutilized sites.

Maximum permitted base and building heights would be adjusted to help blend new development into the existing neighborhood's fabric and to help unlock the development of the area's deep and irregular lots. Within R6 districts and R7-1 districts, street walls would be required. The maximum permitted base height is proposed to be reduced from 65 feet and 75 feet respectively to 55 feet. To offset the proposed reductions in base height and to allow for greater utilization of the maximum permitted FAR, the proposed Special District would set new maximum building height limits. Within R6 districts on the periphery of the Rezoning Area, the maximum permitted building height is proposed to be 95 feet (9 stories) for inclusionary housing buildings. Within R6 district in the downtown core, the maximum permitted building height is proposed to be 105 feet (10 stories) for inclusionary housing buildings. Within R7-1 districts the maximum permitted building height is proposed to be 115 feet (11 stories) for inclusionary housing buildings.

In order to adjust accessory off-street parking requirements to more closely reflect demand in this area, the accessory off-street parking requirement for income-restricted DUs would increase from 15 to 25 percent in the R7-1 district, and the accessory off-street parking requirement within the Special District for all other residential DUs would decrease from 85 to 50 percent. Commercial and community facility off-street parking would be subject to the requirements of the C42-4 district but the off-street parking requirement for most commercial and community facility uses would generally increase from 1 space per 1,000 sf of commercial floor area to 1 space per 750 sf of commercial floor area. ~~in Parking Requirement Category (PRC) A, PRC B and PRC C [deleted footnote: Parking Requirement Category (PRC) for commercial uses are grouped into nine parking requirement categories based on the compatibility of the uses and the amount of traffic generated. PRC A corresponds to food stores (larger than 2,000 sf), requiring a high traffic volume. PRC B corresponds to local retail or services uses (bakeries, restaurants, department and appliance stores), requiring a high traffic volume. PRC C corresponds to miscellaneous uses requiring low traffic volume (court houses, auto showrooms, etc.)]~~

The proposed Special District would include a Subdistrict A, generally bounded by Nameoke Avenue, Mott Avenue, Central Avenue, and Redfern Avenue, which includes the Far Rockaway Shopping Center. Within this area, the Special District would provide a framework for a publicly accessible private street and open space network, mandatory sidewalk widenings along Mott Avenue and Redfern Avenue, street wall height and setback requirements along designated streets, unique maximum building heights in specified locations, including up to two 15-story buildings, flexibility for location of uses within a building, and a City Planning Commissions

Chairpersons Certification to ensure compliance with and maintenance of private street and open space provisions.

Further detail on the regulations that would govern development in Subdistrict A are as follows:

- *Street wall location*  
The aggregate width of a street wall required to be within 8 feet of the street line would be reduced from 70 percent to 40 percent on blocks less than 100 wide between parallel streets. For portions of buildings or building segments with frontage on Redfern Avenue located between the prolongation of the northerly street line of Dix Avenue and a line 150 feet south of and parallel to Nameoke Street, the street wall location rules of ZR Section 136-221 would not apply and instead portions of ZR Section 23-661 would apply.
- *Street wall recesses*  
Street wall recesses would be allowed to be located within 30 feet of Redfern Avenue, except at the intersection of Redfern Avenue and Mott Avenue, and the minimum depth of any street wall recess would be reduced from 8 feet to 3 feet.
- *Minimum and Maximum Base Heights*  
The maximum base height for portions of buildings fronting on, or within 100 feet of a street (other than Redfern Avenue) would be reduced from 70 feet to 65 feet. In areas fronting on a private street or a publicly accessible open space and beyond 100 feet of a street that is not a private street or publicly accessible space, the maximum base height would be reduced from 90 feet to 85 feet. The reduced height would allow for base heights along Mott Avenue that would match the surrounding context and heights.
- *Maximum Building Height and Horizontal Dimension for Tall Buildings*  
The area where towers could potentially land would be reduced, further pushing towers to the interior of the Subdistrict. Maximum building heights along Mott Avenue, Nameoke Avenue, and Redfern Avenue would also be established.
- *Maximum length of buildings*  
For portions of buildings that are not located directly below tower portions, the outermost walls of each story located entirely above a height of 95 feet shall be inscribed within a rectangle with a maximum length of any side being 170 feet.
- *Publicly accessible open space requirements*  
In order to better align public open space design to support active retail space, the amount of publicly accessible open space required would be adjusted. The minimum area within Open Area A would be reduced from 27,000 square feet to 23,000 square feet, and the required minimum area within Open Area B would be reduced from 7,500 square feet to 7,000 square feet (see **Figure 3 in Appendix O**). In addition, Open Area A's shape and dimensions would be adjusted to promote flexibility to respond to the site's unique characteristics. The regulations would also be adjusted to allow a kiosk of up to 400 square feet within Open Area A. Planting requirements, the limitations on the amount of accessory signage permitted on establishments fronting on an open area, and the maximum width of a residential lobby adjacent to open areas would be relaxed.

The Proposed Actions also would enable the City Planning Commission (CPC) to authorize modifications of bulk regulations in order to provide additional design flexibility for developing the irregular lots within Subdistrict A, provided that the modifications result in a superior site

## **Downtown Far Rockaway Redevelopment Project**

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plan; do not exceed the maximum permitted building heights and horizontal dimensions for tall buildings; do not unduly increase the bulk of buildings or unduly obstruct access of adequate light and air to the detriment of the occupants or users of buildings on the block or nearby blocks, or of people using the public streets and other public spaces; and would not create traffic congestion. Additional measures would include applying ground floor use regulations to buildings within a certain distance of Mott Avenue and fronting on open area; increasing the maximum width of a residential lobby adjacent to open areas; applying transparency and parking wrap requirements to building frontages along the proposed open space; adjusting dormer regulations; and providing an additional degree of flexibility for lot coverage requirements in R6 districts when the MIH program is applied.

### *MANDATORY INCLUSIONARY HOUSING AREA*

The Proposed Actions would establish an MIHA within the Rezoning Area in Appendix F of the ZR. As a key initiative of Mayor de Blasio's housing plan, *Housing New York*, MIH will require through zoning actions a share of new housing to be permanently affordable. MIH would require permanently affordable housing for all developments over 10 units or 12,500 zoning square feet, or, as an additional option for developments between 10 and 25 units (or 12,500 to 25,000 square feet), a payment into an Affordable Housing Fund. In cases of hardship, where these requirements would make development financially infeasible, developers may apply to the Board of Standards and Appeals (BSA) for a special permit to reduce or modify the requirements. Developments, enlargements or conversions that do not exceed either 10 units or 12,500 square feet of residential floor area would be exempt from the requirements of the program. MIH would bring affordable housing for a range of incomes to Downtown Far Rockaway, and would directly support the goals of *Housing New York* by creating new housing opportunities on underutilized private sites and maximizing affordability on City-owned property. Under MIH, when new housing capacity is approved through land use actions, the CPC and the City Council can choose to impose either one or both of two basic options regarding affordable housing set-asides. Option 1 requires that 25 percent of the residential floor area be set aside for units affordable to households earning an average of 60 percent of AMI. Option 2 requires that 30 percent of the residential floor area be set aside for households earning an average of 80 percent of AMI. MIH represents the floor, not the ceiling, of affordability that could ultimately be achieved in new development. In City-initiated neighborhood rezonings, each area will be evaluated to determine the role that HPD programs could play in broadening and deepening affordability.

In combination with these two alternatives, two other options may be utilized. A "Deep Affordability Option" may be utilized under which 20 percent of residential floor area contains housing units affordable to households with income at a weighted average of 40 percent of AMI. A "Workforce Option" also may be utilized provided that 30 percent of residential floor area contains housing units affordable to households with income at a weighted average of 115 percent, with five percent of residential floor area kept affordable to households with income at an income band of 70 percent of AMI and another 5 percent of residential floor area affordable to households with an income band of 90 percent of AMI. Other restrictions apply to the Deep Affordability and Workforce Options. As part of this project, both Option 1 and Option 2 are proposed to apply within the MIHA. CPC and the City Council will ultimately determine whether one or both options will be selected.

