

**Downtown Far Rockaway Urban Design
and Streetscape Reconstruction Project
Borough of Queens**

Environmental Review Record

Environmental Assessment

**Responsible Entity:
New York State Governor's Office of Storm Recovery**

July 31, 2018

**Downtown Far Rockaway Urban Design and
Streetscape Reconstruction Project
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Project Name: Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project

Project Location: The Downtown Far Rockaway Urban Design and Reconstruction Project area is located at the easternmost portion of the Rockaway peninsula in southeastern Queens, New York. The project limits span Mott Avenue from Beach Channel Drive to Cornaga Avenue, Beach Channel Drive from Regina Avenue to Mott Avenue, Beach 22nd Street from Cornaga Avenue to Mott Avenue, Beach 21st from Cornaga Avenue to Mott Avenue, the Beach 21st Street Municipal Parking Lot, Beach 20th Street from Cornaga Avenue to Mott Avenue, Beach 19th Street from Cornaga Avenue to Mott Avenue and Cornaga Avenue from Beach 22nd Street to Mott Avenue, Rockaway East, Borough of Queens

Responsible Entity: Governor's Office of Storm Recovery
25 Beaver Street, 5th Floor, NY 10004

**Responsible Agency's
Certifying Officer:** Matt Accardi, Governor's Office of Storm Recovery, Certifying Officer
(212) 480-6265, matt.accardi@stormrecovery.ny.gov

Project Sponsor: NYC Mayor's Office of Recovery and Resiliency
**253 Broadway, 10th Floor
New York, New York 1007**

Primary Contact: Carrie Grassi
cgrassi@cityhall.nyc.gov

Project NEPA Classification:

Certification	The undersigned hereby certifies that New York State Homes and Community Renewal has conducted an environmental review of the project identified above and prepared the attached environmental review record in compliance with all applicable provisions of the National Environmental Policy Act of 1969, as amended (42 USC Sec. 4321 et seq.) and its implementing regulations at 24 CFR Part 58.
Signature	 Matt Accardi

**Environmental Review
Prepared By:** Alicia Shultz
Senior Environmental Scientist
Governor's Office of Storm
25 Beaver Street
5th Floor
New York, New York 10004

CERTIFICATION OF NEPA CLASSIFICATION

It is the finding of the New York State Housing Trust Fund Corporation that the activities proposed in its 2018 NYS CDBG-DR project, Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project are:

Check the applicable classification.

- Exempt as defined in 24 CFR 58.34 (a).
- Categorically Excluded as defined in 24 CFR 58.35(b).
- Categorically Excluded as defined in 24 CFR 58.35(a) and no activities are affected by federal environmental statutes and executive orders [i.e., exempt under 58.34(a)(12)].
- Categorically Excluded as defined in 24 CFR 58.35(a) and some activities are affected by federal environmental statutes and executive orders.
- "Other" neither exempt (24 CFR 58.34(a)) nor categorically excluded (24 CFR 58.35).
- Part or all of the project is located in an area identified as a floodplain or wetland. For projects located in a floodplain or wetland, evidence of compliance with Executive Orders 11988 and/or 11990 is required.

For activities excluding those classified as "Other", attached is the appropriate Classification Checklist (Exhibit 2-4) that identifies each activity and the corresponding citation.



Signature of Certifying Officer

July 31, 2018

Date

Matt Accardi

Print Name

Certifying Environmental Officer

Title

CERTIFICATION OF SEQRA CLASSIFICATION

It is the finding of the New York State Housing Trust Fund Corporation that the activities proposed in its 2018 2017 NYS CDBG-DR project, Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project constitute a:

Check the applicable classification:

- Type I Action (6NYCRR Section 617.4)
- Type II Action (6NYCRR Section 617.5)
- Unlisted Action (not Type I or Type II Action)

Check if applicable:

- Environmental Impact Statement (EIS) Prepared
 - Draft EIS
 - Final EIS



Signature of Certifying Officer

July 31, 2018
Date

Matt Accardi
Print Name

Certifying Environmental Officer
Title

Description of the Proposed Project [24 CFR 50.12 & 58.32; 40 CFR 1508.25]:

The City of New York is requesting \$4,500,000.00 in CDBG-DR funds for construction related activities as part of the phased urban design plan for the Far Rockaway Central Business District (CBD) with a primary focus on the intersection of Mott Avenue and Beach 20th/Central Avenue, a primary retail corridor, and its connection to the transit facilities within the downtown. The total estimated funding for the project is \$17,558,900 with additional funding from NYC (\$480,000), other Federal funds (\$1,920,000), RESO-A funds (\$500,000), and NYC DEP (\$10,472,900).

The overall aim of the project is to increase both resiliency and promote economic revitalization by creating a more inviting atmosphere for residents and businesses. Building on the results of the traffic study completed by DOT in January 2014, the recommendations of the Rockaway East NY Rising Community Reconstruction (NYRCR) Plan and NYC Department of Environmental Protection (NYC DEP) sewer installation project, and the ULI Technical Assistance Panel Report from May 7-8, 2014, this project intends to mitigate the effects of traffic, improve storm water resiliency, enhance pedestrian safety and mobility and provide critical energy resilient technology in downtown Far Rockaway. This project will reinforce and build upon the strategic ‘higher ground’ role Far Rockaway plays for the Rockaway peninsula.

The proposed project is part of the New York City Department of Transportation (NYCDOT) and the NYCDEP proposed capital projects SANDR02 and SE-830 or the Downtown Far Rockaway Urban Design and Streetscape Improvements project. The proposed project is a comprehensive street improvement project for the proposed project corridor that would involve reconstruction of 1.1 miles of streets and sidewalks (approximately 345,000 square feet of project area in total) including roadway geometric improvements such as narrowing roadbeds to accommodate wider sidewalks, two new pedestrian plazas, and the reorganization of public transportation to improve safety and provide a more hospitable pedestrian circulation. The proposed project also includes the reconstruction of roadways and sidewalks, and new infrastructure, such as water mains, storm and sanitary sewers, and street lighting. The project limits are as follows (see Attachment 1, Figures C-1 through C-3):

- Mott Avenue from Redfern Avenue to Beach 17th Street;
- Redfern Avenue from Nameoke Avenue to Mott Avenue;
- Central Avenue from Foam Place to Mott Avenue;
- Beach 19th, Beach 20th, and Beach 21st Streets from Mott Avenue to Cornaga Avenue;
- Beach 22nd Street from Mott Avenue to approximately 320 feet south of Mott Avenue

Key elements of the roadway and urban design project component include improvements to the Mott Avenue streetscape in the vicinity of the neighborhood “gateway” at the Far Rockaway Station at the terminus of the NYC Subway A Line; the “transit hub” district to the south and east of the station, where there is currently a bus terminal along Beach 21st Street; and streetscape improvements along Beach 20th Street between Mott and Cornaga Avenues, which is the retail center of the neighborhood. Additionally, several other street corridors in Downtown Far Rockaway would be reconstructed, and DEP sewer work would be undertaken within blocks of Redfern Avenue, from Mott Avenue to Nameoke Avenue. Existing storm and sanitary sewer utilities in Redfern Avenue would be upgraded and replaced with the proposed project including existing sanitary lines and water mains. Redfern Avenue will not include full street reconstruction, only DEP sewer replacement and related asphalt replacement associated with the required trenching.

The project involves improvements to sidewalks, roadways and public spaces, and construction of new green infrastructure in the neighborhood of Far Rockaway. Primary construction activities are expected to include demolition and reconstruction of existing streets, sidewalks, and public spaces as well as

constructing green infrastructure and public space improvements, construction of new storm sewers and replacement of existing storm sewers, sanitary sewers, and water mains where necessary to the swimming beach. The project location is shown on maps included in the annexed Attachments

As discussed below, different construction methods would be used during the various construction phases.

Street and Sidewalk Construction:

These construction activities include:

- Installation of site perimeter safety barriers or security fencing (as necessary);
- Removal of existing road surface;
- Relocation and upgrading of utilities and infrastructure;
- Removal of asphalt and grading and creation of new sidewalk, furniture, and curbing;
- Milling and grading within existing roadbed; and
- Final paving and finishes including striping.

Infrastructure Installation:

Replacement and, in some areas, new construction of storm sewers, sanitary sewers, and water mains is proposed as part of the proposed project. During this construction phase, a trench would be excavated to about 4 feet below the existing grade and the required infrastructure would then be laid and connected with the existing lines. This construction typically involves the use of backhoes to excavate the trench, lay the infrastructure line, and place the backfill. Flatbed delivery trucks may be used to transport materials to the site with dump trucks to remove soils and to deliver bedding material and clean fill, if needed. After infrastructure components are installed, the trench is backfilled and the soil compacted.

Curb and Sidewalk Construction:

Construction of the new sidewalk extensions and curbs is more labor intensive. During this phase, forms are placed by hand to shape the sidewalk, curb, and foundations for the street appurtenances. Concrete is then poured from concrete trucks and typically spread and smoothed by hand. Curbing is installed with manual labor and hand tools.

Road Reconstruction:

Road reconstruction requires larger machinery. During this phase, the existing street surfaces are milled in preparation for new paving. Road materials are brought to the site by trucks. The asphalt cover requires use of a paving spreader and rollers for compaction.

Final Finishes. Final finish work would involve striping the streets and crosswalks and installation of new signals and signage (as necessary). This phase requires only light duty equipment and hand-held tools.

Maintenance and Protection of Traffic Plan:

Construction is expected to result in some disruptions to traffic and on-street parking and would also generate construction worker and truck traffic. To minimize the effects of construction on local traffic and businesses, a "Maintenance and Protection of Traffic" (MPT) plan would be implemented during construction for the purposes of minimizing traffic congestion and lane interruption.

Tree Clearing:

There may be clearing of street trees associated with the construction of the proposed project. During the final design stage, a tree restoration plan would be prepared with a proposed number and locations of replacement trees to be planted, and this tree restoration plan would be included in the project's contract drawings. Street trees would be replaced in accordance with the tree mitigation plan, which would be developed between NYCDOT, the Department of Design and Construction (DDC), and the Department of Parks and Recreation (DPR). With these measures in place, it is not expected that there would be any significant adverse impacts to open space and street trees as a result of project construction.

Storm Sewers and Utilities:

The construction of new storm sewers and the replacement and relocation of existing storm sewers, sanitary sewers, and water mains is proposed as part of the proposed project. Additional minor utility work may also be required during construction. Coordination meetings will be held during final design with the NYCDEP, Con Edison, and other utility providers. Existing gas mains would be identified on the utility plans, but relocation is not anticipated to be required (this will also be determined during final design). The NYCDOT Division of Street Lighting would relocate street lighting. With the above-described coordination measures, the proposed construction activities would not result in any significant adverse impacts to infrastructure and utilities.

Statement of Purpose and Need for the Proposal [40 CFR 1508.9(b)]:

This project would revitalize the economic base of the Downtown Far Rockaway CBD by implementing urban design, streetscape and open space improvements that would encourage safer, more hospitable pedestrian circulation while employing sustainable, energy-efficient materials and image-defining street design elements.

The proposed project location serves as a retail corridor, transportation hub, and central business district for neighboring residential communities. Hurricane Sandy inundated several coastal communities on the Rockaway Peninsula, destroying housing stock and displacing residents. Though damage to this particular neighborhood was less severe than others nearby, Downtown Far Rockaway, as a commercial center in the region, has suffered economically due to the storm-related displacement of residents in surrounding neighborhoods. The goal of these planning and design efforts is to revitalize the economic base of the Far Rockaway CBD.

Existing Conditions and Trends [24 CFR 58.40(a)]:

The Rockaway Peninsula as a whole became a popular area for seaside hotels starting in the 1830s, and its popularity grew with the coming of the LIRR's 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 religious facilities, 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. In 1930 the population had grown to 30,000 people; by 1950, that population was 50,000. 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, disinvestment in other aspects of the local economy began to take hold. At the time, the Lindsay Administration sited several large public housing projects in Rockaway.

Public amenities and local employment opportunities were not equipped to handle the increased population; thus, the cycle of disinvestment was exacerbated. 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. The commercial downtown is defined by storefronts for 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 disinvestment 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 to no public open space. The Rockaways remain one of the last underdeveloped areas in all of NYC—but that is changing in large part due to the overwhelming success of Arverne By The Sea and a number of public works projects to improve roads, transportation, parks and public spaces from Breezy Point to Far Rockaway and neighborhoods in between. Although Downtown Far Rockaway presents an opportunity for transit-oriented development, revitalization has been hindered due to the large number of underutilized properties (Source: City of New York. 2016. Downtown Far Rockaway Redevelopment Project. Draft Scope of Work for An Environmental Impact Statement).

Funding Information

Estimated Total HUD Funded Amount: \$4,500,000

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]: \$17,558,900

Compliance with 24 CFR 58.5 and 58.6 Laws and Authorities

Record below the compliance or conformance determinations for each statute, executive order, or regulation. Provide credible, traceable, and supportive source documentation for each authority. Where applicable, complete the necessary reviews or consultations and obtain or note applicable permits of approvals. Clearly note citations, dates/names/titles of contacts, and page references. Attach additional documentation as appropriate.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 58.6		
Airport Hazards 24 CFR Part 51 Subpart D	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	Based on guidance provided by the Department of Housing and Urban Development (HUD) in Fact Sheet #D1, the National Plan of Integrated Airport Systems was reviewed for civilian, commercial service airports within the vicinity of the project sites. No known civil airports are located within 2,500 feet and no known military airports are located within 15,000 feet of the project site (Appendix A). No impacts would result. https://www.michigan.gov/documents/mshda/mshda_cd_nsp2_air_accident_315724_7.pdf
Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	The project site is not located within a coastal barrier resource area or buffer zone (Appendix A) https://www.fws.gov/CBRA/Maps/Mapper.html
Flood Insurance Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	FEMA released preliminary FIRMS on December 5, 2013 and revised preliminary FIRMS on January 30, 2015 that precede the future publication of new, duly adopted, final FIRMS. The preliminary FIRMS represent the Best Available Flood Hazard Data at this time. FEMA encourages communities to use the preliminary FIRMS when making decisions about floodplain management until final maps are available. The entirety of the Project Area is located outside of the 100-year (Zone AE; the area with a one percent probability of flooding each year) and the majority of the Project Area is located outside of the 500-year (Zone X; the area with a 0.2 percent probability of flooding each year) floodplains (Source 1 and Attachment 2, Figure 9-1). The northern portion of the Proposed project in the vicinity of Nameoke Avenue falls within the 500-year floodplain.

		<p>This area is currently occupied by general service establishments, vacant buildings, and the Far Rockaway Long Island Rail Road (LIRR) Train Station. A small area of the Project Area south of Dix Avenue also falls within the 500-year floodplain. (Source 1 and Attachment 2, Figure 9-1)</p> <p>On the basis of the NYSDEC tidal and freshwater maps, NWI maps, and site Reconnaissance conducted for the EIS, there are no NYSDEC-classified surface waters and no NYSDEC-regulated wetlands within the Project Area (Attachment 1, Figures C-C-12a, C-12b, 13, C14a, and C14b and Source 1 Appendix A and Appendix A).</p>
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STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 58.5

<p>Clean Air</p> <p>Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The proposed project is located in Queens, which is within a nonattainment area for inhalable particulate matter (PM2.5), a marginal nonattainment area for the eight-hour ozone standard and considered an area source for hazardous air pollutants (HAPs) emissions (Appendix A).</p> <p>Construction of the proposed project would not generate vehicular traffic; therefore, no exceedances of the National Ambient Air Quality Standard (NAAQS) associated with carbon monoxide (CO) or particulate matter (PM) would occur. The proposed project would not adversely affect the State Implementation Plan (SIP). Any air quality impacts would be short-term and localized during construction and therefore no significant impacts to air quality would occur.</p> <p>http://www.epa.gov/airquality/greenbook/adden.html</p>
<p>Coastal Zone Management</p> <p>Coastal Zone Management Act, sections 307(c) & (d)</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>The project area is located within the boundary of the New York State Coastal Zone (Appendix A). Pursuant to the Coastal Zone Management Act, a Federal Consistency Assessment Form and an analysis of the applicable policies was sent to the Department of State (DOS), Division of Coastal Resources for review. DOS responded with no objections to funding the project. The proposed project area is also situated within the New York City Coastal Zone Boundary and was subject to New York City Waterfront Revitalization Program consistency review. A WRP Consistency Assessment Form and supporting documentation was submitted to the New York Department of City Planning (See Appendix B for coastal consultations).</p> <p>On June 20, 2018, the New York City Department of City Planning, acting as the City</p>

		<p>Coastal Commission, state “Based on the information submitted, the Waterfront Open Space Division, on behalf of the New York City Coastal Commission, having reviewed the waterfront aspect of this action, finds that the actions will not substantially hinder the achievement of any Waterfront Revitalization Program (WRP) policy and provides its finding to the New York State Department of State (DOS). Please note that the proposed action(s) are subject to consistency review and approval by the New York State Department of State (DOS) in accordance with the New York State Coastal Management Program. This determination is only applicable to the information received and the current proposal. Any additional information or project modifications would require an independent consistency review. For your records, this project has been assigned WRP # 18-092.” (See Appendix B).</p> <p>http://www.dos.ny.gov/opd/atlas/ http://www.nyc.gov/html/dcp/html/wrp/wrpcoastalmaps.shtml</p>
<p>Contamination and Toxic Substances</p> <p>24 CFR Part 50.3(i) & 58.5(i)(2)</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The Phase I Corridor Assessment Report identifies 19 final “High” risks sites and 49 final “Moderate” risks sites. High risk sites included automotive fueling/repair facilities and dry cleaners. Moderate risk sites included warehouses and sites with closed-status petroleum spills or underground petroleum tanks without reported spills. These “High” and “Moderate” risks were further investigated as part of a Subsurface Corridor Investigation, or Phase II, to determine the extent of any soil or groundwater contamination along the project corridor.</p> <p>A Phase II Subsurface Corridor Investigation was performed in the vicinity of the identified high and moderate risk sites to determine if there were issues or concerns related to hazardous materials. The investigation is attached (Attachment 3). Testing results showed no exceedances of guidelines (SCOs) or standards (RCRA characteristics) in soil samples and no exceedance of sewer use criteria in the groundwater sample.</p> <p>Although, as described above, the testing found no evidence of significant contamination, as a conservative measure the proposed project would incorporate the following to avoid the potential for significant adverse impacts due to hazardous materials: A site-specific Remedial Action Plan (RAP) and Construction Health and Safety Plan (CHASP); and Should dewatering be required, discharge would be in accordance with DEP requirements for sewer use. With these measures</p>

in place, the proposed project is not expected to result in potential significant adverse impacts due to hazardous materials.

The Project would not require an NYS Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit. The Project activities would not substantively affect air quality.

A search of the NYSDEC Bulk Storage Program Database identified 141 petroleum bulk storage facilities within one mile of the Project site. The facilities are either closed or currently regulated by NYSDEC. No releases from the facilities were identified. Releases to the project areas may be identified during construction and will be addressed by a site-specific Remedial Action Plan (RAP) and Construction Health and Safety Plan (CHASP).

A search of the NYSDEC Remedial Site Database containing records of the sites being addressed under one of DER's remedial programs (State Superfund, Brownfield Cleanup, Environmental Restoration and Voluntary Cleanup, the Registry of Inactive Hazardous Waste Disposal Sites, and Institutional and Engineering Controls) identified eight remedial sites within one mile of the Project site (See Appendix A). The remedial sites have been remediated and no future action required or the remaining sites pose soil vapor intrusion threats. The project activities do not include indoor areas and therefore, vapor intrusion would not be a threat (Attachment 4). Any underground work should be completed with OSHA regulations and air monitoring conducted.

EPA's NEPAassist mapping tool identified one air emissions facility within one mile of the Project site (Attachment 5). The Project site was not identified in any of the databases searched.

The Environmental Impact Study (EIS) completed for this project identified sites where additional investigations will be completed to ensure that the property proposed for use is free of hazardous materials, contamination, toxic chemicals and gasses, and radioactive substances, where a hazard could affect the health and safety of occupants or conflict with the intended utilization of the property.

		<p>The EIS summarized the hazardous materials assessment conducted for proposed project which identified the potential for hazardous materials in existing buildings (such as asbestos-containing materials [ACM], lead-based paint [LBP], and polychlorinated biphenyl [PCB]-containing equipment and lighting fixtures) and ACM may be present in subsurface utility lines which may be coated with asbestos or encased in the ACM “transite.”. Regulatory requirements for maintenance and (if necessary) disposal of such materials prior to or during demolition will be followed. An asbestos survey of the areas to be demolished would be conducted and any ACM that would be disturbed would be removed and disposed of prior to demolition in accordance with local, state, and federal requirements.</p> <p>Any activities with the potential to disturb lead-based paint would be performed in accordance with applicable requirements (including federal Occupational Safety and Health Administration [OSHA] regulation 29 CFR 1926.62—Lead Exposure in Construction).</p> <p>The EIS hazard materials section is included as Attachment 3.</p> <p>Radon</p> <p>According to the EPA, the Project site is in Radon Zone 1, where the predicted average indoor radon screening level is greater than 4 pCi/L, the highest potential for elevated indoor radon levels. The project includes infrastructure upgrades and repair which are open to air or have high ventilation. Radon is not considered a hazard.</p>
<p>Endangered Species</p> <p>Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>GOSR requested a NYSDEC Natural Heritage Program database search on December 13, 2017 for Far Rockaway, New York. NYSDEC responded on December 18, 2017 that the Yellow-crowned Night-Heron (<i>Nyctanassa violacea</i>), a NYS protected bird with heritage conservation status as imperiled in NYS was located at the Redfern House, at the north end of project area. In 2007 the birds were observed at the housing complex nesting in willow, locust, and oak trees. NYSDEC requested if any rare plants or animals are documented during site visits, that information on the observations be provided to the New York Natural Heritage Program so that NYS may update the database. The project area does not extend to the location of the Redfern House, therefore GOSR has</p>

determined that no effects to the Yellow-crowned Night-Heron. No construction activities will be conducted near the Redfern House.

On December 15, 2017 NYSDEC Division of Fish and Wildlife Service provide data on the Northern-long Eared Bat (NLEB) within the project area. NYSDEC reviewed the available information in the New York Natural Heritage Program database on known occurrences of rare or state-listed bat species. This project area does not occur in the immediate vicinity of known occurrences of rare or state-listed bat species including the NLEB. The major concern for bat species in relation to this project would be the destruction of potential roosts and roosting habitat that may occur if tree clearing is required. Because this project does not take place within known occupied habitat, there are no restrictions on cutting.

On December 13, 2017, GOSR provided the USFWS a *no effect determination* in accordance with Section 7 of the Endangered Species Act (ESA) of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.) the Bald and Golden Eagle Protection Act (BGEPA) (16 U.S.C. 668-668d), and the Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703-712; Ch. 128; July 13, 1918; 40 Stat 755). The no effect determination provided an evaluation potential effects on the Federal threatened species including Piping Plover, Red Knot, and Seabeach Amaranth and one endangered species, the Roseate Tern. GOSR determined project activities will be conducted in a commercial area with much asphalt, buildings, vehicle traffic, concrete and human activities and does not provide habitat for these species. On December 20, 2017, the USFWS concurred with the *no effect determination*.

The Project Area is located within the Jamaica Bay Sewershed and Watershed, making it subject to the Final Jamaica Bay Watershed Protection Plan

All construction activities would occur within existing improvements, utilities, roads, and sidewalks. Improvements will not result in additional ground disturbance beyond what has already been disturbed. As a result, the proposed project would have no potential to affect endangered or threatened species. No significant impacts to endangered or threatened species would result.

<p>Explosive and Flammable Hazards</p> <p>24 CFR Part 51 Subpart C</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>This criterion is applicable to HUD-assisted projects that involve new residential construction, conversion of nonresidential buildings to residential use, rehabilitation of residential properties that increase the number of units, or restoration of abandoned properties to habitable condition. As the proposed project involves shoreline stabilization and repairs to existing infrastructure, that does not result in an increased number of people being exposed to hazardous operations by increasing residential densities, converting the type of use of a building to habitation, or making a vacant building habitable, the provisions of 24 CFR Part 51 Subpart C do not apply. No impacts would result.</p>
<p>Farmlands Protection</p> <p>Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>None (See Appendix A).</p>
<p>Floodplain Management</p> <p>Executive Order 11988, particularly section 2(a); 24 CFR Part 55</p>	<p>Yes No</p> <p><input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The project locations are not located in 100-year floodplain (See Attachment 2, Figure C-12a).</p>
<p>Historic Preservation</p> <p>National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800; Tribal notification for new ground disturbance.</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>A Phase IA Archaeological Documentary Study (Phase IA) was completed for the proposed project. Based on the Phase IA results, it was concluded that there is no indication that there were any uses of the project site streets that would have any archaeological footprint or potential significance, and historic period archaeological sensitivity for the project site is low.</p> <p>Based on the Phase IA results, the project site has no sensitivity for potential precontact or historic period archaeological resources due to the extensive disturbance to the original landform from grading, filling, and significant subsurface utility construction. HPI recommends that no further investigations are warranted for archaeological resources in the project site. The SHPO has recommended implementation of a Construction Protection Plan for above ground historic resources located within 90 feet of the proposed construction. This would include the perimeter of the S/NRHP listed Trinity Chapel property. In addition, a standard Unanticipated Discovery Plan will be implemented for the project site, so that if during construction any unanticipated archaeological resources are found, a protocol is in place to address them.</p>

<p>Noise Abatement and Control</p> <p>Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>The proposed project would cause temporary increases in noise levels during construction that will be mitigated by complying with local noise ordinances using construction best practices.</p> <p>Construction activities would result in localized increases in noise and vibration during the construction period. Impacts on community noise levels during construction could include noise and vibration from construction equipment operation, and noise from construction and delivery vehicles traveling to and from the work site. The level of impact of these noise sources depends on the noise characteristics of the equipment and activities involved, the construction schedule, and the location of potentially sensitive noise receptors. Noise and vibration levels at a given location also depend on the distance from the construction site. Construction noise is regulated by the recently amended New York City Noise Control Code and by USEPA noise emission standards for construction equipment. These federal and local requirements mandate that certain classifications of construction equipment and motor vehicles meet specified noise emissions standards.</p> <p>Construction noise is also regulated by the requirements of the New York City Noise Control Code (also known as Chapter 24 of the Administrative Code of the City of New York, or Local Law 113), the DEP Notice of Adoption of Rules for Citywide Construction Noise Mitigation (also known as Chapter 28), and EPA's noise emission standards</p> <p>All work will be completed in accordance with an approved noise mitigation plan from DEP that complies with the City's Noise Code as well as Federal requirements. Therefore, no significant noise impacts would occur as a result of the proposed project.</p>
<p>Sole Source Aquifers</p> <p>Safe Drinking Water Act (SDWA) of 1974, as amended, particularly section 1424(e); 40 CFR Part 149</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>The Proposed Project area that would improve approximately 1.1 miles of streets and sidewalks (approximately 345,000 square feet of project area in total) in Far Rockaway, Queens County, New York, which overlies the Brooklyn-Queens Sole Source Aquifer. Therefore, a sole source aquifer consultation was sent to EPA. EPA responded that the project satisfies the requirements of Section 1424(e) of the SDWA. EPA recommended the use of alternative/green building materials and energy- and water-efficient projects (Appendix C)</p>

Wetlands Protection Executive Order 11990, particularly sections 2 and 5	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	The project locations are not located near or within a wetland area (see Attachment 2, Figure C-13, C-14a and C-14b)
Wild and Scenic Rivers Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	The proposed activity is not in proximity of a listed Wild and Scenic River (Appendix A) (http://www.dec.ny.gov/permits/32739.html)
ENVIRONMENTAL JUSTICE		
Environmental Justice Executive Order 12898	Yes No <input checked="" type="checkbox"/> <input type="checkbox"/>	The proposed site is located in a potential environmental justice area identified by the New York State Department of Environmental Conservation (see Appendix A and Attachment 5). This project will not raise environmental justice issues and has no potential for new or continued disproportionately high and adverse human health and environmental effects on minority or low-income populations. http://www.dec.ny.gov/docs/permits_ej_operations_pdf/ulsterej.pdf

Appendices

- A – Figures
- B – New York State Department of State and NYC WRP Consistency Assessments and Responses
- C – Sole Source Aquifer Consultation and Response

Attachments

- Attachment 1 – Figures - Except from the NYC Environmental Assessment Full form for the Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project.
- Attachment 2 – Floodplain Figures – Except from the Environmental Impact Statement for the Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project.
- Attachment 3 – Hazard Materials Except from the Environmental Impact Statement for the Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project.
- Attachment 4 – NYSDEC Remedial Sites and EPA ECHO data.
- Attachment 5 – NEPA Assist Report and EPA EJSCREEN Report

Environmental Assessment Factors [24 CFR 58.40; Ref. 40 CFR 1508.8 &1508.27] Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

Impact Codes: Use an impact code from the following list to make the determination of impact for each factor.

- (1) Minor beneficial impact
- (2) No impact anticipated
- (3) Minor Adverse Impact – May require mitigation
- (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	2	<p>The character of project area is primary commercial and office buildings with mixed industrial and manufacturing and public facilities and institutions surrounded by residential (see Attachment 1, Figure C-4). The project does not require zoning changes. The proposed project would not result in a change in land use different from surrounding land uses. The project is within City’s Waterfront Revitalization Program and is compatible with the program. The project does not include a new building or any substantial physical alteration to the streetscape or public space near the proposed project that is not currently allowed by existing zoning.</p> <p>The proposed Downtown Far Rockaway Urban Design and Streetscape Reconstruction would be consistent with applicable PlaNYC goals and initiatives. With regard to PlaNYC’s open space goals, the proposed project would create new open space and community focal points by installing new public plazas in the downtown area with new street trees, lights, benches, and bike racks. The project would also be an example of collaboration between the City and partners such as the United States Department of Housing and Urban Development (HUD). Overall, the proposed project would be consistent with PlaNYC and supportive of its relevant policies and initiatives. The proposed boardwalk reconstruction is an important element of the NYC Special Initiative for Rebuilding and Resiliency (SIRR) initiative on Community and Economic Recovery to ensure the long-term activation of the beach and waterfront.</p>
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	2	<p>UoA – Urban land, UFA – Urban land-Flatbush complex, UFAI – Urban land Flatbush complex low impervious surface</p> <p>The proposed project would provide stormwater collection and conveyance improvements that would relieve flooding on local streets in the Downtown Far Rockaway neighborhood. All work will be completed in accordance with the Storm Water Pollution Prevention Plan (SWPPP) that minimizes the pollutants entering the storm sewer system and local waterbodies by</p>

	<p>complying with New York’s State Pollutant Discharge Elimination System (SPDES) General Permit for Storm Water Runoff from Construction Activity. The SWWPP will describe in detail a “Soil and Erosion and Sediment Control: and at a minimum include, but not be limited to, the following: construction-limiting fence, staked straw bales, reinforced silt fence, sediment trap with filter, sediment filter, portable sediment tank, storm drain inlet protection, and sandbags.</p> <p>Following review and approval of the SWPPP, a qualified professional will ensure that all the appropriate control measures specified in the SWPPP are implemented during construction. Should any project-generated stormwater runoff contravene state water quality standards, immediate steps will be taken to correct the cause of the violation and prevent any additional pollutants from entering the storm sewer system Prior to starting construction, the contractor must certify in the site logbook that the SWPPP meets all federal, state, and local erosion and sediment control requirements.</p> <p>During construction, a qualified professional must conduct a site inspection at least once a week and also after each rainfall of 0.5 inches or more, and must also perform a final site inspection to certify that the project area has been stabilized using either vegetative or structural methods and that all temporary erosion and sediment controls (such as silt fencing) not needed for long-term erosion control have been removed. All soil and erosion and sediment control practices must also be located in the existing street bed and may not intrude into nearby parkland unless approved by the New York City Department of Parks & Recreation (DPR). With these measures in place, the proposed project would not result in any significant adverse impacts due to construction runoff.</p>
<p>Hazards and Nuisances including Site Safety and Noise</p>	<p>3</p> <p>The proposed project would revitalize the project area by implementing urban design, streetscape and open space improvements that have been designed to enhance public safety and pedestrian circulation including access to transit facilities as well as commercial and residential uses along the project corridor and would provide sufficient accommodation for emergency response vehicles.</p> <p>The proposed project is a comprehensive street improvement project that would involve reconstruction of 1.1 miles of streets and sidewalks including roadway geometric improvements such as narrowing roadbeds to accommodate wider sidewalks, two new pedestrian plazas, and the reorganization of public transportation to improve safety and provide a more hospitable pedestrian circulation. The proposed project also includes the reconstruction of roadways and sidewalks, and new infrastructure, such as water mains, storm and sanitary sewers, and street lighting.</p> <p>NYCDOT proposes to incorporate a number of environmental protection measures into the proposed project that would avoid any potential project impacts that may result from the potential handling of hazardous materials. These measures, which would be provided within the project’s construction documents, include the following: (1) prior to the start of construction, the contractor must have in-place an approved project-specific health and safety plan (HASP) that meets the requirements of the Occupational Safety and Health Administration (OSHA), the New York State Department of Health (NYSDOH), and any other applicable regulations; and (2) the contractor must prepare for implementation during construction a “Materials Handling Plan,” that identifies the specific protocol and procedures to be implemented when managing soils and solid waste materials. At a minimum, the HASP should</p>

		<p>identify the possible locations of and risks associated with potential contaminants that may be encountered during construction, and the administrative and engineering controls that would be utilized to avoid potential impacts on health and safety. With these measures in place, the proposed project would not result in any significant adverse impacts due to hazardous materials.</p> <p>The proposed project would not generate vehicular trips, would not contain any unenclosed mechanical equipment, and would not result in any of the factors described above. Therefore, the proposed project would not create any significant adverse impacts to noise levels in the project area and no further analysis is needed.</p> <p>The potential noise impacts of the proposed project were not evaluated relative to HUD noise criteria, because the project would not create a new noise-sensitive land use. Therefore, no impact with regard to HUD noise criteria would result from the proposed project.</p> <p>Any weekend or nighttime work requires an approved noise mitigation plan from DEP that complies with the City's Noise Code. There would be temporary construction-period impacts such as increases in local noise and disruptions to traffic and pedestrian access. Construction activities would result in localized increases in noise and vibration during the construction period. Impacts on community noise levels during construction could include noise and vibration from construction equipment operation, and noise from construction and delivery vehicles traveling to and from the work site. The level of impact of these noise sources depends on the noise characteristics of the equipment and activities involved, the construction schedule, and the location of potentially sensitive noise receptors. Noise and vibration levels at a given location also depend on the distance from the construction site. Noise levels resulting from construction vary widely, depending on the phase and location of construction. Construction noise is regulated by the recently amended New York City Noise Control Code and by USEPA noise emission standards for construction equipment. These federal and local requirements mandate that certain classifications of construction equipment and motor vehicles meet specified noise emissions standards.</p>
Energy Consumption	2	<p>The proposed project would not generate any new residents or employees and would involve only minimal demands for energy associated with new light fixtures and ancillary uses along the rebuilt boardwalk. Therefore, the proposed project would not create any significant adverse impacts on energy, and no further analysis is necessary.</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
SOCIOECONOMIC		
Employment and Income Patterns	1	The project will not alter the employment and income patterns in the area. The proposed Downtown Far Rockaway Urban Design and Streetscape Reconstruction would not displace residential populations or businesses, nor would it introduce development different from existing uses in the surrounding area, create a retail concentration, or affect conditions within a specific industry. Consequently, the proposed project would not result in any significant adverse impacts to socioeconomic conditions
Demographic Character Changes, Displacement	1	<p>The proposed Downtown Far Rockaway Urban Design and Streetscape Reconstruction would not displace residential populations or businesses, nor would it introduce development different from existing uses in the surrounding area, create a retail concentration, or affect conditions within a specific industry. Consequently, the proposed project would not result in any significant adverse impacts to socioeconomic conditions.</p> <p>Neighborhood character is considered to be an amalgam of the various elements that define a community's distinct personality. These elements include land use, urban design, visual and historic resources, socioeconomics, traffic, and noise. The proposed Downtown Far Rockaway Urban Design and Streetscape Reconstruction would not have any significant adverse or “moderate” impacts to the neighborhood. Therefore, the proposed project would not result in significant adverse impacts to neighborhood character.</p>
Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	1	The project would not eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, health care facilities, day care centers, police stations, or fire stations
Commercial Facilities	1	There are numerous commercial facilities within a half mile of the project. The proposed project would not result significantly increase the demand on existing commercial establishments.
Health Care and Social Services	1	The project would not increase the demand for social services as the location and the area will continue to be served by existing social service providers.
Solid Waste Disposal / Recycling	2	Construction debris would primarily be comprised of materials from the rehabilitation and renovation of roads. These materials include wood, piping, asphalt, and other materials commonly found in roadway construction. These wastes would be deposited if in accordance with DOT transport regulations. Potentially hazardous material will be disposed of in accordance with State and Federal regulations and may include contaminated soils and asbestos. Manifests for the waste disposal will be maintained.

		<p>The project would increase the amount of solid waste generated temporarily during construction. Material that can be recycled will be recycled.</p> <p>A Hazardous Material Screening will be completed for the project prior to construction activities. Any hazardous materials identified will be handled in accordance with the approximate regulatory requirements and in compliance with specific plans to be developed for the management of the wastes.</p>
Waste Water / Sanitary Sewers	1	<p>The proposed project is limited to walkway and roadway rehabilitation and the repair and would not introduce any new development that would generate waste water. DEP sewer work would be undertaken within the SANDR02 project area and along three additional blocks of Redfern Avenue, from Mott Avenue to Nameoke Avenue, north of the SANDR02 project area. Existing storm and sanitary sewer utilities in Redfern Avenue would be upgraded and replaced including existing sanitary lines and water mains.</p> <p>The project will include wastewater and sanitary sewer improvements.</p> <p>The proposed project would provide stormwater collection and conveyance improvements that would relieve flooding on local streets in the Downtown Far Rockaway neighborhood. All work will be completed in accordance with the Storm Water Pollution Prevention Plan (SWPPP) that minimizes the pollutants entering the storm sewer system and local waterbodies by complying with New York's State Pollutant Discharge Elimination System (SPDES) General Permit for Storm Water Runoff from Construction Activity. The SWWPP will describe in detail a "Soil and Erosion and Sediment Control: and at a minimum include, but not be limited to, the following: construction-limiting fence, staked straw bales, reinforced silt fence, sediment trap with filter, sediment filter, portable sediment tank, storm drain inlet protection, and sandbags.</p>
Water Supply		<p>There will have no impacts to the water supply. It will not result in substantial new demand for water since it is not adding new residents or businesses to the service area</p>
Public Safety - Police, Fire and Emergency Medical	1	<p>The proposed project is limited to sewer, roadway and sidewalk rehabilitation and the repair and reconstruction, replacement and would not introduce any new development that would generate demand for police, fire, or emergency medical services.</p> <p>The reorganization of public transportation will improve safety and provide a more hospitable pedestrian circulation and the improved lighting will provide additional safety.</p>
Parks, Open Space and Recreation	1	<p>The proposed project will not have any adverse effects to open space. The improvements are anticipated to prove better resources of recreation by providing better lighting and walking areas.</p>
Transportation and Accessibility	1	<p>Construction of the proposed project would include a Maintenance and Protection of Traffic (MPT) plan that would be implemented during construction for the purposes of minimizing traffic delays and interruptions to traffic and transit (bus) service during the construction phase. The project would also need a plan</p>

		<p>for maintaining access to properties and to maintain pedestrian circulation to minimize impacts on local property owners and businesses for the duration of construction.</p> <p>The proposed project would not generate any new residents or employees and thus does not meet any of the minimum development density thresholds. With the proposed project, streets in Downtown Far Rockaway would be reconstructed with green infrastructure, new sidewalks, neckdowns, public space improvements, and access and site improvement at the two transit hubs in the neighborhood of Far Rockaway.</p>
Environmental Assessment Factor	Impact Code	Impact Evaluation
NATURAL FEATURES		
Unique Natural Features, Water Resources	1	<p>The project area is located within the Jamaica Bay Watershed. Jamaica Bay is a 31-square-mile water body with a broader watershed of approximately 142 square miles, which includes portions of Brooklyn, Queens, and Nassau County. The bay is a diverse ecological resource that supports multiple habitats, including open water, salt marshes, grasslands, coastal woodlands, maritime shrublands, and brackish and freshwaters. These habitats support 91 fish species, 325 species of birds, and many reptile, amphibian, and small mammal species. As required, all work will be completed in accordance with the Jamaica Bay Watershed Protection Plan (See Attachment).</p> <p>Queens County is located over the Brooklyn-Queens SSA. The action threshold for significant increases in impervious surfaces is considered to be 30 percent for Safe Drinking Water Act purposes in Region II, based on HUD's CPD-14-017, and the total change in impervious surfaces across the project sites would not exceed this threshold. Therefore, no adverse impacts on this SSA would occur.</p> <p>The project does require a SPDES General Stormwater Permit and would comply with local and state stormwater management codes and requirements to prevent any construction-related runoff to the storm system.</p>
Vegetation, Wildlife	1	<p>All construction activities would occur within existing improvements, utilities, roads, and sidewalks. Improvements will not result in additional ground disturbance beyond what has already been disturbed. As a result, the proposed project would have no potential to affect endangered or threatened species. No significant impacts to endangered or threatened species would result. The New York State Department of Environmental Conservation indicated no records of concern for rare or state-listed animals or plants, or significant natural communities at or near the project site. The U.S. Fish and Wildlife Service concurred with the No Effect Determination.</p>
Other Factors		Beyond those already addressed, no other factors were identified or evaluated for the proposed project.