## **DISPOSITION OF REAL PROPERTY**

In accordance with 197-c (10) and 384(b)(4) of the NYC Charter, the City seeks disposition approval of Queens Block 15534, Lot 70 and Queens Block 15705, part of Lot 59 and Lot 69.

Queens Block 15705, Lot 59 is under the DOT's jurisdiction and is in use as a municipal parking facility and layover area for buses. The total lot size of Lot 59 is 48,565 square feet. The City seeks disposition approval for an approximately 35,000 sf portion of Lot 59. The remaining, approximately 14,000 sf portion of Lot 59 will remain in City ownership and within DOT's jurisdiction. The City also seeks disposition approval of approximately 54,000 sf of air rights above the 14,000 sf DOT portion, on part of Lot 59. The current DOT parking facility and bus layover would be closed and a new DOT public plaza (the DOT Plaza) will be built on the 14,000 sf portion of Lot 59. The parking will not be relocated. The construction of the DOT Plaza is independent of the Proposed Project.

City-owned, Queens Block 15705, Lot 69 is also located at Beach 21st Street south of Mott Avenue. Lot 69 is leased by the MTA and is in use as layover area for buses. The City seeks disposition approval of all of Lot 69. The proposed disposition of Lot 69 would require approval from the MTA Board of Directors authorizing the surrender of the MTA's leasehold on this property. The bus layover would be relocated to other curb locations within the immediate neighborhood.

City-owned, Queens Block 15534, Lot 70 is located on the northwest corner of Augustina Avenue and Nameoke Avenue. Lot 70 is vacant and is under DSNY's jurisdiction. The City seeks disposition approval of all of Lot 70.

The combination of Lot 69 and the portions of Lot 59 which the City seeks disposition approval, is referred to as the DOT/MTA Disposition Site. Lot 70 is referred to as the DSNY Disposition Site. EDC and HPD intend to issue a Request for Proposals (RFP) for the DOT/MTA Disposition Site and the DSNY Disposition Site. The DOT/MTA Disposition Site would be redeveloped pursuant to the proposed zoning. With the Proposed Actions, it is assumed as part of the RWCDs that the DOT/MTA Disposition Site would be redeveloped with 176 DUs, 7,421 gsf of ground floor retail space, and 11,557 gsf of community facility space. The DSNY Disposition Site would be developed pursuant to the existing R3X zoning. In addition, DSNY would transfer jurisdiction for their site to DCAS to allow for it to be redeveloped pursuant to zoning following a competitive RFP process.

## **DESIGNATION AND ADOPTION OF THE DOWNTOWN FAR ROCKAWAY URBAN RENEWAL AREA AND PLAN**

HPD seeks approval of the Downtown Far Rockaway Urban Renewal Plan (DFRURP), designation of the DFRURA and disposition of properties within the Proposed DFRURA. The Proposed DFRURA is generally bounded by Nameoke Avenue to the north, Mott Avenue to the south, Central Avenue and Augustina Avenue to the east, and Redfern Avenue to the west (see **Figure 1-6**). The proposed urban renewal strategy is intended to complement the proposed rezoning and Special District text as well as facilitate site assemblage and redevelopment.

HPD's urban renewal strategy generally supports the activation of a catalytic site in Downtown Far Rockaway with new mixed-income housing, commercial and community facility space, and new publicly accessible open spaces. The proposed urban renewal strategy is intended to complement the proposed rezoning and Special District text as well as facilitate site assemblage and redevelopment. The DFRURA currently contains the Far Rockaway Shopping Center,



Proposed Downtown Far Rockaway Urban Renewal Area (DFRURA)

0 200 FEET

Proposed Downtown Far Rockaway  
 Urban Renewal Area  
**Figure 1-6**

## **Downtown Far Rockaway Redevelopment Project**

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which comprises approximately 75 percent of the land area within the DFRURA. A mix of vacant land, vacant buildings, single- and multi-family dwellings, automotive-related uses, and general service establishments occupy the remaining portion of the DFRURA. Sites within the DFRURA include underutilized parcels that act as a barrier to redevelopment along Mott Avenue as well as a physical barrier between the Far Rockaway-Mott Avenue station of the MTA's A-train and the terminal station for the LIRR's Far Rockaway branch.

The objectives of the DFRURP are as follows:

- Redevelop the DFRURA in a comprehensive manner, removing blight and maximizing appropriate land use;
- Remove or rehabilitate substandard and insanitary structures;
- Remove impediments to land assemblage and orderly development;
- Strengthen the tax base of the City by encouraging development and employment opportunities in the DFRURA;
- Provide new housing of high quality and/or rehabilitated housing of upgraded quality;
- Provide appropriate community facilities, parks and recreational uses, retail shopping, public parking, and private parking; and
- Provide a stable environment within the DFRURA which will not be a blighting influence on surrounding neighborhoods.

To facilitate implementation of the Proposed Actions, the City may acquire property through a negotiated purchase or through eminent domain. Properties proposed for potential acquisition are located within the Proposed DFRURA. Any property acquired through eminent domain would be done in compliance with the provisions of the New York State Eminent Domain Procedure Law and the NYC Administrative Code. Properties acquired would be disposed of for development in accordance with the DFRURP. The Proposed DFRURP would have a duration of 40 years.

### **ADMINISTRATIVE ACTIONS RELATED TO PROPERTIES IN MAPPED STREETS**

A number of Projected and Potential Development Sites within the Rezoning Area, and portions of the DFRURA along Redfern Avenue, are built within mapped street widening lines (a common phenomenon in this area). Future development on these sites assumes that property owners would follow a series of administrative actions to comply with General City Law Section 35 provisions, whereby the owners would submit an application for a GCL 35 waiver at the BSA. Following this submission, the BSA would submit the application to DOT for review and approval.

## **F. ANALYSIS FRAMEWORK**

The lead agency is required to take a "hard look" at the environmental impacts of proposed actions and, to the maximum extent practicable, avoid or mitigate potentially significant adverse impacts on the environment, consistent with social, economic, and other essential considerations. An EIS is a comprehensive document used to systematically consider environmental effects, evaluate reasonable alternatives, and identify and mitigate, to the maximum extent practicable, any potentially significant adverse environmental impacts. The EIS provides a means for the lead and involved agencies to consider environmental factors and choose among alternatives in

their decision-making processes related to a proposed action. This section outlines the conditions to be examined in the DEIS.

**REASONABLE WORST CASE DEVELOPMENT SCENARIO (RWCDS)**

In order to assess the possible effects of the Proposed Actions, a RWCDS was developed to account for existing, the future No Action condition and the future With Action condition. For purposes of the environmental review, the Proposed Project is expected to be complete and operational by 2032, which is the Proposed Project’s Build Year. While absent the Proposed Actions in 2032, conditions in the Project Area will remain generally unchanged from existing conditions, there are a limited number of development projects. The several known development projects expected in the No Action condition are expected to result in approximately 8 DUs, ~~90,932~~95,092 gsf of commercial space, 5,000 gsf of community facility space, 43,822 gsf of industrial space and 310 parking spaces. Under the With Action condition, the Proposed Project would provide over three million square feet of residential floor area or approximately ~~3,035~~3,131 DUs, ~~243,867~~259,687 gsf of commercial (retail) space, ~~91,947~~85,947 gsf of community facility space, and ~~35,669~~30,000 sf of new publicly accessible plaza space within the Proposed DFRURA. The incremental difference between the future No Action and future With Action conditions serves as the basis for the impact analysis of the environmental review. The Proposed Actions are expected to result in an incremental increase (over the No Action condition) of ~~3,027~~3,123 DUs, ~~152,935~~164,595 gsf of commercial (retail) space, ~~86,947~~80,947 gsf of community facility space, and approximately ~~35,669~~30,000 sf of open space.