Additional Studies Performed:

LiRo Engineers, Inc. Phase I Corridor Assessment and Phase II Subsurface Corridor Investigation Report for Storm and Sanitary Sewers in Redfern Avenue Redfern Avenue Between Mott Avenue and Nameoke Avenue Queens, New York. March 29, 2016.

Historical Perspectives, Inc. Phase IA Archaeological Documentary Study. Downtown Far Rockaway Urban Design and Streetscape Reconstruction. Far Rockaway, Queens County, New York. NYCDDC, NYCDOT and NYCDEP, Capital Project SE-830/SANDR02, NYSDOT PIN X760.79, NYSOPRHP Project 17PR01317. October 2017.

Field Inspection (Date and completed by):

A Hazardous Materials Screening Report, site inspection, was conducted on November 13, 2009 by NYDOT.

List of Sources Consulted [40 CFR 1508.9(b)]:

1. AKRF, Inc. Downtown Far Rockaway Redevelopment Project. Environmental Assessment Statement. CEQR No. 16DME010Q. August 19, 2016. (available at: https://www.nycedc.com/sites/default/files/filemanager/Projects/Downtown_Far_Rockaway/16DME010Q_EAS_08192016.pdf).
2. Downtown Far Rockaway Redevelopment Project. Draft Scope of Work for An Environmental Impact Statement. 2016. City of New York. Available at: <https://www.nycedc.com/project/downtown-far-rockaway>
3. Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project. NYC City Environmental Quality Review. Environmental Assessment Statement Full Form. Undated.
4. Historical Perspectives, Inc. Phase IA Archaeological Documentary Study. Downtown Far Rockaway Urban Design and Streetscape Reconstruction. Far Rockaway, Queens County, New York. NYCDDC, NYCDOT and NYCDEP, Capital Project SE-830/SANDR02, NYSDOT PIN X760.79, NYSOPRHP Project 17PR01317. October 2017.
5. Notice of Completion. Final Environmental Impact Statement for the Downtown Far Rockaway Redevelopment Project. (available at: <https://www.nycedc.com/downtown-far-rockaway-environmental-review>).
6. Downtown Far Rockaway Redevelopment Project. Final Scope of Work for An Environmental Impact Statement. January 27, 2016. (available at: https://www.nycedc.com/sites/default/files/filemanager/Projects/Downtown_Far_Rockaway/16DME010Q_Final_Scope_of_Work_reduced.pdf).
7. HR&A Advisors, et all. Rockaway West. NY Rising Community Reconstruction Plan. March 2014.

List of Agencies Consulted [40 CFR 1508.9(b)]:

Federal Aviation Administration (FAA)
Federal Emergency Management Agency (FEMA)
United States Environmental Protection Agency (USEPA)
United States Fish and Wildlife Service (USFWS)
National Marine Fisheries Service (NMFS)

United States Department of Agriculture (USDA)
Natural Resources Conservation Service (NRCS)
United States Department of Interior (USDOJ)
National Parks Service (NPS)
United States Geological Survey (USGS)
New York State Department of Environmental Conservation (NYSDEC)
Natural Heritage Program (NHP)
New York State Department of State (NYS DOS)
NYC Environmental Protection
New York City Department of City Planning, New York City Waterfront Revitalization Program

List of Permits Obtained or Required or Involved Agencies:

Public Outreach [24 CFR 50.23 & 58.43]: On August 3, 2018, a combined Notice of Finding of No Significant Impact and Intent to Request Release of Funds will be published in The Wave. Any individual, group or agency may submit written comments on the Environmental Review Record. Comments should be submitted via email, in the proper format, on or before August 20, 2018 at YSCDBG_DR_ER@nyshcr.org. Written comments may also be submitted at the following address, or by mail, in the proper format, to be received on or before August 20, 2018: Governor's Office of Storm Recovery, 99 Washington Avenue, Suite 1224, Albany, New York 12260.

All comments must be received on or before 5pm on August 20, 2018 or they will not be considered.

Cumulative Impact Analysis [24 CFR 58.32]:

The proposed project is not expected to trigger cumulative impacts that would degrade important natural resources, socioeconomic resources, human health, recreation, quality of life issues, and cultural and historic resources. The proposed project would result in positive cumulative impacts to Proposed Downtown Far Rockaway Urban Renewal Area (DFRURA).

Alternatives [24 CFR 58.40(e); 40 CFR 1508.9]

The City of New York is requesting \$4,500,000.00 in CDBG-DR funding to construct a phased urban design plan for the Far Rockaway CBD with a primary focus on the intersection of Mott Avenue and Beach 20th/Central Avenue—a primary retail corridor—and its connection to the transit facilities within the downtown. The overall aim of the project is to increase both resiliency and promote economic revitalization by creating a more inviting atmosphere for residents and businesses. Building on the results of the traffic study (X760.79) completed by DOT in January 2014, the recommendations of the Rockaway East NY Rising Community Reconstruction (NYRCR) Plan and NYC Department of Environmental Protection (NYC DEP) sewer installation project, and the ULI Technical Assistance Panel Report from May 7-8, 2014, intends to mitigate the effects of traffic, improve storm water resiliency, enhance pedestrian safety and mobility and provide critical energy resilient technology in downtown Far Rockaway.

In addition to the streetscape improvements along Mott Avenue from Cornaga Ave to Beach Channel Drive, this project will maximize the use of the CBD's transit hub inclusive of the Far Rockaway -Mott Avenue (MTA) Station and the MTA Far Rockaway Bus Terminal. The bus depot is currently underutilized and the goal is to transform it into a community asset which could serve as an emergency-response meeting location for the Rockaway peninsula. Improvements throughout the CBD could include excavation and removal of existing roadway and sidewalk, creation of new roadway and sidewalk (including typical asphalt for travel lanes for bike lanes, parking lanes, and sidewalks), highly efficient LED streetlights, alternative means of backup power, landscaping and street furniture such as trees,

benches, and bike racks. Finally, the proposed project will likely include stormwater drainage improvements. This project will coordinate efforts underway by the NYC Department of Environmental Protection (NYC DEP) to upgrade and install a sewer system in Downtown Far Rockaway.

There are no alternatives to the project activities to meet the above objects of the proposed project.

No Action Alternative [24 CFR 58.40(e)]:

Without implementing the project, the CBD would not be resilient and revitalized. Energy resiliency, traffic and storm water resiliency would not be improved and pedestrian safety and mobility would not be increased. Public transportation would not be improved or increased.

The combination of high tide and Hurricane Sandy slamming into New York City created a massive surge of water that devastated many of the exposed coastal communities of the Rockaway Peninsula. Wave action from the ocean damaged structures and inundated streets and properties. Offshore buoys recorded wave heights of over 30 feet and while waves would be slightly reduced at the shoreline, these were the highest recorded heights, exceeding record waves during Hurricane Irene. While the ocean side was battered by waves, the greatest flood depths were recorded on the bayside of the Peninsula, largely due to the low elevation of the bay edge.

Even though storm damage to commercial buildings was less severe in Rockaway East than in other parts of the Peninsula, businesses that managed to reopen after the storm found they had fewer customers because so many Peninsula residents had been displaced. Damaged businesses continue to struggle to find sufficient and affordable financing to repair and strengthen their buildings.

The retail and storm recover in the CBD would not improve. A better quality of street experience in Far Rockaway, the specific location of these streetscape improvements, will attract new businesses and shoppers, improving the mix and quality of retail in the area and the overall recovery of the area. The project is in line with the primary objective of the NYC Regional Economic Development Council's Strategic Plan to "Create a Pro-Growth, Pro-Jobs environment" and support small businesses. The proposed project's funding of streetscape improvements on primary retail corridors would assist in community recovery by increasing both resiliency and promoting economic revitalization by creating a more inviting atmosphere for both residents and businesses. These elements will increase transportation options, improve drainage after both common and extreme storm events, and provide alternative power sources during an emergency. Non-grid light sources will facilitate a variety of other recovery efforts, as well as support public safety.

Summary of Findings and Conclusions:

The proposed project location serves as a retail corridor, transportation hub, and central business district for neighboring residential communities. Hurricane Sandy inundated several coastal communities on the Rockaway Peninsula, destroying housing stock and displacing residents. Though damage to this neighborhood was less severe than others nearby, Downtown Far Rockaway, as a commercial center in the region, has suffered economically due to the storm-related displacement of residents in surrounding neighborhoods. The goal of these planning and design efforts is to revitalize the economic base of the Far Rockaway CBD.

The comprehensive street improvement project will provide resiliency with little permanent impact on environment. The area of construction will occur at locations that have been previous disturbed, determined not have historic significance, outside high hazard areas and wetlands and do not provide habit for state and federal threatened and endangered species.

Mitigation Measures and Conditions [40 CFR 1505.2(c)]

Summarize below all mitigation measures adopted by the Responsible Entity to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts, development agreements, and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.

Any change to the approved scope of work will require re-evaluation by the Certifying Officer for compliance with NEPA and other laws and Executive Orders.

This review does not address all federal, state and local requirements. Acceptance of federal funding requires recipient to comply with all federal state and local laws. Failure to obtain all appropriate federal, state, and local environmental permits and clearances may jeopardize federal funding.

Law, Authority, or Factor	Mitigation Measure
Clean Air Act	During construction, air quality is most affected by the increase in airborne particulates (dust). This increase is sporadic and temporary in nature and would be most noticeable in the area immediately adjacent to construction. The impacts can be minimized by the use of dust control provisions found in the NYSDOT Standard Specification for Construction and due to the implementation of standard best management practices (BMP) that control dust and other emissions during construction. Generally, it is recommended to conduct construction rehabilitation to ensure acceptable air quality during these temporary activities, including through minimization of volatile organic compounds and nitrogen oxides emissions. This includes operation of gas-powered construction equipment to avoid prolonged idling. It involves fugitive dust management in rehabilitation. It is also desirable to source low-VOC materials and inventory and energy star efficient equipment purchase, as practicable.
Contamination and Toxic Substances	All project-related solid and hazardous waste materials will be managed and transported in accordance with the NYS solid and hazardous waste and Department of Transportation rules.
Sole Source Aquifers Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149	The proposed project would provide stormwater collection and conveyance improvements that would relieve flooding on local streets in the Downtown Far Rockaway neighborhood. All work will be completed in accordance with the Storm Water Pollution Prevention Plan (SWPPP) that minimizes the pollutants entering the storm sewer system and local waterbodies by complying with New York’s State Pollutant Discharge Elimination System (SPDES) General Permit for Storm Water Runoff from Construction Activity. The SWWPP will describe in detail a “Soil and Erosion and Sediment Control: and at a minimum include, but not be limited to, the following: construction-limiting fence, staked straw bales, reinforced silt fence, sediment trap with filter,

	<p>sediment filter, portable sediment tank, storm drain inlet protection, and sandbags. There may be clearing of street trees associated with the construction of the proposed project. During the final design stage, a tree restoration plan would be prepared with a proposed number and locations of replacement trees to be planted, and this tree restoration plan would be included in the project's contract drawings. Street trees would be replaced in accordance with the tree mitigation plan, which would be developed between NYCDOT, the Department of Design and Construction (DDC), and the Department of Parks and Recreation (DPR). With these measures in place, it is not expected that there would be any significant adverse impacts to open space and street trees as a result of project construction.</p>
<p>Historic Preservation National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800; Tribal notification for new ground disturbance.</p>	<p>A Phase 1A Culture Resource Reconnaissance Survey report for archaeological and architectural resources was completed in 2012 for project corridor and revised in March 2014 and May 2015. The May 6, 2015 Revised Phase IA Cultural Resource Survey recommends (1) sampling in potentially intact archaeologically sensitive areas, geomorphological analyses should be conducted prior to project construction. These analyses should be coordinated with the project archaeologist to ensure an adequate understanding of geomorphological conditions of the project area prior to disturbance of potentially intact archaeological deposits. (2) It is unclear where the original stream location is of the mechanically channelized stream in the northern area of the proposed undertaking that crosses beneath current road. If excavation occurs in the vicinity of the existing stream and to depths below that of current fill and into undisturbed soils, this excavation should be archaeologically monitored for potentially significant archaeological deposits. (3) Considering the likelihood of intact historic trolley tracks being located beneath the current roadbed, removal and excavations (i.e., the extant road, road base, and sub-base) should be archaeologically monitored. Identified trolley tracks and associated infrastructure should be photo documented in-place and its location and extent mapped prior to removal. (4) Removal of the existing sidewalks (especially those on the western side of the current road) and associated infrastructure, and excavation and preparation for new sidewalks should be archaeologically monitored. This will help to ensure that potential intact archaeological deposits in these areas are not adversely affected as a result of the proposed work.</p> <p>Should intact deposits be identified by the monitoring archaeologist, sufficient time and access should be afforded for appropriate hand excavation, analyses, and assessment of site significance. If any identified site is determined to be potentially eligible for listing in the National Register of Historic Places, potential effects need to be assessed and our office contacted for further consultation.</p>

Determination:

Finding of No Significant Impact [24 CFR 58.40(g)(1); 40 CFR 1508.27]
The project will not result in a significant impact on the quality of the human environment.

Finding of Significant Impact [24 CFR 58.40(g)(2); 40 CFR 1508.27]
The project may significantly affect the quality of the human environment.

Preparer Signature:  Date: July 31, 2018

Name/Title/Organization: Alicia Shultz, Senior Environmental Scientist, GOSR

Certifying Officer Signature:  Date: July 31, 2018

Name/Title: Matt Accardi, Certifying Environmental Officer

This original, signed document and related supporting material must be retained on file by the Responsible Entity in an Environmental Review Record (ERR) for the activity/project (ref: 24 CFR Part 58.38) and in accordance with recordkeeping requirements for the HUD program(s).

Appendix A



Gateway National Recreation Area

Sage, Russell Memorial Church

Rock Hall

Mott Avenue

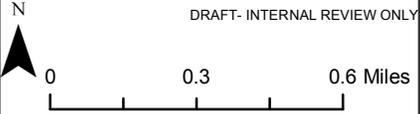
Trinity Chapel

United States Post Office-Far Rockaway

Far Rockaway Beach Bungalow Historic District

Legend

- Mott Ave, Far Rockaway Gateway Location
- NY NRHP
- National Park System Units



Far Rockaway - Mott Ave and Gateway

Mott Avenue, Far Rockaway, NY, 11691

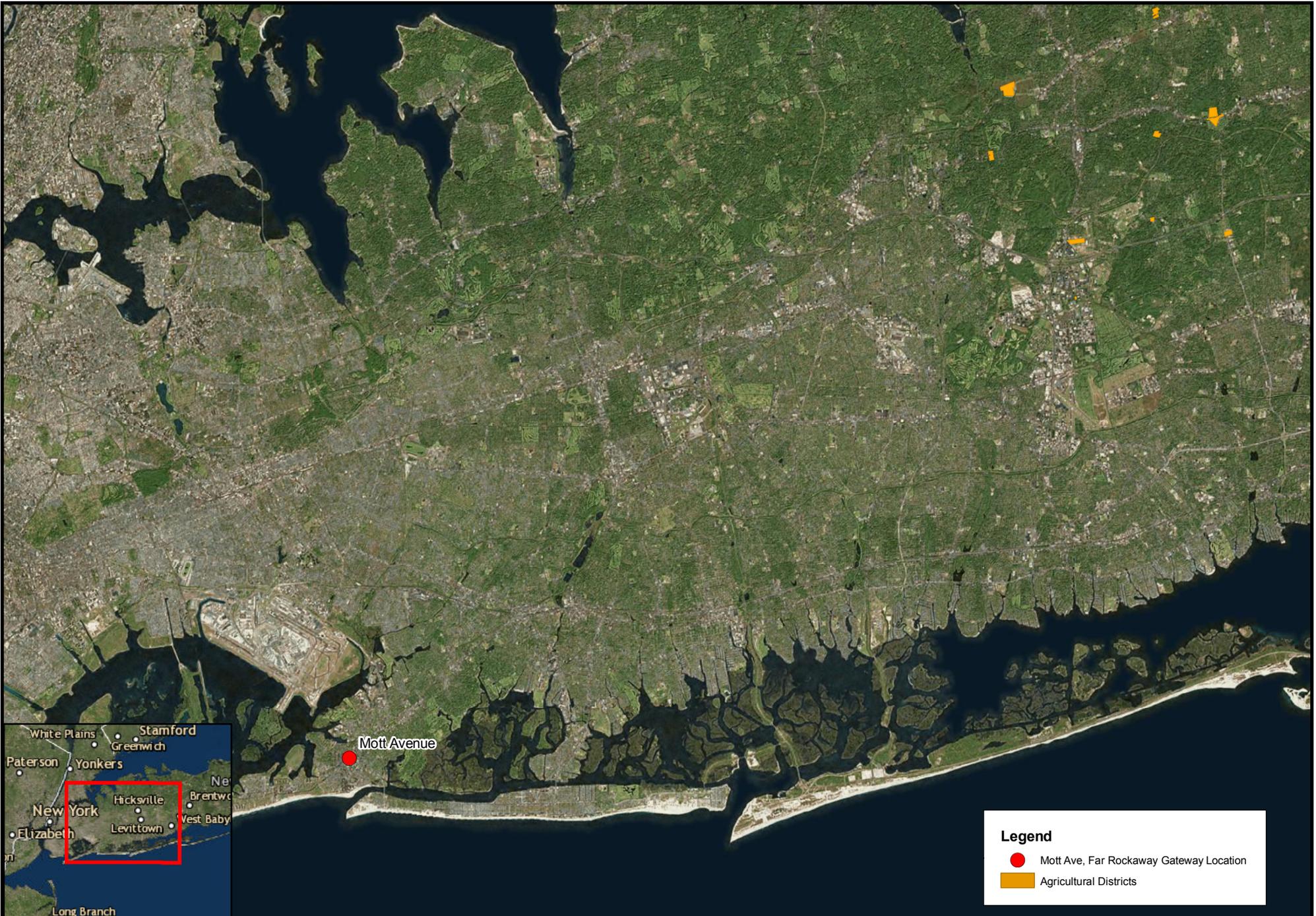
Data Sources: ESRI World Topo Basemap, State of NY, NYC MapPluto, EPA OAR-OAQPS, NYS DEC, FEMA



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Legend

- Mott Ave, Far Rockaway Gateway Location
- Agricultural Districts

N

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Far Rockaway - Mott Ave and Gateway

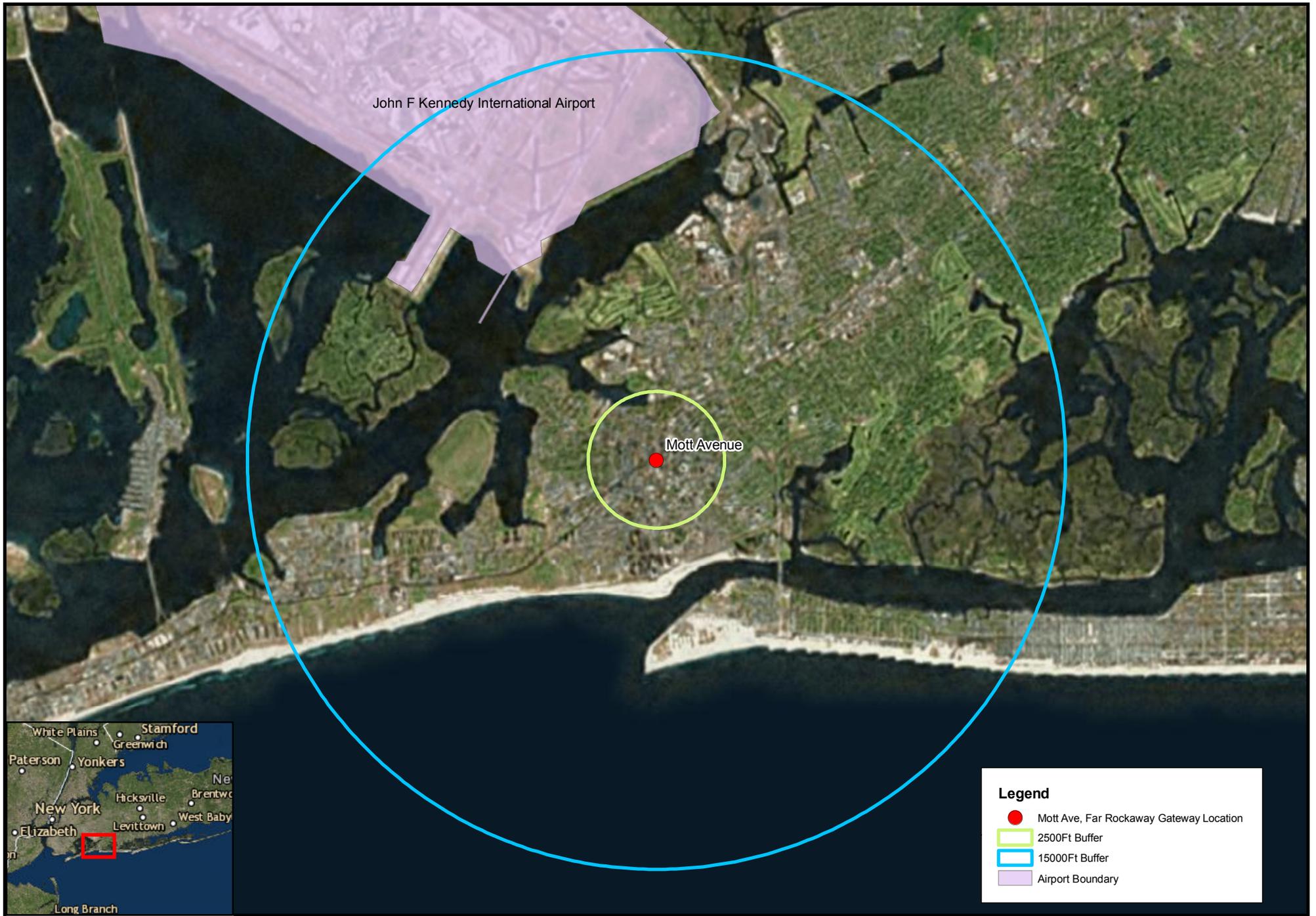
Mott Avenue, Far Rockaway, NY, 11691

Data Sources: ESRI World Topo Basemap, State of NY, NYC MapPluto, EPA OAR-OAQPS, NYS DEC, FEMA

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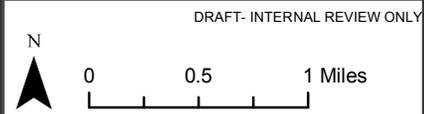


John F Kennedy International Airport

Mott Avenue

Legend

- Mott Ave, Far Rockaway Gateway Location
- 2500Ft Buffer
- 15000Ft Buffer
- Airport Boundary



Far Rockaway - Mott Ave and Gateway

Mott Avenue, Far Rockaway, NY, 11691

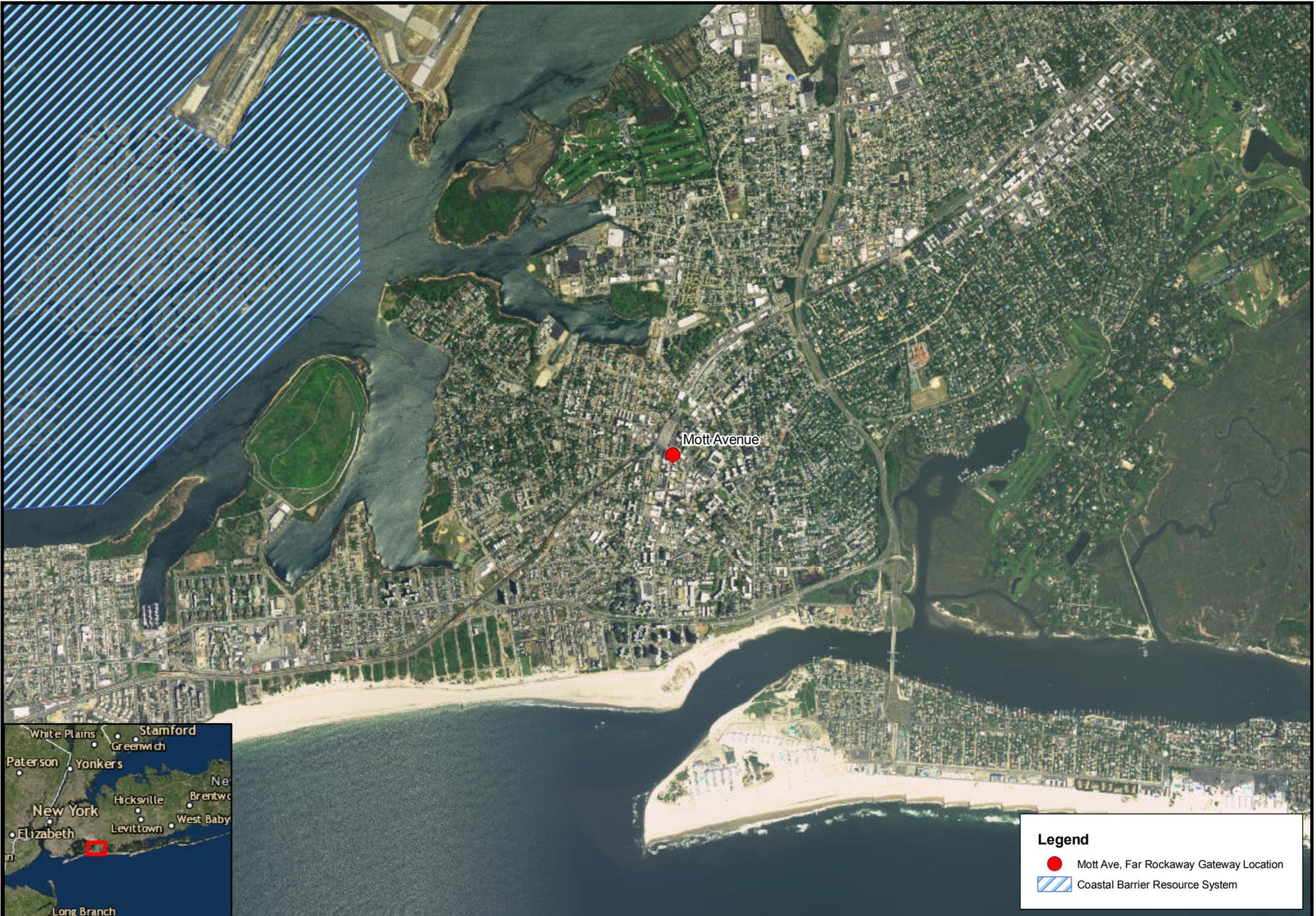
Data Sources: ESRI World Topo Basemap, State of NY, NYC MapPluto, EPA OAR-OAQPS, NYS DEC, FEMA



Governor's Office of Storm Recovery

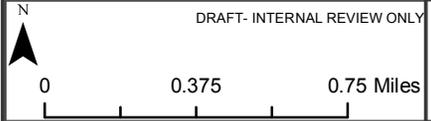
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Legend

- Mott Ave, Far Rockaway Gateway Location
- Coastal Barrier Resource System



Far Rockaway - Mott Ave and Gateway Mott Avenue, Far Rockaway, NY, 11691

Data Sources: ESRI World Topo Basemap, State of NY, NYC MapPluto, EPA OAR-OAQPS, NYS DEC, FEMA



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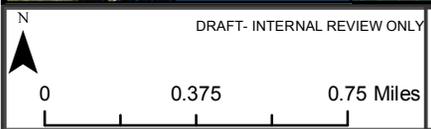
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Mott Avenue

Legend

- Mott Ave, Far Rockaway Gateway Location
- Coastal_Boundary_Polyline_update
- ⋯ CoastalBoundary_Polygon_March2017



Far Rockaway - Mott Ave and Gateway Mott Avenue, Far Rockaway, NY, 11691

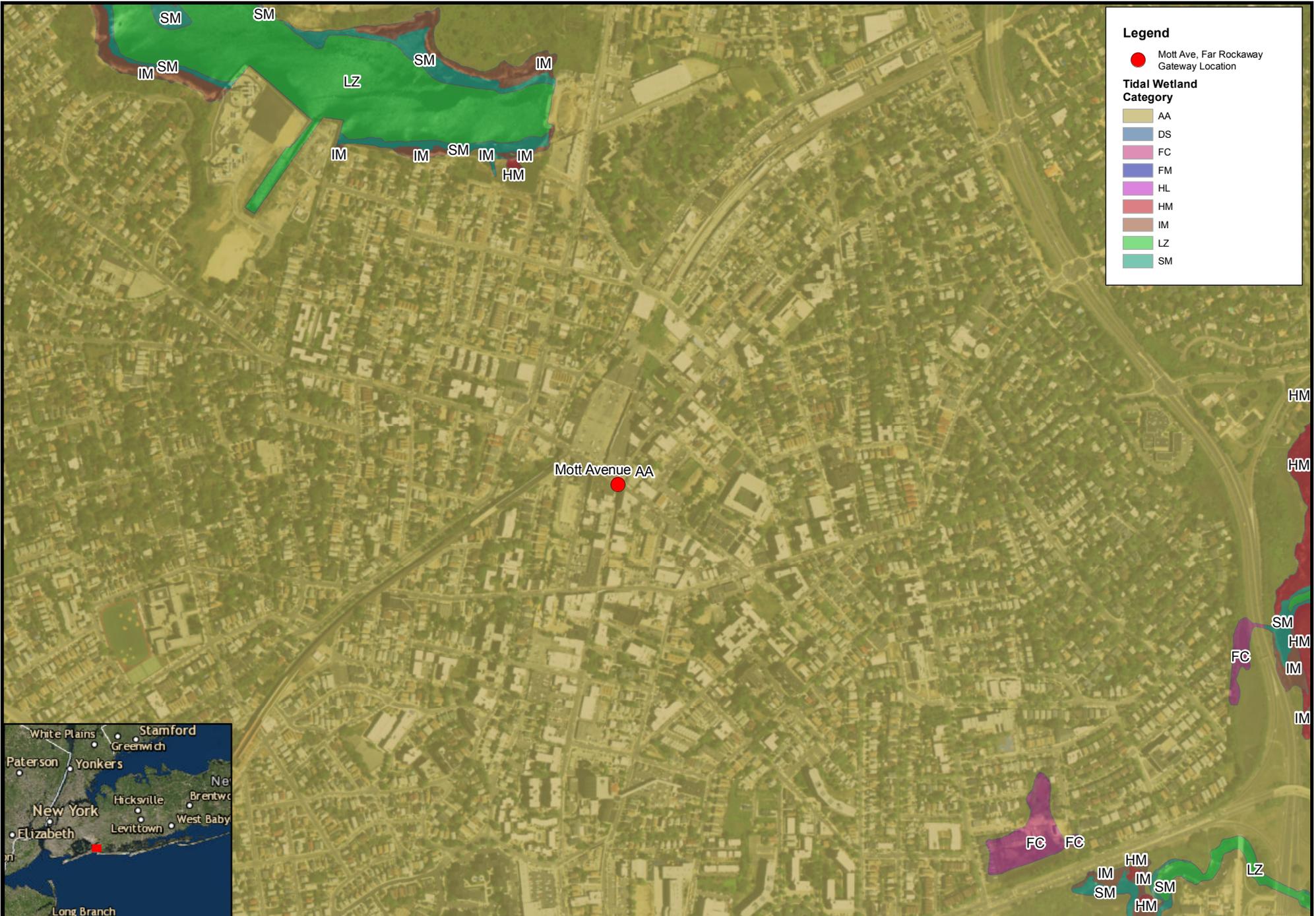
Data Sources: ESRI World Topo Basemap, State of NY, NYC MapPluto, EPA OAR-OAQPS, NYS DEC, FEMA



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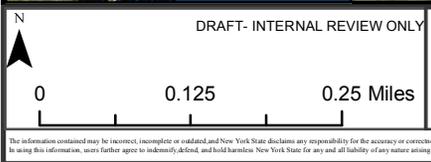


Legend

- Mott Ave, Far Rockaway Gateway Location

Tidal Wetland Category

- AA
- DS
- FC
- FM
- HL
- HM
- IM
- LZ
- SM



Far Rockaway - Mott Ave and Gateway

Mott Avenue, Far Rockaway, NY, 11691

Data Sources: ESRI World Topo Basemap, State of NY, NYC MapPluto, EPA OAR-OAQPS, NYS DEC, FEMA



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Legend

- Mott Ave, Far Rockaway Gateway Location
- Critical Environmental Areas



Far Rockaway - Mott Ave and Gateway

Mott Avenue, Far Rockaway, NY, 11691

Data Sources: ESRI World Topo Basemap, State of NY, NYC MapPluto, EPA OAR-OAQPS, NYS DEC, FEMA



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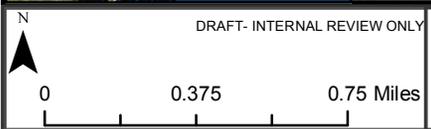
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Mott Avenue

Legend

- Mott Ave, Far Rockaway Gateway Location
- Environmental Justice Areas



Far Rockaway - Mott Ave and Gateway Mott Avenue, Far Rockaway, NY, 11691

Data Sources: ESRI World Topo Basemap, State of NY, NYC MapPluto, EPA OAR-OAQPS, NYS DEC, FEMA



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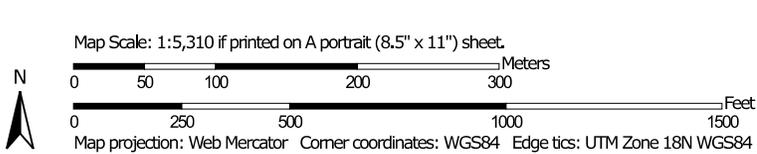
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Farmland Classification—Queens County, New York
(Gateway_ProjectLocation_Polygon)



Soil Map may not be valid at this scale.



MAP INFORMATION

-  Streams and Canals
- Transportation**
-  Rails
-  Interstate Highways
-  US Routes
-  Major Roads
-  Local Roads
- Background**
-  Aerial Photography

The soil surveys that comprise your AOI were mapped at 1:12,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Queens County, New York
Survey Area Data: Version 7, Oct 8, 2017

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jul 23, 2014—Aug 15, 2014

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Farmland Classification

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
LGA	Laguardia-Greenbelt complex, 0 to 3 percent slopes	Not prime farmland	0.3	0.6%
UFA	Urban land-Flatbush complex, 0 to 3 percent slopes	Not prime farmland	10.5	19.9%
UFAI	Urban land-Flatbush complex, 0 to 3 percent slopes, low impervious surface	Not prime farmland	2.5	4.8%
UoA	Urban land, outwash substratum, 0 to 3 percent slopes	Not prime farmland	39.6	74.7%
Totals for Area of Interest			53.0	100.0%

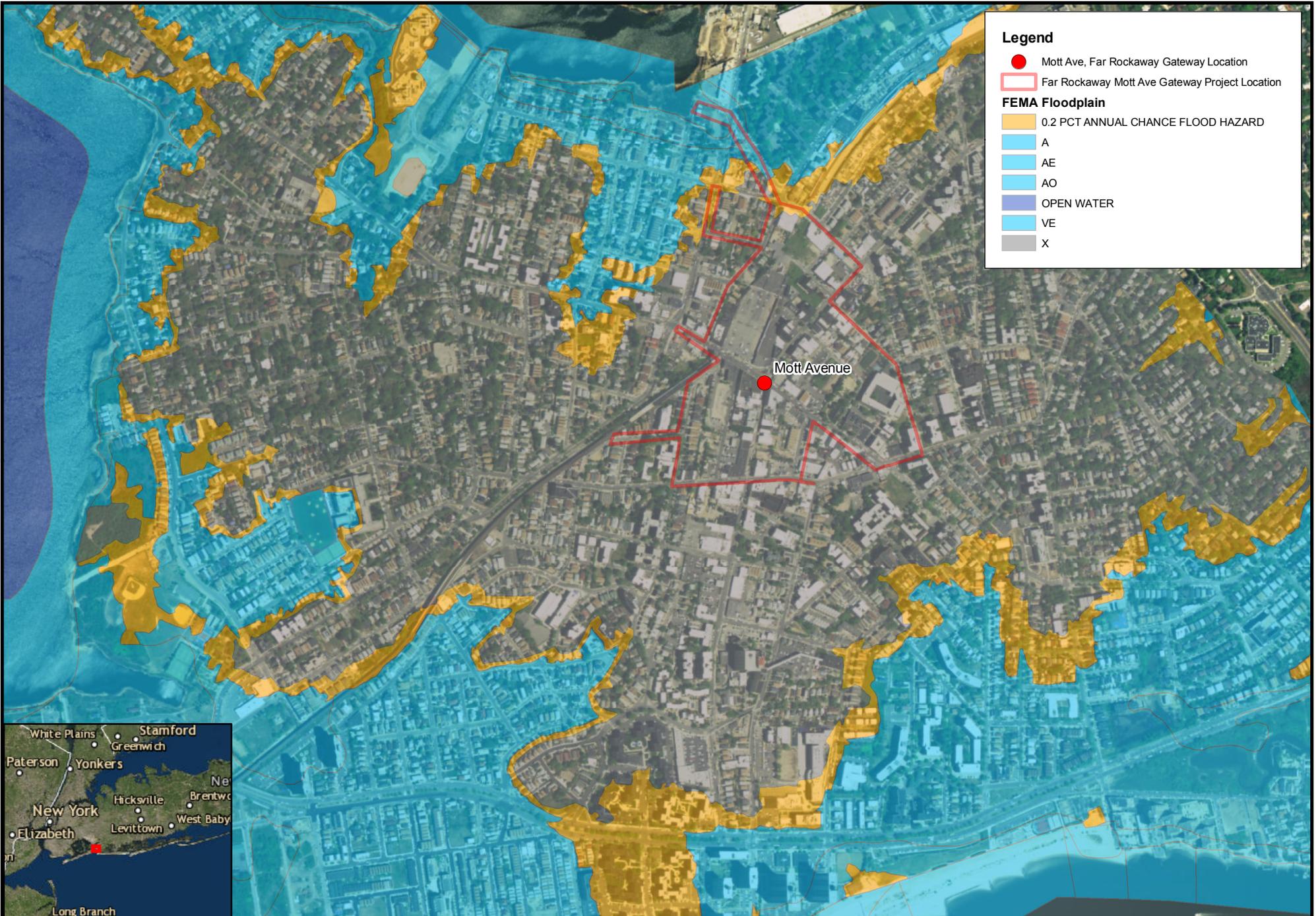
Description

Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops. NRCS policy and procedures on prime and unique farmlands are published in the "Federal Register," Vol. 43, No. 21, January 31, 1978.

Rating Options

Aggregation Method: No Aggregation Necessary

Tie-break Rule: Lower



Legend

- Mott Ave, Far Rockaway Gateway Location
- Far Rockaway Mott Ave Gateway Project Location

FEMA Floodplain

- 0.2 PCT ANNUAL CHANCE FLOOD HAZARD
- A
- AE
- AO
- OPEN WATER
- VE
- X



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N

0 0.125 0.25 Miles

Far Rockaway - Mott Ave and Gateway Mott Avenue, Far Rockaway, NY, 11691

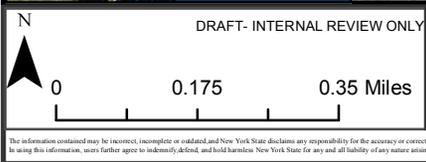
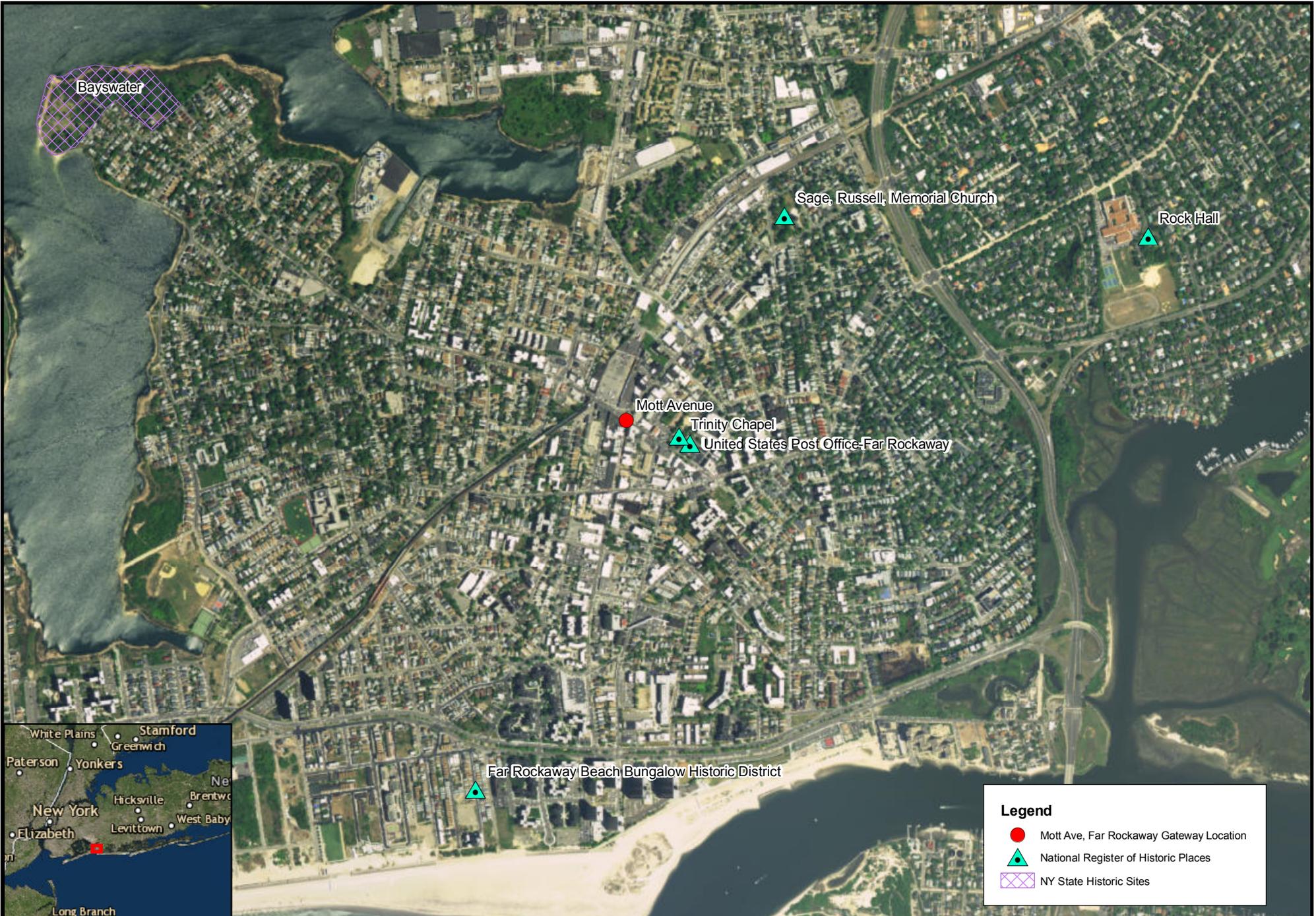
Data Sources: ESRI World Topo Basemap, State of NY, NYC MapPluto, EPA OAR-OAQPS, NYS DEC, FEMA



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Far Rockaway - Mott Ave and Gateway
Mott Avenue, Far Rockaway, NY, 11691
 Data Sources: ESRI World Topo Basemap, State of NY, NYC MapPluto, EPA OAR-OAQPS, NYS DEC, FEMA



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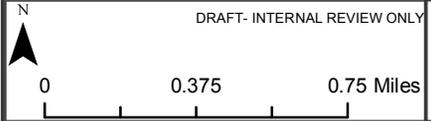
Legend

- Mott Ave, Far Rockaway Gateway Location
- Nonattainment Area 8hr Ozone_2008

PM2.5 24hr (2006 standard)

Current Attainment Status

- Maintenance
- Nonattainment



Far Rockaway - Mott Ave and Gateway

Mott Avenue, Far Rockaway, NY, 11691

Data Sources: ESRI World Topo Basemap, State of NY, NYC MapPluto, EPA OAR-OAQPS, NYS DEC, FEMA



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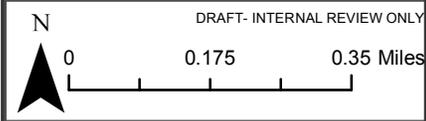
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Legend

- Mott Ave, Far Rockaway Gateway Location
- Far Rockaway Mott Ave Gateway Project Location



Far Rockaway - Mott Ave and Gateway

Mott Avenue, Far Rockaway, NY, 11691

Data Sources: ESRI World Topo Basemap, State of NY, NYC MapPluto, EPA OAR-OAQPS, NYS DEC, FEMA

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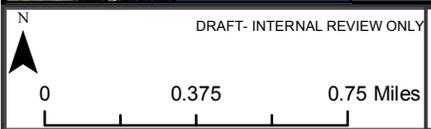
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Mott Avenue

Legend

- Mott Ave, Far Rockaway Gateway Location
- Protected Water Bodies



Far Rockaway - Mott Ave and Gateway

Mott Avenue, Far Rockaway, NY, 11691

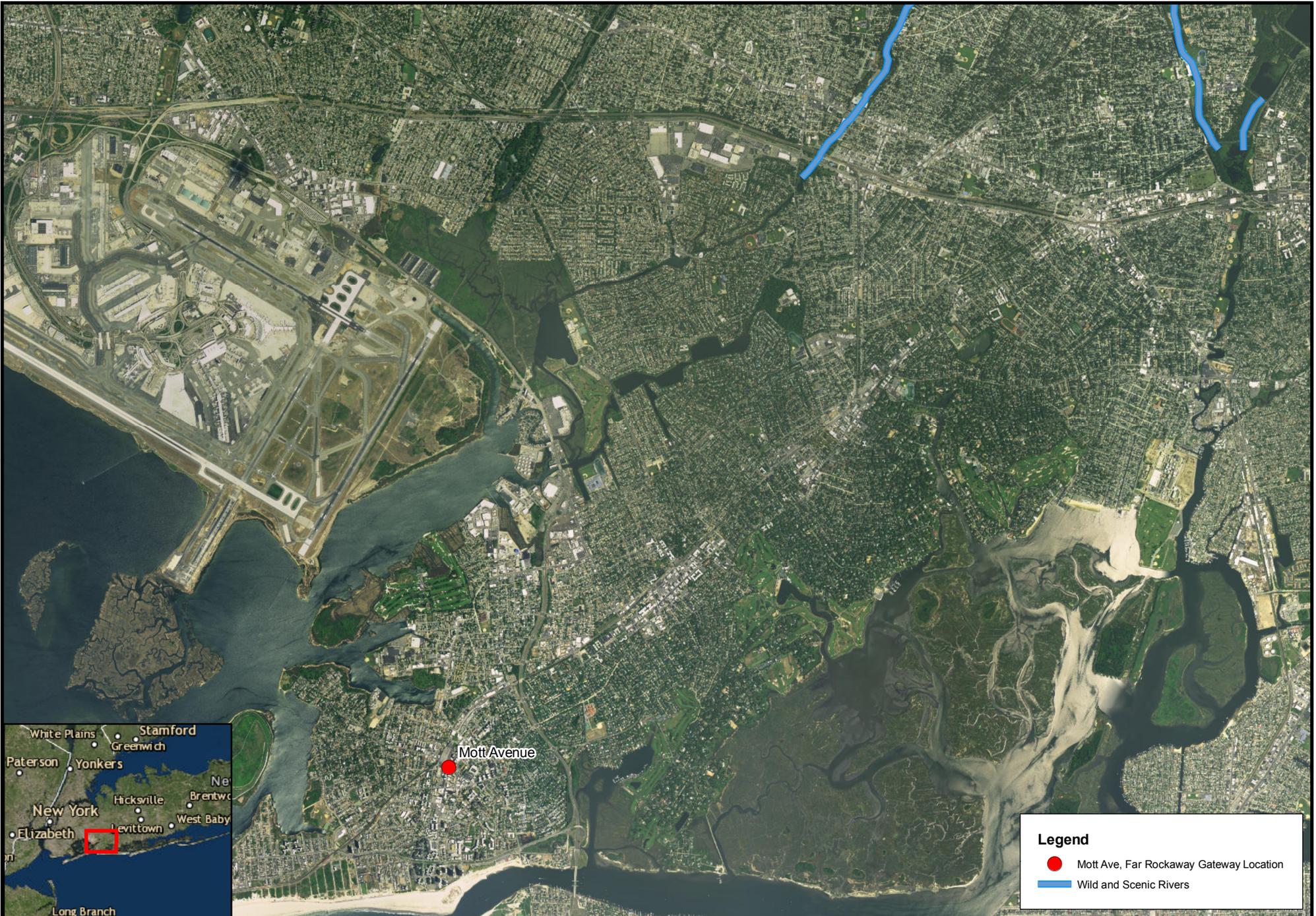
Data Sources: ESRI World Topo Basemap, State of NY, NYC MapPluto, EPA OAR-OAQPS, NYS DEC, FEMA



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Legend

- Mott Ave, Far Rockaway Gateway Location
- Wild and Scenic Rivers

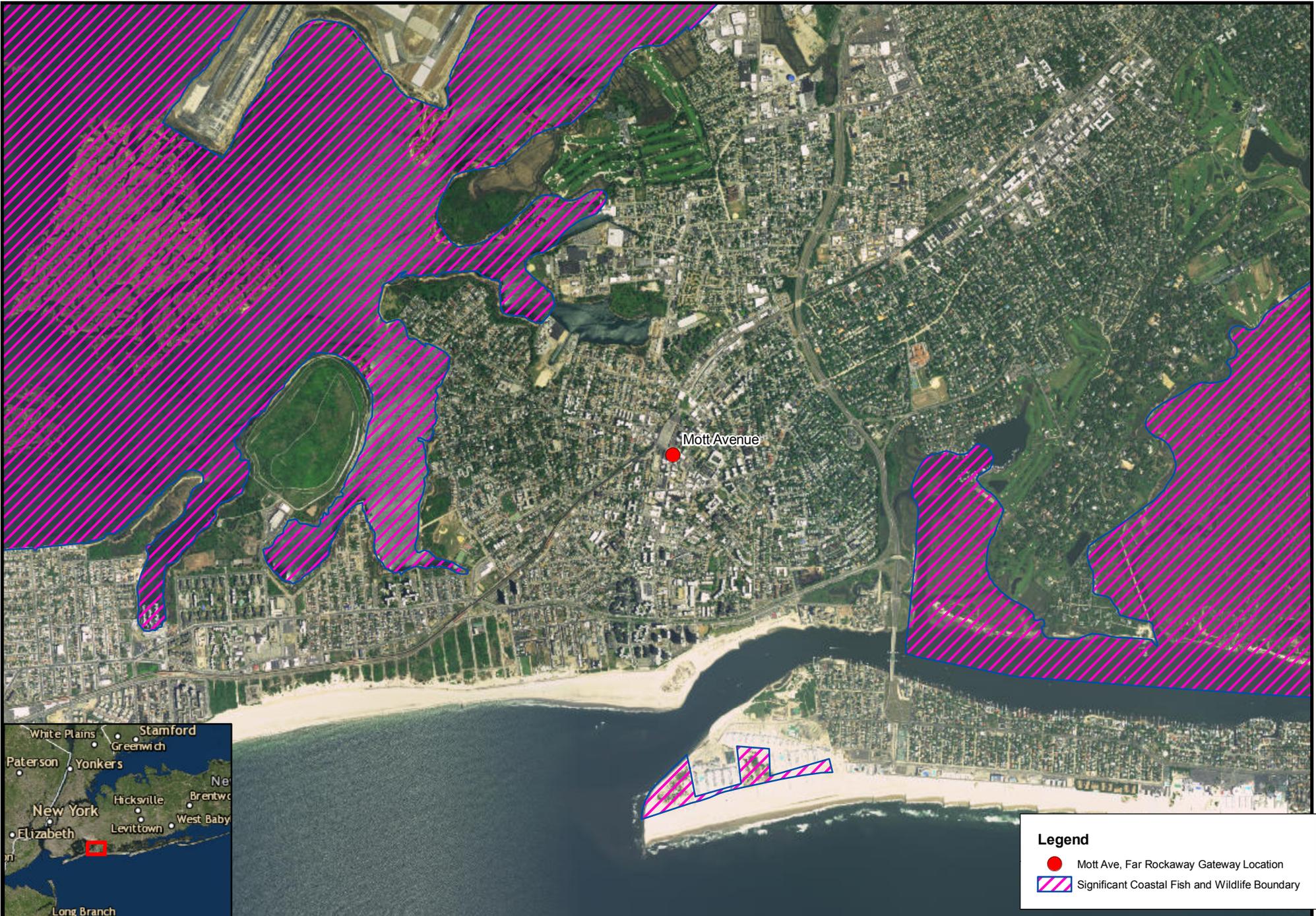
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 0 0.5 1 Miles

Far Rockaway - Mott Ave and Gateway
Mott Avenue, Far Rockaway, NY, 11691
 Data Sources: ESRI World Topo Basemap, State of NY, NYC MapPluto, EPA OAR-OAQPS, NYS DEC, FEMA



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Legend

- Mott Ave, Far Rockaway Gateway Location
- Significant Coastal Fish and Wildlife Boundary

N

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0 0.375 0.75 Miles

Far Rockaway - Mott Ave and Gateway

Mott Avenue, Far Rockaway, NY, 11691

Data Sources: ESRI World Topo Basemap, State of NY, NYC MapPluto, EPA OAR-OAQPS, NYS DEC, FEMA



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Legend

- Mott Ave, Far Rockaway Gateway Location
- Sole Source Aquifer

N
 DRAFT- INTERNAL REVIEW ONLY
 0 0.375 0.75 Miles

Far Rockaway - Mott Ave and Gateway Mott Avenue, Far Rockaway, NY, 11691

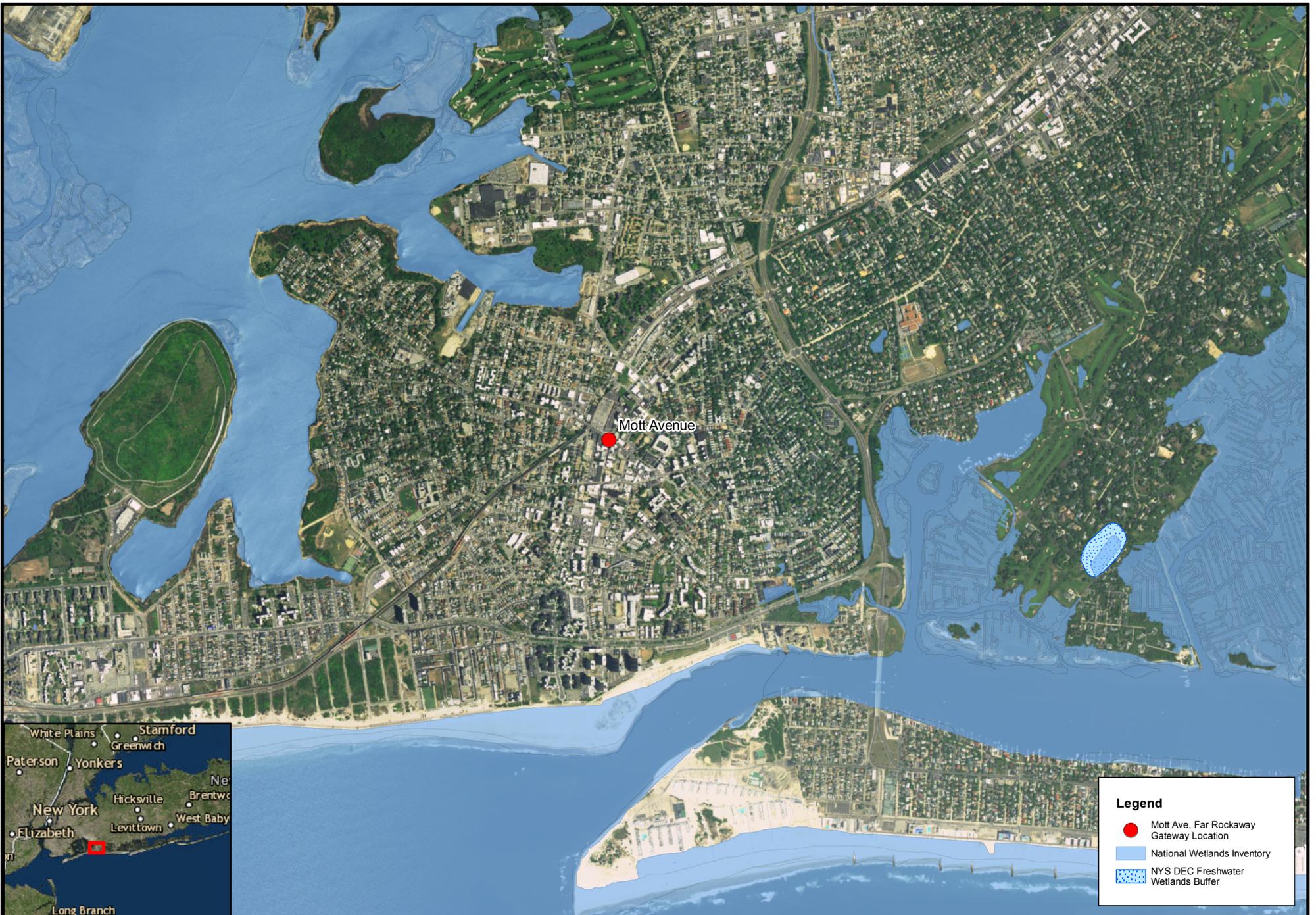
Data Sources: ESRI World Topo Basemap, State of NY, NYC MapPluto, EPA OAR-OAQPS, NYS DEC, FEMA



**Governor's Office of
 Storm Recovery**

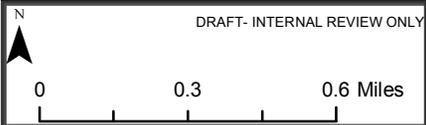
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Legend

- Mott Ave, Far Rockaway Gateway Location
- National Wetlands Inventory
- NYS DEC Freshwater Wetlands Buffer



Far Rockaway - Mott Ave and Gateway Mott Avenue, Far Rockaway, NY, 11691

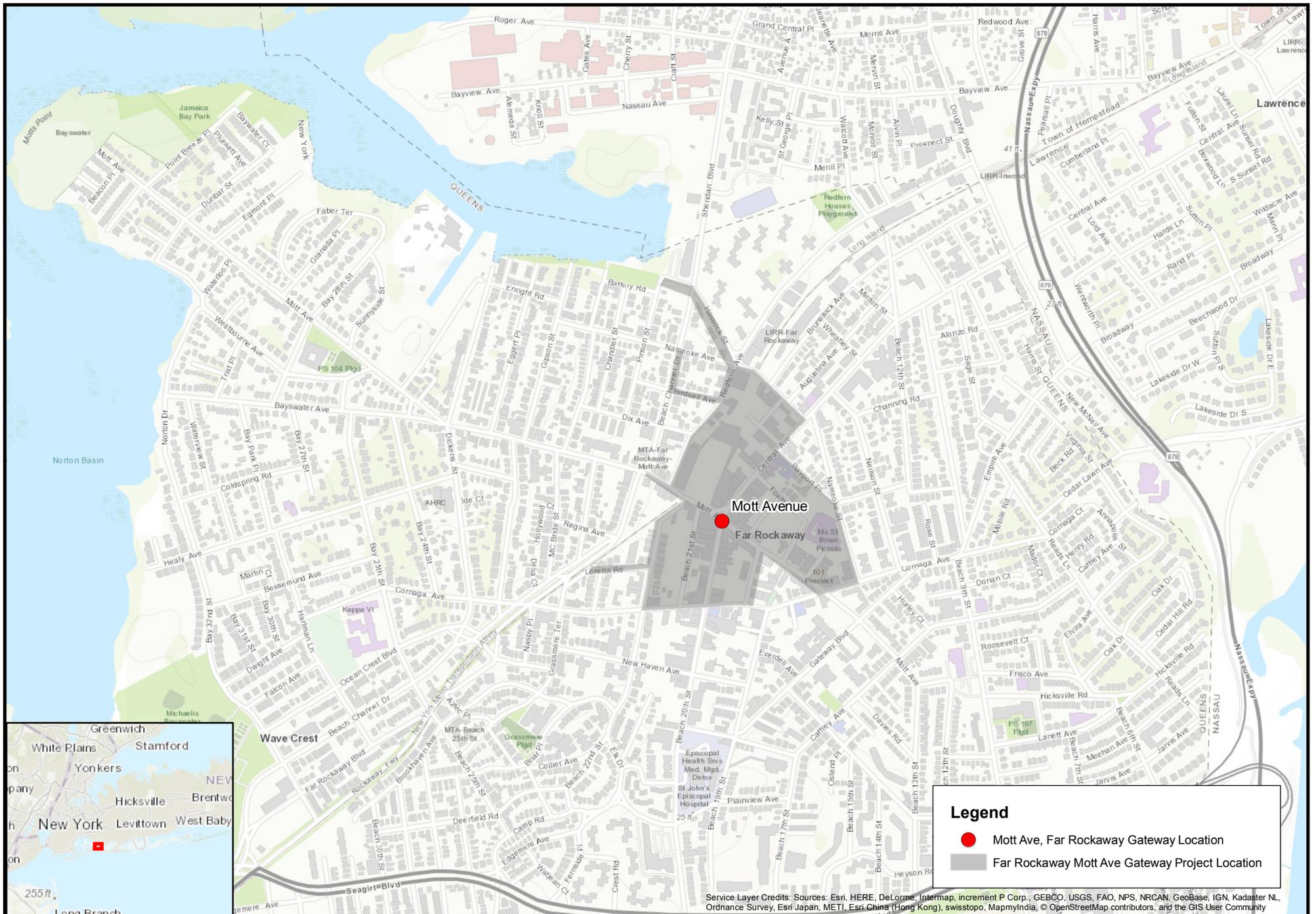
Data Sources: ESRI World Topo Basemap, State of NY, NYC MapPluto, EPA OAR-OAQPS, NYS DEC, FEMA



Governor's Office of
Storm Recovery

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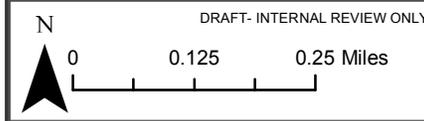
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Legend

- Mott Ave, Far Rockaway Gateway Location
- Far Rockaway Mott Ave Gateway Project Location

Service Layer Credits: Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community



Far Rockaway - Mott Ave and Gateway

Mott Avenue, Far Rockaway, NY, 11691

Data Sources: ESRI World Topo Basemap, State of NY, NYC MapPluto, EPA OAR-OAQPS, NYS DEC, FEMA

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Appendix B

From: [Sturn, Terra \(DOS\)](#)
To: [Shultz, Alicia \(NYSHCR\)](#)
Subject: RE: Far Rockaway
Date: Tuesday, July 31, 2018 11:55:10 AM

Hi Alicia,

I am recommending our concurrence. The letter is pending approvals.

Thanks,

~Terra

From: Shultz, Alicia (NYSHCR)
Sent: Tuesday, July 31, 2018 11:50 AM
To: Sturn, Terra (DOS) <Terra.Sturn@dos.ny.gov>
Subject: Far Rockaway

Terra,
Could you give me a status on the attached, we would are trying to finalize our environmental review ASAP.

Thanks

Alicia Shultz

Senior Environmental Scientist

**New York State Homes & Community Renewal
Governor's Office of Storm Recovery**

38-40 State St., 408N, Hampton Plaza, Albany, NY 12207

(518) 474-0647 | cell (917) 376-9003 Alicia.Shultz@nyshcr.org |



**Governor's Office of
Storm Recovery**

ANDREW M. CUOMO
Governor

June 22, 2018

Mr. Jeffrey Zappieri
Supervisor, Consistency Review Unit
Division of Coastal Resources
New York State Department of State
One Commerce Plaza
99 Washington Avenue
Albany, New York 12231-0001

Re: U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant for Disaster Recovery (CDBG-DR), Community Reconstruction Program Project: **Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project**

Dear Mr. Zappieri:

The Governor's Office of Storm Recovery (GOSR), operating under the auspices of the New York State Homes and Community Renewal's Housing Trust Fund Corporation, was established to aid the statewide recovery of disaster-affected communities in New York State. GOSR is administering a U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant for Disaster Recovery (CDBG-DR), including the Community Reconstruction Program. On behalf of GOSR, please find the enclosed coastal zone consistency materials for your review.

GOSR received a funding application for the proposed Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project ("Proposed Project"). The Proposed Project area would improve approximately 1.1 miles of streets and sidewalks (approximately 345,000 sq.ft. of project area in total) in Far Rockaway, Queens County, New York.

The Proposed Project involves the reconstruction of streets, roadway geometric improvements such as narrowing roadbeds to accommodate wider sidewalks, development of two new pedestrian plazas, and the reorganization of public transportation to improve safety and provide a more hospitable pedestrian circulation. The Proposed Project also includes the implementation of replacement and new infrastructure, including water mains, storm and sanitary sewers, as well as street lighting. The Proposed Project area is located in the central street corridors of the Downtown Far Rockaway neighborhood of Queens. The project limits are as follows (see Appendix C for site maps and photographs):

- Mott Avenue from Redfern Avenue to Beach 17th Street;
- Redfern Avenue from Nameoke Avenue to Mott Avenue;
- Central Avenue from Foam Place to Mott Avenue;
- Beach 19th, Beach 20th, and Beach 21st Streets from Mott Avenue to Cornaga Avenue;
- Beach 22nd Street from Mott Avenue to approximately 320 feet south of Mott Avenue;

- Horton Street and Hassock Street.

Based on a review of available environmental records for the Subject Property and surrounding area, the Subject Property is unlikely to contain hazardous materials, contamination, toxic chemicals and gases, and radioactive substances, where a hazard could affect the health and safety of occupants or conflict with the intended utilization of the property.

The project is located within a State-approved local waterfront revitalization program area: The New York City Waterfront Revitalization Program. The activities are consistent with the program. None of the activities are located within a Coastal Barrier Resource System Unit. GOSR is also sending a consultation to New York City Waterfront Revitalization Program.

GOSR is acting as the Responsible Entity in accordance with 24 C.F.R. Part 58—Environmental Review Procedures for Entities Assuming HUD Environmental Responsibilities. GOSR has prepared the attached Federal Consistency Assessment Form to certify that the project is consistent with New York’s Coastal Management Program. At this time, we are requesting that the New York State Department of State concur with the attached certification.

Thank you for taking the time to review the enclosed materials. Please do not hesitate to contact me by email at Alicia.Shultz@nyshcr.org or by telephone at (518) 474-0647 should you have any questions or require additional information.

Sincerely,



Alicia Shultz
Senior Environmental Scientist
New York State Homes & Community Renewal
Governor’s Office of Storm Recovery

Attachments:

- Attachment A – Federal Consistency Form
- Attachment B – Detailed Project Description and Policy Analysis
- Attachment C – Site Maps

Attachment A – Federal Consistency Form

NEW YORK STATE DEPARTMENT OF STATE
COASTAL MANAGEMENT PROGRAM

Federal Consistency Assessment Form

An applicant, seeking a permit, license, waiver, certification or similar type of approval from a federal agency which is subject to the New York State Coastal Management Program (CMP), shall complete this assessment form for any proposed activity that will occur within and/or directly affect the State's Coastal Area. This form is intended to assist an applicant in certifying that the proposed activity is consistent with New York State's CMP as required by U.S. Department of Commerce regulations (15 CFR 930.57). It should be completed at the time when the federal application is prepared. The Department of State will use the completed form and accompanying information in its review of the applicant's certification of consistency.

A. **APPLICANT** (please print)

1. Name: _____
2. Address: _____
3. Telephone: Area Code () _____

B. **PROPOSED ACTIVITY:**

1. Brief description of activity:

2. Purpose of activity:

3. Location of activity:

_____	_____	_____
County	City, Town, or Village	Street or Site Description

4. Type of federal permit/license required: _____

5. Federal application number, if known: _____

6. If a state permit/license was issued or is required for the proposed activity, identify the state agency and provide the application or permit number, if known:

C. **COASTAL ASSESSMENT** Check either "YES" or "NO" for each of these questions. The numbers following each question refer to the policies described in the CMP document (see footnote on page 2) which may be affected by the proposed activity.

- | | |
|---|--------|
| 1. Will the proposed activity result in any of the following: | YES/NO |
| a. Large physical change to a site within the coastal area which will require the preparation of an environmental impact statement? (11, 22, 25, 32, 37, 38, 41, 43) | — — |
| b. Physical alteration of more than two acres of land along the shoreline, land under water or coastal waters? (2, 11, 12, 20, 28, 35, 44) | — — |
| c. Revitalization/redevelopment of a deteriorated or underutilized waterfront site? (1) | — — |
| d. Reduction of existing or potential public access to or along coastal waters? (19, 20) | — — |
| e. Adverse effect upon the commercial or recreational use of coastal fish resources? (9,10) | — — |
| f. Siting of a facility essential to the exploration, development and production of energy resources in coastal waters or on the Outer Continental Shelf? (29) | — — |
| g. Siting of a facility essential to the generation or transmission of energy? (27) | — — |
| h. Mining, excavation, or dredging activities, or the placement of dredged or fill material in coastal waters? (15, 35) | — — |
| i. Discharge of toxics, hazardous substances or other pollutants into coastal waters? (8, 15, 35) | — — |
| j. Draining of stormwater runoff or sewer overflows into coastal waters? (33) | — — |
| k. Transport, storage, treatment, or disposal of solid wastes or hazardous materials? (36, 39) | — — |
| l. Adverse effect upon land or water uses within the State's small harbors? (4) | — — |
| 2. Will the proposed activity affect or be located in, on, or adjacent to any of the following: | YES/NO |
| a. State designated freshwater or tidal wetland? (44) | — — |
| b. Federally designated flood and/or state designated erosion hazard area? (11, 12, 17) | — — |
| c. State designated significant fish and/or wildlife habitat? (7) | — — |
| d. State designated significant scenic resource or area? (24) | — — |
| e. State designated important agricultural lands? (26) | — — |
| f. Beach, dune or Barrier Island? (12) | — — |
| g. Major ports of Albany, Buffalo, Ogdensburg, Oswego or New York? (3) | — — |
| h. State, county, or local park? (19, 20) | — — |
| i. Historic resource listed on the National or State Register of Historic Places? (23) | — — |
| 3. Will the proposed activity require any of the following: | YES/NO |
| a. Waterfront site? (2, 21, 22) | — — |
| b. Provision of new public services or infrastructure in undeveloped or sparsely populated sections of the coastal area? (5) | — — |
| c. Construction or reconstruction of a flood or erosion control structure? (13, 14, 16) | — — |
| d. State water quality permit or certification? (30, 38, 40) | — — |
| e. State air quality permit or certification? (41, 43) | — — |
| 4. Will the proposed activity occur within and/or affect an area covered by a State-approved local waterfront revitalization program, or State-approved regional coastal management program?
(see policies in program document*) | — — |

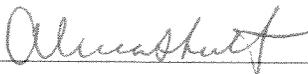
D. ADDITIONAL STEPS

1. If all of the questions in Section C are answered "NO", then the applicant or agency shall complete Section E and submit the documentation required by Section F.
2. If any of the questions in Section C are answered "YES", then the applicant or agent is advised to consult the CMP, or where appropriate, the local waterfront revitalization program document*. The proposed activity must be analyzed in more detail with respect to the applicable state or local coastal policies. On a separate page(s), the applicant or agent shall: (a) identify, by their policy numbers, which coastal policies are affected by the activity, (b) briefly assess the effects of the activity upon the policy; and, (c) state how the activity is consistent with each policy. Following the completion of this written assessment, the applicant or agency shall complete Section E and submit the documentation required by Section F.

E. CERTIFICATION

The applicant or agent must certify that the proposed activity is consistent with the State's CMP or the approved local waterfront revitalization program, as appropriate. If this certification cannot be made, the proposed activity shall not be undertaken. If this certification can be made, complete this Section.

"The proposed activity complies with New York State's approved Coastal Management Program, or with the applicable approved local waterfront revitalization program, and will be conducted in a manner consistent with such program."

Applicant/Agent's Name: Alicia Shultz
Address: 38-40 State Street, Albany, NY 12207
Telephone: Area Code () 518-474-0647
Applicant/Agent's Signature:  Date: 06/22/2018

F. SUBMISSION REQUIREMENTS

1. The applicant or agent shall submit the following documents to the **New York State Department of State, Office of Planning and Development, Attn: Consistency Review Unit, One Commerce Plaza-Suite 1010, 99 Washington Avenue, Albany, New York 12231.**
 - a. Copy of original signed form.
 - b. Copy of the completed federal agency application.
 - c. Other available information which would support the certification of consistency.
2. The applicant or agent shall also submit a copy of this completed form along with his/her application to the federal agency.
3. If there are any questions regarding the submission of this form, contact the Department of State at (518) 474-6000.

*These state and local documents are available for inspection at the offices of many federal agencies, Department of environmental Conservation and Department of State regional offices, and the appropriate regional and county planning agencies. Local program documents are also available for inspection at the offices of the appropriate local government.

Attachment B – Detailed Project Description and Policy Analysis

Supporting Policy Analysis

Project: Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project, are located in Queens County, Far Rockaway, NY and with the project center at latitude: 40° 36' 11.06" N and longitude -73° 45' 12.79" W with specific locations described below.

Introduction

The project analyzed herein is proposed to receive U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant Program–Disaster Recovery (CDBG-DR) funding for the reconstruction. The proposed project also includes the reconstruction of roadways and sidewalks, and new infrastructure, such as water mains, storm and sanitary sewers, and street lighting at Mott Avenue and Beach 20th/Central Avenue Queens County, Far Rockaway, NY.

Project Description and Existing Conditions

The proposed project is a comprehensive street and utility improvement and urban design project for the proposed project area that would improve approximately 1.1 miles of streets and sidewalks (approximately ±345,000 sq.ft. of project area in total). The proposed project involves the reconstruction of streets including roadway geometric improvements such as narrowing roadbeds to accommodate wider sidewalks, development of two new pedestrian plazas, and the reorganization of public transportation to improve safety and provide a more hospitable pedestrian circulation. The proposed project also includes the reconstruction of roadways and sidewalks, new infrastructure (water mains, storm and sanitary sewers), and street lighting. The proposed project area is located in the central street corridors of the Downtown Far Rockaway neighborhood of Queens. The project limits are as follows (see attached figures):

- Mott Avenue from Redfern Avenue to Beach 17th Street;
- Redfern Avenue from Nameoke Avenue to Mott Avenue;
- Central Avenue from Foam Place to Mott Avenue;
- Beach 19th, Beach 20th, and Beach 21st Streets from Mott Avenue to Cornaga Avenue;
- Beach 22nd Street from Mott Avenue to approximately 320 feet south of Mott Avenue

The Governor's Office of Storm Recovery (GOSR), operating under the auspices of New York State Homes and Community Renewal's Housing Trust Fund Corporation, is the responsible entity for the direct administration of this HUD CDBG-DR program. An environmental review is being prepared to assist GOSR in its determination whether to grant CDBG-DR funding for the project. The decision to grant CDBG-DR funding will be dependent on the environmental reviews required under the National Environmental Policy Act of 1969 pursuant to 24 CFR Part 58.

Purpose and Need

This project would revitalize the economic base of the Downtown Far Rockaway CBD by implementing urban design, streetscape and open space improvements that would encourage safer, more hospitable pedestrian circulation while employing sustainable, energy-efficient materials and image-defining street design elements.

The proposed project location serves as a retail corridor, transportation hub, and central business district for neighboring residential communities. Hurricane Sandy inundated several coastal communities on the Rockaway Peninsula, destroying housing stock and displacing residents. Though damage to this particular neighborhood was less severe than others nearby, Downtown Far Rockaway, as a commercial center in the region, has suffered economically due to the storm-related displacement of residents in surrounding neighborhoods. The goal of these planning and design efforts is to revitalize the economic base of the Far Rockaway CBD.

Permits

The north section of the project area including Hassock Street and Horton Avenue is within the 100-year floodplain and a NYSDEC wetland.

STATE (NYSDEC)

NYSDEC 401 Water Quality Certification

New York's State Pollutant Discharge Elimination System (SPDES) General Permit for Storm Water Runoff from Construction Activity.

Modifications of stormwater outfalls subject to State Pollution Discharge Elimination System (SPDES)

Industrial SPDES for temporary dewatering

Storm Water Pollution Prevention Plan (SWPPP)

Long Island well permit during construction will be the responsibility of the contractor

USACE Nationwide Permit 7, Outfall Structures and Associated Intake Structures for activities related to the construction or modification of outfall structures and associated intake structures.

LOCAL (NEW YORK CITY)

NYCOMB approval of CBDG-DR funding through the NYC Action Plan

NYCDOT and NYCDEP approval of capital project

Public Design Commission Approval of proposed project design.

NYCDOT street and sidewalk construction permit for construction in City streets

DPR Parks Forestry Permit for pruning of street trees

Coordination

Federal Highway Administration

New York State Historic Preservation Officer

US Fish and Wildlife Service

The project is not located within the 100-year floodplain and is located in a State-approved local waterfront revitalization program area. None of the activities are located within a Coastal Barrier Resource System Unit.

ANALYSIS

1. j. Drainage of stormwater runoff or sewer overflows into coastal waters.

Policy 33: Best management practices will be used to ensure the control of stormwater and combined sewer overflows draining into coastal waters.

Policy 37: Best management practices will be utilized to minimize the non-point discharge of excess nutrients, organics, and eroded soils into coastal waters.

The proposed project will use federal funds to design and implement street and urban design improvements for the Downtown Far Rockaway area of the Rockaway Peninsula in New York City and also includes infrastructure improvements that will be City funded. With the proposed project no new additional stormwater would be generated (the project surfaces are already paved) nor would there be any impacts on sewer overflows (the project area has a separated storm and sanitary sewer system). Additionally, it is proposed that a Stormwater Pollution Prevention Plan (SWPPP) be prepared to avoid any indirect impacts on wetlands and water quality during construction and with these measures in place, the proposed project would not result in any significant adverse impacts to coastal waters and is therefore consistent with the objectives of these policies.

1. k. Transport, storage, treatment, or disposal of solid wastes or hazardous materials.

Policy 39: The transport, storage, treatment and disposal of solid waste, particularly hazardous wastes, within coastal areas will be conducted in such a manner so as to protect groundwater and surface water supplies, significant coastal fish and wildlife habitats, recreation areas, important agricultural lands, and scenic resources.

As required by the City's construction management practice standards, the proposed project would implement best management practices during construction that would be outlined and described in a Materials Handling Plan document that would be reviewed and approved by the City's Department of Design and Construction (DDC). These standards are in-place to ensure that there are no adverse impacts on coastal habitats or water quality due to contaminated or hazardous materials or other pollutants that may be disturbed or transported during project construction and the proposed project is therefore consistent with the objective of this policy.

Policy 2.h. State, county or local park.

Policy 19: Protect, maintain and increase the level and types of access to public water-related recreation resources and facilities.