*PROPOSED DFRURA RWCDS ASSUMPTIONS*

For purposes of a RWCDS, it is assumed that all existing uses on the Proposed DFRURA would be displaced and the site would be redeveloped with: 1,747 DUs (including 50 percent of the units as affordable); 129,077 gsf of neighborhood retail uses, including a grocery store that would be comparable in size to the existing Food Dynasty grocery store; and 36,295 gsf of community facility uses. These uses would be within eight new buildings that would front onto new private streets that would connect to the surrounding street network. In addition, the Proposed DFRURA would include ~~35,669~~30,000 sf of new publicly accessible plaza space. The proposed Special District text described above would establish a framework for the street network and include a series of design controls that would set the maximum envelope within which future development could occur. As such, the program and site plan for the Proposed DFRURA in the RWCDS describes a maximum development scenario.

*Planning Principles*

The development of the Proposed DFRURA would be guided by a set of specific controls within the new Special District intended to facilitate a context-sensitive design that meets the following principles:

- Establish a center to the downtown “village” by creating meaningful, lively new gathering and civic spaces along Mott Avenue that complement and strengthen the existing neighborhood;
- Strengthen the neighborhood’s built fabric with new contextual buildings and active street frontages;
- Integrate new streets into an improved pedestrian and vehicular network with key north-south and east-west connection;

## **Downtown Far Rockaway Redevelopment Project**

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- Physically and visually connect pedestrians with clear points of arrival to a variety of commercial and community services; and
- Concentrate taller buildings in the middle of the site that step down to the existing neighborhood through a variety of forms to create a range of contextualized downtown development.

### *Street Network*

The Proposed DFRURA currently forms a superblock within the heart of the Downtown, limiting the connections to the surrounding neighborhood. As part of the Proposed Project, the Proposed DFRURA would include eight separate buildings and a new private street network. As illustrated in **Figure 1-7**, the proposed private street grid would integrate the Proposed DFRURA with the surrounding street network, breaking up the superblock by establishing publicly-accessible north-south and east-west connections. Portions of six buildings would front on the new north-south connection, while one would front entirely on Central Avenue and the last would front on Redfern and Nameoke Avenues.

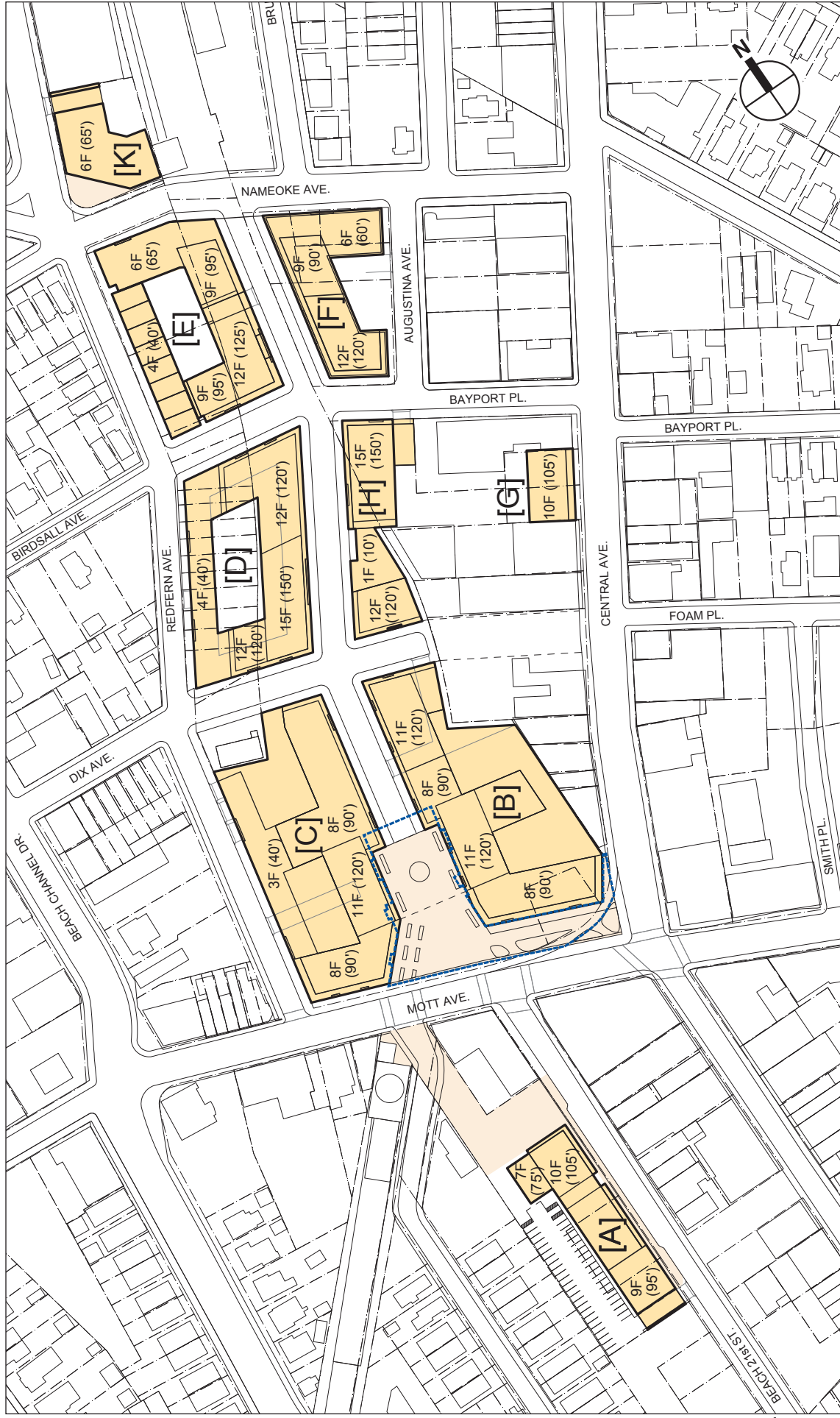
The new north-south oriented street would form the main axis on the Proposed DFRURA. This new street would extend through the Proposed DFRURA connecting to Nameoke Avenue on the north. At the southern end, the new street would terminate at a traffic circle between Buildings B and C that front Mott Avenue. Two new east-west streets would directly connect the Proposed DFRURA with Redfern Avenue and Central Avenue. To achieve this, Birdsall Avenue would extend eastward through the Proposed DFRURA between Buildings D and E, intersecting with the new north-south oriented street and connecting with Bayport Place between Buildings F and H, before connecting to Central Avenue. Also from the west, Dix Avenue would be extended eastward between Buildings C and D and then between Buildings B and H, terminating to the east of these buildings. These streets would also provide vehicular access to on-street and off-street parking as well as to the loading areas associated with the buildings on the Proposed DFRURA.

These new streets would visually and physically connect the Proposed DFRURA to the surrounding area, promoting easy movement through the Proposed DFRURA between the Central Avenue corridor and Redfern Avenue as well as between Mott Avenue and Nameoke Avenue. The new north-south oriented street would allow for pedestrians and vehicles to move between the A Train Station on Mott Avenue and the LIRR Station on Nameoke Avenue and between the downtown area and the adjoining neighborhoods.