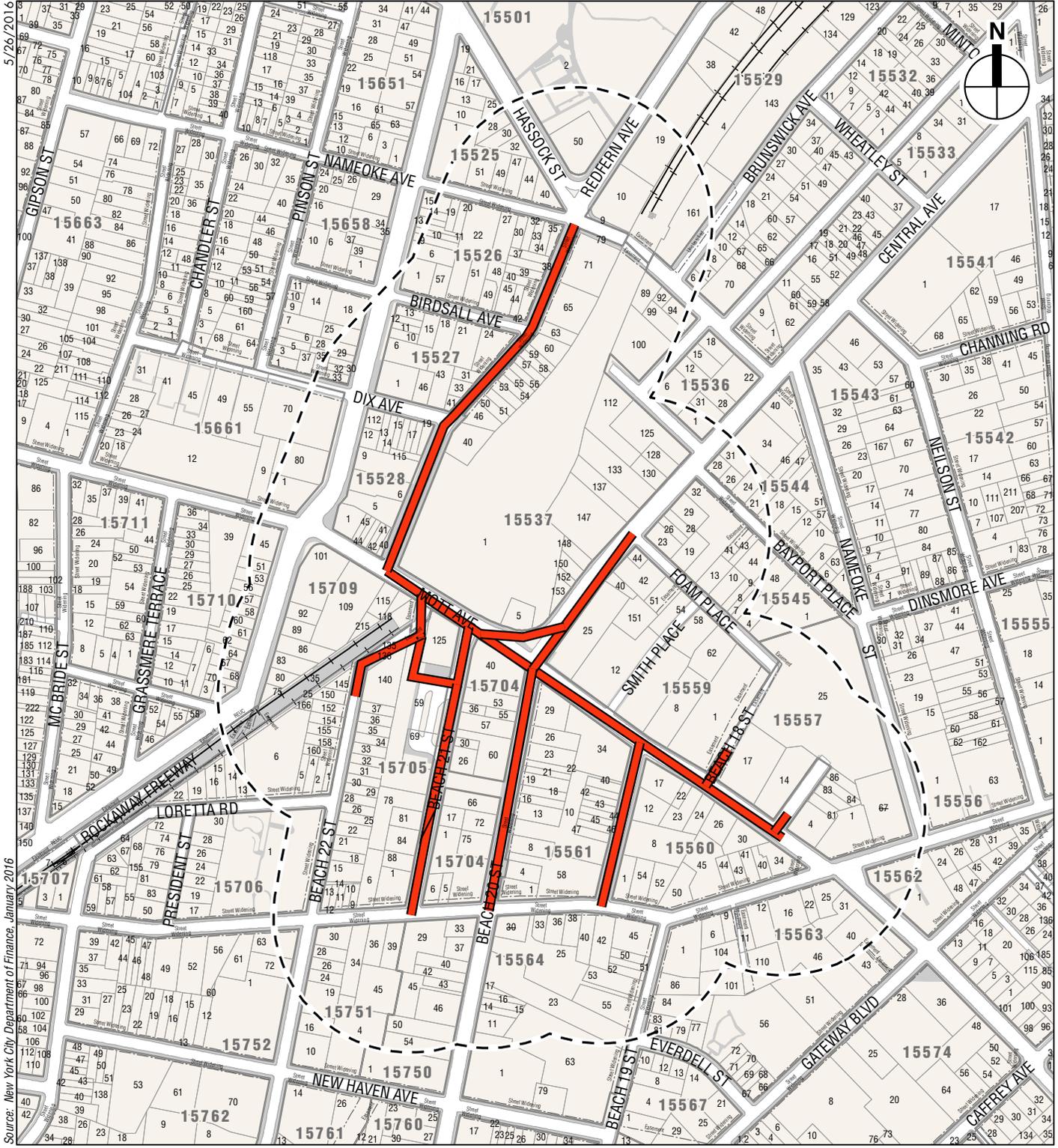
There is a New York City open space located between Beach 20th and 21st Streets south of Mott Avenue. The proposed project would not impact this open space; however, it would improve street right-of-way and access to this open space by by improving the sidewalks and streets in the vicinity of this park and is therefore consistent with the objective of this policy.

Policy 2.i. Historic resources listed on the National or State register of historic places.

Policy 23: Protect, enhance, and restore structures, districts, areas or sites that are significant in the history, architecture, archaeology or culture of the state, its communities, or the nation.

It has been determined that the proposed project corridors are not sensitive for archaeological resources. There are, however, several structures that are listed, or have been identified as eligible for inclusion, or listing on, the National Register of Historic Places along the proposed project corridors. These structures include the Trinity Chapel (S/NR-listed) located at the northwest corner of Mott Avenue, the U.S. Post Office – Far Rockaway (S/NR-listed) located at the southwest corner of Mott Avenue and Foam Place, the Engine Co. 246 & 328/Hook & Ladder 134 fire house (S/NR-eligible) located on the east side of Central Avenue, and the New York City Police Department 101st Precinct (Potential architectural resource) located at 6-12 Mott Avenue and at the northwest corner of Mott and Cornaga Avenues, the National Bank of Far Rockaway (potential architectural resource) located at 16-24 Central Avenue, and the Masonic Temple of Far Rockaway located at 18-37 Mott Avenue. Project activities are proposed in the existing street right of way and would not directly impact any of these historic properties. Since the proposed project also involves street improvements in the vicinity of these resources, to protect these resources from any damage during construction, a Construction Protection Plan (CPP) will be implemented during construction to avoid any indirect damage due to construction vibrations. Additionally, the proposed project would include an Unanticipated Discovery Plan (UDP) in the event that there are any unexpected finds of human remains in the vicinity of burial grounds located along the proposed project corridors. With the CPP and UDP in-place and implemented during construction, it is concluded that the proposed project would not result in any impacts on historic resources and is consistent with the objective of this policy.

Attachment C – Site Maps and Photographs



Source: New York City Department of Finance, January 2016

- Project Corridor
- Study Area (400-foot boundary)
- Tax Block Boundary
- Tax Lot Boundary
- 33 Tax Lot Number
- 33 Condo Tax Lot Number
- C: 40 Condo Flag/Condo Number
- Other Tax Boundary

0 200 FEET

**Downtown Far Rockaway Urban Design
and Streetscape Reconstruction Project
NYC DDC Capital Project No. SANDR02/
SE-830 / NYSDOT PIN X760.79**

**Project Corridor Tax Map
Figure C-2**

Date: 5/26/2016

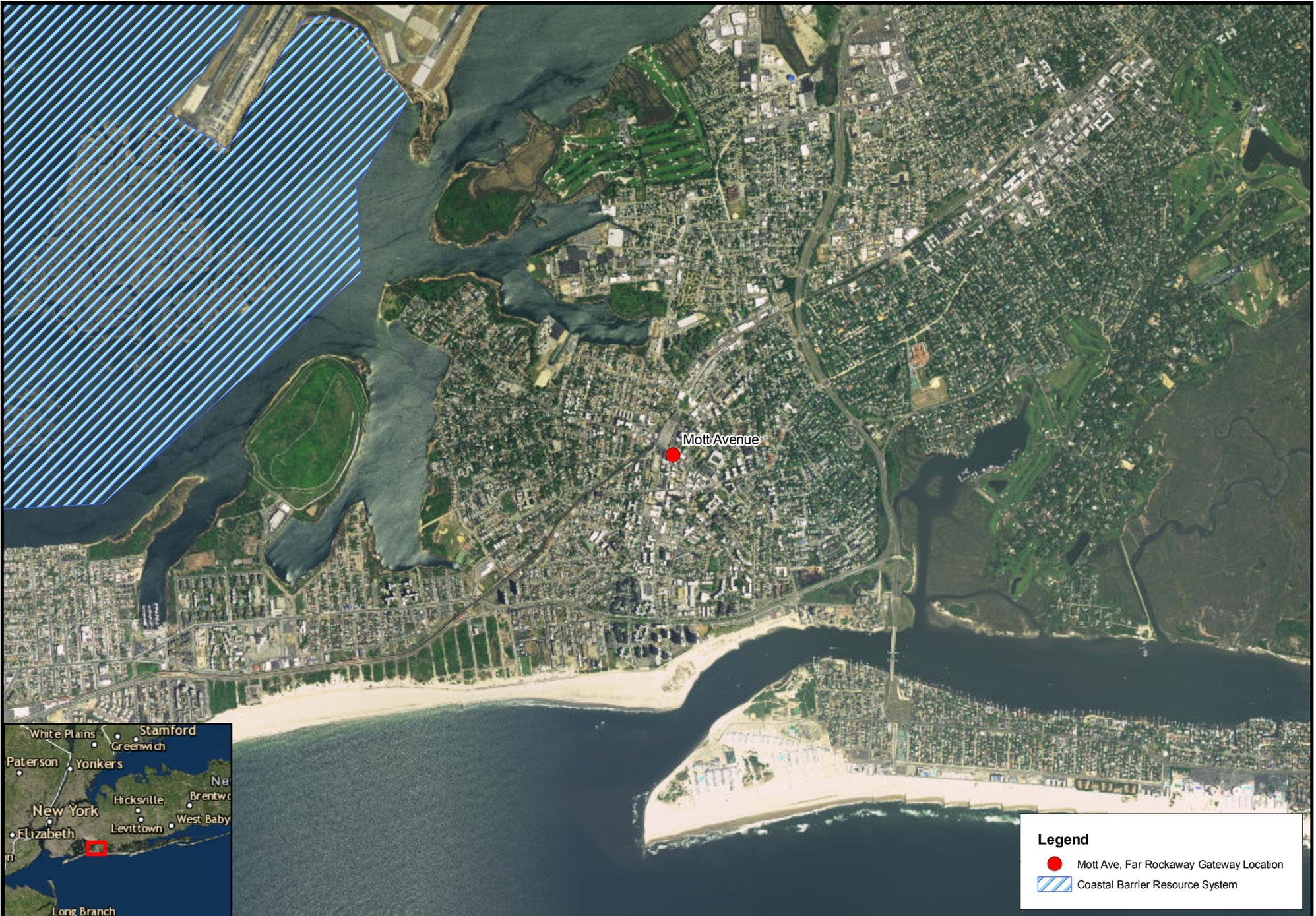


-  Project Corridor
-  Study Area (400-foot boundary)



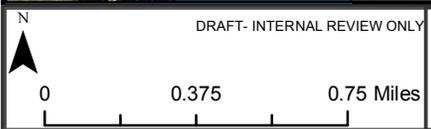
**Downtown Far Rockaway Urban Design
and Streetscape Reconstruction Project
NYC DDC Capital Project No. SANDR02/
SE-830 / NYSDOT PIN X760.79**

**Project Corridor
Aerial Photograph
Figure C-3**



Legend

- Mott Ave, Far Rockaway Gateway Location
- Coastal Barrier Resource System



Far Rockaway - Mott Ave and Gateway

Mott Avenue, Far Rockaway, NY, 11691

Data Sources: ESRI World Topo Basemap, State of NY, NYC MapPluto, EPA OAR-OAQPS, NYS DEC, FEMA



Governor's Office of
Storm Recovery

Drawn By: AMM | Version: 1.0 | Date: 12/28/2017

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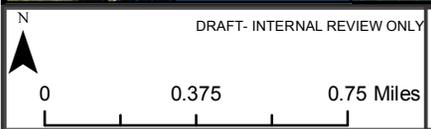


Mott Avenue



Legend

- Mott Ave, Far Rockaway Gateway Location
- Coastal_Boundary_Polyline_update
- ⋯ CoastalBoundary_Polygon_March2017



Far Rockaway - Mott Ave and Gateway
Mott Avenue, Far Rockaway, NY, 11691

Data Sources: ESRI World Topo Basemap, State of NY, NYC MapPluto, EPA OAR-OAQPS, NYS DEC, FEMA



Governor's Office of Storm Recovery

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Shultz, Alicia (NYSHCR)

From: Christopher Wassif (DCP) <CWassif@planning.nyc.gov>
Sent: Friday, July 20, 2018 11:39 AM
To: Shultz, Alicia (NYSHCR)
Cc: MMarrel@planning.nyc.gov
Subject: WRP Consistency Determination: Downtown Far Rockaway Streetscape Reconstruction Project (WRP#18-092)

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Hello Alicia,

We have completed the review of the project as described below for consistency with the policies and intent of the New York City Waterfront Revitalization Program (WRP).

Downtown Far Rockaway Streetscape Reconstruction Project: The proposed project is a comprehensive street improvement plan that would involve reconstruction of approximately 1.1 miles of streets and sidewalks (approximately 345,000 square feet of project area in total) including roadway geometric improvements such as narrowing roadbeds to accommodate wider sidewalks, two new pedestrian plazas, and the reorganization of public transportation to improve safety and provide a more hospitable pedestrian circulation. The proposed project also includes the reconstruction of roadways and sidewalks, and new infrastructure, such as water mains, storm and sanitary sewers, and street lighting.

Based on the information submitted, the Waterfront Open Space Division, on behalf of the New York City Coastal Commission, having reviewed the waterfront aspect of this action, finds that the actions will not substantially hinder the achievement of any Waterfront Revitalization Program (WRP) policy and provides its finding to the New York State Department of State (DOS). Please note that the proposed action(s) are subject to consistency review and approval by the New York State Department of State (DOS) in accordance with the New York State Coastal Management Program.

This determination is only applicable to the information received and the current proposal. Any additional information or project modifications would require an independent consistency review.

For your records, this project has been assigned **WRP # 18-092**. If there are any questions regarding this review, please contact me.

Best,

CHRISTOPHER WASSIF

FLOOD RESILIENCY PLANNER • WATERFRONT AND OPEN SPACE DIVISION

NYC DEPT. OF CITY PLANNING

120 BROADWAY, 31ST FLOOR • NEW YORK, NY 10271

212-720-3445 | cwassif@planning.nyc.gov

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Governor's Office of Storm Recovery

ANDREW M. CUOMO
Governor

June 22, 2018

Michael Marrella, Director of Waterfront and Open Space
New York Department of City Planning
22 Reade Street 6E
New York, NY 10007
Phone: 212-720-3626
Email: wrp@planning.nyc.gov

Re: Local Waterfront Revitalization Program Consistency Review
CDBG-DR Funding Application
Far Rockaway Central Business District Project
Far Rockaway, NY

Dear Mr. Marrella:

The New York State Governor's Office of Storm Recovery (GOSR), operating under the auspices of the New York State Homes and Community Renewal's Housing Trust Fund Corporation, was established to aid the statewide recovery of disaster-affected communities in New York State. GOSR is administering a U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant for Disaster Recovery (CDBG-DR), including the Economic Development-New York Rising Community Reconstruction Program. The City of New York is requesting \$4,500,000.00 in CDBG-DR funding to construct a phased urban design plan for the Far Rockaway Central Business District (CBD) with a primary focus on the intersection of Mott Avenue and Beach 20th/Central Avenue—a primary retail corridor—and its connection to the transit facilities within the downtown. On behalf of GOSR, please find the enclosed coastal zone consistency materials for your review.

Project Description

The overall aim of the project is to increase both resiliency and promote economic revitalization by creating a more inviting atmosphere for residents and businesses. Building on the results of the traffic study completed by DOT, the recommendations of the Rockaway East NY Rising Community Reconstruction (NYRCR) Plan and NYC Department of Environmental Protection (NYC DEP) sewer installation project, and the ULI Technical Assistance Panel Report, this project intends to mitigate the effects of traffic, improve storm water resiliency, enhance pedestrian safety and mobility and provide critical energy resilient technology in downtown Far Rockaway. This project will reinforce and build upon the strategic 'higher ground' role Far Rockaway plays for the Rockaway peninsula.

The proposed project is part of the New York City Department of Transportation (NYCDOT) and the New York City Department of Environmental Protection proposed capital projects SANDR02 and SE-

830 or the Downtown Far Rockaway Urban Design and Streetscape Improvements project. The proposed project is a comprehensive street improvement project for the proposed project corridor that would involve reconstruction of approximately 1.1 miles of streets and sidewalks (approximately 345,000 square feet of project area in total) including roadway geometric improvements such as narrowing roadbeds to accommodate wider sidewalks, two new pedestrian plazas, and the reorganization of public transportation to improve safety and provide a more hospitable pedestrian circulation. The proposed project also includes the reconstruction of roadways and sidewalks, and new infrastructure, such as water mains, storm and sanitary sewers, and street lighting. The project limits are as follows (see Figures C-1 through C-3):

- Mott Avenue from Redfern Avenue to Beach 17th Street;
- Redfern Avenue from Nameoke Avenue to Mott Avenue;
- Central Avenue from Foam Place to Mott Avenue;
- Beach 19th, Beach 20th, and Beach 21st Streets from Mott Avenue to Cornaga Avenue;
- Beach 22nd Street from Mott Avenue to approximately 320 feet south of Mott Avenue

Key elements of the roadway and urban design project component include improvements to the Mott Avenue streetscape in the vicinity of the neighborhood “gateway” at the Far Rockaway Station at the terminus of the NYC Subway A Line; the “transit hub” district to the south and east of the station, where there is currently a bus terminal along Beach 21st Street; and streetscape improvements along Beach 20th Street between Mott and Cornaga Avenues, which is the retail center of the neighborhood. Additionally, several other street corridors in Downtown Far Rockaway would be reconstructed, and DEP sewer work would be undertaken within blocks of Redfern Avenue, from Mott Avenue to Nameoke Avenue. Existing storm and sanitary sewer utilities in Redfern Avenue would be upgraded and replaced with the proposed project including existing sanitary lines and water mains. Redfern Avenue will not include full street reconstruction, only DEP sewer replacement and related asphalt replacement associated with the required trenching.

The project involves improvements to sidewalks, roadways and public spaces, and construction of new green infrastructure in the neighborhood of Far Rockaway. Primary construction activities are expected to include demolition and reconstruction of existing streets, sidewalks, and public spaces as well as constructing green infrastructure and public space improvements, construction of new storm sewers and replacement of existing storm sewers, sanitary sewers, and water mains where necessary to the swimming beach. The project location is shown on maps included in the annexed Attachments

The construction of new storm sewers and the replacement and relocation of existing storm sewers, sanitary sewers, and water mains is proposed as part of the proposed project.

New York City WRP Consistency Review

GOSR is acting as the Responsible Entity in accordance with 24 CFR Part 58 – Environmental Review Procedures for Entities Assuming HUD Environmental Responsibilities. The project area is located within the New York City Coastal Zone Boundary and is therefore subject to New York City WRP consistency review. A WRP Consistency Assessment Form and supporting documentation (Appendix B and C) are attached for your review. The project area is also located within the boundary of the New York State Coastal Zone. Pursuant to the Coastal Zone Management Act, GOSR will submit the Federal Consistency Assessment Form and an analysis of the applicable policies to the New York State Department of State, Consistency Review Unit, for their review and comment.

GOSR is requesting a response letter from your office that can be included as an attachment to our environmental documentation to confirm that coordination with the New York Department of City Planning has been completed, and general consistency concurrence criteria will be met.

Thank you for taking the time to review the enclosed materials. If you have any questions or require additional information, please feel free to contact me via telephone at (518) 474-0647 or by email at Alicia.Shultz@nyshcr.org.

Sincerely,

A handwritten signature in cursive script that reads "Alicia Shultz".

Alicia Shultz
New York State Governor's Office of Storm Recovery
Bureau of Environmental Review and Assessment

Enclosures:

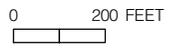
Appendix A - Project Location Maps
Appendix B - NYC WRP Consistency Assessment Form
Appendix C - Summary of Compliance with Applicable Policies
Appendix D - Policy 6.2 Analysis

Appendix A - Project Location Maps

5/26/2016

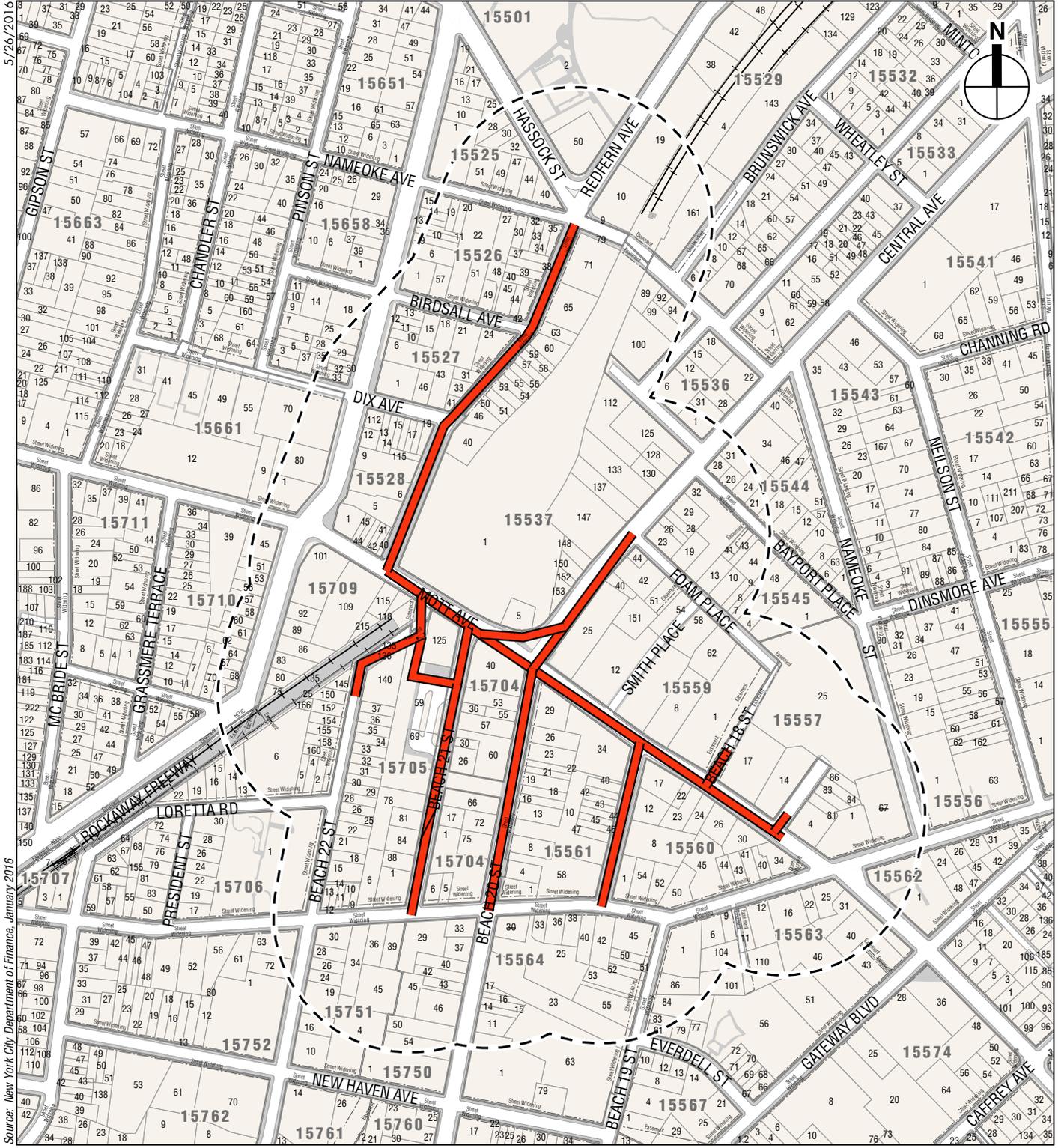


- Project Corridor
- Study Area (400-foot boundary)



**Downtown Far Rockaway Urban Design
and Streetscape Reconstruction Project
NYC DDC Capital Project No. SANDR02/
SE-830 / NYSDOT PIN X760.79**

Project Corridor Location
Figure C-1



Source: New York City Department of Finance, January 2016

- Project Corridor
- Study Area (400-foot boundary)
- Tax Block Boundary
- Tax Lot Boundary
- 33 Tax Lot Number
- 33 Condo Tax Lot Number
- C: 40 Condo Flag/Condo Number
- Other Tax Boundary

0 200 FEET

**Downtown Far Rockaway Urban Design
and Streetscape Reconstruction Project
NYC DDC Capital Project No. SANDR02/
SE-830 / NYSDOT PIN X760.79**

**Project Corridor Tax Map
Figure C-2**

Date: 5/26/2016



-  Project Corridor
-  Study Area (400-foot boundary)



**Downtown Far Rockaway Urban Design
and Streetscape Reconstruction Project
NYC DDC Capital Project No. SANDR02/
SE-830 / NYSDOT PIN X760.79**

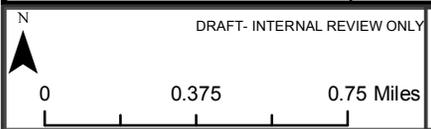
**Project Corridor
Aerial Photograph
Figure C-3**

Mott Avenue



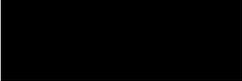
Legend

-  Mott Ave, Far Rockaway Gateway Location
-  Coastal_Boundary_Polyline_update
-  CoastalBoundary_Polygon_March2017

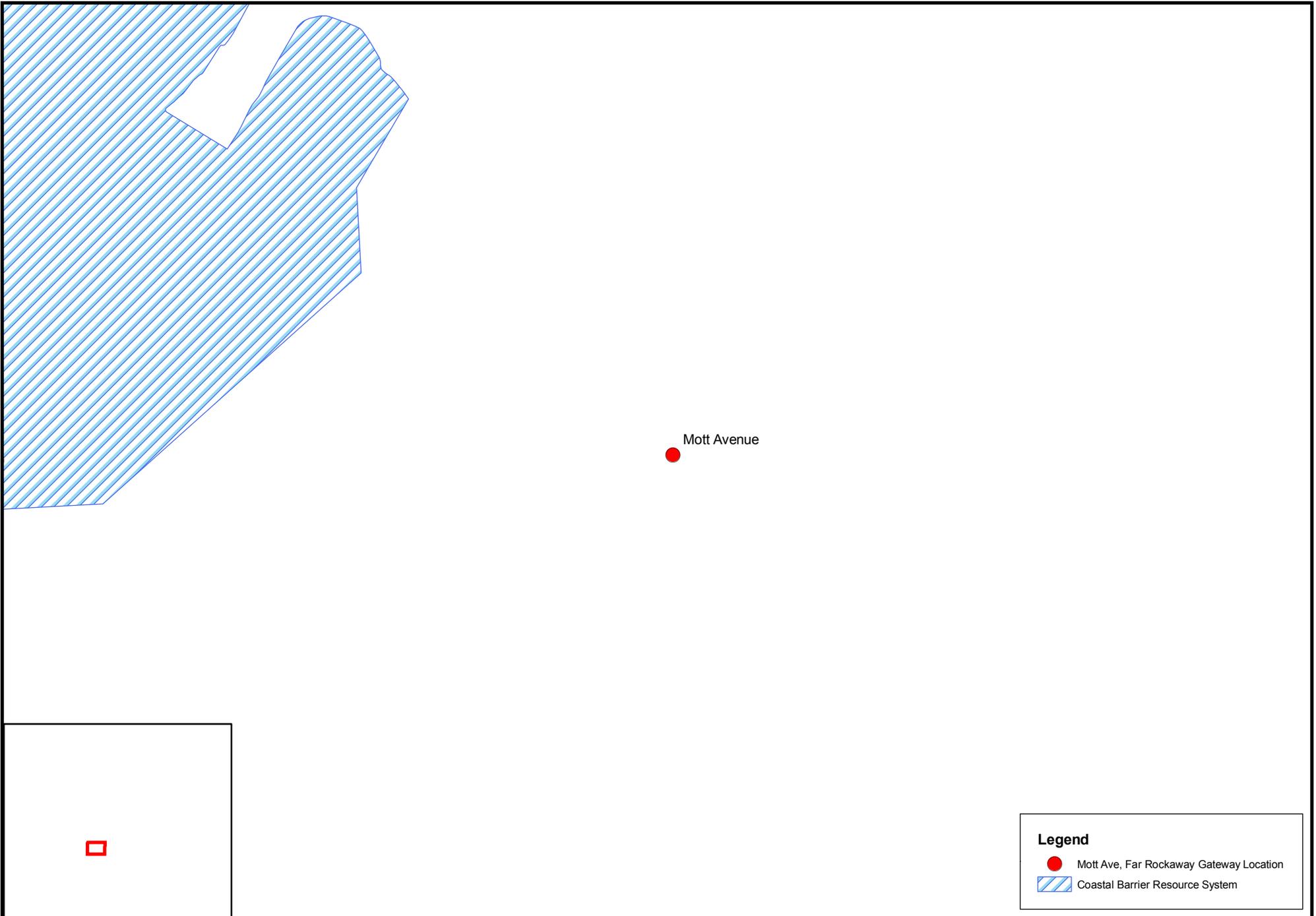


Far Rockaway - Mott Ave and Gateway
Mott Avenue, Far Rockaway, NY, 11691

Data Sources: ESRI World Topo Basemap, State of NY, NYC MapPluto, EPA OAR-OAQPS, NYS DEC, FEMA


 Drawn By: AMM | Version: 1.0 | Date:12/28/2017

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Mott Avenue

Legend

- Mott Ave, Far Rockaway Gateway Location
- Coastal Barrier Resource System

DRAFT- INTERNAL REVIEW ONLY

N

0 0.375 0.75 Miles

Far Rockaway - Mott Ave and Gateway
Mott Avenue, Far Rockaway, NY, 11691

Data Sources: ESRI World Topo Basemap, State of NY, NYC MapPluto, EPA OAR-OAQPS, NYS DEC, FEMA

Drawn By: AMM | Version: 1.0 | Date:12/28/2017

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Appendix B - NYC WRP Consistency Assessment Form

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM Consistency Assessment Form

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

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

A. APPLICANT INFORMATION

Name of Applicant: _____

Name of Applicant Representative: _____

Address: _____

Telephone: _____ Email: _____

Project site owner (if different than above): _____

B. PROPOSED ACTIVITY

If more space is needed, include as an attachment.

1. Brief description of activity

2. Purpose of activity

C. PROJECT LOCATION

Borough: _____ Tax Block/Lot(s): _____

Street Address: _____

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

D. REQUIRED ACTIONS OR APPROVALS

Check all that apply.

City Actions/Approvals/Funding

City Planning Commission

Yes No

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

Board of Standards and Appeals

Yes No

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

Other City Approvals

- | | |
|--|---|
| <input type="checkbox"/> Legislation | <input type="checkbox"/> Funding for Construction, specify: _____ |
| <input type="checkbox"/> Rulemaking | <input type="checkbox"/> Policy or Plan, specify: _____ |
| <input type="checkbox"/> Construction of Public Facilities | <input type="checkbox"/> Funding of Program, specify: _____ |
| <input type="checkbox"/> 384 (b) (4) Approval | <input type="checkbox"/> Permits, specify: _____ |
| <input type="checkbox"/> Other, explain: _____ | |

State Actions/Approvals/Funding

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

Federal Actions/Approvals/Funding

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

Is this being reviewed in conjunction with a [Joint Application for Permits?](#) Yes No

E. LOCATION QUESTIONS

1. Does the project require a waterfront site? Yes No
2. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land under water or coastal waters? Yes No
3. Is the project located on publicly owned land or receiving public assistance? Yes No
4. Is the project located within a FEMA 1% annual chance floodplain? (6.2) Yes No
5. Is the project located within a FEMA 0.2% annual chance floodplain? (6.2) Yes No
6. Is the project located adjacent to or within a special area designation? See [Maps – Part III](#) of the NYC WRP. If so, check appropriate boxes below and evaluate policies noted in parentheses as part of WRP Policy Assessment (Section F).
 - Significant Maritime and Industrial Area (SMIA) (2.1)
 - Special Natural Waterfront Area (SNWA) (4.1)
 - Priority Maritime Activity Zone (PMAZ) (3.5)
 - Recognized Ecological Complex (REC) (4.4)
 - West Shore Ecologically Sensitive Maritime and Industrial Area (ESMIA) (2.2, 4.2)

F. WRP POLICY ASSESSMENT

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

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

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

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

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

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

G. CERTIFICATION

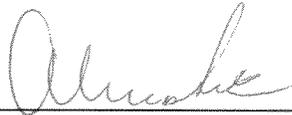
The applicant or agent must certify that the proposed activity is consistent with New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If this certification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

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

Applicant/Agent's Name: Alicia Shultz

Address: 38 State Street, Albany, NY 12107

Telephone: 5188172873 Email: alicia.shultz@nyshcr.org

Applicant/Agent's Signature: 

Date: 6/22/18

Submission Requirements

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

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

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

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

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

New York City Department of City Planning

Waterfront and Open Space Division
120 Broadway, 31st Floor
New York, New York 10271
212-720-3696
wrp@planning.nyc.gov
www.nyc.gov/wrp

New York State Department of State

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

Applicant Checklist

- Copy of original signed NYC Consistency Assessment Form
- Attachment with consistency assessment statements for all relevant policies
- For Joint Applications for Permits, one (1) copy of the complete application package
- Environmental Review documents
- Drawings (plans, sections, elevations), surveys, photographs, maps, or other information or materials which would support the certification of consistency and are not included in other documents submitted. All drawings should be clearly labeled and at a scale that is legible.
- Policy 6.2 Flood Elevation worksheet, if applicable. For guidance on applicability, refer to the WRP Policy 6.2 Guidance document available at www.nyc.gov/wrp

Appendix C - Summary of Compliance with Applicable Policies

Supporting Policy Analysis

Policy 5: Protect and improve water quality in the New York City coastal area.

The proposed project will use federal funds to implement a street and urban design improvement project for the Downtown Far Rockaway area of the Rockaway Peninsula in New York City and City funds to implement infrastructure improvements. With the proposed project no new additional stormwater would be generated (the project street corridors are already paved) nor would there be any impacts on sewer overflows (the project area has a separated storm and sanitary sewer system). Additionally, it is proposed that a Stormwater Pollution Prevention Plan (SWPPP) be prepared to avoid any indirect impacts on wetlands and water quality during construction and with these measures in place, the proposed project would not result in any significant adverse impacts to coastal waters and is therefore consistent with the objectives of these policies.

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

Only a short segment of the proposed project infrastructure alignment is within the FEMA-designated flood hazard area and that segment is an existing built street that is proposed for reconstruction. The proposed project would provide stormwater collection and conveyance improvements that would relieve local street flooding in the Downtown Far Rockaway neighborhood. It would have no adverse impacts on the designated floodplain, but it would reduce flooding impacts on local streets, structures, and property by providing drainage improvements. Additionally, all construction activities would be performed in accordance with NYSDEC's technical standards for erosion and sediment control (e.g., use of silt fences, hay bales, and containment booms) that would be implemented in accordance with a SWPPP in order to minimize potential erosion impacts. With these measures in place, no significant erosion impacts are expected as a result of project construction. Therefore, it is concluded that the proposed project is consistent with this policy.

Policy 7: Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, and hazardous materials that may pose risks to the environment and public health and safety.

The proposed project does not involve the siting of any solid or hazardous waste facilities. In addition, any solid waste material that may be recovered during project construction would also be handled, transported, and disposed of by a licensed hauler in accordance with all applicable laws and regulations. In addition, the proposed project would implement best management practices during construction in accordance with a Material Handling Plan (MHP), that would be reviewed and approved by the New York City Department of Design and Construction (NYCDDC) to ensure that there are no adverse impacts on coastal habitats or water quality due to contamination or hazardous materials that may be disturbed during project construction. For these reasons, it is concluded that the proposed project is consistent with this policy.

Policy 10: Protect, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City coastal area.

It has been determined that the proposed project corridors are not sensitive for archaeological resources. There are, however, several structures that are listed, or have been identified as eligible for inclusion, or listing on, the National Register of Historic Places along the proposed project corridors. These structures include the Trinity Chapel (S/NR-listed) located at the northwest corner of Mott Avenue, the U.S. Post Office – Far Rockaway (S/NR-listed) located at the southwest corner of Mott Avenue and Foam Place, the Engine Co. 246 & 328/Hook & Ladder 134 fire house (S/NR-eligible) located on the east side of Central Avenue, and the New York City Police Department 101st Precinct (Potential architectural resource) located at 6-12 Mott Avenue and at the northwest corner of Mott and Cornaga Avenues, the National Bank of Far Rockaway (potential architectural resource) located at 16-24 Central Avenue, and the Masonic Temple of Far Rockaway located at 18-37 Mott Avenue. Project activities are proposed in the existing street right of way and would not directly impact any of these historic properties. Since the proposed project also involves street improvements in the vicinity of these resources, to protect these resources from any damage during construction, a Construction Protection Plan (CPP) will be implemented during construction to avoid any indirect damage due to construction vibrations. With this CPP in-place, it is concluded that the proposed project would not result in any impacts on historic resources and is consistent with the objective of this policy.

Appendix D - Policy 6.2 Analysis

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

Policy 6.1: Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area.

Consistent with this policy, the project objective is to reconstruct streets and install sewers that will improve the conveyance of stormwater and tidal flood waters away from streets and properties in Downtown Far Rockaway that is caused by coastal storm high tides (see additional details under Policy 6.2, below). Therefore, it is concluded that the proposed project is consistent with this policy.

Policy 6.2: Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms) into the planning and design of projects in the city's Coastal Zone.

1. Assess the project's vulnerabilities to future coastal hazards and what the potential consequences may be.

a. Assess the project area's exposure to current and future flood risk.

As stated above, the proposed project objective is to reduce street and property flooding through the installation of infrastructure improvements in an developed urban area that is already exposed to current and future flood risk which is expected to increase due to climate change and sea level rise. Within the proposed project area, based on the current (2015) FEMA flood maps, much of Hassock Street is within the 1% annual chance flood zone and portions of Beach Channel Drive, Redfern Avenue, Nameoke Avenue, and Brunswick Avenue are within the 0.2% Annual Chance flood zone. There are no wave action velocity hazards (i.e., Zone VE) along the proposed project corridors; however, the Limit of Moderate Wave Action (LiMWA¹) includes a segment of Hassock Street west of Beach Channel Drive. With sea level rise flood frequency and depth is expected to increase. For example, under the 90th Percentile 2050 projections, the 1% and 0.2% annual chance flood zones would cover more of the project area and by 2100 the majority of the project corridors, with the exception of the easternmost streets, are expected to be within the 1 percent or 0.2 percent flood zone.

The proposed project would install replacement infrastructure with new stormwater collection sewers that will improve street drainage. All of this proposed infrastructure is below the street grade, is designed for the conveyance of stormwater, and will not be adversely impacted by flooding or erosion. Rather, the proposed infrastructure improvements will facilitate the conveyance of drainage away from the flood impacted area as tidal flood waters subside. For these reasons, it is concluded that the proposed project is consistent with this policy.

¹ Inland limit of the area expected to receive 1.5-foot or greater breaking waves during the 1% annual chance flood event.

b. Identify if the project or action would facilitate the development of any vulnerable, critical, or potentially hazardous features within areas exposed to flooding from Mean Higher High Water or 1% Annual Chance Flood by the 2050s under the 90th percentile of sea level rise projections.

The proposed project area is the built urban center of Downtown Far Rockaway. Therefore, consistent with this policy, the proposed project would not facilitate any new development in the flood zone; however, as stated above, consistent with WRP objectives, it would improve drainage conveyance away from this developed commercial and residential center.

2. Assess how applicable codes and regulations, planned flood damage reduction elements and adaptive measures, or likely future infrastructure investments would or would not reduce potential flood damage for any proposed vulnerable, critical, or potentially hazardous features.

As stated above, consistent with this policy, the proposed project would reduce flood damage by improving drainage away from the developed structures in Downtown Far Rockaway.

3. Assess policy consistency: conclude whether the project is consistent with Policy 6.2 of the Waterfront Revitalization Program.

Because the proposed project is designed to reduce flood damage by improving drainage in a developed urban center, and would also improve resiliency by replacing infrastructure, it is concluded that the proposed project is consistent with the goals of Policy 6.2.

Appendix C



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 2
290 BROADWAY
NEW YORK, NY 10007-1866

FEB 22 2018

Alicia Shultz
Senior Environmental Scientist
New York State Homes and Community Renewal
38-40 State Street, 408N, Hampton Plaza
Albany, NY 12207

Dear Ms. Shultz:

This is in response to your December 22, 2017 letter requesting a Sole Source Aquifer review of the Funding Application for the Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project. The Proposed Project involves the reconstruction of streets, roadway geometric improvements such as narrowing roadbeds to accommodate wider sidewalks, development of two new pedestrian plazas, and the reorganization of public transportation to improve safety and provide a more hospitable pedestrian circulation. It also includes the implementation of replacement and new infrastructure, including water mains, storm and sanitary sewers, as well as street lighting. The Project area is located in the central street corridors of the Downtown Far Rockaway neighborhood of Queens, New York.

The water main replacements will amount to approximately 10,000 linear feet of 8- to 20-inch-diameter ductile-iron pipe (DIP), and pipe segments will be joined by suitable hardware. The sanitary sewer pipe replacement/rehabilitation will also cover ~10,000 linear feet and will consist of either extra-strength vitreous pipe (ESVP) or reinforced concrete pipe (RCP). The new or rehabilitated stormwater piping will consist of either ESVP, RCP or flat-top reinforced concrete (FTRC), which has a rectangular rather than circular cross-section. Segments of sewer and stormwater piping will be joined through either new or existing manholes.

Storm-sewer piping will be installed in areas that had not been previously served by a storm sewer, but this installation is not expected to be any deeper or different in other ways from the installation of existing storm sewers in the neighborhood. Otherwise, this project consists of surficial re-engineering of street and sidewalks and the replacement/rehabilitation/upgrading of existing utilities.

Based on the information provided, the project satisfies the requirements of Section 1424(e) of the SDWA. Please be advised that meeting the requirements of 1424(e) does not preclude the need to meet National Environmental Policy Act (NEPA) requirements to address direct, indirect, and cumulative impacts. This review does not constitute a review under Section 309 of the Clean Air Act; EPA therefore reserves the right to review additional environmental documents on this project.

We would like to take this opportunity to recommend the use of alternative/green building materials and energy- and water-efficient products. We have thus enclosed "**U.S. EPA Region 2 Green Recommendations.**" Some of these recommendations may be applicable to this project; while some may be applicable to other development projects.

We highly commend efforts to use green building/energy-efficient/water-efficient products and would appreciate being made aware of their usage once implemented. If you have any questions concerning this matter or would like additional information, please feel free to contact Michael Poetzsch of my staff at (212) 637-4147.

Sincerely yours,



Grace Musumeci, Chief
Environmental Review Section

Enclosure

EPA Region 2 Green Recommendations

To the maximum extent possible, project managers are encouraged to utilize local and recycled materials; to recycle materials generated onsite; and to utilize technologies and fuels that minimize greenhouse gas emissions.

Further, to the extent feasible, renewable energy (including, but not limited to solar, wind, geothermal, biogas, and biomass) and energy-efficient technologies should be incorporated into the design, construction, and operation of all types of projects.

To that end, the following information and internet hyperlinks are provided for your consideration and use:

- **Multi-media green building and land design practices**

Utilize green building practices which have multi-media benefits, including energy efficiency, water conservation (see WaterSense below), and healthy indoor air quality. Apply building rating systems and no-cost online tools and guides, such as ENERGY STAR, Portfolio Manager, Target Finder, Indoor Air Quality Package, and WaterSense for building construction. The ENERGY STAR website (see below) includes, among other things, information on new single-family homes, multi-family homes, commercial and other buildings, and schools. The website also provides an ENERGY STAR "Training Center" free of charge.

U.S. Green Building Council (USGBC) LEED Programs and Guides: <http://www.usgbc.org/>

ENERGY STAR home page: <http://www.energystar.gov>

ENERGY STAR Target Finder (no-cost online tool to set energy performance targets):
<http://www.energystar.gov/targetfinder>

Indoor Air Quality: <http://www.epa.gov/iaq>

- **Water conservation and efficiency in building construction**

Promote water conservation and efficiency through the use of water efficient products (e.g., toilets, faucets, showerheads) and practices. For new building construction and restoration projects, we recommend considering the use of products with the WaterSense label where appropriate. Devices receiving the EPA WaterSense label must be at least 20% more water efficient than (and must meet or exceed the performance standards of) non-labeled devices of the same type. Additionally, when possible, consider the use of WaterSense Certified Professional Irrigation Partners and WaterSense Builder Partners. These professionals use WaterSense labeled devices where appropriate, are trained in the latest water conservation practices, and use the latest water efficiency tools and technologies, including irrigation equipment and xeriscaping for landscaping and best management practices for construction in the WaterSense New Home Specifications. Visit the WaterSense website for tips on water efficiency, a WaterSense labeled product search tool, a list of WaterSense Partners, access to the Water Budget Tool at:

<http://www.epa.gov/watersense/>

In addition to using WaterSense labeled products and certified professionals, there are many water conservation strategies and best management practices that can be used in new construction and/or restoration. Here are some useful links to water conservation information:



- Whole Building Design Guide:
http://www.wbdg.org/resources/water_conservation.php
- Alliance for Water Efficiency:
<http://www.allianceforwaterefficiency.org/>
- Water Use It Wisely – 100 Ways to Conserve:
<http://www.wateruseitwisely.com/100-ways-to-conserve/index.php>
- Determining Energy Usage
http://water.epa.gov/infrastructure/sustain/energy_use.cfm

- **Green Building in Federal Agency Projects**

The *Federal Green Construction Guide for Specifiers* includes helpful information for procuring green building products and construction/renovation services within the Federal government:
<http://www.wbdg.org/design/greenspec.php>

- **Use Environmentally Preferable Purchasing**

Promote markets for environmentally preferable products by referencing EPA's multi-attribute Environmentally Preferable Purchasing guidance. Products and services include: Building and Construction, Carpets, Cleaning, Electronics, Fleets, Food Services, Landscaping, Meetings and Conferences, Office Supplies, and Paper.
<http://www.epa.gov/epp>

- **Purchase 'green' electronics, and measure their benefits**

Require the purchase of desktop computers, monitors, and laptops that are registered as Silver or Gold products with EPEAT, the Electronics Product Environmental Assessment Tool at www.epeat.net. Products registered with EPEAT use less energy, are easier to recycle, and can be more easily upgraded than non-registered products.
http://www.energystar.gov/index.cfm?c=products.pr_find_es_products

- **Consider Low Impact Development to help manage storm water**

Low Impact Development (LID) is an approach to land development (or re-development) that works with nature to manage storm water as close to its source as possible. LID employs principles such as preserving and recreating natural landscape features, minimizing effective imperviousness to create functional and appealing site drainage that treat storm water as a resource rather than a waste product.

Implement site planning, design, construction, and maintenance strategies to maintain or restore, to the maximum extent technically feasible, the predevelopment hydrology of the building site with regard to the temperature, rate, volume, and duration of flow.

<http://water.epa.gov/infrastructure/greeninfrastructure/>
<https://www.epa.gov/water-research/national-stormwater-calculator>

- **Evaluate sustainable storm water management at brownfield sites**

Consider designs for storm water management on compacted, contaminated soils in dense urban areas:

Additional information: <http://www.epa.gov/brownfields/tools/swdp0408.pdf>

- **Clean Diesel**



For new equipment utilize contract specifications requiring advanced pollution controls and clean fuels: <http://www.northeastdiesel.org/pdf/NEDC-Construction-Contract-Spec.pdf> and <http://www.epa.gov/cleandiesel/technologies/index.htm>

Implement diesel controls, cleaner fuel, and cleaner construction practices for on-road and off-road equipment used for transportation, soil movement, or other construction activities, including:

- Strategies and technologies that reduce unnecessary idling, including auxiliary power units, the use of electric equipment, and strict enforcement of idling limits; and
- Use of clean diesel through add-on control technologies like diesel particulate filters and diesel oxidation catalysts, repowers, or newer, cleaner equipment.

For more information on diesel emission controls in construction projects, please see: <http://www.northeastdiesel.org/pdf/NEDC-Construction-Contract-Spec.pdf>

- **Utilizing recycled materials in construction projects**

Many industrial and construction byproducts are available for use in road, building or infrastructure construction. Use of these materials can save money and reduce environmental impacts. The Recycled Materials Resource Center has developed user guidelines for many recycled materials and compiled existing national specifications.

Additional information: <http://rmrc.wisc.edu>
<http://www.fhwa.dot.gov/pavement/recycling/rectools.cfm>

- **Incorporate on-site energy generation and energy efficient equipment upgrades into projects at drinking water and wastewater treatment facilities**

Consider using captured biogases in combined heat and power systems, and renewable energy (wind, solar, etc.) to generate energy for use on-site. Evaluate the potential energy savings associated with upgrading to more energy efficient equipment (pumps, motors, lighting, etc.).

Additional information: <http://water.epa.gov/infrastructure/sustain/goinggreen.cfm>
<http://www.epa.gov/region9/waterinfrastructure/howto.html>

- **Incorporate green practices into remediation of contaminated sites**

Encourage or incentivize the use of green remediation practices, including designing treatment systems with optimum energy efficiency; use of passive energy technologies such as bio-remediation and phyto-remediation; use of renewable energy to meet power demands of energy-intensive treatment systems or auxiliary equipment; use of cleaner fuels, machinery, and vehicles; use of native plant species; and minimizing waste and water use.

Additional information: <http://clu.in.org/greenremediation/index.cfm>

- **Encourage development in brownfield sites**

Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. These sites are often "infrastructure-ready," eliminating the need to build new roads and utility lines which are necessary in undeveloped land.

Additional information: <http://www.epa.gov/brownfields/>



- **Encourage use of Smart Growth and transit-oriented development principles**
Smart Growth and transit oriented development (TOD) principles help preserve natural lands and critical environmental areas, and protect water and air quality by encouraging developments that are mixed-use, walkable and located near public transit. Encourage use of bicycling with bike commuter parking, storage, and changing facilities. Facilitate increased carpooling or alternative vehicles with preferable parking spaces and/or electric vehicle plug in spots.

Additional information: <http://www.epa.gov/smartgrowth>

- **Integrated Design Process**
The Integrated Design Process calls for the active and continuing engagement of all stakeholders throughout the building design, development, construction, and post-construction phases including the owners, architects, engineers, building department officials, and others. This process creates a higher-performing building at lower cost, allows various building systems to work together to eliminate redundant and unnecessary capacity, and minimizes change order costs.

Additional information: http://www.wbdg.org/design/engage_process.php





Governor's Office of Storm Recovery

ANDREW M. CUOMO
Governor

December 22, 2017

Ms. Grace Musumeci
Chief of the Environmental Review Section
U.S. Environmental Protection Agency
Region 2 Main Regional Office
290 Broadway
New York, NY 10007-1866

Re: Sole Source Aquifer Analysis – CDBG-DR Funding Application
Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project

Dear Ms. Musumeci:

Pursuant to the Disaster Relief Appropriations Act, 2013 (Public Law 113-2) and the Housing and Community Development Act (42 U.S.C. § 5301 et seq.), New York State Governor's Office of Storm Recovery (GOSR) is acting under the auspices of New York State Homes and Community Renewal's Housing Trust Fund Corporation as a recipient of Community Development Block Grant–Disaster Recovery (“CDBG-DR”) funds from the United States Department of Housing and Urban Development (“HUD”) and is the entity responsible for compliance with the HUD NEPA environmental review procedures set forth in 24 C.F.R. Part 58. Accordingly, 24 C.F.R. Part 58 requires GOSR to review projects for conformance with the Safe Drinking Water Act of 1974 (42 U.S.C. 201, 300(f) et seq., and 21 U.S.C. 349) as amended, and Environmental Protection Agency (“EPA”) regulations pertaining to Sole Source Aquifers found at 40 C.F.R. Part 149.

Project/Activity Location

GOSR received a funding application for the proposed Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project (“Proposed Project”). The Proposed Project area that would improve approximately 1.1 miles of streets and sidewalks (approximately 345,000 sq.ft. of project area in total) in Far Rockaway, Queens County, New York, which overlies the **Brooklyn-Queens Sole Source Aquifer**. (see attached figures).

The Proposed Project involves the reconstruction of streets, roadway geometric improvements such as narrowing roadbeds to accommodate wider sidewalks, development of two new pedestrian plazas, and the reorganization of public transportation to improve safety and provide a more hospitable pedestrian circulation. The Proposed Project also includes the implementation of replacement and new infrastructure, including water mains, storm and sanitary sewers, as well as street lighting. The Proposed Project area is located in the central street corridors of the Downtown Far Rockaway neighborhood of Queens. The project limits are as follows (see attached figures):

- Mott Avenue from Redfern Avenue to Beach 17th Street;
- Redfern Avenue from Nameoke Avenue to Mott Avenue;
- Central Avenue from Foam Place to Mott Avenue;

- Beach 19th, Beach 20th, and Beach 21st Streets from Mott Avenue to Cornaga Avenue;
- Beach 22nd Street from Mott Avenue to approximately 320 feet south of Mott Avenue;
- Horton Street and Hassock Street (see attached figure outline the area).

This project area may be somewhat expanded however the potential impacts to underlying aquifer would remain the same. The Proposed Project would not generate an increase of impermeable surfaces within the project area.

In accordance with the Memorandum of Understanding (“MOU”) between EPA and HUD dated August 24, 1990, GOSR hereby requests an Initial Screen/Preliminary Review for the above referenced project. Please review the attached documentation, including Attachment 2.A and Attachment 3 to the MOU. Responses can be sent to me via email at Alicia.Shultz@nyshcr.org.gov. In accordance with the MOU, a non-response within fifteen days shall constitute a favorable review of the project/activity. If you have any questions, please feel free to contact me at (518) 474-0647. Thank you for your consideration and cooperation.

Sincerely,



Alicia Shultz
Senior Environmental Scientist
New York State Homes and Community Renewal
38-40 State Street, 408N, Hampton Plaza
Albany, New York 12207

Enclosures:

Figures
Attachment 2.A, Non-housing/Project Activity Initial Screen Criteria
Attachment 3, SSA Preliminary Review Information Requirements

ATTACHMENT 2.A

NON-HOUSING/PROJECT ACTIVITY INITIAL SCREEN CRITERIA

The following list of criteria questions are to be used as an initial screen to determine which **non-housing** projects/activities should be forwarded to the Environmental Protection Agency (EPA) for Preliminary Sole Source Aquifer (SSA) Review. (For housing projects/activities, see Attachment 2.B) If any of the questions are answered affirmatively, then Attachment 3, SSA Preliminary Review Requirements, should also be completed. The application/final statement, this Attachment, Attachment 3, and any other pertinent information should then be forwarded to EPA at the address below.

Any project/activity not meeting the criteria in this Attachment, but suspected of having a potential adverse effect on the Sole Source Aquifer should also be forwarded.

CRITERIA QUESTIONS	YES	NO	N/A
<p>1. Is the project/activity located within a currently designated or proposed groundwater sensitive area such as a special Ground Water Protection Area, Critical Supply Area, Wellhead Protection Area, etc.? [This information can be obtained from the County or Regional Planning board, the local health department, the State health department or the State environmental agency.]</p> <p>See Attached Drinking Water Well Map.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>2. Is the project/activity located within a one half mile radius (2640 feet) of a current or proposed public water supply well or wellfield? [This information can be obtained from the local health department, the State health department or the State environmental agency.]</p> <p>See Attached Drinking Water Well Map.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3. Will the project/activity include or directly cause (check appropriate items):

	YES	NO	N/A
construction or expansion of solid waste disposal, recycling or conversion facilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
construction or expansion or closure of landfills	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
construction or expansion of water supply facilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
construction or expansion of on-site wastewater treatment plants or sewage trunk lines	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
construction or expansion of gas or petroleum trunk lines greater than 1320 feet	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
construction or expansion of railroad spurs or similar extensions	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
construction or expansion of municipal sewage treatment plants	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4. Will the project/activity include storage or handling of any hazardous constituents as listed in Attachment 4, Hazardous Constituents.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Will the project/activity include bulk storage of petroleum in underground or above ground tanks in excess of 1,100 gallons?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Will the project/activity require a federal or state discharge elimination permit or modification of an existing permit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Far Rockaway infrastructure

This attachment was completed by:

A handwritten signature in cursive script that reads "Alicia Shultz".

Alicia Shultz
Senior Environmental Scientist
New York State Homes and Community Renewal
38-40 State Street, 408N, Hampton Plaza
Albany, New York 12207
(518) 474-0647
Alicia.shultz@nyshcr.org

ATTACHMENT 3

SSA PRELIMINARY REVIEW INFORMATION REQUIREMENTS

Where currently available, the information in this Attachment should be provided to the Environmental Protection Agency (see address below) along with the application/final statement; Attachment 2.A, Non-Housing Initial Screen Criteria or Attachment 2.B, Housing Initial Screen Criteria; and any other information which may be pertinent to a Sole Source Aquifer review. Where applicable, indicate the source of your information.

I. Project/Activity Location	Enclosed?	
	Yes	No
<p>1. Provide the geographic location and total acreage of the project/activity site. Include a site map which identifies the site in relation to the surrounding area.</p> <p>Approximately 1.1 miles of streets and sidewalks, approximately 345,000 sq.ft. of project area in total, in Queens County, Far Rockaway, New York. Replacement in kind. See attached maps and cover letter.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>2. If applicable, identify which groundwater sensitive areas (Special Ground Water Protection Area, Critical Supply Area, Wellhead Protection Area, etc.) the project/activity is located within or adjacent to.</p> <p>None, see attached maps.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

II. Nature of Project/Activity	Enclosed?	
	Yes	No
<p>3. Provide a general narrative describing the project/activity including but not limited to: type of facility; type of activities to be conducted; number and type of units; number of residents, etc. Provide the general layout of the project/activity site and site-plan if available.</p> <p>The Proposed Project involves the reconstruction of streets, roadway geometric improvements such as narrowing roadbeds to accommodate wider sidewalks, development of two new pedestrian plazas, and the reorganization of public transportation to improve safety and provide a more hospitable pedestrian circulation. The Proposed Project also includes the implementation of replacement and new infrastructure, including water mains, storm and sanitary sewers, as well as street lighting. The proposed project area is located in the</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<p>central street corridors of the Downtown Far Rockaway neighborhood of Queens. The project limits are as follows (see attached figures):</p> <ul style="list-style-type: none"> • Mott Avenue from Redfern Avenue to Beach 17th Street; • Redfern Avenue from Nameoke Avenue to Mott Avenue; • Central Avenue from Foam Place to Mott Avenue; • Beach 19th, Beach 20th, and Beach 21st Streets from Mott Avenue to Cornaga Avenue; • Beach 22nd Street from Mott Avenue to approximately 320 feet south of Mott Avenue • Horton Street and Hassock Street (see attached figure outline the area). 		
--	--	--

III. Public Water Supply	Enclosed?	
	Yes	No
<p>4. Provide a description of plans to provide water supply.</p> <p>This project involved rehabilitation and replacement of existing infrastructure only and did not involve water supply.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>5. Provide the location of nearby existing or proposed public water supply wells or wellfields within one half mile radius (2640 feet) of the project/activity. Provide the name of the supplier(s) of those wells or wellfields. This information should be available from the local health department, State health department or the State environmental agency.</p> <p>See attached drinking water supply map.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

IV. Wastewater and Sewage Disposal	Enclosed?	
	Yes	No
<p>6. Provide a description of plans to handle wastewater and sewage disposal. If the project/activity is to be served by existing public sanitary sewers provide the name of the sewer district.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>This project involved rehabilitation and replacement of existing infrastructure only and did not involve wastewater or sewage disposal.</p>		
<p>7. Provide a description of plans to handle storm water runoff.</p> <p>This project involved rehabilitation of existing infrastructure only and did not involve work that would change storm water runoff conditions at the property.</p> <p>This project involved rehabilitation and replacement of existing infrastructure only and did not involve work that would change storm water runoff conditions at the Subject Property.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>8. Identify the location, design, size of any on-site recharge basins, dry wells, leaching fields, retention ponds, etc.</p> <p>This project involved rehabilitation and replacement of existing infrastructure only.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>V. Use, Storage, Transport of Hazardous or Toxic Materials <i>(Applies only to non-housing projects/activities)</i></p>	Enclosed?	
	Yes	No
<p>9. Identify any products listed in Attachment 4, Hazardous Constituents, of the Housing and Urban Development-Environmental Protection Agency Memorandum of Understanding which may be used, stored, transported, or released as a result of the project not related to construction</p> <p>None.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>10. Identify the number and capacity of underground storage tanks at the project/activity site. Identify the products and volume to be stored, and the location on the site.</p> <p>None.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>11. Identify the number and capacity of above ground storage tanks at the project/activity site. Identify the products and volume to be stored, and the location on the site.</p> <p>None.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

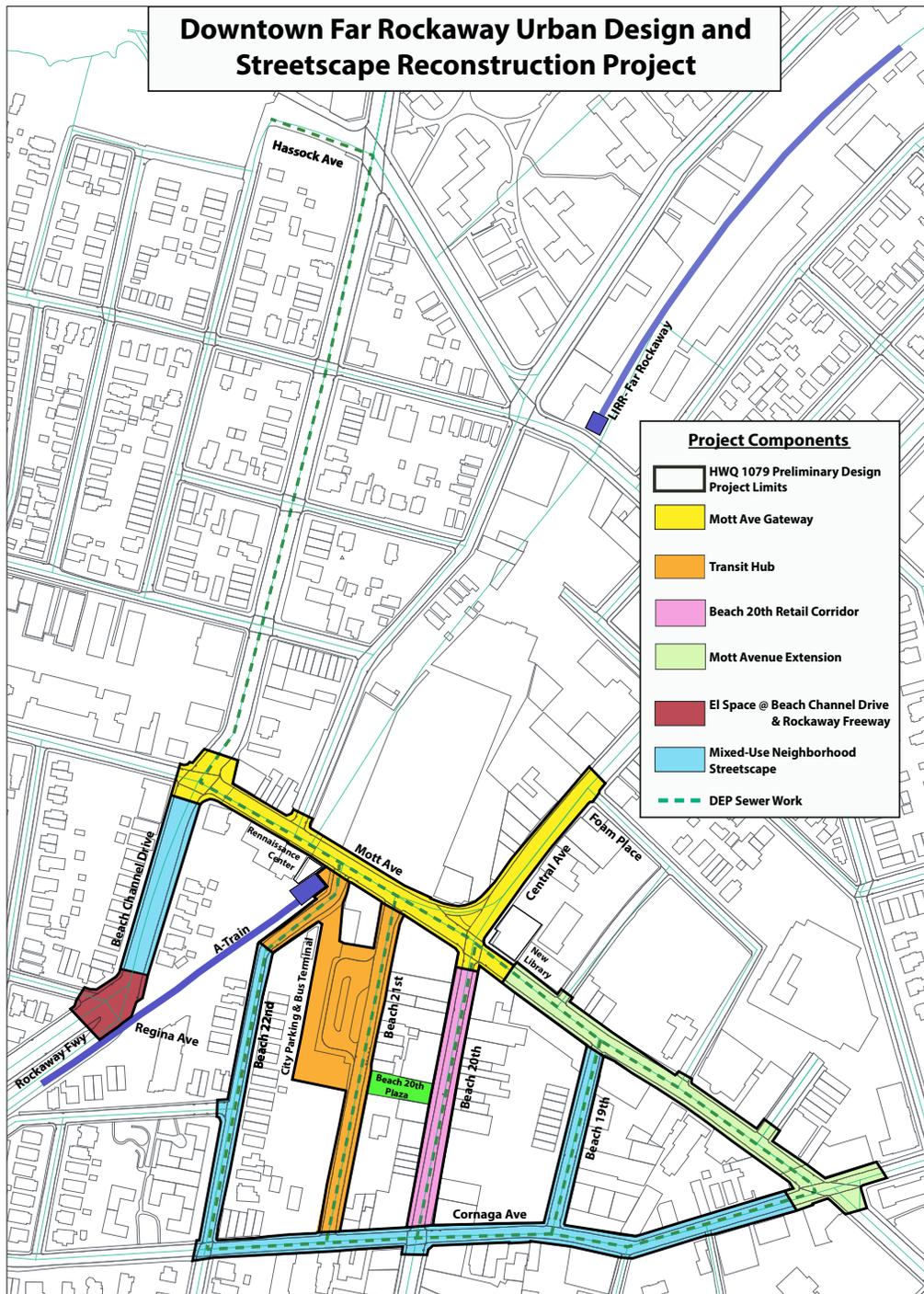
This form was completed by:

A handwritten signature in cursive script that reads "Alicia Shultz".

Alicia Shultz
Senior Environmental Scientist
New York State Homes and Community Renewal
38-40 State Street, 408N, Hampton Plaza
Albany, New York 12207
(518) 474-0647
Alicia.Shultz@nyshcr.org

4. Project Components

There are six geographical, functional and qualitative components comprising the project: (1) the Mott Avenue Gateway; (2) the Transit Hub; (3) the Beach 20th Retail Corridor; (4) the Mott Avenue Extension; (5) the El Space at Beach Channel Drive; and (6) Mixed-Use Neighborhood Streetscapes. The following sections describe the existing conditions characterizing each project component and display illustrations from NACTO's Urban Street Design Guide of categorical improvements to be developed through the preliminary and final design process.





Project ID: SANDR02

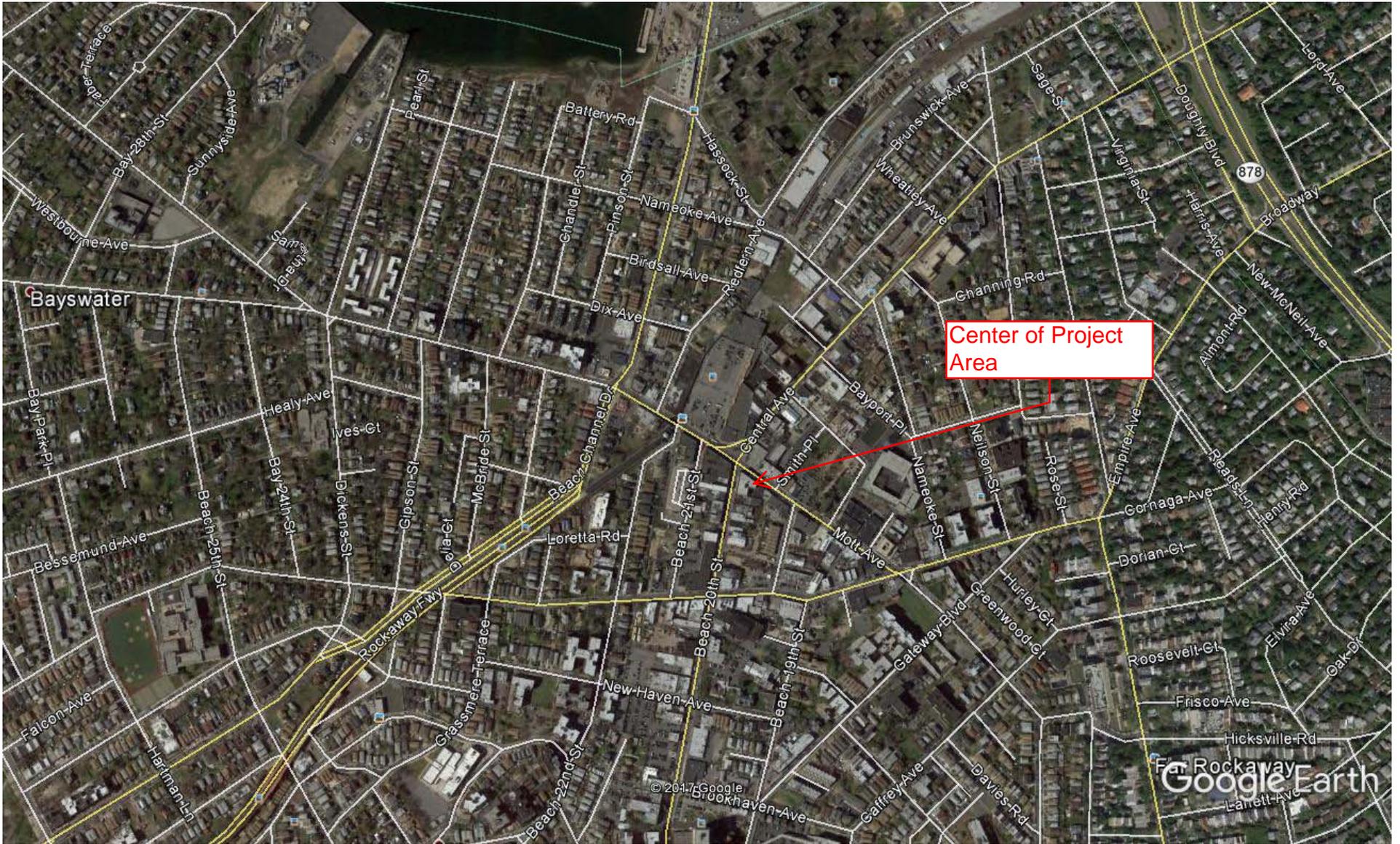
Project Name: Downtown Far Rockway Urban Design and Streetscape

Consultant: W Architecture and Landscape Architecture, LLC

Key:

-  = Highway Reconstruction (DOT and DEP)
-  = DEP Scope Only

SANDR02 - Project Location Map



Google Earth



Far Rockaway, NY - Infrastructure Improvements



Legend

- Drinking Water Wells - Confidential
- HalfMileBuffer
- ProjectSites

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

DRAFT- INTERNAL REVIEW ONLY

N

0 1,000 2,000 Feet

Downtown Far Rockaway Urban Design & Streetscape Reconstruction Project

Area of Mott Avenue, Far Rockaway, Queens County, NY 11691

Governor's Office of Storm Recovery

Drawn By: AMM | Version: 1.0 | Date: 12/20/17

Half Mile Buffer SSA and SWAP Analysis

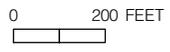
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Attachment 1

5/26/2016

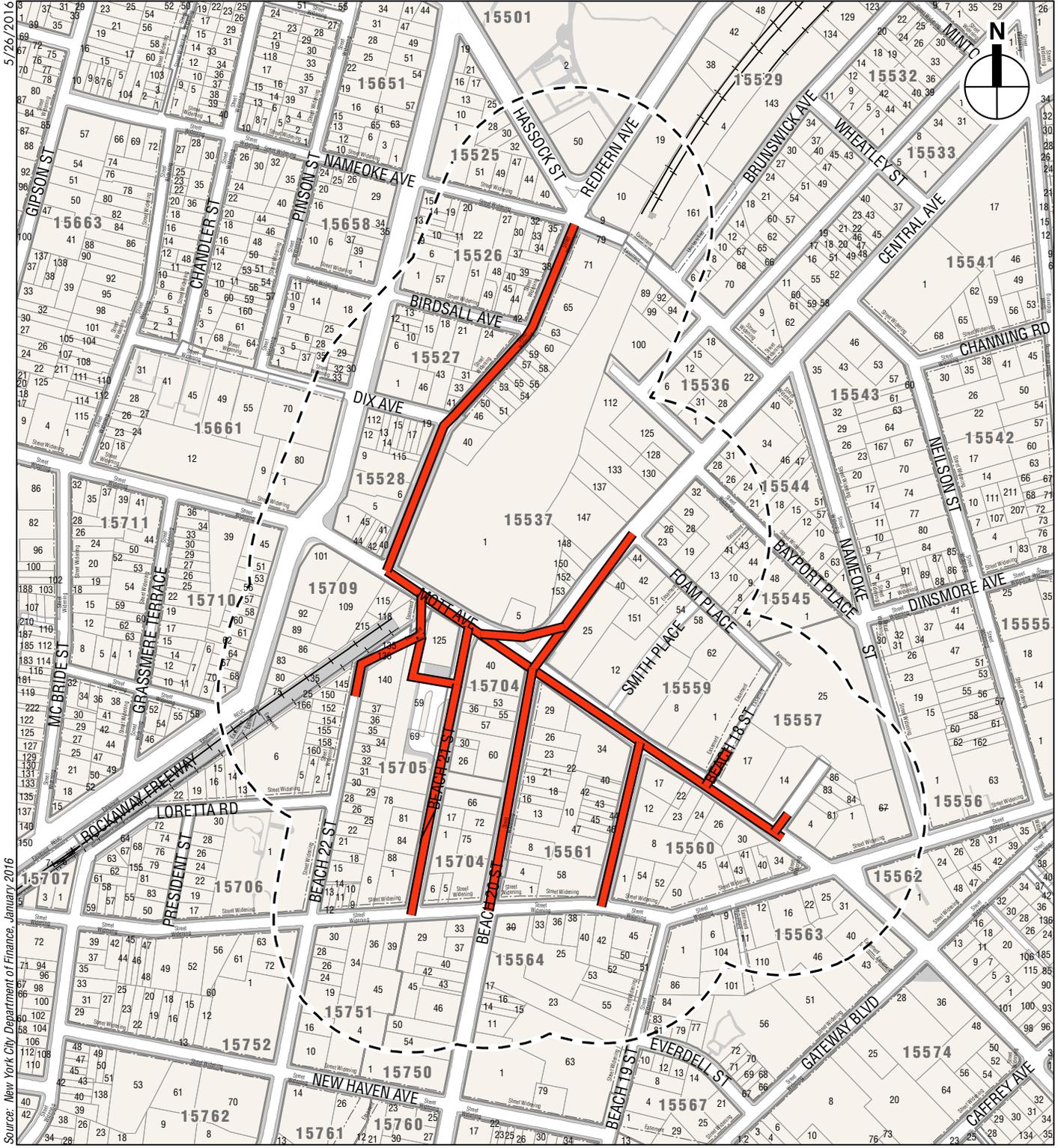


- Project Corridor
- Study Area (400-foot boundary)



**Downtown Far Rockaway Urban Design
and Streetscape Reconstruction Project
NYC DDC Capital Project No. SANDR02/
SE-830 / NYSDOT PIN X760.79**

Project Corridor Location
Figure C-1



Source: New York City Department of Finance, January 2016

- Project Corridor
- Study Area (400-foot boundary)
- Tax Block Boundary
- Tax Lot Boundary
- 33 Tax Lot Number
- 33 Condo Tax Lot Number
- C: 40 Condo Flag/Condo Number
- Easement Other Tax Boundary

0 200 FEET

**Downtown Far Rockaway Urban Design
and Streetscape Reconstruction Project
NYC DDC Capital Project No. SANDR02/
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**Project Corridor Tax Map
Figure C-2**

Date: 5/26/2016

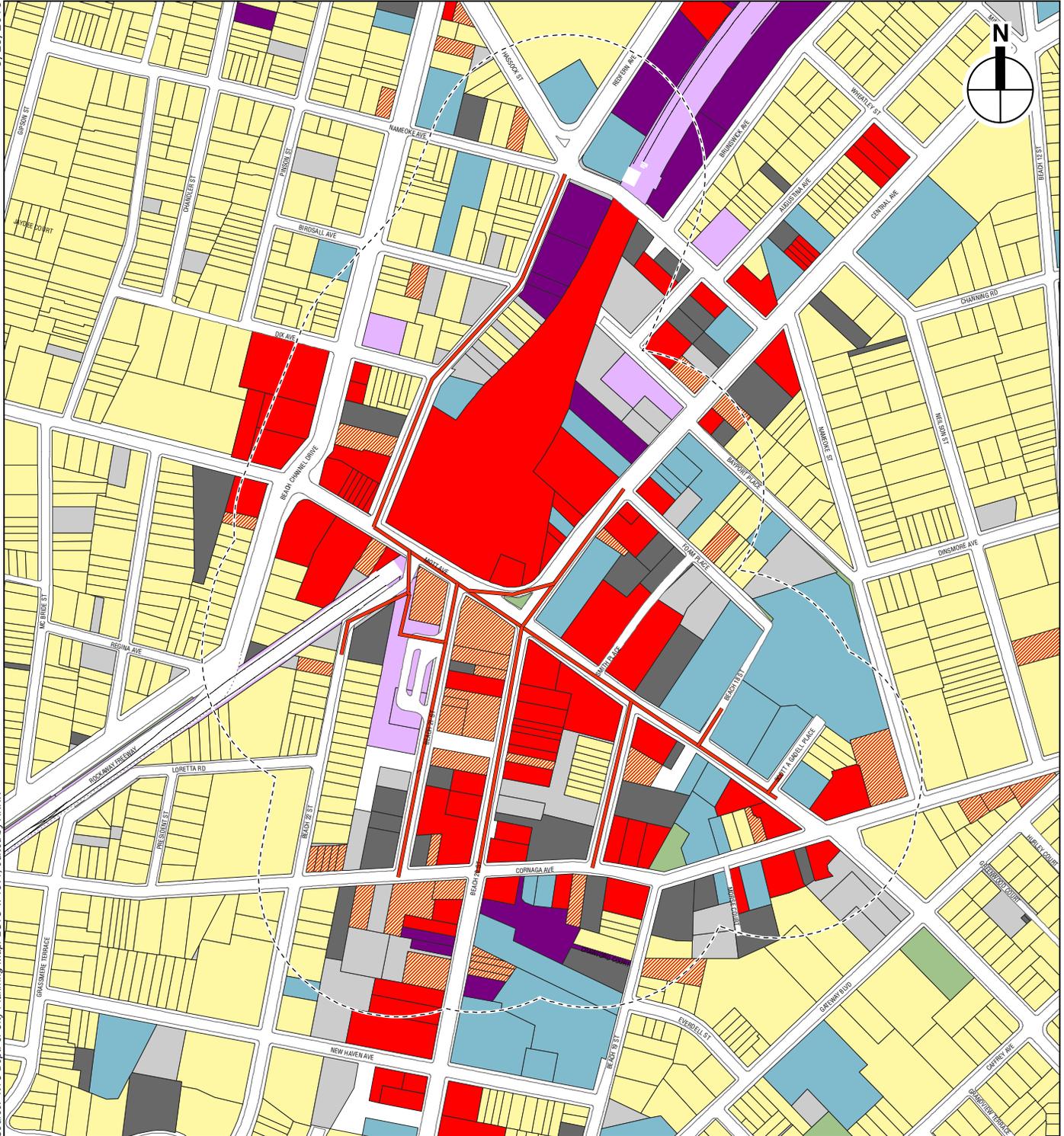


-  Project Corridor
-  Study Area (400-foot boundary)

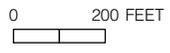


**Downtown Far Rockaway Urban Design
and Streetscape Reconstruction Project
NYC DDC Capital Project No. SANDR02/
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Project Corridor
Aerial Photograph
Figure C-3



- Project Corridor
- Study Area (400-foot boundary)
- Commercial and Office Buildings
- Industrial and Manufacturing
- Open Space and Outdoor Recreation
- Public Facilities and Institutions
- Residential
- Residential with Commercial Below
- Transportation and Utility
- Vacant Land
- Parking Facilities



**Downtown Far Rockaway Urban Design
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Project Corridor Land Use
Figure C-4

5/26/2016



 Project Corridor



Photo Location and View Direction

0 200 FEET

**Downtown Far Rockaway Urban Design
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Photograph Location Key
Figure C-5a



View north toward Birdsall Avenue on Redfern Avenue 1



View east toward Central Avenue on Mott Avenue 2



View north on Central Avenue from Mott Avenue 3

View south on Beach 20th Street 4





View east toward Smith Place on Mott Avenue 5



View east on Mott Avenue at Beach 19th Street 6



View north toward Mott Avenue on Beach 21st Street 7



View north toward Mott Avenue on Beach 22nd Street 8



Source: NYC Dept. of City Planning, July 2015

- Project Corridor
- Study Area (400-foot boundary)
- Zoning Districts
- C1-2 Commercial Overlay District
- C2-2 Commercial Overlay District

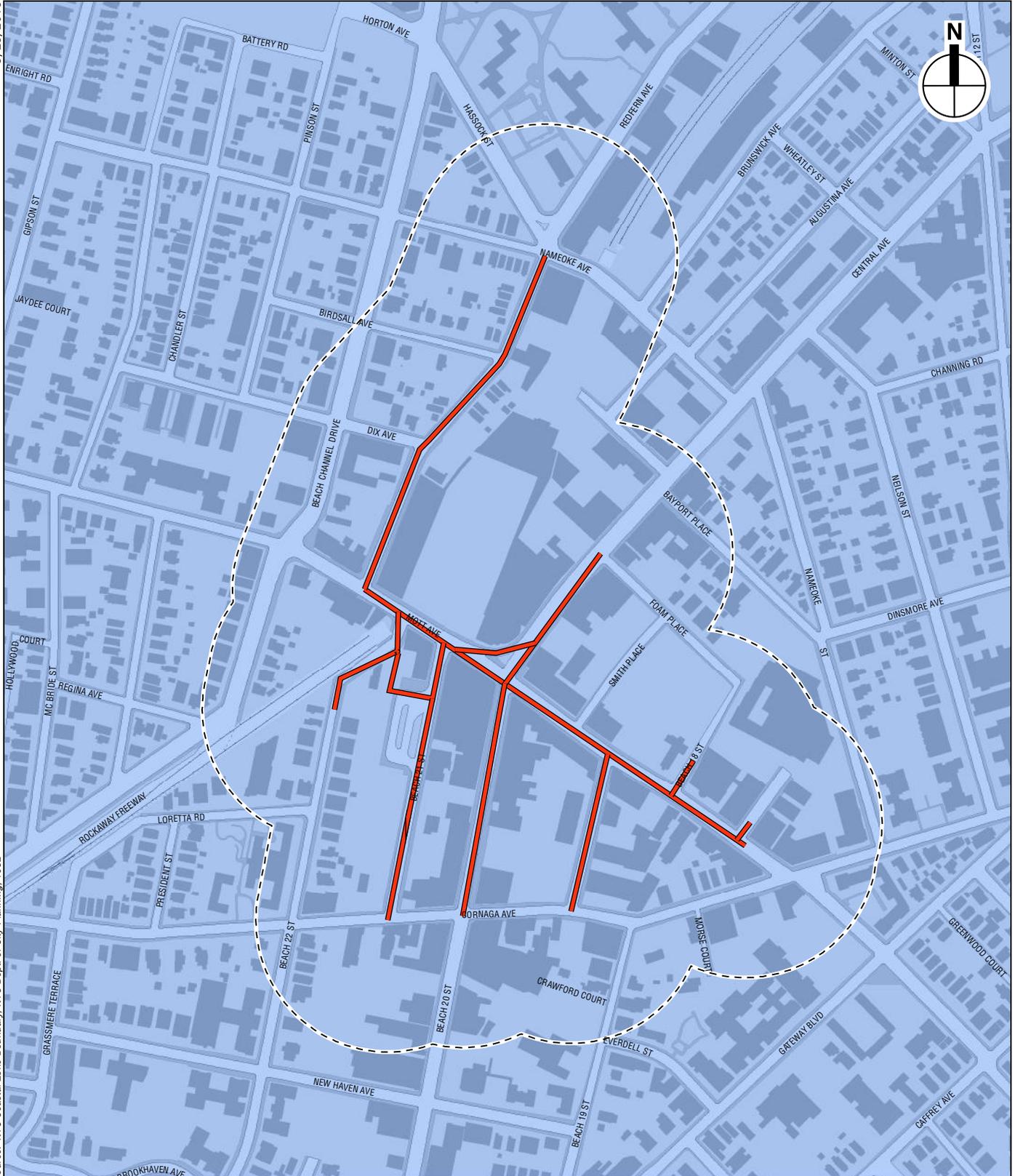
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**Downtown Far Rockway Urban Design
and Streetscape Reconstruction Project**
**NYC DDC Capital Project No. SANDR02/
SE-830 / NYSDOT PIN X760.79**