### *Active Uses*

The site plan and design for the Proposed DFRURA are intended to promote a “Main Street” feeling in Downtown Far Rockaway by concentrating new retail space along the portion of the north-south street closest to Mott Avenue (See **Figure 1-8**). The new street network allows for active street frontages along Mott Avenue and the new streets by having all of the proposed buildings on the Proposed DFRURA front on either an existing street or one of the new streets. Buildings B and C would front directly on Mott Avenue and would include ground floor retail space that would open onto either Mott Avenue, Redfern Avenue, or the new north-south street. The existing supermarket on the Proposed DFRURA would be replaced with a supermarket of similar size. Buildings within the Proposed DFRURA, and along Beach 20th Street, would also allow for second-story community facility and retail uses within Use Groups 5 through 9, 10A, 12, and 14. Continuing to the north, the six new buildings within the Proposed DFRURA would primarily be residential with frontages directly on the new north-south and east-west streets,





Source: Beyer Binder Belle

[A] — DOT/MTA Disposition Site Building

[B, C, D, E, F, G, H, K] — Proposed DFRURA Buildings

— DEIS Plaza Outline

This figure has been revised for the FEIS

Illustrative Site Plan for Proposed DFRURA and DOT/MTA Disposition Site  
Figure 1-7

Downtown Far Rockaway Redevelopment Project



- Community Facility Use
- Commercial (Retail) Use
- Residential Use

This figure has been revised for the FEIS

Illustrative Ground Floor Plan for Proposed DFRURA and DOT/MTA Disposition Site  
Figure 1-8

Redfern Avenue, Central Avenue, or Nameoke Avenue. Along Nameoke Avenue, near the LIRR Station and the NYC Housing Authority's (NYCHA's) Redfern Houses, Buildings E and K would include ground floor community facility space while Building E would also include ground floor space for new retail uses. Along the Central Avenue, Building G would help to fill a gap along this key corridor with complementary ground-floor retail space.

#### *Open Spaces*

A critical component of the Proposed DFRURA's design is the integration of public spaces within the Proposed DFRURA to create a center to the neighborhood, knitting together the adjacent public library, the subway station, and other portions areas of Downtown Far Rockaway. A new public plaza would front Buildings B and C along Mott Avenue and the plaza would continue into the Proposed DFRURA between these two buildings (See **Figures 1-9 through 1-10**). This plaza would create a pedestrian gateway to the Proposed DFRURA between the two new buildings and would include new plantings, seating, and other street furniture, as well as opportunities for public programming that would improve streetscape conditions within the Proposed DFRURA.

#### *Built Form*

**Figures 1-12 through 1-13** illustrate the RWCDs massing for the Proposed DFRURA. The proposed design as amended by the A-Application results in the following:

- Building B: Along Mott Avenue, the base of the building would be reduced from 6 stories as presented in the DEIS to five stories before a setback, rising to a total of eight stories along Mott Avenue. The overall height of the building would be reduced from 12 to 11 stories.
- Building C: The base of the building along Mott Avenue would be reduced by one story and set back three feet from the lot line. The tallest tower would be reduced by 4 stories (from 15 stories in the DEIS to 11 stories), and the remaining building rising to 8 stories. A portion of the building façade along Redfern Avenue also would be reduced by one story.
- Building D: The towers at the center of the building would be increased by 3 stories (from 12 to 15 stories and from 9 to 12 stories). The floor-plates of the towers would be reduced by increasing the depth of the setback from the façade along Redfern Avenue.
- Building E: A portion of the tower along the proposed extension of Birdsall Avenue would be reduced 3 stories (from 12 to 9 stories).
- Building H: The southernmost tower would remain 12 stories, but with a setback after 8 stories instead of rising without setbacks. Along the proposed north-south street, the base of the building would be increased from 6 to 8 stories with an additional side-yard setback after 12 stories. The north tower would remain 15 stories.
- Building G: The Central Avenue facade would increase the setback by one story. The tower height would increase one story (from 9 to 10 stories).

The proposed design would concentrate taller, denser development in the middle of the Proposed DFRURA, along the new north-south oriented street and away from the edges of the site. The buildings within the Special District would be allowed to exceed the maximum height restrictions of the underlying zoning. However, each of the buildings on the Proposed DFRURA would have a series of transitions between the lower rise portions of the building and the maximum height. Building C-D and H would reach a maximum height of 15-stories (approximately 155 feet), the highest on the Proposed DFRURA. The other buildings would reach a maximum height of 12 stories. Overall, each building on the site would include a series



This figure has been revised for the FEIS

Illustrative Rendering:  
View from Central Plaza to Library  
**Figure 1-9**



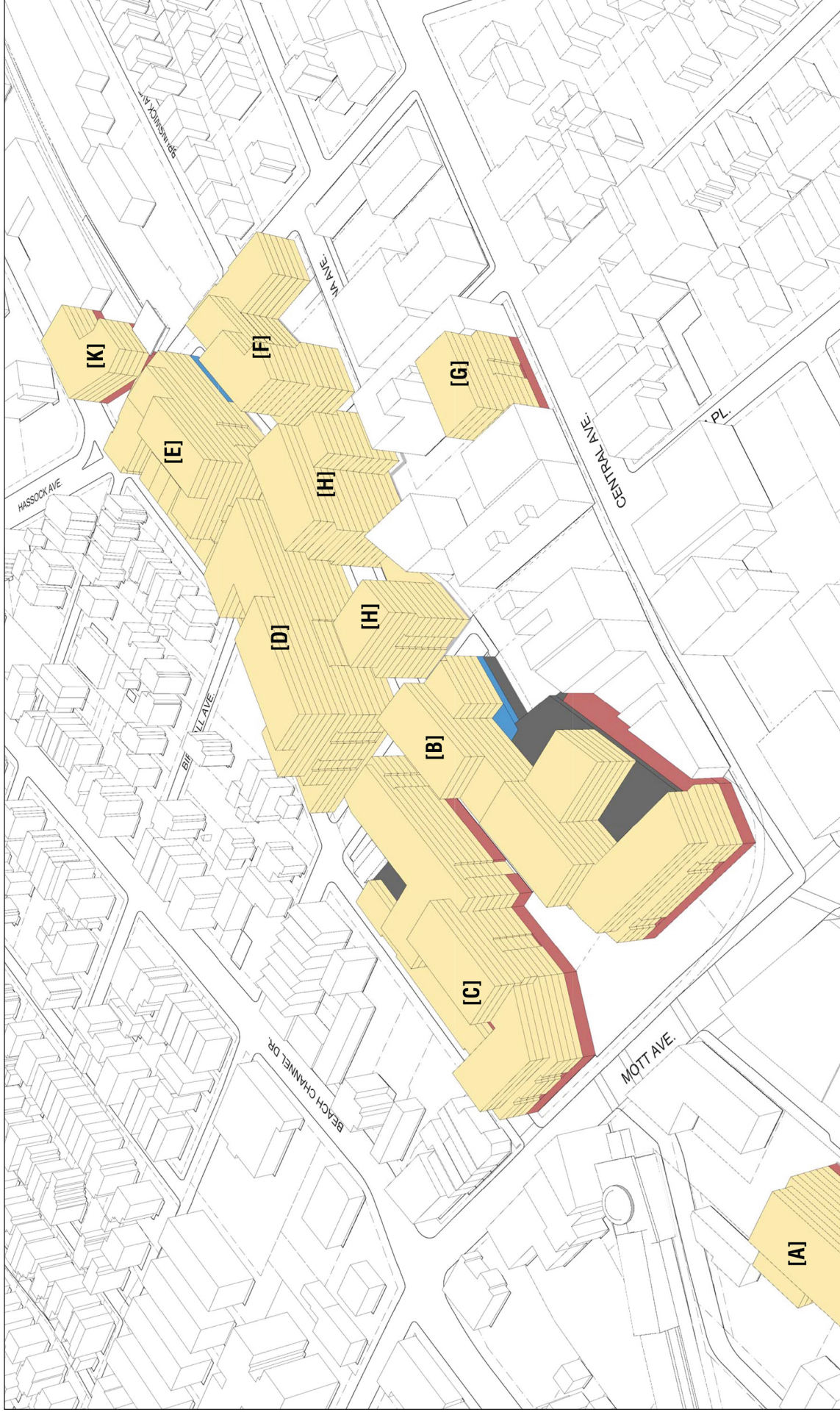
*This figure has been revised for the FEIS*