Project Corridor Zoning
Figure C-6

5/26/2016

Source: NYC Coastal Zone Boundary, NYC Dept. of City Planning, 1982

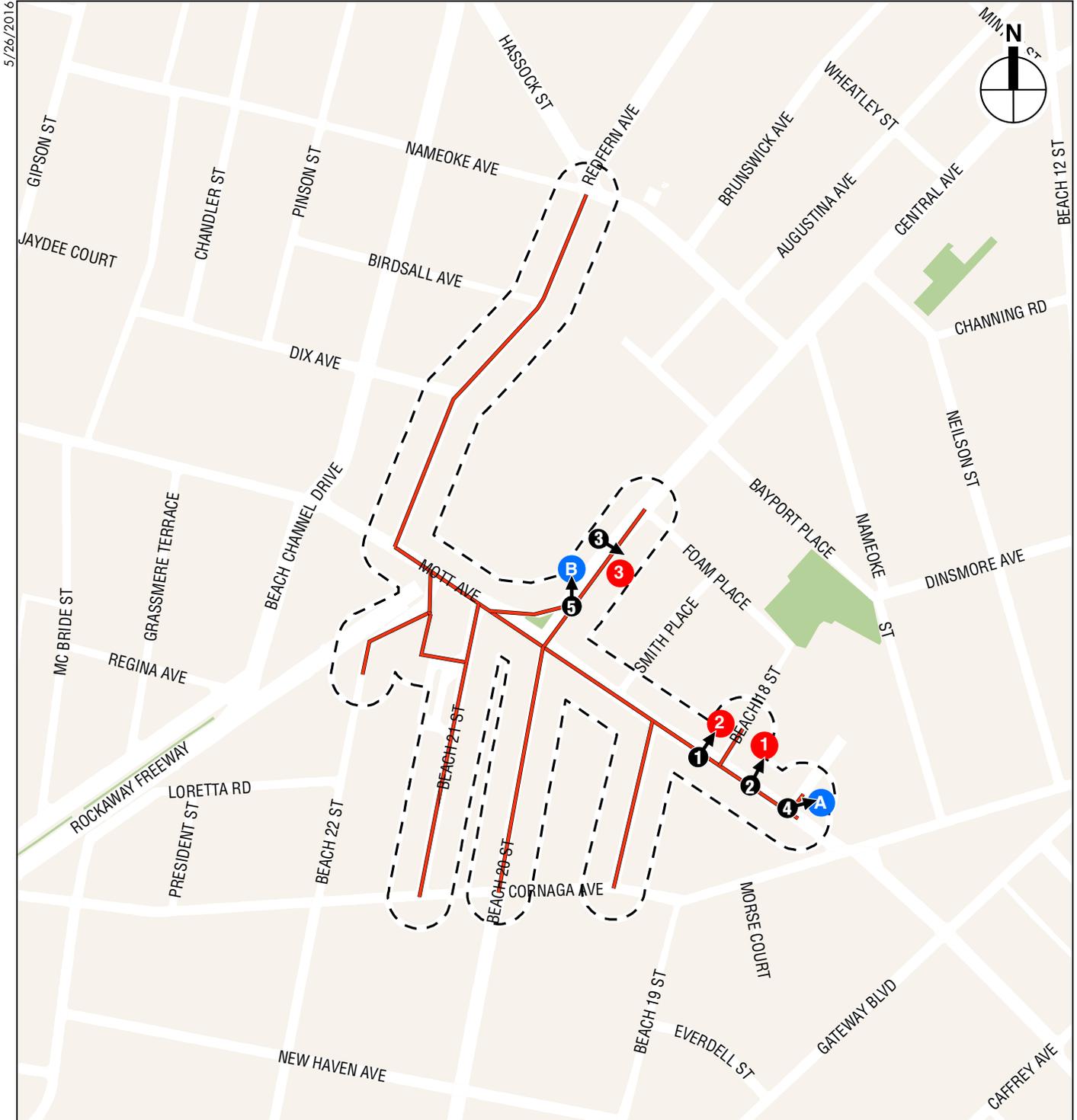


- Project Corridor
- Study Area (400 foot boundary)
- Coastal Zone Boundary



**Downtown Far Rockaway Urban Design
and Streetscape Reconstruction Project
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NYC Coastal Zone Management Area
Figure C-7



Known Architectural Resources

0 200 FEET

Study Area (90-foot boundary)

- 1 United States Post Office: Far Rockaway (S/NR Listed)
- 2 Trinity Chapel (S/NR Listed)
- 3 Firehouse Engine Company 264 (S/NR Eligible)

Potential Architectural Resources

- A NYC Police Department - 101st Precinct
- B Former National Bank of Far Rockaway

**Downtown Far Rockaway Urban Design
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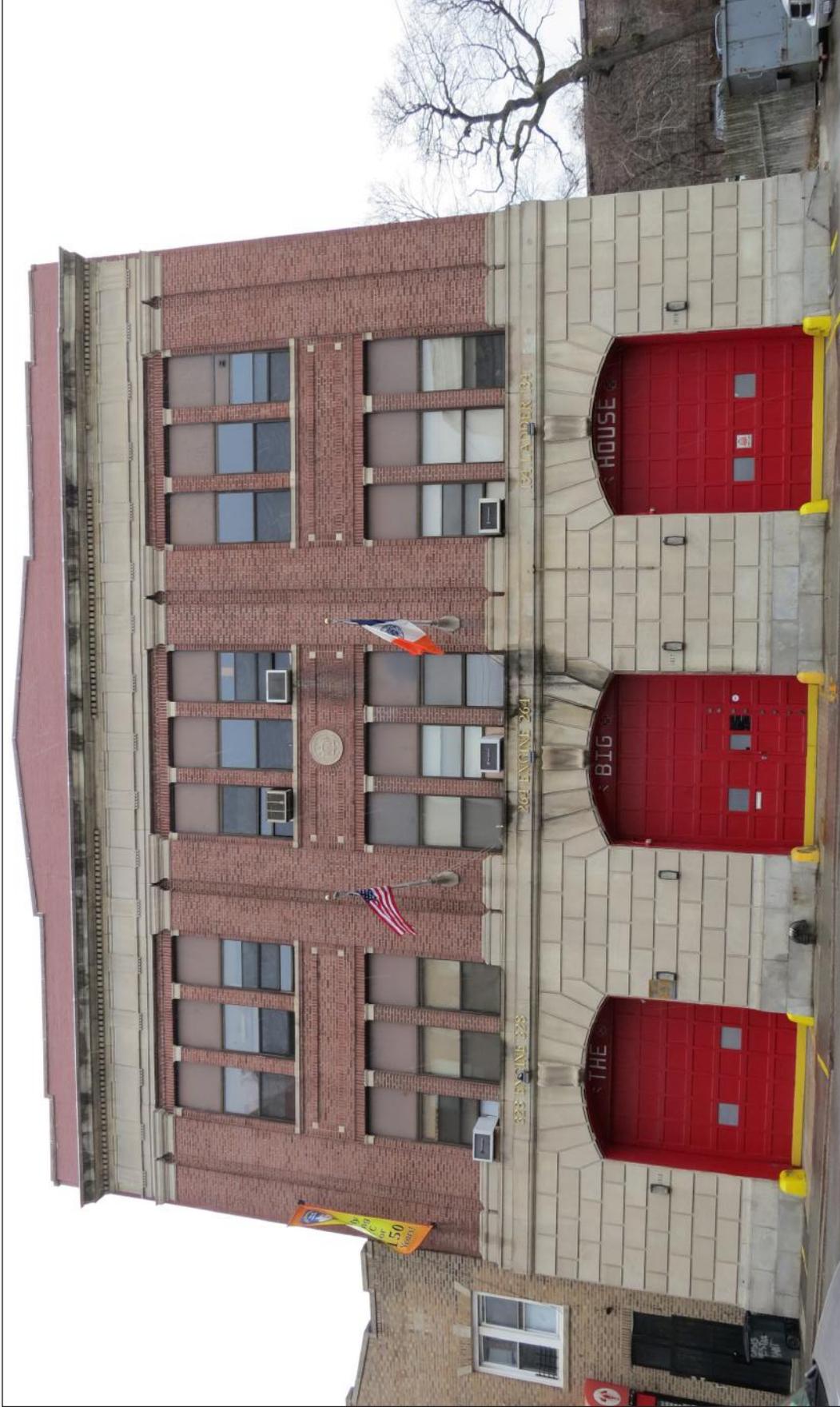
Architectural Resources
Figure C-8



Mott Avenue west of Beach 18th Street facing north, Trinity Chapel (S/NR Listed) 1



Mott Avenue east of Beach 18th Street facing north, United States Post Office – Far Rockaway (S/NR Listed) 2



Central Avenue facing east, Firehouse Engine Company 264 (S/NR Eligible) 3



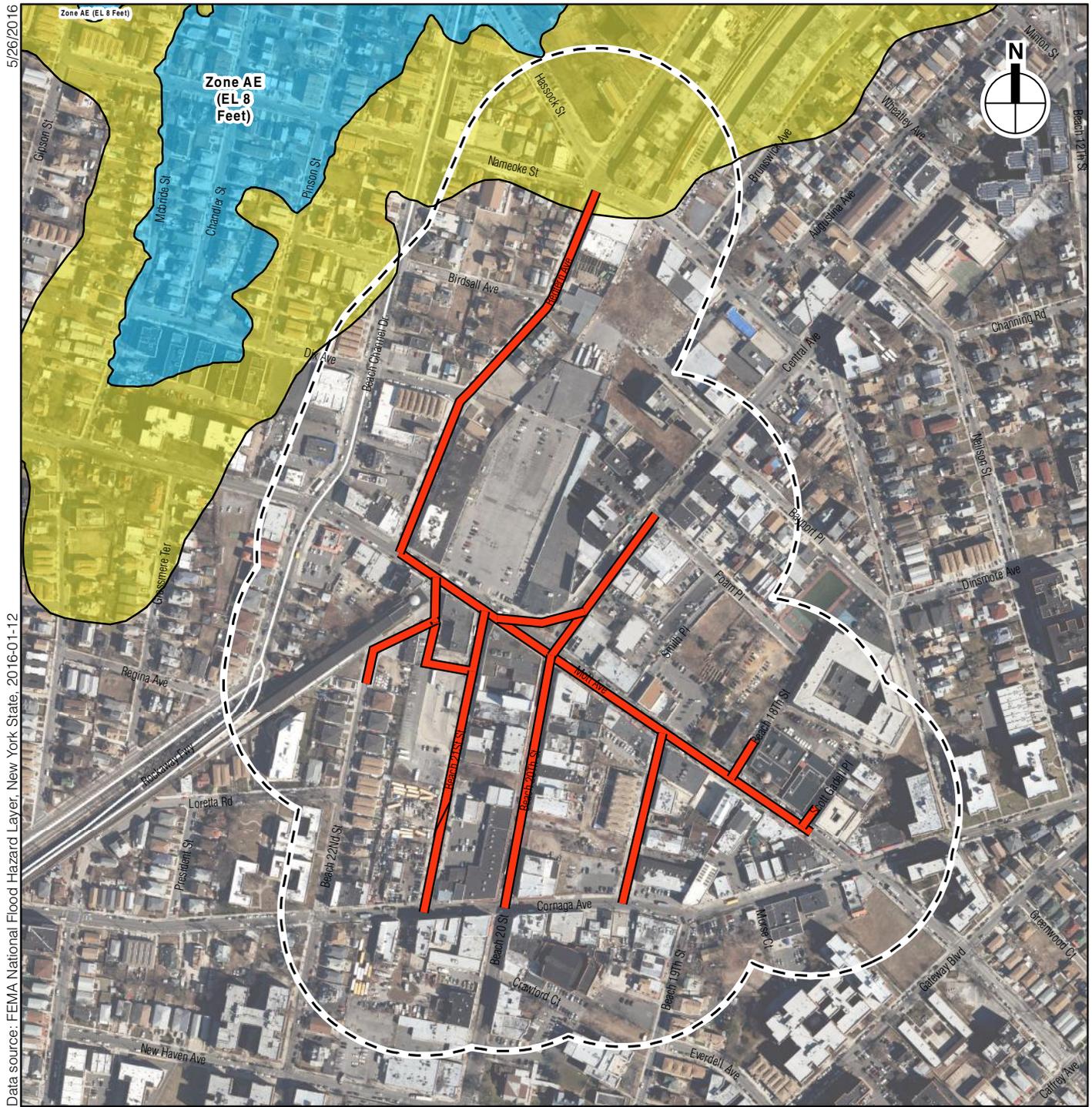
Mott Avenue east of Scott A. Gadell Place facing north, New York City Police Department, 101st Precinct

4



West side of Central Avenue facing north, former National Bank of Far Rockaway

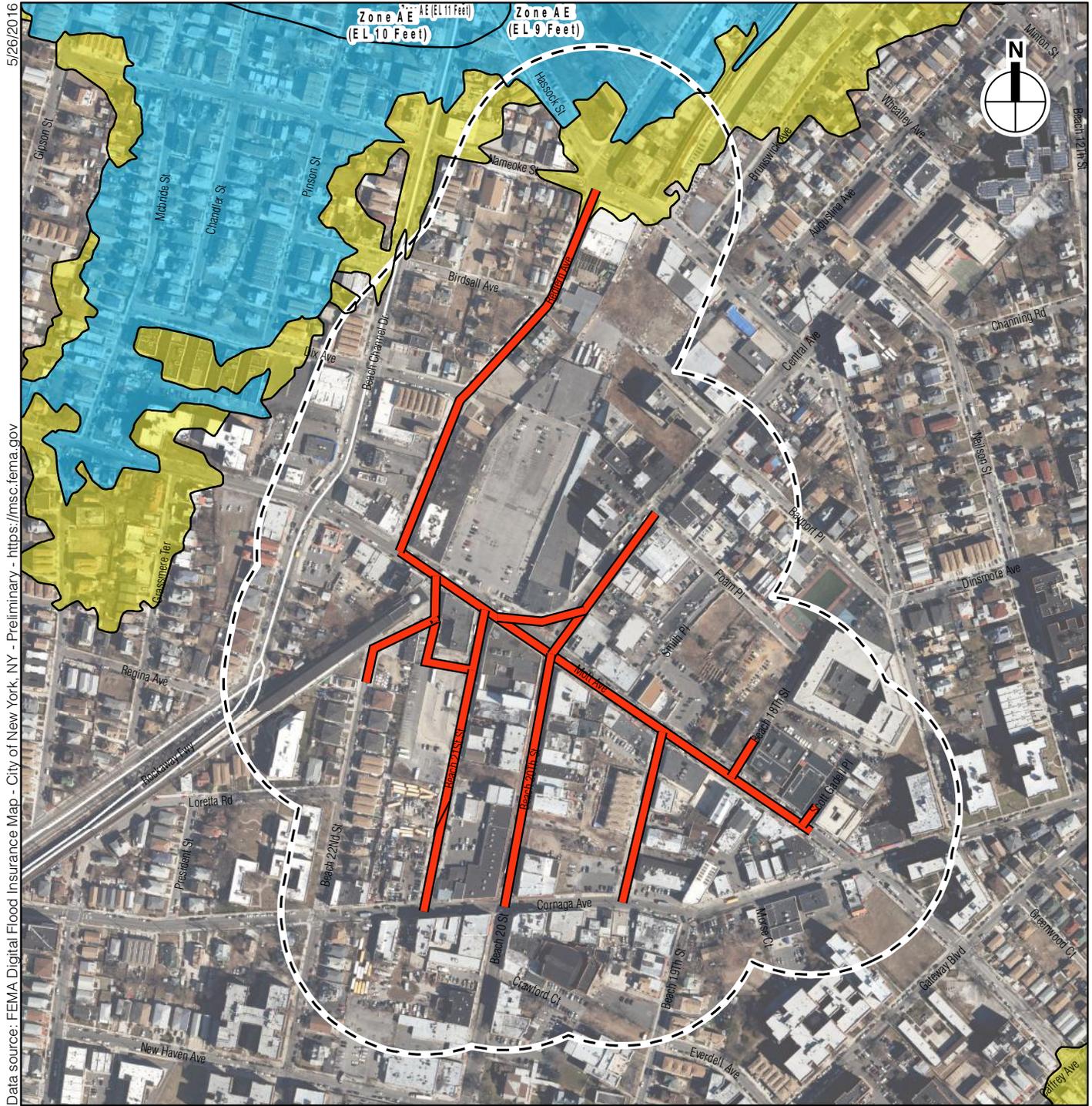
5



- Project Corridor
- Study Area (400 ft boundary)
- 1% Annual Chance Flood Hazard (100-year floodplain)
- 0.2% Annual Chance Flood Hazard (500-year floodplain)

**Downtown Far Rockaway Urban Design
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FEMA Adopted Flood Insurance Rate Map
Figure C-12a



5/26/2016
 Data source: FEMA Digital Flood Insurance Map - City of New York, NY - Preliminary - <https://msc.fema.gov>

- Project Corridor
- Study Area (400-foot boundary)
- 1% Annual Chance Flood Hazard (100-year floodplain)
- 0.2% Annual Chance Flood Hazard (500-year floodplain)

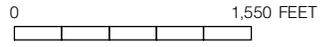
**Downtown Far Rockaway Urban Design
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FEMA Preliminary Flood Insurance Rate Map
 Figure C-12b



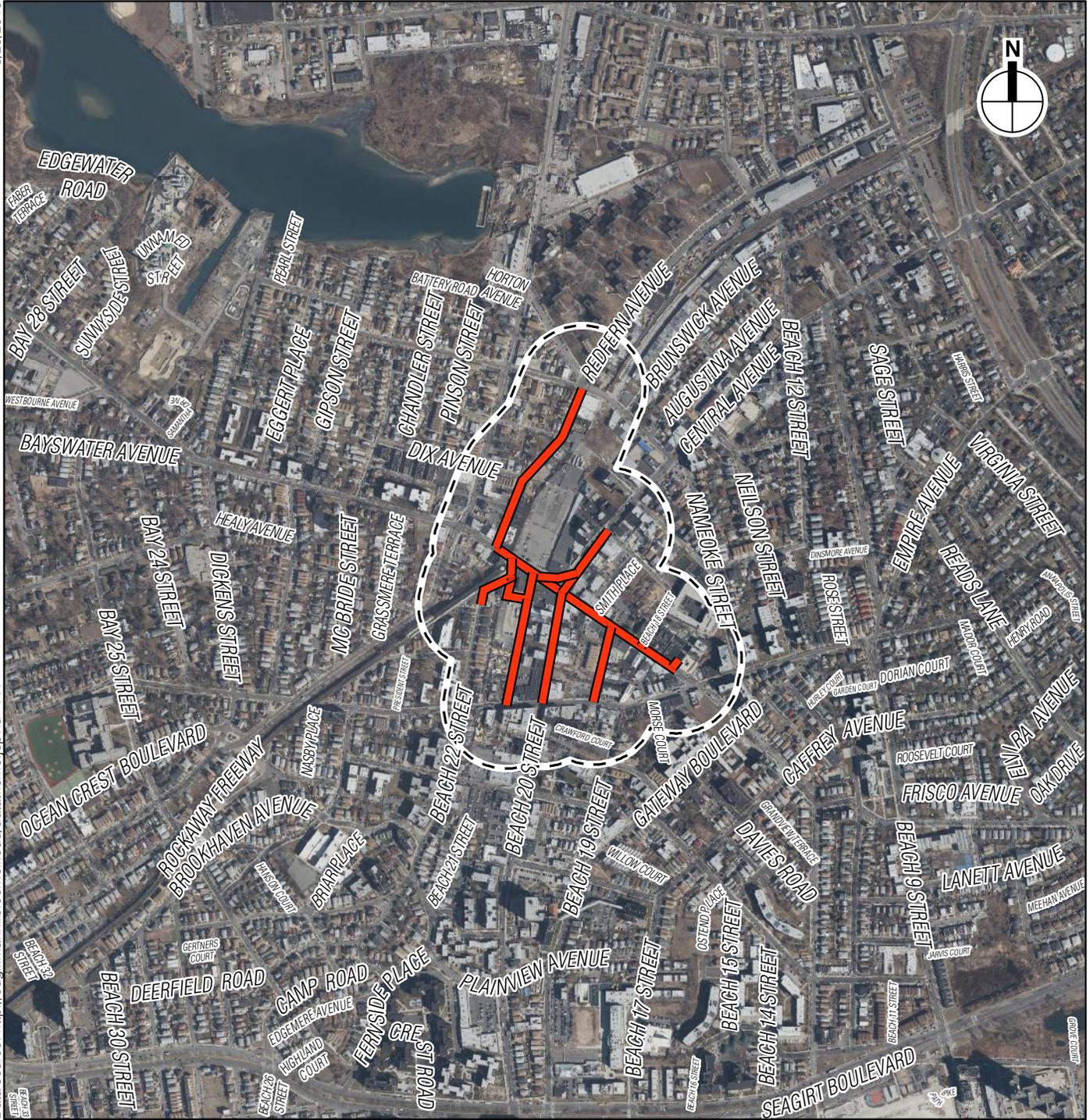
- Project Corridor
- Study Area (400-foot boundary)

- Wetland Type (Map Codes)*
- █ Freshwater Emergent Wetland (PEM)
 - █ Estuarine and Marine Wetland (E2, M2)
 - █ Estuarine and Marine Deepwater (E1, M1)



**Downtown Far Rockaway Urban Design
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U.S. Fish and Wildlife Service
National Wetlands Inventory
Figure C-13



- Project Corridor
- Study Area (400-foot boundary)
- Mapped Wetlands - Queens

**Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project
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New York State Department of
 Environmental Conservation
 Regulatory Freshwater Wetlands
Figure C-14a



Source: Tidal Wetlands, NYS Department of Environmental Conservation, 1974

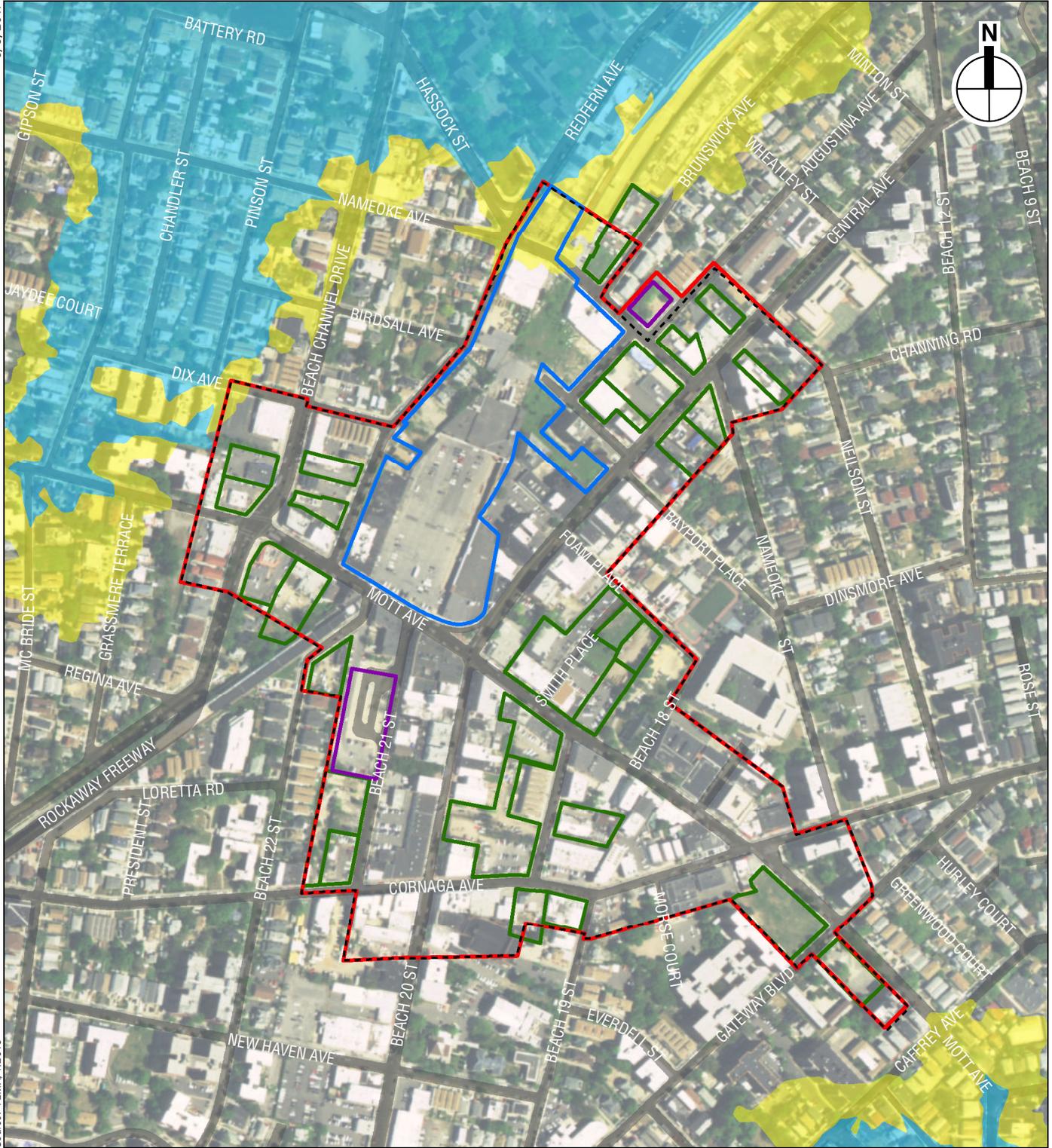
- Project Corridor
- High Marsh
- Coastal Shoals, Bars and Mudflats
- Study Area (400-foot boundary)
- Intertidal Marsh
- Littoral Zone (LZ)
- Formerly Connected Wetlands

Downtown Far Rockaway Urban Design and Streetscape Reconstruction Project
 NYC DDC Capital Project No. SANDR02/
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NYSDEC Tidal Wetlands
 Figure C-14b

Attachment 2

6/18/2017



Source: FEMA, 1/2015

- Project Area
- Rezoning Area Boundary
- Proposed DFRURA
- Disposition Sites
- Projected and Potential Development Sites

- Existing 100-Year Floodplain
- Existing 500-Year Floodplain

0 500 FEET

This figure has been revised for the FEIS

Downtown Far Rockaway Redevelopment Project

FEMA Preliminary Flood Hazard Areas (Existing)
Figure 9-1

Attachment 3

A. INTRODUCTION

This chapter presents the findings of the hazardous materials assessment and identifies potential issues of concern that could pose a hazard to workers, the community, and/or the environment during or after implementation of the Proposed Actions. The potential for hazardous material conditions within the Project Area was evaluated based on: Phase I Environmental Site Assessments (ESAs) of the Proposed Downtown Far Rockaway Urban Renewal Area (DFRURA) prepared by HDR, Inc. in two portions dated July 2015 and May 2016; Phase I ESAs of the Disposition Sites prepared by AKRF, Inc. in June 2016; and a hazardous materials screenings for the Projected and Potential Development Sites performed by AKRF, Inc. in May and June 2016, and April 2017.

The Phase I ESAs (conducted in accordance with standard ASTM E1523-13) and the hazardous materials screenings included: a visual inspection of each site¹ and surrounding area; review of available records and historical maps; and an evaluation of federal and state environmental regulatory databases. A list of the study sites is included as **Table 10-1**, and their locations are shown in **Figure 10-1**.

The Proposed Actions would result in:

- Demolition of the existing structures in the Proposed DFRURA and its redevelopment with eight commercial and residential buildings (some with community facilities). The buildings would generally include below-grade parking;
- Transfer of the New York City (NYC) Department of Transportation (DOT)/Metropolitan Transit Authority (MTA) Disposition Site from municipal to private ownership for construction of a building with residential, commercial and community facility uses and at-grade parking;
- Transfer of the NYC Department of Sanitation (DSNY) Disposition Site from municipal to private ownership for construction of two residential buildings with surface parking;

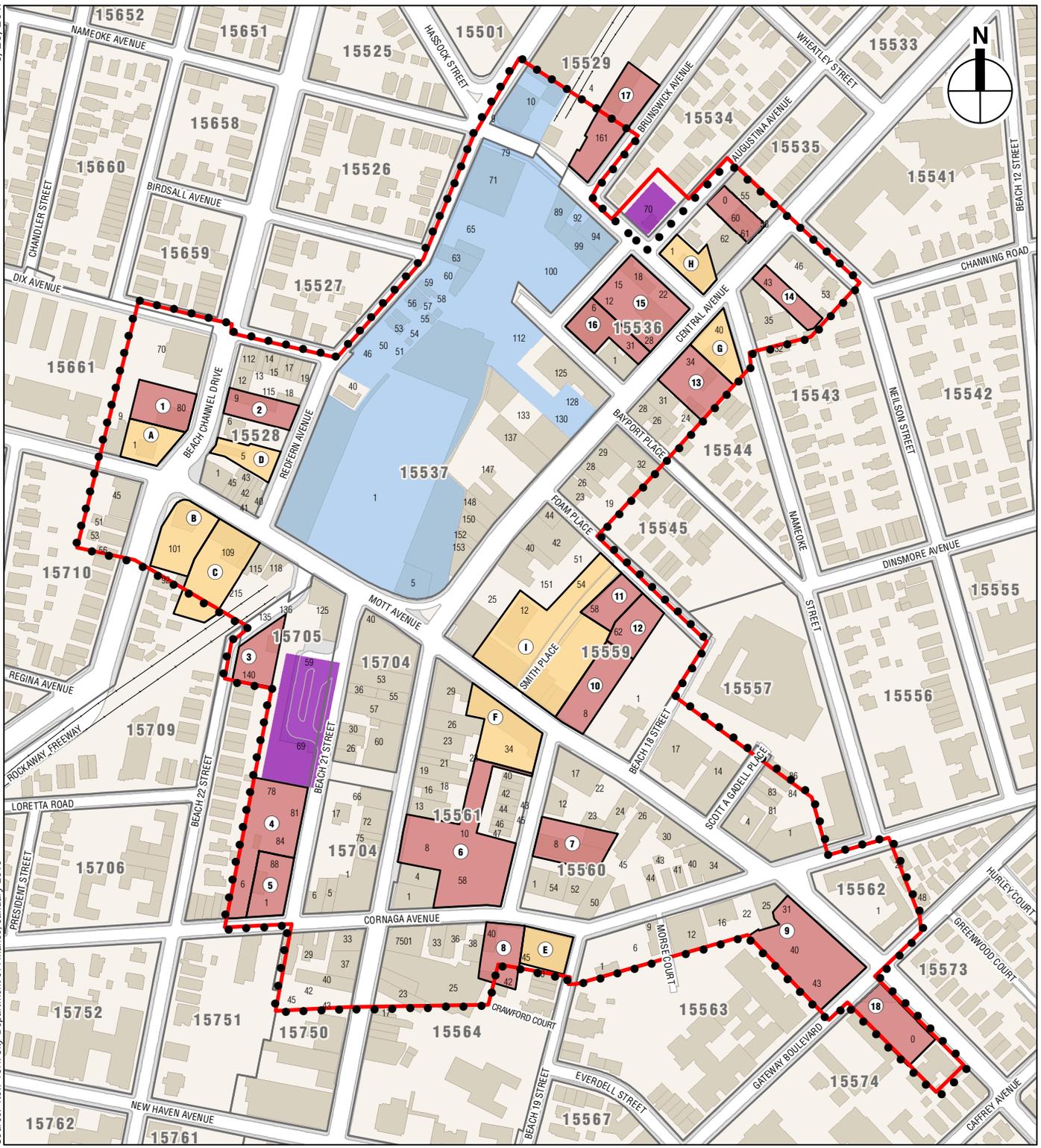
The rezoning associated with the Proposed Actions would also be anticipated to result in redevelopment at the Projected and Potential Development Sites listed below.

The Proposed Actions would thus result in demolition of existing structures and soil disturbance associated with future construction at the Proposed DFRURA and Disposition Sites, and would increase the potential for future demolition and soil disturbance at the Projected and Potential Development Sites.

¹ For all but the City-owned Disposition Sites, the inspection was limited to public rights-of-way.

6/28/2017

Source: New York City Department of Finance, January 2016



- Project Area
- Rezoning Area Boundary
- Proposed DFRURA
- Disposition Sites
- Projected Development Sites
- Potential Development Sites

Note: Projected/Potential Site boundaries illustrate the extent of the entire tax lots that would contribute to total development area. Actual projected/potential development footprints may differ.

Disposition Sites:
 Block 15705, Lots 59 and 69 are the DOT/MTA Disposition Site
 Block 15534, Lot 70 is the DSNY Disposition Site

0 200 FEET

This figure has been revised for the FEIS

Downtown Far Rockaway Redevelopment Project

**Hazardous Materials Assessment Study Sites
 Figure 10-1**

**Table 10-1
Study Site Tax Block and Lot Numbers**

Site Name	Block & Lot
Proposed DFRURA	Block 15529, Lots 9 and 10; Block 15537, Lots 1, 5, 40*, 46, 50, 51, 53-60, 63, 65, 71, 79, 89, 92, 94, 99, 100, 112, 128 and 130
DSNY Disposition Site	Block 15534, Lot 70
DOT/MTA Disposition Site	Block 15705, Lots 59 and 69
Projected Development Site 1	Block 15661, Lot 80
Projected Development Site 2	Block 15528, Lot 9
Projected Development Site 3	Block 15705, Lot 140
Projected Development Site 4	Block 15705, Lots 6, 78, 81 and 84
Projected Development Site 5	Block 15705, Lots 1 and 88
Projected Development Site 6	Block 15561, Lots 8, 10 and 58
Projected Development Site 7	Block 15560, Lot 8
Projected Development Site 8	Block 15564, Lots 40 and 42
Projected Development Site 9	Block 15563, Lots 31, 40 and 43
Projected Development Site 10	Block 15559, Lot 8
Projected Development Site 11	Block 15559, Lot 58
Projected Development Site 12	Block 15559, Lot 62
Projected Development Site 13	Block 15544, Lot 34
Projected Development Site 14	Block 15543, Lot 43
Projected Development Site 15	Block 15536, Lots 12, 15, 18, 22 and 28
Projected Development Site 16	Block 15536, Lots 6 and 31
Projected Development Site 17	Block 15529, Lot 161
Projected Development Site 18	Block 15574, Lot 36
Projected Development Site 19	Block 15535, Lots 11, 58, 59, 60 and 61
Potential Development Site A	Block 15561, Lot 1
Potential Development Site B	Block 15709, Lot 101
Potential Development Site C	Block 15709, Lot 109
Potential Development Site D	Block 15528, Lot 5
Potential Development Site E	Block 15564, Lot 45
Potential Development Site F	Block 15561, Lot 34
Potential Development Site G	Block 15544, Lot 40
Potential Development Site H	Block 15535, Lot 1
Potential Development Site I	Block 15559, Lots 12 and 54
Note: As illustrated in Figure 10-1, a portion of Block 15537, Lot 40 is within the Proposed DFRURA and a portion is outside of the Proposed DFRURA but within the Rezoning Area.	

PRINCIPAL CONCLUSIONS

The hazardous materials assessment identified various potential sources of contamination on, or in close proximity to, the Proposed DFRURA, Disposition Sites, and most of the Projected and Potential Development Sites. Potential sources of contamination included past or present: auto-related uses (auto repair, filling stations and/or petroleum storage); manufacturing; a scrap metal yard; day cleaning; and potentially, soil exceeding United States Environmental Protection Agency (USEPA) hazardous waste threshold for lead (on the Proposed DFRURA). To reduce the potential for adverse impacts associated with new construction resulting from the Proposed Actions, further environmental investigations will be required at sites where a high or moderate potential for contamination was identified (see **Table 10-2**). To ensure that these investigations are undertaken, hazardous materials (E) designations (E-415) would be placed on the following sites:

- Projected Development Sites 1 through 9, 13, and 15 through ~~17~~19;
- Potential Development Sites A through I; and

- Sites within the Proposed DFRURA that are currently privately owned.

These (E) designations require the owners of the properties to do the following prior to obtaining NYC Buildings Department (DOB) permits for new development entailing soil disturbance or for changes to a more sensitive building use (e.g., from non-residential to residential):

- Conduct a Phase I ESA in accordance with the American Society of Testing Materials (ASTM) E1527-13, where one was not previously conducted or where required by the Mayor's Office of Environmental Remediation (OER) based on the date of the previous assessment;
- Prepare and implement a soil and groundwater testing protocol approved by OER;
- Where appropriate, conduct remediation in accordance with an OER-approved Remedial Action Plan (RAP) and Construction Health and Safety Plan (CHASP) to the satisfaction of the OER; and
- Prepare a post-construction Remedial Closure Report (RCR) documenting compliance with the RAP/CHASP, to obtain a Notice of Satisfaction and Certificates of Occupancy for newly constructed structures.

For the Disposition Sites, the City and the sites' developer(s) would enter into a Land Disposition Agreement (LDA) that would require the developer(s) to carry out the following prior to new development entailing soil disturbance:

- Prepare and implement a soil and groundwater testing protocol approved by either the New York City Department of Environmental Protection (DEP) or OER;
- Where appropriate, conduct remediation in accordance with a DEP- or OER-approved RAP and CHASP to the satisfaction of either oversight agency; and
- Prepare and submit to OER or DEP for approval a post-construction RCR documenting compliance with the RAP/CHASP, prior to obtaining Certificates of Occupancy for the new uses.

The hazardous materials assessment also identified the potential for hazardous materials in existing buildings (such as asbestos-containing materials [ACM], lead-based paint [LBP], and polychlorinated biphenyl [PCB]-containing equipment and lighting fixtures). Regulatory requirements for maintenance and (if necessary) disposal of such materials prior to or during demolition would continue to be followed.

With the implementation of the measures required by the (E) designations and LDAs, the Proposed Actions would not result in any significant adverse impacts with respect to hazardous materials.

B. POTENTIAL CONTAMINANTS OF CONCERN

Soil and groundwater can become contaminated as a result of past or current activities either at a site or nearby. Such contamination can remain undetected for many years without posing a threat to health or the environment. Excavation, earthmoving, dewatering, and other construction or demolition activities can, however, expose the contaminants, provide a pathway of exposure and, if such contaminants are not properly managed, introduce potential risk to construction workers and others.

Demolition of existing structures that have ACM, LBP, or equipment containing PCBs also has the potential to release contaminants if these materials are not properly managed.

Downtown Far Rockaway Redevelopment Project

Based on the types of contaminants that are typically found in NYC and past and present uses in the Rezoning Area, some of the potential contaminants of concern are described below. The list provides a summary of categories of contaminants but is not a comprehensive list of all contaminants that could be encountered:

- ***Volatile organic compounds (VOCs):*** These include aromatic compounds—such as benzene, toluene, ethylbenzene, xylene (BTEX), and methyl tertiary butyl ether (MTBE), which are found in petroleum products (especially gasoline)—and chlorinated compounds, such as tetrachloroethene (also known as perchloroethylene or “perc”) and trichloroethene, which are common ingredients in solvents, degreasers, and cleansers. VOCs represent the greatest potential for concern since, in addition to contaminating soil and groundwater, they can generate vapors that migrate into buildings.
- ***Semivolatile organic compounds (SVOCs):*** The most common SVOCs in urban areas are polycyclic aromatic hydrocarbons (PAHs), which are constituents of partially combusted coal- or petroleum-derived products, such as coal ash and fuel oil. PAHs are commonly present in NYC urban fill materials. In addition, petroleum-related SVOCs could be associated with petroleum storage tanks currently or formerly located on-site.
- ***PCBs:*** Historically used in transformers (as a dielectric fluid), some underground high-voltage electric lines, hydraulically operated machinery, and fluorescent lighting ballasts. PCBs tend to travel only short distances in soil.
- ***Pesticides, herbicides, and rodenticides:*** These are commonly used to control rodents, insects, and vegetation in vacant structures or in vegetated areas.
- ***Metals (including lead, arsenic, cadmium, chromium, and mercury):*** Metals are often used in smelters, foundries, and metal works and are found as components in paint, ink, petroleum products, and coal ash. Metals are frequently present in fill material throughout the New York metropolitan area. However, metals tend not to migrate far in soil; therefore, they would be of greatest concern near the location where they were generated. In addition, the age of many buildings in the Rezoning Area indicates that they may contain lead-based paint, which was allowed for use in NYC residential buildings until 1960, and restricted for use in commercial buildings by the Consumer Products Safety Commission in 1977.
- ***Fuel oil and gasoline from storage tanks:*** The previous studies identified known and/or potential petroleum-containing storage tanks, and in some cases closed-status petroleum spill listings, for some study sites in the Rezoning Area. Additional undetected spills may have occurred.
- ***Fill materials of unknown origin:*** In the past, waste materials, including coal and incinerator ash, demolition debris, and industrial wastes, were commonly used as fill in urban areas. Even fill material consisting primarily of soil may exhibit elevated levels of PAHs, metals, PCBs, or other contaminants.
- ***Asbestos:*** Asbestos is a generic name for a group of naturally occurring minerals. Before 1990, these minerals were commonly used in various building materials, such as insulation, fireproofing, roofing, plaster, and floor and ceiling tiles, due to their excellent fire resistance and insulating properties. ACM are classified as friable or non-friable. Friable ACM, such as spray-applied fireproofing and thermal system insulation, are those which when dry can be crumbled, pulverized, or reduced to powder by hand or other mechanical pressure and present a greater health concern than non-friable ACM (such as vinyl floor tiles and some asphaltic roofing materials), as they more readily release asbestos fibers. In 1990, use of

most ACM, except some non-friable ACM, was banned by the federal Clean Air Act, but buildings on the study sites are likely to contain them because they were built before 1990. In addition to materials within existing structures, subsurface utility lines may be coated with asbestos or encased in the ACM “transite.”

C. EXISTING CONDITIONS

SUBSURFACE CONDITIONS

The Rezoning Area is approximately 15 to 25 feet above mean sea level, and is located on the eastern end of the Far Rockaway peninsula, with Jamaica Bay and its inlets approximately 1,500 feet to the north, and the East Rockaway inlet of the Atlantic Ocean approximately 3,000 feet to the southeast. Surface topography generally slopes down toward the shores of the peninsula. Bedrock is anticipated to be more than 1,000 feet below grade.

Groundwater is anticipated to be approximately 10 to 20 feet below grade and likely flows in a generally northerly or southeasterly direction towards the nearer surface water. Actual groundwater depth and flow direction may be influenced by tides, subsurface openings or obstructions, and other factors. Groundwater in this portion of Queens is not used as a source of potable water.

HAZARDOUS MATERIALS ASSESSMENT

The Phase I ESAs and the hazardous materials screenings included: a visual inspection of each site and surrounding area (for the Proposed DFRURA and Projected and Potential Development Sites, the inspection was conducted from public rights-of-way); a review of available records and historical maps; and an evaluation of federal and state environmental regulatory databases. The Phase I ESAs also included interviews, where possible, with personnel knowledgeable about the study sites.

PROPOSED DFRURA

At the time of the reconnaissance (June 26, 2015 and May 11, 2016), this site was occupied by a shopping mall with a parking lot, dwellings, commercial buildings, vacant lots, and vacant buildings. The following potential sources of contamination on or adjacent to the site were identified:

- The central portion of the Proposed DFRURA was historically a Long Island Railroad (LIRR) station and railyard with coal bins, an oil house, an engine house, and two gasoline underground storage tanks (USTs) in its southwestern corner. Railroad ties may have been treated with creosote.
- Other past and/or present historical land uses in the Proposed DFRURA included: auto sales and service (including auto repair shops with documented hazardous waste generation and a Solid Waste Facility registration for tire storage); a filling station; a dry cleaner with a hazardous waste generator registration; a computer cleaner; a scrap metal yard and recycling facility identified as a Solid Waste Facility (tire storage) and a Registered Recycling Facility for metals and mixed containers; a junkyard; auto salvage and wrecking; woodworking; metal stamping; and manufacturing of paper, vacuum cleaner bags, batteries, auto parts, and sheet metal.
- Block 15529, Lot 10 was registered with the NYC Fire Department (FDNY) with a 2,000-gallon No. 2 fuel oil storage tank; the tank’s status and type (underground or aboveground) were not specified.

Downtown Far Rockaway Redevelopment Project

- A vent pipe for a gasoline UST was observed on the roof of an auto repair shop on Block 15537, Lot 94. The UST may have been removed, or may remain beneath the building.
- An active 275-gallon waste oil aboveground storage tank (AST) was registered with the New York State Department of Environmental Conservation (NYSDEC) at an auto repair shop on Block 15537, Lot 99.
- NYC Department of Finance records reflect an order issued by the Commissioner of the DEP, dated September 10, 1992, recorded against Block 15537, Lots 46, 50, 51, 59, 100, and 112 due to the release or substantial threat of release of a hazardous substance (soil with elevated lead levels). The order directs the responsible party to take the steps listed in its Scope of Work, including securing the site and disposing of the contaminated soil. While the order recites the City's authority to place a lien on the property to recover the costs of response measures the City undertakes, none of the lots has a lien recorded against it. No further information regarding compliance with the order's requirements was identified. However, at the time of the 2015 and 2016 reconnaissance, Lots 46, 50, 51, and 122 were fenced but Lots 59 and 100 were not.
- Spill No. 1000860 was reported to NYSDEC in April 2010 for Block 15537, Lots 50 and 51, due to discovery of 13 dumped fiberglass containers of an unspecified liquid identified as a "non-hazardous marine pollutant." The containers were reportedly removed, and the spill listing was closed by NYSDEC.
- Spill No. 1411592 was reported for Block 15537, Lot 94, to NYSDEC in March 2015 due to approximately 15 gallons of transformer oil spilled from a truck onto the adjacent street. The oil was reportedly contained and cleaned up, and the spill listing was closed by NYSDEC.
- In November 2008, Spill No. 0809169 was reported at the shopping mall on Block 15537, Lot 1. According to the listing, a caller complained that commuter buses were regularly using the mall's parking lot to dump crank-case oil, trash, and other materials. A visit by NYSDEC indicated several potholes in the parking lot, with a small quantity of oil noted in one pothole. Based on the "minor" nature of the observed dumping, the listing was closed within a week of reporting.
- An apparent groundwater monitoring well was observed in the Redfern Avenue sidewalk west-adjacent to Block 15529, Lot 10. This well may be associated with a past environmental investigation.
- Several lots on Block 15537 were vacant. No evidence of dumping was noted on most of these lots. However, trash was noted on Lot 59 and the northern portion of Lot 1, and trash, bricks and a refrigerator were noted on Lot 100. Additionally, pesticides and/or herbicides are frequently used on vacant lots to control pests and/or weeds.
- Access to the interiors of the existing structures on the Proposed DFRURA was not provided; thus, it could not be determined whether these structures use or used petroleum for heating.
- East-adjacent, off-site Block 15537, Lot 125, was registered with NYSDEC with active and removed diesel and fuel oil petroleum storage tanks and two closed-status spills of No. 2 fuel oil.

Concerns associated with specific Proposed DFRURA tax lots are detailed in **Appendix JK**.

DSNY DISPOSITION SITE

At the time of the reconnaissance (May 19, 2016), this site was a fenced, unpaved vacant lot managed by DSNY. This site historically contained a DSNY office, but no evidence of historical waste handling or vehicle fueling or maintenance activities was identified. The following potential sources of contamination on or adjacent to the site were identified:

- Prior to the DSNY office demolition in 2015, two 275-gallon No. 2 fuel oil ASTs were removed from the building's basement. No spills were reported in connection with these tanks.
- Two electrical poles with pole-mounted transformers, which may contain PCB-containing transformer oil, were noted on the southern side of the site.
- Evidence of construction and demolition (C&D) debris (bricks and pieces of asphalt) was noted in exposed shallow soil, but no odors, staining, or stressed vegetation were noted.

DOT/MTA DISPOSITION SITE

At the time of the reconnaissance (May 19, 2016), this site was an asphalt-paved municipal parking field with small landscaped areas, under the jurisdiction of DOT and MTA. A cluster of apparent plastic groundwater monitoring wells in the southwestern corner of the parking field was reportedly associated with a DEP porous pavement study, rather than an environmental investigation. The following potential sources of contamination on or adjacent to the site were identified:

- This site was historically developed with numerous buildings, including: a coal and wood yard; a furniture factory; auto repair; paint storage; a tin shop; an upholsterer; a lumber yard; a screen manufacturer; a publishing company; a roofing works; and a sheet metal works.
- Two gasoline USTs were historically located in the western and northeastern portions of this site. The status of these tanks could not be ascertained.
- A LIRR rail spur historically ran along the western side of this site. The rail spur may have been associated with use of creosote (a wooden rail tie treatment) and/or other oils. Additionally, spills from trains could have occurred.
- A survey provided by the DOT indicated that some on-site storm drainage may not be connected to sewers but rather to dry wells discharging to the subsurface.
- An auto repair shop was located on west-adjacent Site 3, and the south-adjacent Site 4 was historically an auto repair shop, a filling station, and a coal yard.

PROJECTED DEVELOPMENT SITES

Site 1

At the time of the reconnaissance (May 19, 2016), this site was a laundromat (no dry cleaning) with a paved parking lot. The following potential source of contamination was identified: south-adjacent Potential Development Site A historically included a dress factory. Dry cleaners were noted approximately 200 feet southeast, and 230 feet south, of Site 1.

Site 2

At the time of the reconnaissance, this site was a car wash with a paved parking lot. The following potential sources of contamination on or adjacent to the site were identified:

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- Two large asphalt patches and a concrete pad were observed in the on-site parking area. These features may be associated with USTs, or with pavement repair or utility work.
- An auto repair shop was historically north-adjacent to this site.

Site 3

At the time of the reconnaissance (May 19, 2016), this site was an auto repair shop with an unpaved outdoor storage and parking area. The following potential sources of contamination on or adjacent to the site were identified:

- Potential leaks or spills from auto repair activities.
- The unpaved outdoor area was used to store tires, auto maintenance chemicals in five-gallon containers, unlabeled 55-gallon drums, apparent waste oil containers, and an apparent abandoned 275-gallon AST. Site 3 was registered with NYSDEC with two ASTs: a 275-gallon No. 2 fuel oil tank “converted to non-regulated use,” and a 275-gallon waste oil AST listed as temporarily out of service.
- Historical LIRR tracks northwest-adjacent to Site 3 may have been associated with use of creosote and/or other oils. Additionally, spills from trains could have occurred. The MTA/DOT Disposition Site east-adjacent to Site 3 was historically developed with numerous structures, including auto-related and manufacturing uses.

Site 4

At the time of the reconnaissance (May 19, 2016), this site consisted of a paved driveway and parking area fronting Cornaga Avenue, and a large vacant lot fronting Beach 21st Street. The vacant lot was partially paved with asphalt and apparent remnants of concrete foundations. The following potential sources of contamination on or adjacent to the site were identified:

- The vacant lot included an abandoned trailer with an auto dealership sign, apparent remnants of building foundations and C&D debris in surface soil, an apparent abandoned car lift, and an unlabeled 55-gallon drum.
- A LIRR rail spur historically ran along the western side of this site. The rail spur may have been associated with use of creosote (a rail tie treatment containing semi-volatile organic compounds) and/or other oils. Additionally, spills from trains could have occurred.
- Historical uses of this site included stores, a roofing materials warehouse, an auto repair shop with a gasoline UST, a filling station, and a coal yard.
- Site 4 was registered with NYSDEC as Owen’s Auto Service (10-17 Beach 21st Street) with five closed and removed 550-gallon gasoline USTs.
- The north-adjacent MTA/DOT Disposition Site was historically developed with numerous structures, including auto-related and manufacturing uses. South-adjacent Site 5 was an auto repair shop and historical filling station, bottling works and laundry (potential dry cleaner), with a NYSDEC registration for petroleum storage tanks and a closed-status reported spill which affected the subsurface.

Site 5

At the time of the reconnaissance (May 19, 2016), this site consisted of an auto repair shop with a partially paved outdoor work and parking area. The following potential sources of contamination on or adjacent to the site were identified:

- Potential leaks or spills from auto repair activities may have affected subsurface conditions, particularly as some auto repair work was performed in an unpaved area on the northern side of this site.
- Historical uses of this site included a filling station, stores, an older auto repair shop with two gasoline USTs, a bottling works, and a laundry.
- In July 2013, Spill No. 1304092 was reported at this site. According to the listing, nine gasoline USTs and piping were removed in 1999. A subsurface investigation reportedly identified contaminated groundwater, but no significant soil contamination, with a dry well as the apparent source. No further information was provided; however, the listing was closed in December 2013. Site 5 was also identified in the NYSDEC Petroleum Bulk Storage database with eight 500-gallon gasoline USTs and one 4,000-gallon gasoline UST, all registered as closed and removed.
- North-adjacent Site 4 historically included a rail spur, an auto repair shop with petroleum storage tanks, a filling station and a coal yard.

Site 6

At the time of the reconnaissance (May 19, 2016), this site consisted of a partially paved parking lot, with associated driveways and sidewalks. The following potential sources of contamination on or adjacent to the site were identified:

- An apparent junkyard storing C&D debris was located in the north-central portion of Site 6.
- A printer was historically located in the southern portion of Site 6.
- The potential for petroleum storage was identified on north-adjacent Site F. Computerized DOB records identified a historical filling station, car wash and auto repair shop east-adjacent to Site 6 at 10-25 Beach 19th Street.

Site 7

At the time of the reconnaissance (May 19, 2016), this site consisted of an auto repair shop with a partially paved outdoor parking area. The following potential sources of contamination on or adjacent to the site were identified:

- Potential leaks or spills from auto repair activities may have affected subsurface conditions.
- The existing auto repair shop historically included auto painting and welding. This shop was registered with NYSDEC with an active 250-gallon waste oil tank, and a Solid Waste Facility listing for vehicle dismantling.
- Two gasoline USTs were shown in the on-site building on historical land use maps, and two vent pipes for gasoline USTs were observed on the building roof. The UST may have been removed, or may remain beneath the building.
- A filling station was historically east-adjacent to Site 7.

Site 8

At the time of the reconnaissance (May 19, 2016), this site consisted of a church, a paved yard and parking area, and a rear area fenced with steel sheeting. The rear area included a trailer-like structure constructed of steel sheeting; the use of this area could not be determined from public rights-of-way. The following potential sources of contamination on or adjacent to the site were identified:

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- A large concrete patch was observed in the parking area. This feature may be associated with USTs, or with pavement repair or utility work.
- East-adjacent Site E was historically an auto repair shop with gasoline USTs.

Site 9

At the time of the reconnaissance (May 19, 2016), this site was a vegetated vacant lot with some apparent remnants of building foundations. The following potential sources of contamination were identified: the west-adjacent apartment building was registered with NYSDEC with a 10,000-gallon No. 2 fuel oil UST; and a dry cleaner was observed approximately 120 feet northeast of Site 9.

Site 10

At the time of the reconnaissance (May 19, 2016), this southern portion of this site was part of a paved parking lot, while the northern portion was part of an unpaved storage area. The following potential source of contamination was identified: numerous metal roll-off containers were stored on the northern portion of this site, with the storage area extending onto Site 12. Some containers appeared to be empty, but contents of all containers could not be verified from public rights-of-way.

Site 11

At the time of the reconnaissance (May 19, 2016), this site was a vegetated vacant lot. The following potential indicator of contamination was identified: an apparent plastic groundwater monitoring well observed in the central portion of the site may have been associated with an environmental investigation. However, no reported spills or other records of an investigation were identified in regulatory records.

Site 12

At the time of the reconnaissance (May 19, 2016), this site consisted of an unpaved vacant lot. The following potential sources of contamination on or adjacent to the site were identified:

- Numerous metal roll-off containers were stored on this site. Some containers appeared to be empty, but contents of all containers could not be verified from public rights-of-way.
- Evidence of dumping (trash and a computer display) was noted in vegetated areas along the edges of this site.

Site 13

At the time of the reconnaissance (May 19, 2016), this site consisted of an auto repair shop with paved outdoor parking and storage areas. The following potential sources of contamination on or adjacent to the site were identified:

- Potential leaks or spills from auto repair activities may have affected subsurface conditions.
- An active 275-gallon waste oil AST was registered with NYSDEC at this site.
- Miscellaneous storage and/or dumping were noted in the eastern portion of this site, including tires, lumber, concrete blocks, and wooden pallets.
- Historical uses of this site included a filling station with five gasoline USTs.
- North-adjacent Site G was a historical filling station with gasoline USTs, and a reported closed-status spill with subsurface impact.

Site 14

At the time of the reconnaissance (May 19, 2016), this site consisted of a paved parking lot. The following potential source of contamination was identified: potential contaminants associated with the demolition of historical buildings (discussed below as a concern common to most study sites).

Site 15

At the time of the reconnaissance (May 19, 2016), this site included: a vacant building fronting Nameoke Avenue; a church fronting Central Avenue; and paved and unpaved outdoor areas, some of which were used for parking. A large underground utility structure covered with steel sheeting and grates (possibly water or sewer-related) was north-adjacent to this site in the Nameoke Avenue sidewalk. The following potential sources of contamination on or adjacent to the site were identified:

- Four apparent fuel tank fill ports were noted north-adjacent to the vacant building in the Nameoke Avenue sidewalk. Site 15 was registered with NYSDEC as Mel Chevrolet Sales Corp at 14-14 Central Avenue, with one closed and removed 275 gallon UST with unspecified contents, two closed and removed 550-gallon USTs with unspecified contents, and two 550-gallon No. 2 fuel oil USTs listed as “converted to non-regulated use.”
- Both existing buildings were historically used for auto repair; the vacant building was also historically part of a filling station with three gasoline USTs. Other historical uses of Site 15 included an additional auto repair shop and used car sales.
- South-adjacent Site 16 historically included auto sales and repair, a filling station, manufacturing, and the potential for a fuel oil storage tank was identified at this site.

Site 16

At the time of the reconnaissance (May 19, 2016), this site included: a vacant building with a “Ford” sign, and a partially paved vacant lot. The following potential sources of contamination on or adjacent to the site were identified:

- A fuel tank vent pipe was observed on the southern building façade on Bayport Place.
- The existing buildings was historically used for auto repair and manufacturing, and included a gasoline UST. The vacant lot was historically used for used car sales, a filling station with two gasoline USTs, and auto repair.
- North-adjacent Site 15 historically included auto repair, a filling station, and fuel oil USTs.

Site 17

At the time of the reconnaissance (May 19, 2016), this site included a gravel-covered parking lot and a paint and furniture warehouse. The following potential sources of contamination on or adjacent to the site were identified:

- Site 17 historically included an auto repair shop and part of a water supply company.
- A freestanding electrical transformer observed on the eastern side of the parking lot may have utilized PCB-containing transformer oil.
- Past and present LIRR rail tracks west-adjacent to Site 17 may have been associated with use of creosote (a rail tie treatment containing semi-volatile organic compounds) and/or other oils. Additionally, spills from trains could have occurred. A historical LIRR switch tower on the western Site 17 boundary may have used PCB- and/or mercury-containing

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equipment. The LIRR tracks were also associated with two closed-status spills and a State Voluntary Cleanup Site, but listing details indicated that these were most likely more than 1,600 feet northeast of Site 17, with no significant potential to affect this site.

Site 18

At the time of the reconnaissance (May 19, 2016), this site consisted of a small plaza that is not accessible to the public, and a fenced playground, both with paved and landscaped areas. The following potential sources of contamination in close proximity to the site were identified:

- The regulatory database identified a 5,000-gallon No. 2 fuel oil underground storage tank (UST) and a closed-status spill with subsurface contamination (Spill No. 0907677) on the south-adjacent property at 14-09 Gateway Boulevard. A property at 13-24 Caffrey Avenue, approximately 125 feet south of Site 18, was identified with two No. 2 fuel oil USTs (1,500 and 3,000 gallons), and a closed-status 150-gallon release of No. 2 fuel oil due to overflow (Spill No. 8908672).
- The regulatory database listed two nearby dry cleaners as generators of hazardous waste (spent halogenated solvents). The dry cleaners were located at 14-22 Cornaga Avenue, approximately 380 feet northwest of Site 18, and at 18-17 Mott Avenue, approximately 490 feet northwest of Site 18. One of these facilities (14-22 Cornaga Avenue) was observed during the reconnaissance.

Site 19

At the time of the reconnaissance (May 19, 2016), this site consisted of a one-story building containing a supermarket and a laundromat (with no evidence of dry cleaning) fronting Central Avenue, and a paved storage area for the building fronting Augustina Avenue. The following potential sources of contamination on or adjacent to the site were identified:

- 55-gallon plastic drums with unknown contents were noted in the storage area, with no evidence of a release observed.
- The on-site commercial building (13-20 through 13-26 Central Avenue) was built between 1912 and 1933, with a 1933 historical Sanborn map indicating that the building foundations were filled with ash. The 1951 Sanborn map showed a carpentry shop in this building.
- A closed-status spill (Spill No. 1208364) of approximately 30 gallons of transformer oil was reported for a pole-mounted electrical transformer at 13-24 Central Avenue (in front of Site 19). According to the listing, the spill may in fact have occurred at the intersection of Central Avenue and Beach 12th Street, approximately 830 feet northeast of Site 19, in which case the spill is unlikely to have affected this site.
- An auto repair shop with an approximately 275-gallon waste oil AST was observed approximately 110 feet south of Site 19.

POTENTIAL DEVELOPMENT SITES

Site A

At the time of the reconnaissance (May 19, 2016), this site consisted of a restaurant with a paved parking lot. The following potential sources of contamination on or adjacent to the site were identified:

- Historical uses of this site included a dress factory.
- Dry cleaners were observed approximately 120 feet south, and 200 feet east, of Site A.

Site B

At the time of the reconnaissance (May 19, 2016), this site consisted of a restaurant with a paved parking lot. The following potential sources of contamination were identified: evidence of a fuel tank was observed at east-adjacent Site C; and dry cleaners were observed approximately 80 feet northeast, and 80 feet west, of Site B.

Site C

At the time of the reconnaissance (May 19, 2016), this site consisted of three commercial buildings fronting Mott Avenue, with a partially paved parking area at the rear. The following potential sources of contamination on or adjacent to the site were identified:

- A fuel tank vent pipe and fill port were observed on the western wall of the westernmost building.
- Historical land use maps indicated that ash was used as backfill beneath building foundations.

Site D

At the time of the reconnaissance (May 19, 2016), this site consisted of a restaurant with a paved parking lot. The following potential source of contamination was identified: a dry cleaner observed south-adjacent to Site D was registered as a generator of hazardous waste (spent halogenated solvents).

Site E

At the time of the reconnaissance, this site consisted of a commercial building. Stores in this building included a laundromat (no dry cleaning). The following potential source of contamination was identified: the existing building was historically an auto repair shop with three gasoline USTs.

Site F

At the time of the reconnaissance (May 19, 2016), this site consisted of three commercial buildings with a paved parking area at the rear. The following potential sources of contamination on or adjacent to the site were identified:

- DOB records included a 1992 application to abandon a 1,100-gallon fuel oil tank, and install a replacement 2,000-gallon fuel oil tank (it was not specified whether the tanks were aboveground or underground).
- South-adjacent Site 6 historically included a printer. An apparent junkyard was observed in the northern portion of this site.

Site G

At the time of the reconnaissance (May 19, 2016), this site consisted of a deli with a paved parking lot. The following potential sources of contamination on or adjacent to the site were identified:

- This site was historically a filling station.
- In June 1996, Spill No. 9603802 was reported at Site G. According to the listing, a subsurface investigation identified contaminated soil, but groundwater samples collected from three monitoring wells detected no contamination. A dry well was also reportedly present. Additional soil sampling in the former UST and pump island area in 2010 reportedly identified no significant contamination, and the listing was closed in February 2010. Two of the monitoring wells were identified during the reconnaissance. Site G was

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also identified as a generator of hazardous waste (ignitable solid waste), and was registered with FDNY as having twelve, 550-gallon tanks whose type and status were not specified. Based on this site's history, these were likely gasoline USTs.

- Concrete patches observed in the on-site parking lot may be associated with the historical USTs, or with pavement repair or utility work. Two of the monitoring wells noted above were observed in the parking lot pavement.
- South-adjacent Site 13 was an auto repair shop and historical filling station with gasoline USTs.

Site H

At the time of the reconnaissance (May 19, 2016), this site consisted of a commercial building fronting Central Avenue, and an auto repair shop with a paved outdoor parking and storage area, fronting Augustina Avenue. The following potential sources of contamination on or adjacent to the site were identified:

- Potential leaks or spills from auto repair activities may have affected subsurface conditions. A drum storage area observed on the southern side of the auto repair shop was partially paved with concrete, with some exposed soil. Unlabeled 55-gallon drums were stored in this area, and staining was noted on the concrete pad.
- Site H was registered with NYSDEC with an active 275-gallon waste oil AST, which was observed in the outdoor area on the western side of the auto repair shop.

Site I

At the time of the reconnaissance (May 19, 2016), this site included five commercial buildings, a public street (Smith Place), a paved parking lot, and a portion of an unpaved lot used for storage. The following potential on-site sources of contamination were identified:

- A fuel oil fill port was observed in the sidewalk adjacent to a store at 19-04 Mott Avenue, on the southern side of Site I. DOB records indicated fuel oil use in on-site buildings at 19-12 Mott Avenue and 19-14 Mott Avenue. 19-12 Mott Avenue was registered with NYSDEC with an active 1,100-gallon No. 4 fuel oil UST. 19-14 was registered with FDNY with a 2,000-gallon petroleum storage tank (type and status not reported).
- A minor (five-gallon) closed-status spill of No. 2 fuel oil (Spill No. 0000082) was reported at 19-20 Mott Avenue on the southern side of Site I. The spill reportedly occurred during tank refueling in April 2000. 19-20 Mott Avenue was registered with NYSDEC with an active 2,000-gallon No. 2 fuel oil AST.
- A locksmith, window and screen repair store was located on the southern side of Site I at 19-14 Mott Avenue.
- The unpaved storage area in the northern portion of this site was used for storing metal roll-off containers. Some containers appeared to be empty, but contents of all containers could not be verified from public rights-of-way.

In addition, the following potential sources of contamination were common to all study sites:

- Existing buildings (where present) generally had the potential to contain LBP, ACM, and/or PCB-containing equipment and fluorescent lighting fixtures, based on their age.
- Most study sites had historical buildings which had been demolished. These may be associated with petroleum storage tanks and/or fill materials whose source is unknown.

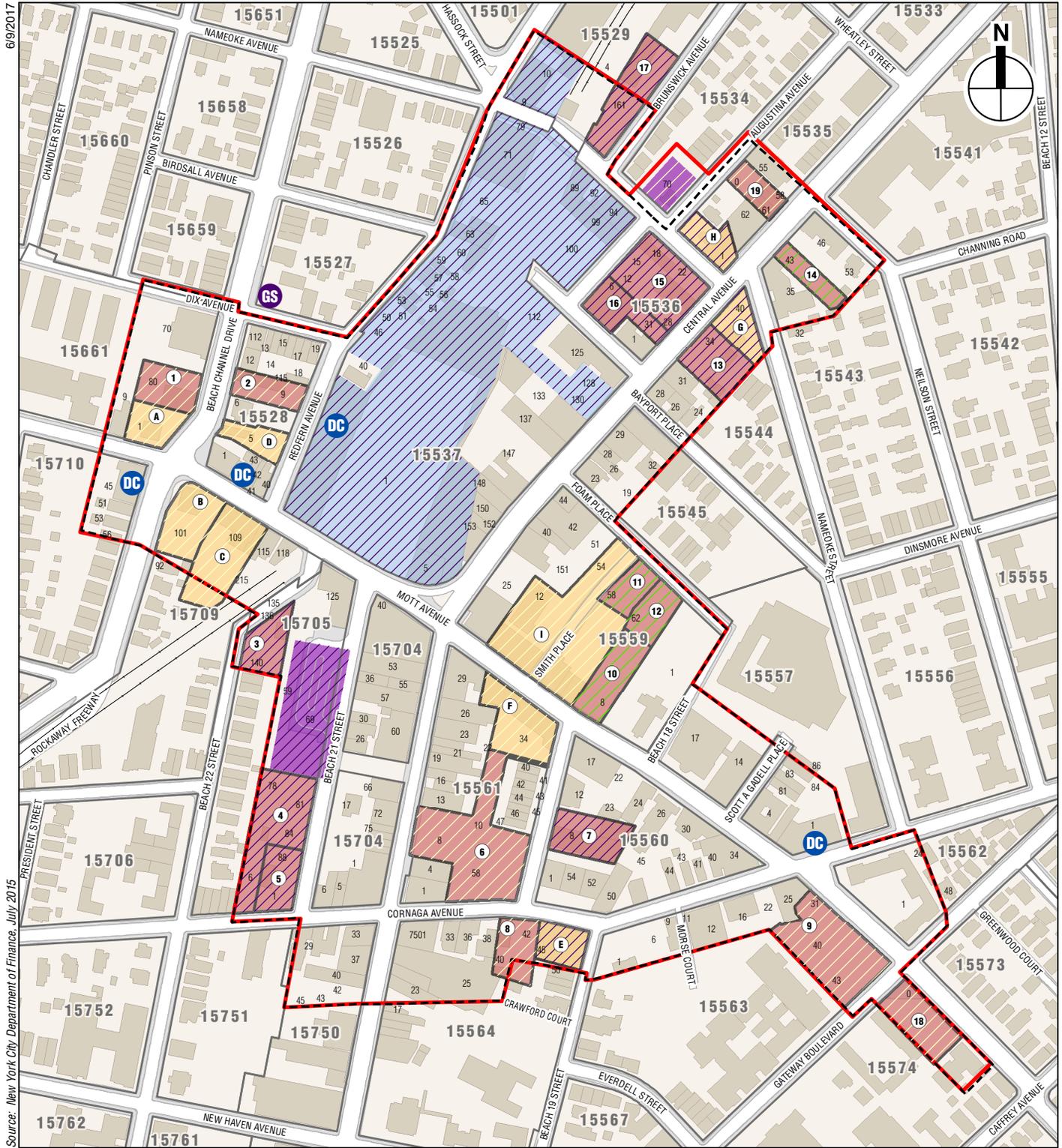
- The mixed-use greater surrounding area included past and present off-site land uses with the potential to affect subsurface conditions beneath the DFRURA, Disposition Sites, and/or Projected and Potential Development Sites, including auto repair shops, filling stations, dry cleaners, manufacturing, and vacant lots (some with evidence of dumping).

The potential for subsurface contamination has been identified at the Proposed DFRURA, Disposition Sites, and Projected and Potential Development Sites as detailed in **Table 10-2** below, and shown on **Figure 10-2**.

**Table 10-2
Potential for Subsurface Contamination**

Site Name	Potential for Subsurface Contamination
Proposed DFRURA	High
DSNY Disposition Site	Moderate
DOT/MTA Disposition Site	High
Projected Development Site 1	Moderate
Projected Development Site 2	Moderate
Projected Development Site 3	High
Projected Development Site 4	High
Projected Development Site 5	High
Projected Development Site 6	Moderate
Projected Development Site 7	High
Projected Development Site 8	Moderate
Projected Development Site 9	Moderate
Projected Development Site 10	Low
Projected Development Site 11	Low
Projected Development Site 12	Low
Projected Development Site 13	High
Projected Development Site 14	Low
Projected Development Site 15	High
Projected Development Site 16	High
Projected Development Site 17	High
Projected Development Site 18	Moderate
Projected Development Site 19	Moderate
Potential Development Site A	Moderate
Potential Development Site B	Moderate
Potential Development Site C	Moderate
Potential Development Site D	Moderate
Potential Development Site E	High
Potential Development Site F	Moderate
Potential Development Site G	High
Potential Development Site H	High
Potential Development Site I	Moderate

Sites with known contamination, past or present USTs, and/or past or present manufacturing were generally identified as having a “High” potential for subsurface contamination. Sites with past or present uses with limited potential for subsurface contamination (e.g., dress manufacturing, ASTs with no reported spills, and/or potential for contamination primarily due to off-site uses) were identified as having a “Moderate” potential for contamination. Sites with no significant potential for subsurface contamination based on the hazardous materials screening were identified as having “Low” potential for contamination.



6/9/2017
 Source: New York City Department of Finance, July, 2015



0 200 FEET

- Project Area
- Rezoning Area Boundary
- Proposed DFRURA
- Disposition Sites
- Projected Development Sites
- Potential Development Sites

- High potential for subsurface contamination
- Moderate potential for subsurface contamination
- Low potential for subsurface contamination

- DC Dry Cleaner
- GS Gas Station

Note: Projected/Potential Site boundaries illustrate the extent of the entire tax lots that would contribute to total development area. Actual projected/potential development footprints may differ.

Disposition Sites:
 Block 15705, Lots 59 and 69 are the DOT/MTA Disposition Site
 Block 15534, Lot 70 is the DSNY Disposition Site

This figure has been revised for the FEIS

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Potential for Subsurface Contamination
Figure 10-2

D. FUTURE WITHOUT THE PROPOSED ACTIONS

In the future without the Proposed Actions (the “No Action condition”), no change in use of the Proposed DFRURA, Disposition Sites, or Projected and Potential Development Sites is anticipated. Legal requirements, such as those relating to petroleum storage tank maintenance and handling and disposal of ACM, LBP and PCBs, would continue to be applicable.

Currently, there are no known significant concerns associated with all but one of the study sites. On the Proposed DFRURA, the unfenced vacant Block 15537, Lot 100, where the potential presence of hazardous waste was identified, presents a potential concern until fenced. Similarly, in the No Action condition there would be no significant concerns associated with all but the aforementioned study site.

E. FUTURE WITH THE PROPOSED ACTIONS

The Proposed Actions would involve: demolition of existing buildings on the Proposed DFRURA; new development on the Proposed DFRURA and Disposition Sites; and the increased potential for building demolition and new development on the Projected and Potential Development Sites. The Proposed Actions would thus entail soil disturbance and demolition of existing buildings.

As noted above, the potential for subsurface contamination has been identified for the Proposed DFRURA, Disposition Sites, and Projected and Potential Development Sites as detailed in **Table 10-2**. Although the demolition and construction activities associated with the Proposed Actions could increase pathways for human exposure, impacts would be avoided by performing site development activities in accordance with the following measures:

- For Projected Development Sites, Potential Development Sites, and sites within the Proposed DFRURA that are currently privately owned, where a High or Moderate potential for subsurface contamination was identified, hazardous materials (E) designations would be assigned to ensure that soil testing and any necessary remedial activities would be undertaken prior to and/or, as necessary, during redevelopment. The (E) designations would ensure that appropriate procedures for any necessary subsurface disturbance would be followed prior to, during, and following construction. The following actions would be required by the (E) designations prior to obtaining DOB permits for new development entailing soil disturbance or change to a more sensitive building use:
 - For those sites where no Phase I ESA was conducted, the (E) designation would require the preparation of a Phase I ESA.
 - Based on Phase I ESA findings, a subsurface investigation would be performed in accordance with an OER-approved sampling protocol.
 - Based on the findings of the investigation, a site-specific RAP and CHASP would be prepared for implementation during construction, and submitted to OER for review and approval. The RAP would address requirements for items such as: soil stockpiling, soil disposal and transportation; dust control; quality assurance; and contingency measures should petroleum storage tanks or contamination be unexpectedly encountered. The CHASP would include measures for worker and community protection, including personal protective equipment, dust control, and air monitoring. OER approval of the RAP and CHASP would be required prior to obtaining construction permits from DOB.
 - Following the completion of soil disturbance, the (E) designation would require the submission of an RCR to OER for review and approval to obtain a Notice of Satisfaction

and Certificates of Occupancy for newly constructed structures. The RCR would document proper performance of all procedures required by the RAP and CHASP.

- For the Disposition sites, the City and the developer(s) would enter into an LDA to ensure that soil testing and any necessary remedial activities would be undertaken prior to and/or, as necessary, during redevelopment. The LDAs would ensure that appropriate procedures for any necessary subsurface disturbance would be followed prior to, during, and following construction. The following actions would be required by the LDA prior to new development entailing soil disturbance or change to a more sensitive building use:
 - Based on Phase I ESA findings, a subsurface investigation would be performed in accordance with a DEP- or OER-approved sampling protocol.
 - Based on the findings of the investigation, a site-specific RAP and CHASP would be prepared for implementation during construction, and submitted to DEP for review and approval. The RAP would address requirements for items such as: soil stockpiling, soil disposal and transportation; dust control; quality assurance; and contingency measures should petroleum storage tanks or contamination be unexpectedly encountered. The CHASP would include measures for worker and community protection, including personal protective equipment, dust control, and air monitoring. DEP or OER approval of the RAP and CHASP would be required prior to soil disturbance.
 - Following the completion of soil disturbance, the LDAs would require the submission of an RCR to DEP or OER for review and approval prior to obtaining Certificates of Occupancy for the new uses. The RCR would document proper performance of all procedures required by the RAP and CHASP.
- Removal of any encountered tanks would be performed in accordance with applicable regulatory requirements including NYSDEC requirements relating to spill reporting and tank registration.
- If dewatering is necessary as part of the proposed construction activities, water would be discharged to sewers in accordance with DEP requirements.
- An asbestos survey of the areas to be demolished would be conducted and any ACM that would be disturbed would be removed and disposed of prior to demolition in accordance with local, state, and federal requirements.
- Any activities with the potential to disturb lead-based paint would be performed in accordance with applicable requirements (including federal Occupational Safety and Health Administration [OSHA] regulation 29 CFR 1926.62—*Lead Exposure in Construction*).
- Unless there is labeling or test data indicating that suspect PCB-containing electrical equipment, hydraulic equipment and fluorescent lighting fixtures do not contain PCBs, and that fluorescent lighting bulbs do not contain mercury, if disposal is required, it would be conducted in accordance with applicable federal, state and local requirements.
- Any remaining stored chemicals would be properly disposed of prior to demolition in accordance with applicable requirements.