Illustrative Rendering:  
View of Central Plaza from Subway Station  
**Figure 1-10**



*This figure has been revised for the FEIS*

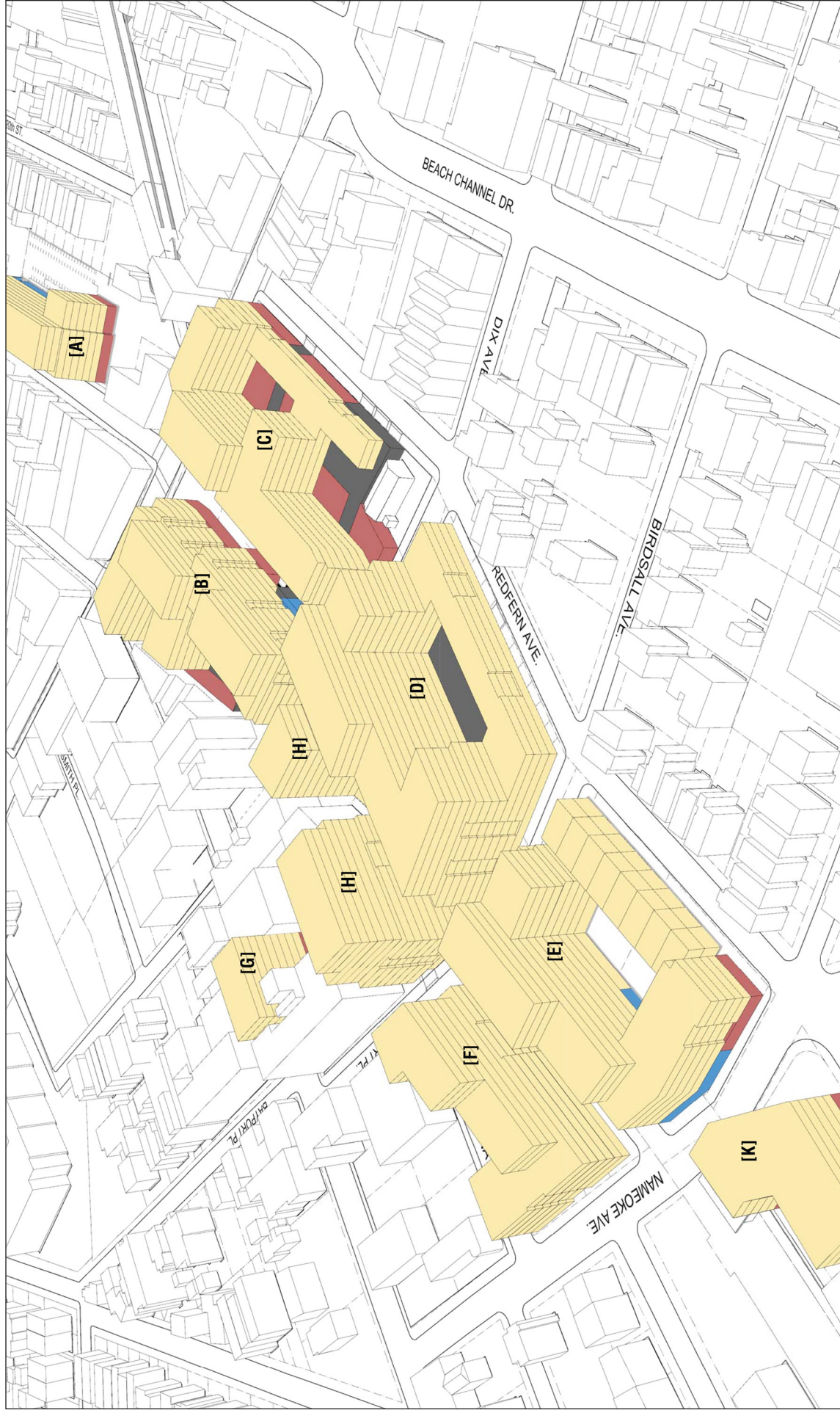
Illustrative Rendering:  
View of Proposed DFRURA, Hassock Street from Redfern Avenue  
(Looking South)  
**Figure 1-11**



- [A] Building Letter
- Community Facility Use
- Commercial (Retail) Use
- Residential Use
- Parking

Proposed DFRURA Illustrative Rendering with Maximum Building Envelopes  
(Looking North)  
**Figure 1-12**

*This figure has been revised for the FEIS*



[A] Building Letter  
Community Facility Use  
Commercial (Retail) Use  
Residential Use  
Parking

Proposed DFRURA Illustrative Rendering with Maximum Building Envelopes  
(Looking South)  
Figure 1-13

This figure has been revised for the FEIS



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of transition heights of between ~~four, six~~four, five, and ~~nine~~eight stories before reaching their respective maximum heights (See **Figure 1-7**).

In addition, by stepping building heights down, the buildings on the periphery of the Proposed DFRURA would blend into the existing neighborhood fabric. The portions of Buildings C, D, and E along Redfern Avenue would be four stories high to match the adjacent context. The portions of Buildings B and C along Mott Avenue would have a maximum height of ~~six~~five stories. On Nameoke Avenue, Buildings E, and F and K would have a maximum height of six stories.

Construction on the Proposed DFRURA would occur in phases, with the final phase expected to be completed by 2032. While a phasing plan has not been finalized, it is expected that construction on the Proposed DFRURA would begin with Buildings B and C along Mott Avenue. Upon substantial completion of these buildings, construction would commence on Buildings D, H, and G. Upon substantial completion of these buildings, construction would commence on Buildings E, F, and K. The duration of construction for specific buildings would vary, but generally each is expected to take approximately two years to complete.

### *DISPOSITION SITES RWCDs ASSUMPTIONS*

In the future with the Proposed Actions, the vacant City-owned parcel currently under the jurisdiction of DSNY—located at the corner of Augustina and Nameoke Avenues (Block 15534, Lot 70)—would be redeveloped as-of-right with four, approximately three-story (35-foot-tall) residential buildings that would include a total of 8 DUs, all of which would be affordable (8,000 gsf).

An approximately 44,000-sf site, including a portion of a lot currently under the jurisdiction of DOT (Block 15705, part of Lot 59) and a lot under the jurisdiction of the MTA (Block 15705, Lot 69)—located along Beach 21st Street south of Mott Avenue—would be redeveloped with an approximately 10-story (105-foot-tall) building that would include 176 DUs (all of which would be affordable), 7,421 gsf of local ground floor retail, 11,557 gsf of community facility space, and 40 parking spaces at grade. Independent of the Proposed Project, the current bus layover use on this site will be relocated to another location within the immediate neighborhood.

### *DEVELOPMENT SITE CRITERIA (PROJECTED AND POTENTIAL DEVELOPMENT SITES)*

In addition to development expected to occur on the Proposed DFRURA and Disposition Sites, the Proposed Actions would result in development elsewhere within the Rezoning Area. In projecting the amount and location of other new development expected to occur as a result of the Proposed Actions, several factors have been considered in identifying likely development sites. These include known development proposals, past and current development trends, and the development site criteria described below. Generally, for area-wide rezonings that create a broad range of development opportunities, new development can be expected to occur on selected, rather than all, sites within the rezoning area. The first step in establishing the development scenario was to identify those sites where new development could be reasonably expected to occur.

Projected and Potential Development Sites were initially identified based on the following criteria:

- Lots located in areas where an increase in permitted FAR is proposed.
- Lots with a total size of 10,000 sf or larger, and privately-owned vacant lots 5,000 sf or greater. Based on current market conditions, the proposed rezoning would not provide lots that are less than 10,000 square feet in area (and vacant lots less than 5,000 square feet) with the incremental density necessary to encourage redevelopment.

- Underutilized lots (defined as vacant or lots constructed to less than or equal to half of the proposed FAR under the proposed zoning, including consideration for assemblages).
- Lots with at least 50 feet of street frontage.
- Potential assemblages of adjacent lots with one common owner.

Certain lots that meet the above criteria have been excluded from the scenario based on the following conditions (because they are very unlikely to be redeveloped as a result of the Proposed Rezoning):

- Lots where construction is currently ongoing.
- The sites of schools (public and private), libraries, government offices, medical centers, and houses of worship<sup>3</sup>, including accessory parking. These facilities may meet the development site criteria, because they are built to less than half of the permitted floor area under the current zoning and are on larger lots. However, these facilities have not been redeveloped or expanded despite an ability to do so, and it is extremely unlikely that the increment of additional FAR permitted under the proposed zoning would induce redevelopment or expansion of these structures. Additionally, for government-owned properties, development and/or sale/lease of these lots may require discretionary actions from the pertinent government agency.
- Multi-unit buildings (existing individual buildings with six or more DUs are unlikely to be redeveloped because of the required relocation of tenants in rent-stabilized units).
- Certain large commercial structures, such as multi-story commercial buildings. Although these sites may meet the criteria for being built to less than half of the proposed permitted floor area, they are unlikely to be redeveloped due to their current or potential profitability, the cost of demolition and redevelopment, and their location.
- Lots with five or more commercial tenants would be difficult to redevelop due to long-term leases; this exemption has not been applied to lots with five or more commercial tenants with primary frontage on Mott Avenue between Beach Channel Drive and Cornaga Avenue that are currently developed to less than 0.5 FAR under existing zoning, because of their location on primary commercial corridors.
- Lots whose location, highly irregular shape, or highly irregular topography would preclude or greatly limit future as-of-right development. Generally, development on highly irregular lots does not produce marketable floor space.
- Lots with buildings that were developed or significantly altered since 2005.
- Lots that contain City, State, or Nationally listed or eligible historic resources.<sup>4</sup>

#### *DEFINITION OF PROJECTED AND POTENTIAL DEVELOPMENT SITES*

To produce a reasonable, conservative estimate of future growth, the development sites have been divided into two categories: projected development sites and potential development sites. The projected development sites are considered more likely to be developed within the 15-year analysis period for the Proposed Actions (i.e., by the 2032 analysis year). Potential Development

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<sup>3</sup> This criterion does not apply to the designation of Projected Development Site 15 (Block 15536, Lots 12, 15, 18, 22 and 28, upon which a house of worship is currently located) as a development site because there are known plans to redevelop the site with the proposed zoning.

<sup>4</sup> Trinity Chapel, 1874 Mott Avenue, and U.S. Post Office Far Rockaway, 18-36 Mott Avenue, are listed on the State/National Register of Historic Places (S/NR).

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Sites are considered less likely to be developed by the 2032 Build Year, and are assessed only for site-specific technical areas of CEQR. Of the sites identified based on the criteria described above, Potential Development Sites were identified based on the following criteria:

- Lots with slightly irregular shapes, topographies, or encumbrances such as extensive map easements.
- Active businesses, which may provide unique services or are prominent, and successful neighborhood establishments that are unlikely to move.
- Lots with five or more commercial tenants with their primary frontage on Mott Avenue between Beach Channel Drive and Cornaga Avenue, and that are currently developed to less than 0.5 FAR under existing zoning would be difficult to develop due to long-term leases; however, given their location on primary commercial corridors, it is reasonable to assume that these lots would potentially be redeveloped in the longer-term after the anticipated 2032 build year, and therefore should be considered Potential Development Sites.

Based on the above criteria, in addition to the Proposed DFRURA and the Disposition Sites, a total of ~~26–28~~ development sites (~~4719~~ Projected Development Sites and 9 Potential Development Sites) have been identified in the Project Area.<sup>5</sup> **Figure 1-3** shows these Projected and Potential Development Sites, as well as the DFRURA and Disposition Sites within the Project Area. **Table 1-2**, below, provides a summary of the RWCDs for development that is expected to occur by 2032, while **Table 1-3** provides a summary of the development less likely to occur by 2032 (on Potential Development Sites). **Appendix B** includes detailed RWCDs Tables. The full build-out of the Proposed Project, which will be analyzed in this DEIS, includes development projected to be completed within the 15-year analysis window by 2032 (this includes development on the DFRURA, Disposition Sites, and Projected Development Sites) but not the development anticipated to occur on Potential Development Sites; because development of potential sites is less likely to occur, it is therefore not included in the total amount of development predicted to occur as a result of the proposed project. Consequently, typical CEQR practice analyzes projected sites for both density-related and site-specific impacts, whereas potential sites are analyzed for potential site-specific impacts only.

**Table 1-2  
RWCDs Assumptions**

	Residential (DUs) <sup>1</sup>	Commercial/ Retail (GSF)	Community Facility (GSF)	Publicly Accessible Open Space (SF)
<b>Proposed DFRURA</b>	1,747	129,077	36,295	35,66930,000
<b>DOT/MTA Disposition Site</b>	176	7,421	11,557	0
<b>DSNY Disposition Site</b>	8	0	0	0
<b>Projected Development Sites</b>	4,404 <sup>2</sup> 1,200 <sup>2</sup>	407,369 123,189	44,095 38,095	0
<b>Total Development by 2032 Build Year</b>	<b>3,035 3,131</b>	<b>243,867 259,687</b>	<b>91,947 85,947</b>	<b>35,669 30,000</b>
<b>Note:</b>	<sup>1</sup> The DUs are assumed to be 1,000 gsf, except for a few DUs within the DFRURA that are assumed to be 2,000 gsf to account for their design as townhouses. <sup>2</sup> In addition to the permanently affordable housing generated by MIH, the use of public subsidies can help broaden and deepen affordability.			

<sup>5</sup> The A-Application resulted in the addition of two Projected Development Sites (Sites 18 and 19).

**Table 1-3  
RWCDs - Potential Development Sites**

	Residential (DUs) <sup>1</sup>	Commercial/ Retail (GSF)	Community Facility (GSF)	Publicly Accessible Open Space (SF)
<b>Potential Development Sites</b>	552	88,495	5,500	0
<b>Note:</b> <sup>1</sup> DUs are assumed to be 1,000 gsf.				

*DEVELOPMENT SCENARIO PARAMETERS*

*Dwelling Unit Factor*

The number of projected DUs in apartment buildings is determined by dividing the total amount of residential floor area by 1,000 and rounding to the nearest whole number. The Proposed DFRURA would include a series of 4-story townhouses along Redfern Avenue in Building E (refer to **Figure 1-7**). Given the design, each of the townhouse units are assumed to be 2,000 gsf each.

*Affordable Housing Assumptions*

The Proposed Actions will support the development of new permanently affordable housing construction by mapping new zoning districts to permit residential development in areas where it is not permitted today and to increase residential density where it is permitted today. While Downtown Far Rockaway has not experienced market-rate multifamily construction in recent years, the neighborhood is characterized by a number of underutilized sites with capacity for significant growth. Zoning changes to allow residential development at higher densities would facilitate expansion of the neighborhood’s supply of affordable housing and the construction of new permanently affordable housing development. For the immediate future, it is anticipated that new multifamily development will resemble recent multifamily development in the broader area, which has generally utilized public subsidy and been affordable to low-income households.

It is expected that a variety of City and State financing programs for affordable housing would result in the creation of a substantial amount of affordable housing within the project area under the Proposed Actions. Included among the Proposed Actions is the designation of a MIHA which will require that new residential developments include a permanently affordable component. The MIH requirement that a percentage of housing units developed under the Proposed Action remain permanently affordable can ensure that new development will address the needs of residents at lower income levels, even in the event that local housing market conditions change. In addition to the permanently affordable housing generated by MIH, the use of public subsidies can help broaden and deepen affordability.

While it is possible that by the time of the 2032 Build Year, changes in the housing market and government subsidies may result in non-subsidized multifamily development occurring, the MIH program would ensure that a substantial amount of new housing would be permanently affordable to low- to moderate-income households. The MIH program includes two primary options for set-aside percentages with different affordability levels. One option would require 25 percent of residential floor area to be for affordable housing units for residents with incomes averaging 60 percent of the area median income (AMI) (with ten percent of the floor area affordable at 40 percent AMI) and the second would require 30 percent of residential floor area to be for affordable housing units for residents with incomes averaging 80 percent AMI.

## **Downtown Far Rockaway Redevelopment Project**

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In combination with these options, two other options may be utilized. A “Deep Affordability Option” may be utilized under which 20 percent of residential floor area must be affordable housing units affordable to households with income at a weighted average of 40 percent of AMI. Also, a “Workforce Option” also may be utilized providing 30 percent of residential floor area must be affordable housing units affordable to households with income at a weighted average of 115 percent, with five percent of residential floor area must be affordable housing units affordable to households with income at an income band of 70 percent of AMI and another five percent of residential floor area must be affordable housing units affordable to households with income at an income band of 90 percent of AMI. No public funding may be used for MIH development utilizing the “Deep Affordability Option or the “Workforce Option”.

As part of this project, both Option 1 and Option 2 are proposed to apply within the MIHA. CPC and the City Council will ultimately determine whether one or both options will be selected. Therefore, each impact category will utilize whichever of the two primary MIH options would provide the more conservative basis for its specific analysis.

Within the Proposed DFRURA, it is assumed that 50 percent of the future dwelling units would be affordable. The total number of affordable DUs assumed on the city-owned sites (874 for the Proposed DFRURA and 184 for Disposition Sites) was estimated based on past and current development trends, the City, State, and Federal programs that support the construction of affordable housing, the proposals in Housing New York, the Mayor’s 10-year housing plan, that aim to significantly increase the amount of affordable housing created and preserved in the five boroughs, and the City’s specific commitments to providing affordable housing in Downtown Far Rockaway.

### **FUTURE WITHOUT THE PROPOSED ACTIONS**

In the future without the Proposed Actions (the No Action condition), the Proposed DFRURA, Disposition Sites, and Projected Development Sites are assumed to remain unchanged from existing conditions. The No Action condition is expected to contain approximately 8 DUs, 90,932~~95,092~~ sf of commercial space, 5,000 sf of community facility space, 43,822 sf of industrial space and 310 parking spaces. While some projected development sites—particularly those that are vacant, occupied by vacant buildings, or occupied by low intensity uses—could become occupied by uses that are as-of-right under existing zoning, in order to ensure a conservative analysis, it is assumed that these sites would remain unchanged. However, there are several planned private and public projects that are expected to occupy six unrelated sites within the Project Area:

1. At 11-38 Foam Place (Block 15545, Lot 19), a seven-unit residential building is planned (private developer)<sup>6</sup>;
2. At 18-31 Mott Avenue (Block 15560, Lot 30), an approximately 5,236-gsf commercial building, with two units, is planned (private developer)<sup>7</sup>;
3. At 16-37 Central Avenue (Block 15559, Lot 25) construction of the new Far Rockaway Public Library ~~is slated for expansion~~ (publicly sponsored);

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<sup>6</sup> Based on Department of Buildings (DOB) Building Information System.

<sup>7</sup> Ibid.

4. At 15-26 Central Avenue (Block 15537, Lot 137) an open area behind the existing charter school for middle school students will be redeveloped as a play area for the school (private developer);
5. At 15-28 Central Avenue (Block 15537, Lot 133), the vacant building fronting Central Avenue will be demolished and redeveloped as a charter school for primary and intermediate school students, and the vacant building at the rear of the lot will be rehabilitated to be part of the charter school campus, containing a mix of classroom and administrative space (publicly sponsored); and
6. As part of the DOT Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project (described below), an approximately 14,000-sf area of City-owned property (on Block 15705, part of Lot 59) immediately north of the DOT/MTA Disposition Site—currently under the jurisdiction of DOT—will be improved with a new public plaza, and the existing slip lane at Mott and Central Avenues will be closed and converted to a public plaza.

The No Action condition assumes that the DOT Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project<sup>8</sup> will be completed by the 2032 build year. The project, undertaken by DOT, in a priority Vision Zero location, is aimed at enhancing the public realm by implementing comprehensive urban design plan and streetscape improvements that will encourage a safer, more inviting pedestrian experience while employing sustainable, energy-efficient and visually-appealing street design elements. The project will include full street reconstruction in conjunction with new DEP storm and sanitary sewers, new curbs, sidewalks and expanded pedestrian spaces throughout the downtown. While the project is expected to address maintenance and safety concerns in the study area, improvements will be limited to the area generally bounded by Cornaga Avenue to the south and east, Beach Channel Drive to the west, and Foam Place to the north.

#### **FUTURE WITH THE PROPOSED ACTIONS**

As shown in **Table 1-4**, the full build-out of the Proposed Project includes development projected to be completed within the 15-year analysis window by 2032 (this includes development on the Proposed DFRURA, Disposition Sites, and Projected Development Sites). Since Potential Development Sites are not expected to be redeveloped under the Proposed Actions, the program associated with these sites is not included in the projection of future project-generated development. The full build-out under the RWCDS is assumed to include 3,035,131 DUs, 243,867,259,687 gsf of commercial space and 91,947,85,947 gsf of community facility space. Most of the off-street parking for the Proposed DFRURA would be provided below grade, as would the parking for Projected Development Sites 6 and 15. All of the remaining off-street parking is assumed to be provided at grade. The Proposed Project also would provide a new privately-owned, publicly-accessible plaza along Mott Avenue on the Proposed DFRURA. The analysis assumptions for the No Action condition, With Action condition, and increment for analysis are summarized below in **Table 1-5**.

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<sup>8</sup> DDC Capital Project Nos. SANDR02, HWQ1079 and SE-830.

**Table 1-4  
Development Program for Analysis  
With Action Condition**

<b>Use</b>	<b>Proposed DFRURA</b>	<b>Disposition Sites</b>	<b>Projected Development Sites</b>	<b>Total With Action</b>
Residential (DUs) <sup>1</sup>	1,747	184	4,104 <u>1,200</u>	<b>3,035</b> <b>3,131</b>
Commercial/Retail (GSF)	129,077	7,421	407,369 <u>123,189</u>	<b>243,867</b> <b>259,687</b>
Community Facility (GSF)	36,295	11,557	44,095 <u>38,095</u>	<b>91,947</b> <b>85,947</b>
Open Space (SF)	<del>35,669</del> <u>30,000</u>	0	0	<b>35,669</b> <b>30,000</b>
<b>Notes:</b> <sup>1</sup> Assumes 1,000 gsf per DU, except for a few DUs within the Proposed DFRURA that are assumed to be 2,000 gsf to account for their design as townhouses.				
<b>Sources:</b> mapPLUTO 15v1 and AKRF, Inc.				

**Table 1-5  
Comparison of No Action and With-Action Conditions  
Proposed DFRURA, Disposition Sites and Projected Development Sites**

<b>Uses</b>	<b>No Action Condition</b>	<b>With-Action Condition</b>	<b>Increment for Analysis</b>
Residential (DUs)	8	3,035 <u>3,131</u>	3,027 <u>3,123</u>
Retail (GSF)	90,932 <u>95,092</u>	243,867 <u>259,687</u>	152,935 <u>164,595</u>
Community Facility (GSF)	5,000	91,947 <u>85,947</u>	86,947 <u>80,947</u>
Vacant <sup>1</sup> (GSF)	334,634	0	(334,634)
Open Space (SF)	0	35,669 <u>30,000</u>	35,669 <u>30,000</u>
<b>Note:</b> <sup>1</sup> Includes undeveloped lots, and auto-related uses with no build structures.			
<b>Sources:</b> mapPLUTO 15v1 and AKRF, Inc.			

**G. PUBLIC REVIEW PROCESS**

The Proposed Actions described above are subject to public review under the ULURP, Section 200 of the City Charter, as well CEQR procedures. The ULURP and CEQR review processes are described below.

**UNIFORM LAND USE REVIEW PROCEDURE (ULURP)**

The City’s ULURP, mandated by Sections 197-c and 197-d of the City Charter, is a process specially designed to allow public review of a proposed action at four levels: the Community Board, the Borough President and (if applicable) the Borough Board, the CPC and the City Council. The procedure sets time limits for review at each stage to ensure a maximum total review period of approximately seven months.

The ULURP process begins with a certification by the DCP that the ULURP application is complete, which includes satisfying CEQR requirements (see the discussion below). The application is then forwarded to the Community Board, which has 60 days in which to review and discuss the approval, hold public hearings, and adopt recommendations regarding the

application. Once this step is complete, the Borough President reviews the application for up to 30 days. CPC then has 60 days to review the application, during which time a ULURP/CEQR public hearing is held. Comments made at the DEIS public hearing and subsequent comment period (the record for commenting remains open for ten days after the hearing to receive written comments) are incorporated into a FEIS. The FEIS must be completed at least ten days before CPC makes its decision on the application. CPC may approve, approve with modifications or deny the application. If the ULURP application is approved, or approved with modifications, it moves forward to the City Council for review. The City Council has 50 days to review the application and during this time will hold a public hearing on the Proposed Actions, through its Land Use Subcommittee. The Council may approve, approve with modifications or deny the application. If the Council proposes a modification to the Proposed Actions, the ULURP review process stops for 15 days, providing time for a CPC determination on whether the proposed modification is within the scope of the environmental review and ULURP review. If it is, then the Council may proceed with the modification; if not, then the Council may only vote on the actions as approved by the CPC. Following the Council's vote, the Mayor has five days in which to veto the Council's actions. The City Council may override the mayoral veto within 10 days.

### **CITY ENVIRONMENTAL QUALITY REVIEW (CEQR)**

Pursuant to the State Environmental Quality Review Act (Article 8 of the Environmental Conservation Law; SEQRA) and its implementing regulations found at 6 NYCRR Part 617, NYC has established rules for its own environmental quality review in Executive Order 91 of 1977, as amended, and 62 RCNY Chapter 5, the Rules of Procedure for CEQR. The environmental review process provides a means for decision-makers to systematically consider environmental effects along with other aspects of project planning and design, to propose reasonable alternatives, and to identify, and when practicable mitigate, significant adverse environmental effects. CEQR rules guide environmental review, as follows:

#### *ESTABLISHING A LEAD AGENCY*

Under CEQR, a "lead agency" is the public entity responsible for conducting environmental review. Usually, the lead agency is also the entity principally responsible for carrying out, funding, or approving the proposed action(s). In accordance with CEQR rules (62 RCNY §5-03), the ODMHED, acting as lead agency, assumed lead agency status for the Proposed Actions.

#### *DETERMINATION OF SIGNIFICANCE*

The lead agency's first charge is to determine whether the proposed action(s) may have a significant adverse impact on the environment. To do so, ODMHED evaluated an Environmental Assessment Statement (EAS) dated August 4719, 2016 for the Proposed Actions. Based on the information contained in the EAS, ODMHED determined that the Proposed Actions may have a significant adverse impact on the environment, as defined by statute, and issued a Positive Declaration on August 4719, 2016, requiring that an EIS be prepared in conformance with all applicable laws and regulations.

#### *SCOPING*

Along with its issuance of a Positive Declaration, ODMHED issued a Draft Scope of Work for the EIS, dated August 4719, 2016, marking the beginning of the comment period on the Draft Scope. "Scoping," or creating the scope of work, is the process of identifying the environmental



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impact analysis areas, the methodologies to be used, the key issues to be studied, and creating an opportunity for others to comment on the intended effort. CEQR requires a public scoping meeting as part of the process. A public scoping meeting was held on Wednesday, September 20, 2016, at St. John's Episcopal Hospital, Boces Conference Room, 510 Beach 20th Street, Far Rockaway, NY 11691. The public review period for agencies and the public to review and comment on the Draft Scope of Work was open through Monday, October 3, 2016. Modifications to the Draft Scope of Work for the project's EIS were made as a result of public and interested agency input during the scoping process. A Final Scope of Work document for the Proposed Actions was issued on Friday, January 27, 2017.

### *DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)*

This DEIS was prepared in accordance with the Final Scope of Work, and followed the methodologies and criteria for determining significant adverse impacts in the *CEQR Technical Manual*. The lead agency reviewed all aspects of the document, calling on other City and state agencies to participate where the agency's expertise is relevant. Once the lead agency is satisfied that the DEIS is complete, it issues a Notice of Completion and circulates the DEIS for public review. The DEIS was deemed complete and the Notice of Completion was issued on January 27, 2017 and the corresponding ULURP application was certified on January 30, 2017.

### *A-APPLICATION TECHNICAL MEMORANDUM 001*

The City of New York prepared and filed an amended ULURP application (the "A-Application") that addressed issues raised just before or shortly after issuance of the DEIS. The A-Application consists of a series of modifications to the Proposed Actions, including zoning text amendments and zoning map amendments, that were crafted in response to feedback on the application, to allow for additional development projects that meet the purpose and need for the Proposed Actions, and to ensure successful site planning on a complex and irregular site. Potential environmental impacts of the A-Application were evaluated in Technical Memorandum 001 (found in **Appendix O**) and the evaluation of the Proposed Actions in this FEIS incorporates the modifications associated with the A-Application. Technical Memorandum 001 was submitted for public review on April 26, 2017

### *PUBLIC REVIEW*

Publication of the DEIS and issuance of the Notice of Completion signal the start of the public review period. During this time, which must extend for a minimum of 30 days, the public has the opportunity to review and comment on the DEIS and Technical Memorandum 001 either in writing or at a public hearing convened for the purpose of receiving such comments. When the CEQR process is coordinated with another City process that requires a public hearing, such as ULURP, the hearings may be held jointly. The lead agency must publish a notice of the hearing at least fourteen (14) days before it takes place, and must accept written comments for at least ten (10) days following the close of the hearing. All substantive comments received at the hearing become part of the CEQR record and must be summarized and responded to in the FEIS. For the Proposed Actions, CPC held the joint ULURP/CEQR public hearing on May 24, 2017 at 10am at 22 Reade Street in Manhattan. Written comments on the DEIS and Technical Memorandum 001 were accepted through June 5, 2017 at 5pm.

*FINAL ENVIRONMENTAL IMPACT STATEMENT (FEIS)*

After the close of the public comment period for the DEIS, the FEIS is prepared. The FEIS must incorporate relevant comments on the DEIS, either in a separate chapter or in changes to the body of the text, graphics and tables. Once the lead agency determines the FEIS is complete, it issues a Notice of Completion and circulates the FEIS. ODMHED issued a Notice of Completion and circulated the FEIS on June 29, 2017.

*FINDINGS*

To document that the responsible public decision-makers have taken a hard look at the environmental consequences of a proposed action, any agency taking a discretionary action regarding a project must adopt a formal set of written findings, reflecting its conclusions about the significant adverse environmental impacts of the project, potential alternatives, and potential mitigation measures. The findings may not be adopted until ten (10) days after the Notice of Completion has been issued for the FEIS. Once findings are adopted, the lead and involved agencies may take their actions (or take “no action”). This means that the CPC must wait at least 10 days after the FEIS is complete to take action on a given application. \*