With the implementation of the above measures, no significant adverse impacts related to hazardous materials would be expected to be associated with the Proposed Actions. *

**Appendix K:
Hazmat Appendix**

Table 1

**Proposed Downtown Far Rockaway Urban Renewal Area
Potential Hazardous Materials Concerns by Block & Lot**

Block/Lot	Land Use¹	Potential Sources of Contamination On-Site
15529/9	Concrete-paved vacant lot	None identified.
15529/10	Vacant former church	<p>Historical auto sales and service in existing building.</p> <p>NYC Fire Department (FDNY) registration for 2,000-gallon No. 2 fuel oil tank (the registration did not specify tank status, and whether the storage tank was aboveground (AST) or underground (UST)).</p> <p>Apparent groundwater monitoring well west-adjacent to this lot in Redfern Avenue sidewalk (potentially associated with an environmental investigation).</p> <p>Potential for lead-based paint (LBP), asbestos-containing materials (ACM), and/or polychlorinated biphenyls (PCBs) in building materials.</p>
15537/1	Shopping mall with parking lot; vacant land on the north side of the lot	<p>Existing dry cleaner (present since 1983 or earlier), registered as hazardous waste generator.</p> <p>Evidence of dumping (trash) in vacant area on north side of the lot.</p> <p>Historical computer cleaner.</p> <p>Historical Long Island Railroad (LIRR) station and railyard with coal bins, an oil house, an engine house, and two gasoline USTs in its southwestern corner. Railroad ties may have been treated with creosote.</p> <p>Closed-status spill (Spill No. 0809169) reported to the New York State Department of Environmental Conservation (NYSDEC) in November 2008 when a caller reported that commuter buses regularly use the mall's parking lot to dump crank-case oil, trash, and other materials. A visit by NYSDEC indicated several potholes in the parking lot, with a small quantity of oil noted in one pothole. Based on the "minor" nature of the observed dumping, the listing was closed within a week of reporting.</p> <p>Potential for petroleum storage tanks and/or fill materials of unknown origin associated with demolished historical buildings and facilities.</p> <p>Potential for LBP, ACM, and/or PCBs in building materials.</p>

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Table 1 (cont'd)
Proposed Downtown Far Rockaway Urban Renewal Area
Potential Hazardous Materials Concerns by Block & Lot

Block/Lot	Land Use¹	Potential Sources of Contamination On-Site
15537/5	Bank	Part of historical LIRR railyard. Potential for petroleum storage tanks and/or fill materials of unknown origin associated with demolished historical buildings and facilities. Potential for LBP, ACM, and/or PCBs in building materials.
15537/40	Church	Potential for petroleum storage tanks and/or fill materials of unknown origin associated with demolished historical buildings. Potential for LBP, ACM, and/or PCBs in building materials.
15537/46	Fenced, unpaved vacant lot	Environmental lien assigned in 1992 by New York City Department of Environmental Protection (NYCDEP) due to known and potential hazardous waste (soil with elevated lead levels) on Block 15537, Lots 46, 50, 51, 59, 100, and 112. The lien ordered that the waste should be removed, and the affected lots should be fenced. No further information identified. Potential for petroleum storage tanks and/or fill materials of unknown origin associated with demolished historical buildings.
15537/50	Fenced, unpaved vacant lot	Environmental lien assigned in 1992 by NYCDEP due to known and potential hazardous waste (soil with elevated lead levels) on Block 15537, Lots 46, 50, 51, 59, 100, and 112. The lien ordered that the waste should be removed, and the affected lots should be fenced. No further information identified. Closed-status spill (Spill No. 1000860) reported to NYSDEC in April 2010 for Block 15537, Lots 50 and 51, due to discovery of 13 dumped fiberglass containers of an unspecified liquid identified as a “non-hazardous marine pollutant,” which was reportedly removed. Potential for petroleum storage tanks and/or fill materials of unknown origin associated with demolished historical buildings.
15537/51	Fenced, unpaved vacant lot	Environmental lien assigned in 1992 by NYCDEP due to known and potential hazardous waste (soil with elevated lead levels) on Block 15537, Lots 46, 50, 51, 59, 100, and 112. The lien ordered that the waste should be removed, and the affected lots should be fenced. No further information identified. Closed-status spill (Spill No. 1000860) reported to NYSDEC in April 2010 for Lots 50 and 51 due to discovery of 13 dumped fiberglass containers of an unspecified liquid identified as a “non-hazardous marine pollutant,” which was reportedly removed. Potential for petroleum storage tanks and/or fill materials of unknown origin associated with demolished historical buildings.
15537/53	Vacant dwelling	Potential for LBP, ACM, and/or PCBs in building materials.
15537/54	Dwelling	Potential for LBP, ACM, and/or PCBs in building materials.
15537/55	Unfenced, unpaved vacant lot	Potential for petroleum storage tanks and/or fill materials of unknown origin associated with demolished historical building.

Table 1 (cont'd)
Proposed Downtown Far Rockaway Urban Renewal Area
Potential Hazardous Materials Concerns by Block & Lot

Block/Lot	Land Use¹	Potential Sources of Contamination On-Site
15537/56	Dwelling	Potential for LBP, ACM, PCBs in building materials. Potential for petroleum storage tanks and/or fill materials of unknown origin associated with demolished historical building.
15537/57	Dwelling	Potential for LBP, ACM, PCBs in building materials. Potential for petroleum storage tanks and/or fill materials of unknown origin associated with demolished historical building.
15537/58	Dwelling	Potential for LBP, ACM, PCBs in building materials. Potential for petroleum storage tanks and/or fill materials of unknown origin associated with demolished historical building.
15537/59	Fenced vacant lot	Environmental lien assigned in 1992 by NYCDEP due to known and potential hazardous waste (soil with elevated lead levels) on Block 15537, Lots 46, 50, 51, 59, 100, and 112. The lien ordered that the waste should be removed, and the affected lots should be fenced. No further information identified. Evidence of dumping (trash). Potential for petroleum storage tanks and/or fill materials of unknown origin associated with demolished historical building.
15537/60	Part of scrap metal yard / recycler, possibly unpaved	Scrap metal processing and recycling. Potential for petroleum storage tanks and/or fill materials of unknown origin associated with demolished historical building.
15537/63	Scrap metal yard / recycler office and work building	Scrap metal processing and recycling; registered as Solid Waste Facility (tire storage) and Registered Recycling Facility for metals and mixed containers. Historical junkyard, auto salvage and wrecking. Potential for LBP, ACM, PCBs in building materials.
15537/65	Part of scrap metal yard / recycler, unpaved	Scrap metal processing and recycling. Potential for petroleum storage tanks and/or fill materials of unknown origin associated with demolished historical building.
15537/71	Two commercial buildings	Historical manufacturing, including paper and vacuum cleaner bags, an unspecified factory with paint storage, and a potential textile manufacturer or cleaner (D&L Textile). Potential for LBP, ACM, PCBs in building materials. Potential for petroleum storage tanks and/or fill materials of unknown origin associated with demolished historical buildings.
15537/79	Concrete-paved sidewalk	None identified.
15537/89	Parking garage	Historical auto sales and repair, filling station, battery manufacturing, woodworking, auto part manufacturing, and metal stamping. Potential for LBP, ACM, PCBs in building materials. Potential for petroleum storage tanks and/or fill materials of unknown origin associated with demolished historical building.
15537/92	Paved parking lot for auto repair shop on Lot 99	Potential for petroleum storage tanks and/or fill materials of unknown origin associated with demolished historical building.

Table 1 (cont'd)
Proposed Downtown Far Rockaway Urban Renewal Area
Potential Hazardous Materials Concerns by Block & Lot

Block/Lot	Land Use ¹	Potential Sources of Contamination On-Site
15537/94	Auto repair shop	Hazardous waste generator registration. Vent pipe for a gasoline UST on roof; tank status unknown. Closed-status spill (Spill No. 1411592) reported to NYSDEC in March 2015 due to approximately 15 gallons of transformer oil spilled from a truck onto the adjacent street. The oil was reportedly contained and cleaned up. Potential for LBP, ACM, PCBs in building materials. Potential for petroleum storage tanks and/or fill materials of unknown origin associated with demolished historical building.
15537/99	Warehouse and auto repair shop	Registered as Solid Waste Facility (tire storage) Registered with an active 275-gallon waste oil AST. Potential for LBP, ACM, PCBs in building materials. Potential for petroleum storage tanks and/or fill materials of unknown origin associated with demolished historical building.
15537/100	Unfenced, unpaved vacant lot	Historical manufacturing, a metal shop, a machine shop, sheet metal manufacturing, lacquer spraying, and bus repair. Evidence of dumping (trash, bricks, a refrigerator). Environmental lien assigned in 1992 by NYCDEP due to known and potential hazardous waste (soil with elevated lead levels) on Block 15537, Lots 46, 50, 51, 59, 100, and 112. The lien ordered that the waste should be removed, and the affected lots should be fenced. No further information identified. Potential for petroleum storage tanks and/or fill materials of unknown origin associated with demolished historical buildings.
15537/112	Fenced, unpaved vacant lot	Environmental lien assigned in 1992 by NYCDEP due to known and potential hazardous waste (soil with elevated lead levels) on Block 15537, Lots 46, 50, 51, 59, 100, and 112. The lien ordered that the waste should be removed, and the affected lots should be fenced. No further information identified. Potential for petroleum storage tanks and/or fill materials of unknown origin associated with demolished historical buildings.
15537/128	Fenced, unpaved vacant lot	Potential for petroleum storage tanks and/or fill materials of unknown origin associated with demolished historical buildings.
15537/130	Fenced, unpaved vacant lot	Historical auto sales. Potential for petroleum storage tanks and/or fill materials of unknown origin associated with demolished historical buildings.

¹Land use based on AKRF's visual inspection on May 19, 2016

*

Attachment 4

Far Rockaway
NYSDEC Remedial Sites

	Site Code	Site Name	Program	Site Class	County	City/town	Address	Status
1	C241032	Far Rockaway MGP	BCP	N	Queens	Far Rockaway	1300 Block of Brunswick Ave	No further action
2	C241048	Belle Harbor Shopping Center	BCP	A	Queens	Far Rockaway	112-15 Beach Channel Drive	Interim remedial measures installed - sub-slab depressurization system.
3	C241141	34-11 Beach Channel Drive	BCP	C	Queens	Far Rockaway	34-11 Beach & Far Rockaway Blvd	Remedial Actions complete
4	C241158	CPB Site	BCP	C	Queens	Far Rockaway	3229 Far Rockaway Boulevard	Remedial Actions complete
5	C241158A	CPB Site - Off-Site	BCP	A	Queens	Far Rockaway	3229 Far Rockaway Boulevard	Offsite soil vapor
6	C241200	Former Peninsula Hospital Site	BCP	A	Queens	Far Rockaway	51-15 Beach Channel Dr/50-04 Rockaway Beach Blvd	Historic fill potentially contaminated
7	241032	K - Far Rockaway MGP	HW	A	Queens	Far Rockaway	1200 Block of Brunswick Ave	Groundwater contamination and potential soil vapor
8	V00490	Belle Harbor Shopping Center	VCP	A	Queens	Far Rockaway	112-15 Beach Channel Drive	soil vapor intrusion, sub-slab depressurization installed
9	V00722	Far Rockaway MGP	VCP	N	Queens	Far Rockaway	1300 Block of Brunswick Ave	Duplicate

	Spill Number	Date Spill Reported	Spill Name	County	City/Town	Address	Status
1	1610508	2/22/2017	COMMERCIAL	Queens	FAR ROCKAWAY	1629 REDFERN AVE	Closed
2	1702628	6/16/2017	SORRENTINO REC CENTER	Queens	FAR ROCKAWAY	18-48 CORNAGA AVENUE	Closed

RegistryID	FacName	FacStreet	FacCity	FacState
1.10001E+11	NATIONAL GRID - FAR ROCKAWAY STATION	1425 BAY 24TH STREET	FAR ROCKAWAY	NY
1.10002E+11	HEE WON PARK SS 10676	1346 BEACH CHANNEL DRIVE	FAR ROCKAWAY	NY
1.10002E+11	ARROWLINER WRECKING AND COLLISION	1018 BEACH 19 STREET	FAR ROCKAWAY	NY
1.10002E+11	10-45 NAMEOKE STREET SCHOOL - P-53	10-45 NAMEOKE STREET	FAR ROCKAWAY	NY
1.10002E+11	NEW MYLES FRENCH CLEANERS	11-59 BEACH CHANNEL DR	FAR ROCKAWAY	NY
1.10002E+11	NYC-HA REDFERN HOUSES	14-72 BEACH CHANNEL DR	FAR ROCKAWAY	NY
1.10002E+11	ELON CLEANERS	14-22 CORNAGA AVENUE	FAR ROCKAWAY	NY
1.10002E+11	MOTT DRY CLEANERS	21-40 MOTT AVENUE	FAR ROCKAWAY	NY
1.10002E+11	BELL BOY DRIVE-IN CLEANERS	536 BEACH 20TH STREET	FAR ROCKAWAY	NY
1.10004E+11	SNOW WHITE CLEANERS	20-88 MOTT AVE	FAR ROCKAWAY	NY
1.10004E+11	NASSAU BEACH CLEANERS	2105 CORNAGA AVE	FAR ROCKAWAY	NY
1.10005E+11	NYC - FAR ROCKAWAY HIGH SCHOOL	821 BEACH 25TH ST	FAR ROCKAWAY	NY
1.10007E+11	707 BEACH 9TH STREET BUILDING	707 BEACH 9TH STREET	FAR ROCKAWAY	NY
1.10007E+11	833 CENTRAL AVE BUILDING	833 CENTRAL AVE	FAR ROCKAWAY	NY
1.10016E+11	SPARTAN PETROLEUM	13-46 BEACH CHANNEL DR	FAR ROCKAWAY	NY
1.10019E+11	TARIK HOLDING CORP	1811 MOTT AVE	FAR ROCKAWAY	NY
1.10019E+11	ST JOHN'S EPISCOPAL HOSPITAL	327 BEACH 19 STREET	FAR ROCKAWAY	NY
1.10019E+11	MR TIBBS INC	62-02 ALMEDA AVE	FAR ROCKAWAY	NY
1.10019E+11	ELITE AIRLINE LINEN OF NEW YORK	1107 REDFERN AVENUE	FAR ROCKAWAY	NY
1.1002E+11	BAYSWATER PEAKING FACILITY LL C	1425 BAY 24TH STREET	FAR ROCKAWAY	NY
1.1002E+11	825 HICKSVILLE ROAD SCHOOL - P.S. 197	825 HICKSVILLE ROAD	FAR ROCKAWAY	NY
1.10033E+11	MTA NYCT - BEACH 25TH STREET STATION A	BEACH 25TH ST & ROCKAWAY	FAR ROCKAWAY	NY
1.10033E+11	MTA NYCT - BEACH 44TH STREET STATION (A)	BEACH 44TH ST & ROCKAWAY	FAR ROCKAWAY	NY
1.10033E+11	MTA NYCT - MOTT AVENUE STATION - A	MOTT AVE & BEACH 22ND ST	FAR ROCKAWAY	NY
1.10037E+11	GATEWAYS THE	1430 GATEWAY BLVD	FAR ROCKAWAY	NY
1.10038E+11	NEW SURFSIDE NURSING HOME	22-10 NEW HAVEN AVE	FAR ROCKAWAY	NY
1.10042E+11	ARTIES COLLISION INC.	2009 NAMEOKE AVE	FAR ROCKAWAY	NY
1.10045E+11	ST JOHN'S EPISCOPAL HOSPITAL	327 BEACH 19TH ST	FAR ROCKAWAY	NY
1.10055E+11	PS 104Q SCHOOL	26-01 MOTT AVE	FAR ROCKAWAY	NY

FacName	FacLat	FacLong	FacInspectionCount
NATIONAL GRID - FAR ROCKAWAY STATION	40.60761	-73.76201	7
HEE WON PARK SS 10676	40.606515	-73.754668	0
ARROWLINER WRECKING AND COLLISION	40.602539	-73.752093	0
10-45 NAMEOKE STREET SCHOOL - P-53	40.6037	-73.74912	0
NEW MYLES FRENCH CLEANERS	40.604195	-73.755801	0
NYC-HA REDFERN HOUSES	40.608815	-73.753898	0
ELON CLEANERS	40.602685	-73.749285	0
MOTT DRY CLEANERS	40.605181	-73.754848	0
BELL BOY DRIVE-IN CLEANERS	40.599944	-73.753956	0
SNOW WHITE CLEANERS	40.60451	-73.7534	0
NASSAU BEACH CLEANERS	40.602238	-73.754194	0
NYC - FAR ROCKAWAY HIGH SCHOOL	40.59956	-73.76128	0
707 BEACH 9TH STREET BUILDING	40.602113	-73.745455	0
833 CENTRAL AVE BUILDING	40.60997	-73.74488	0
SPARTAN PETROLEUM	40.606785	-73.754565	0
TARIK HOLDING CORP	40.602845	-73.750268	0
ST JOHN'S EPISCOPAL HOSPITAL	40.598043	-73.753317	1
MR TIBBS INC	40.59726	-73.79195	0
ELITE AIRLINE LINEN OF NEW YORK	40.611713	-73.746978	1
BAYSWATER PEAKING FACILITY LL C	40.60761	-73.76201	5
825 HICKSVILLE ROAD SCHOOL - P.S. 197	40.600202	-73.743847	0
MTA NYCT - BEACH 25TH STREET STATION A	40.602792	-73.757488	0
MTA NYCT - BEACH 44TH STREET STATION (A)	40.602792	-73.757488	0
MTA NYCT - MOTT AVENUE STATION - A	40.602792	-73.757488	0
GATEWAYS THE	40.60131	-73.74961	0
NEW SURFSIDE NURSING HOME	40.601155	-73.756705	0
ARTIES COLLISION INC.	40.607176	-73.751239	0
ST JOHN'S EPISCOPAL HOSPITAL	40.598195	-73.752887	0
PS 104Q SCHOOL	40.608344	-73.764318	0

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HEE WON PARK SS 10676	0	0 N	Y	
ARROWLINER WRECKING AND COLLISION	0	0 N	Y	
10-45 NAMEOKE STREET SCHOOL - P-53	0	0 N	Y	
NEW MYLES FRENCH CLEANERS	0	0 N	Y	
NYC-HA REDFERN HOUSES	0	0 N	Y	
ELON CLEANERS	0	0 N	Y	
MOTT DRY CLEANERS	0	0 N	Y	
BELL BOY DRIVE-IN CLEANERS	0	0 N	Y	
SNOW WHITE CLEANERS	0	0 N	Y	
NASSAU BEACH CLEANERS	0	0 N	Y	
NYC - FAR ROCKAWAY HIGH SCHOOL	0	0 N	Y	
707 BEACH 9TH STREET BUILDING	0	0 N	Y	
833 CENTRAL AVE BUILDING	0	0 N	Y	
SPARTAN PETROLEUM	0	0 N	Y	
TARIK HOLDING CORP	0	0 N	Y	
ST JOHN'S EPISCOPAL HOSPITAL	0	0 N	Y	
MR TIBBS INC	0	0 N	Y	
ELITE AIRLINE LINEN OF NEW YORK	0	2 N	Y	
BAYSWATER PEAKING FACILITY LL C	0	0 N	Y	
825 HICKSVILLE ROAD SCHOOL - P.S. 197	0	0 N	Y	
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MTA NYCT - BEACH 44TH STREET STATION (A)	0	0 N	Y	
MTA NYCT - MOTT AVENUE STATION - A	0	0 N	Y	
GATEWAYS THE	0	0 N	Y	
NEW SURFSIDE NURSING HOME	0	0 N	Y	
ARTIES COLLISION INC.	0	0 N	Y	
ST JOHN'S EPISCOPAL HOSPITAL	0	0 N	Y	
PS 104Q SCHOOL	0	0 N	Y	

FacName

NATIONAL GRID - FAR ROCKAWAY STATION
HEE WON PARK SS 10676
ARROWLINER WRECKING AND COLLISION
10-45 NAMEOKE STREET SCHOOL - P-53
NEW MYLES FRENCH CLEANERS
NYC-HA REDFERN HOUSES
ELON CLEANERS
MOTT DRY CLEANERS
BELL BOY DRIVE-IN CLEANERS
SNOW WHITE CLEANERS
NASSAU BEACH CLEANERS
NYC - FAR ROCKAWAY HIGH SCHOOL
707 BEACH 9TH STREET BUILDING
833 CENTRAL AVE BUILDING
SPARTAN PETROLEUM
TARIK HOLDING CORP
ST JOHN'S EPISCOPAL HOSPITAL
MR TIBBS INC
ELITE AIRLINE LINEN OF NEW YORK
BAYSWATER PEAKING FACILITY LL C
825 HICKSVILLE ROAD SCHOOL - P.S. 197
MTA NYCT - BEACH 25TH STREET STATION A
MTA NYCT - BEACH 44TH STREET STATION (A)
MTA NYCT - MOTT AVENUE STATION - A
GATEWAYS THE
NEW SURFSIDE NURSING HOME
ARTIES COLLISION INC.
ST JOHN'S EPISCOPAL HOSPITAL
PS 104Q SCHOOL

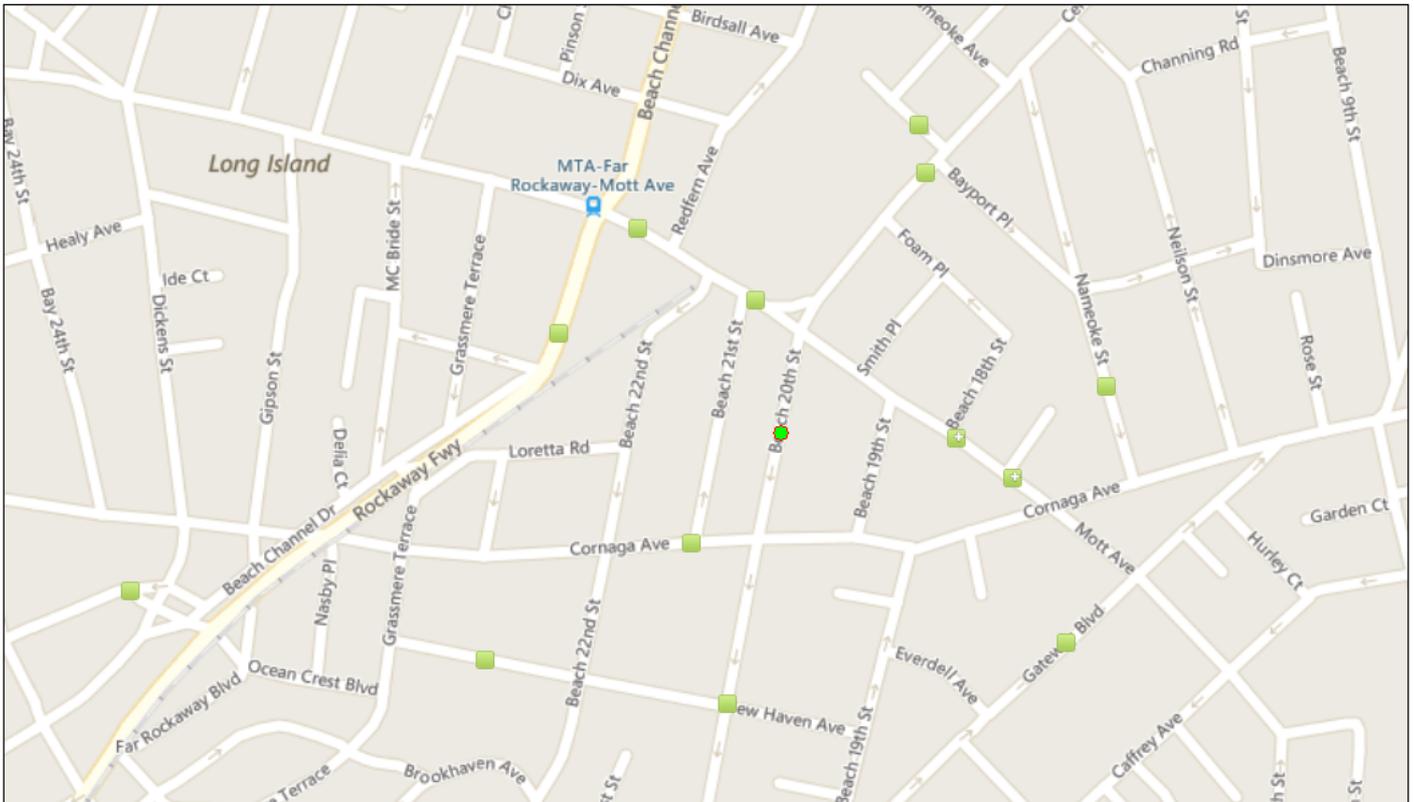
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Attachment 5

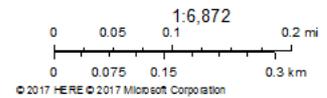
NEPAssist Report

Far Rockaway



December 13, 2017

- Project 2
- + RCRAINFO (clustered)
- RCRAINFO (single)



Project Location	40.603275,-73.753101
Within 0.5 miles of an Ozone 8-hr (1997 standard) Non-Attainment/Maintenance Area?	yes
Within 0.5 miles of an Ozone 8-hr (2008 standard) Non-Attainment/Maintenance Area?	yes
Within 0.5 miles of a Lead (2008 standard) Non-Attainment/Maintenance Area?	no
Within 0.5 miles of a SO2 1-hr (2010 standard) Non-Attainment/Maintenance Area?	no
Within 0.5 miles of a PM2.5 24hr (2006 standard) Non-Attainment/Maintenance Area?	yes
Within 0.5 miles of a PM2.5 Annual (1997 standard) Non-Attainment/Maintenance Area?	yes
Within 0.5 miles of a PM2.5 Annual (2012 standard) Non-Attainment/Maintenance Area?	no
Within 0.5 miles of a PM10 (1987 standard) Non-Attainment/Maintenance Area?	no
Within 0.5 miles of a Federal Land?	no
Within 0.5 miles of an impaired stream?	yes
Within 0.5 miles of an impaired waterbody?	yes
Within 0.5 miles of a waterbody?	yes
Within 0.5 miles of a stream?	yes
Within 0.5 miles of an NWI wetland?	Available Online
Within 0.5 miles of a Brownfields site?	no
Within 0.5 miles of a Superfund site?	no
Within 0.5 miles of a Toxic Release Inventory (TRI) site?	no
Within 0.5 miles of a water discharger (NPDES)?	no
Within 0.5 miles of a hazardous waste (RCRA) facility?	yes
Within 0.5 miles of an air emission facility?	yes

Within 0.5 miles of a school?	yes
Within 0.5 miles of an airport?	no
Within 0.5 miles of a hospital?	yes
Within 0.5 miles of a designated sole source aquifer?	yes
Within 0.5 miles of a historic property on the National Register of Historic Places?	yes
Within 0.5 miles of a Toxic Substances Control Act (TSCA) site?	no
Within 0.5 miles of a RADInfo site?	no

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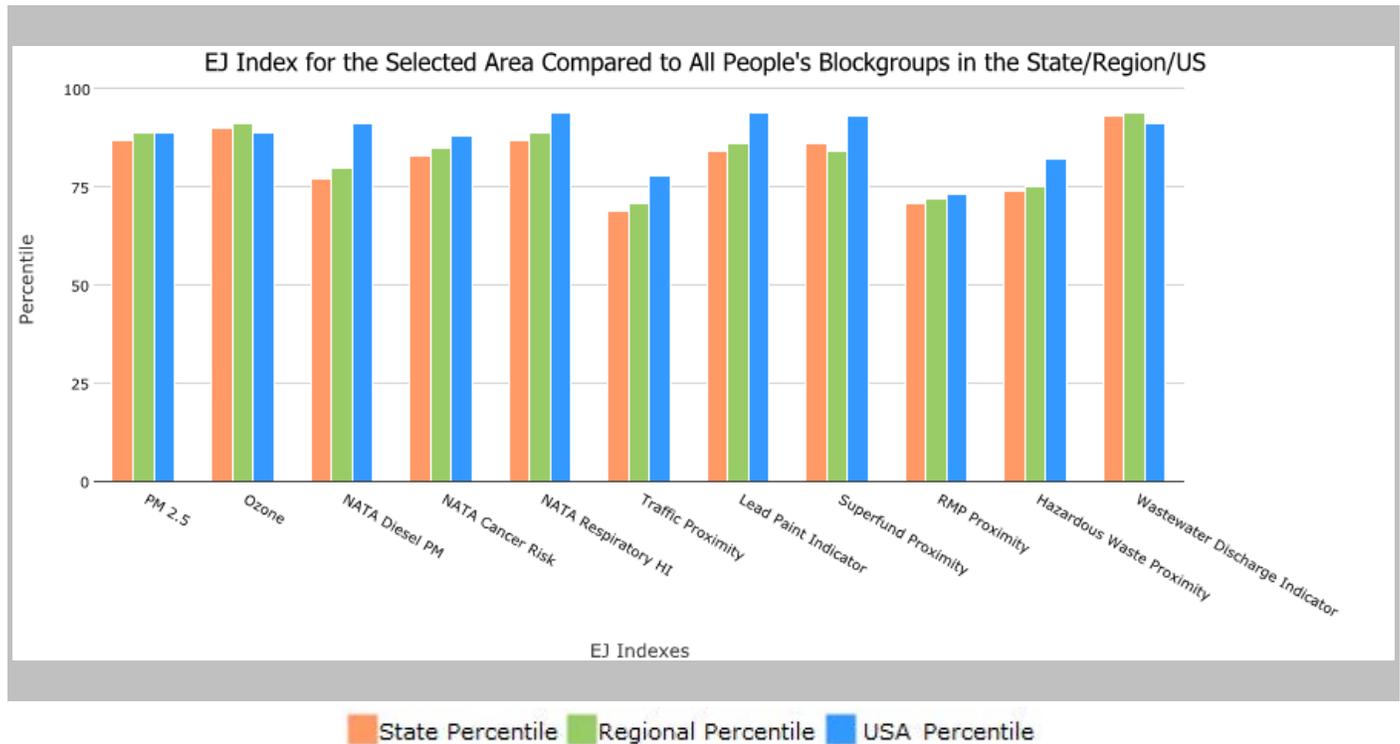
0.5 mile Ring around the Area, NEW YORK, EPA Region 2

Approximate Population: 39,726

Input Area (sq. miles): 1.45

Far Rockaway

Selected Variables	State Percentile	EPA Region Percentile	USA Percentile
EJ Indexes			
EJ Index for PM2.5	87	89	89
EJ Index for Ozone	90	91	89
EJ Index for NATA* Diesel PM	77	80	91
EJ Index for NATA* Air Toxics Cancer Risk	83	85	88
EJ Index for NATA* Respiratory Hazard Index	87	89	94
EJ Index for Traffic Proximity and Volume	69	71	78
EJ Index for Lead Paint Indicator	84	86	94
EJ Index for Superfund Proximity	86	84	93
EJ Index for RMP Proximity	71	72	73
EJ Index for Hazardous Waste Proximity	74	75	82
EJ Index for Wastewater Discharge Indicator	93	94	91



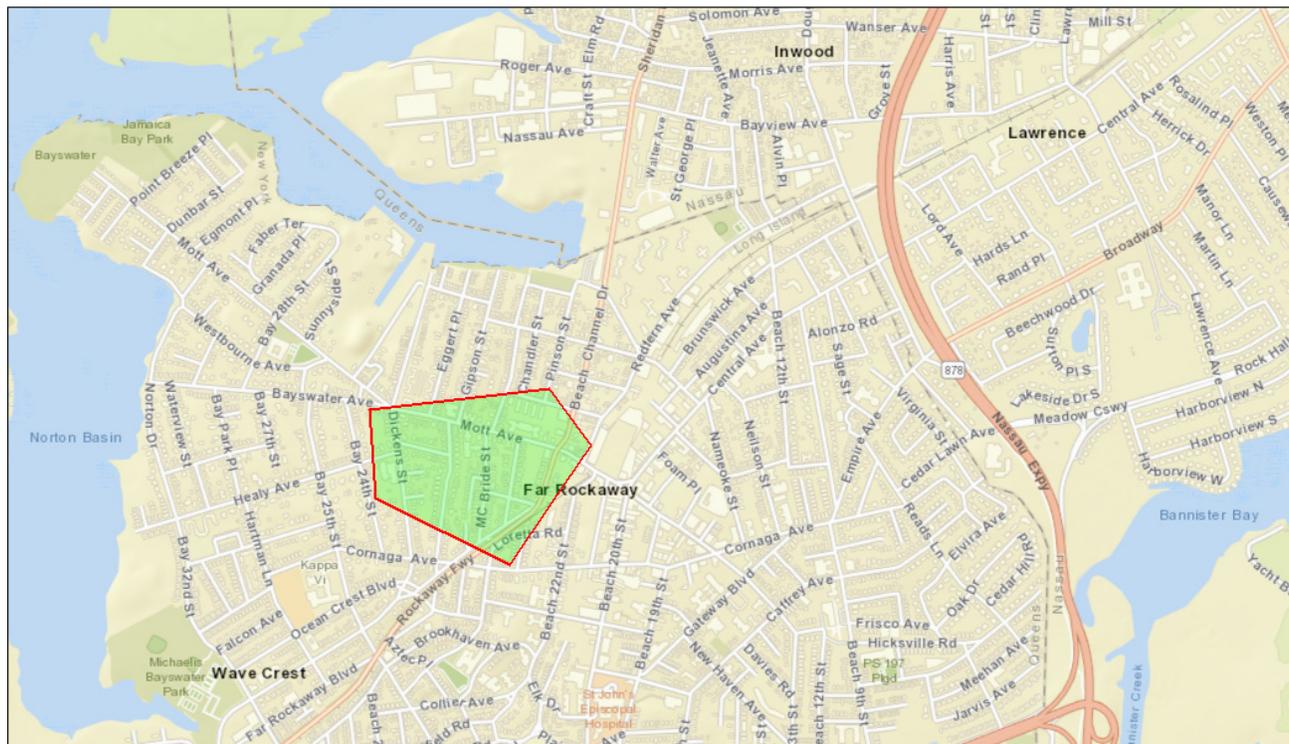
This report shows the values for environmental and demographic indicators and EJSCREEN indexes. It shows environmental and demographic raw data (e.g., the estimated concentration of ozone in the air), and also shows what percentile each raw data value represents. These percentiles provide perspective on how the selected block group or buffer area compares to the entire state, EPA region, or nation. For example, if a given location is at the 95th percentile nationwide, this means that only 5 percent of the US population has a higher block group value than the average person in the location being analyzed. The years for which the data are available, and the methods used, vary across these indicators. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports.

0.5 mile Ring around the Area, NEW YORK, EPA Region 2

Approximate Population: 39,726

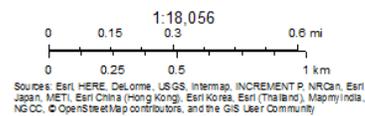
Input Area (sq. miles): 1.45

Far Rockaway



December 13, 2017

Digitized Polygon



Sites reporting to EPA	
Superfund NPL	0
Hazardous Waste Treatment, Storage, and Disposal Facilities (TSDF)	0

EJSCREEN Report (Version 2017)



0.5 mile Ring around the Area, NEW YORK, EPA Region 2

Approximate Population: 39,726

Input Area (sq. miles): 1.45

Far Rockaway

Selected Variables	Value	State Avg.	%ile in State	EPA Region Avg.	%ile in EPA Region	USA Avg.	%ile in USA
Environmental Indicators							
Particulate Matter (PM 2.5 in $\mu\text{g}/\text{m}^3$)	8.96	8.97	46	9.08	39	9.14	40
Ozone (ppb)	37.6	36.3	77	36.3	75	38.4	45
NATA* Diesel PM ($\mu\text{g}/\text{m}^3$)	1.34	2.14	48	1.88	50-60th	0.938	80-90th
NATA* Cancer Risk (lifetime risk per million)	41	45	47	44	<50th	40	50-60th
NATA* Respiratory Hazard Index	3.2	2.5	70	2.4	70-80th	1.8	90-95th
Traffic Proximity and Volume (daily traffic count/distance to road)	78	2300	30	1800	31	590	47
Lead Paint Indicator (% Pre-1960 Housing)	0.53	0.56	43	0.52	48	0.29	78
Superfund Proximity (site count/km distance)	0.16	0.22	62	0.29	54	0.13	81
RMP Proximity (facility count/km distance)	0.13	0.5	24	0.57	25	0.73	22
Hazardous Waste Proximity (facility count/km distance)	0.044	0.12	19	0.13	18	0.093	44
Wastewater Discharge Indicator (toxicity-weighted concentration/m distance)	0.0058	1.3	80	1.1	84	30	77
Demographic Indicators							
Demographic Index	64%	38%	78	37%	80	36%	84
Minority Population	82%	43%	75	43%	77	38%	86
Low Income Population	45%	32%	73	30%	76	34%	70
Linguistically Isolated Population	11%	8%	72	8%	73	5%	84
Population With Less Than High School Education	31%	14%	87	13%	88	13%	89
Population Under 5 years of age	11%	6%	91	6%	91	6%	90
Population over 64 years of age	9%	14%	28	14%	28	14%	32

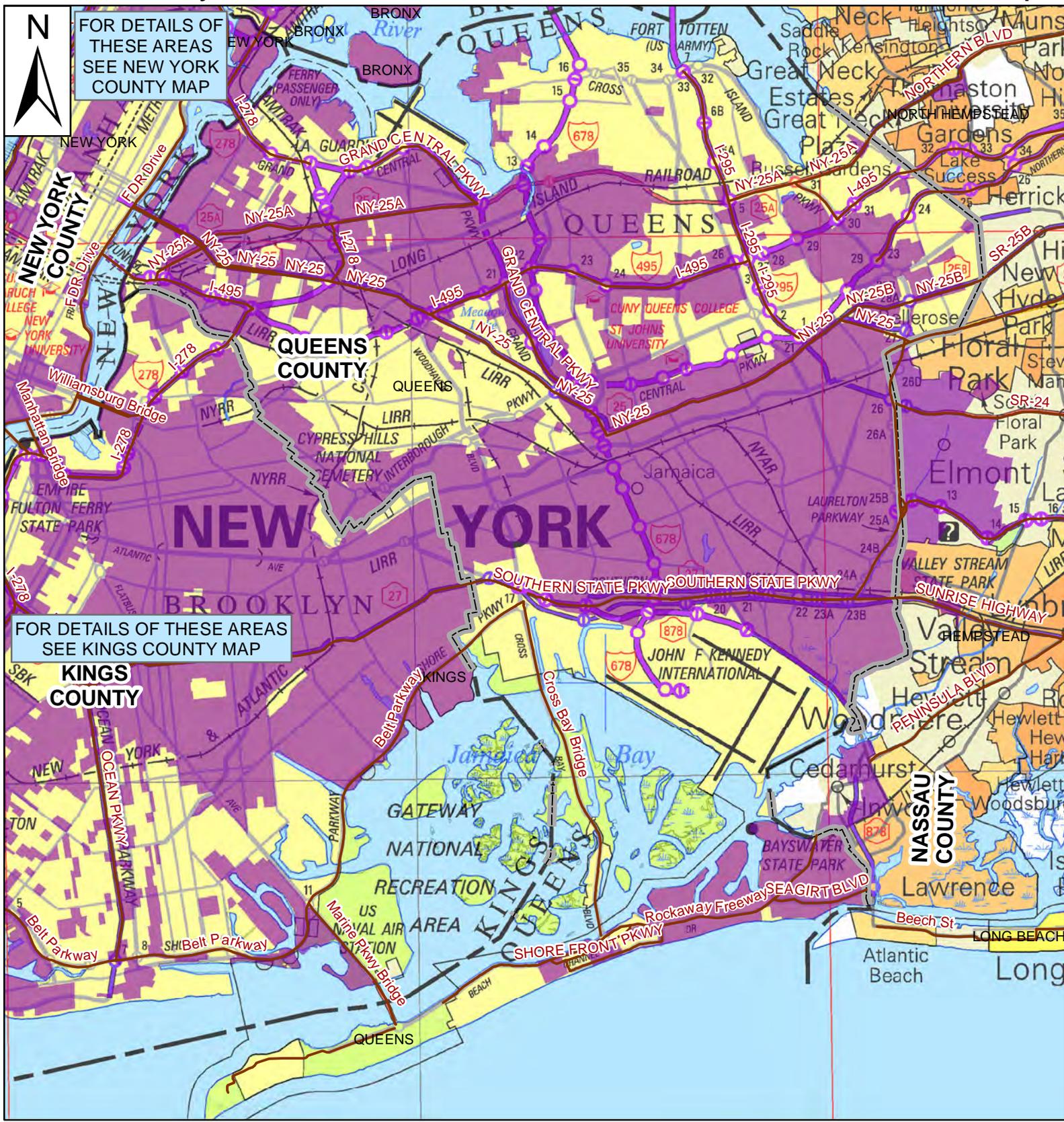
* The National-Scale Air Toxics Assessment (NATA) is EPA's ongoing, comprehensive evaluation of air toxics in the United States. EPA developed the NATA to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that NATA provides broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. More information on the NATA analysis can be found at: <https://www.epa.gov/national-air-toxics-assessment>.

For additional information, see: www.epa.gov/environmentaljustice

EJSCREEN is a screening tool for pre-decisional use only. It can help identify areas that may warrant additional consideration, analysis, or outreach. It does not provide a basis for decision-making, but it may help identify potential areas of EJ concern. Users should keep in mind that screening tools are subject to substantial uncertainty in their demographic and environmental data, particularly when looking at small geographic areas. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports. This screening tool does not provide data on every environmental impact and demographic factor that may be relevant to a particular location. EJSCREEN outputs should be supplemented with additional information and local knowledge before taking any action to address potential EJ concerns.

Potential Environmental Justice Areas in Queens County, New York

Click on any Potential EJ Area outlined in blue for a detailed map



FOR DETAILS OF THESE AREAS SEE NEW YORK COUNTY MAP

FOR DETAILS OF THESE AREAS SEE KINGS COUNTY MAP

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Data Source for Potential Environmental Justice Areas: U.S. Census Bureau, 2000 U.S. Census

Legend

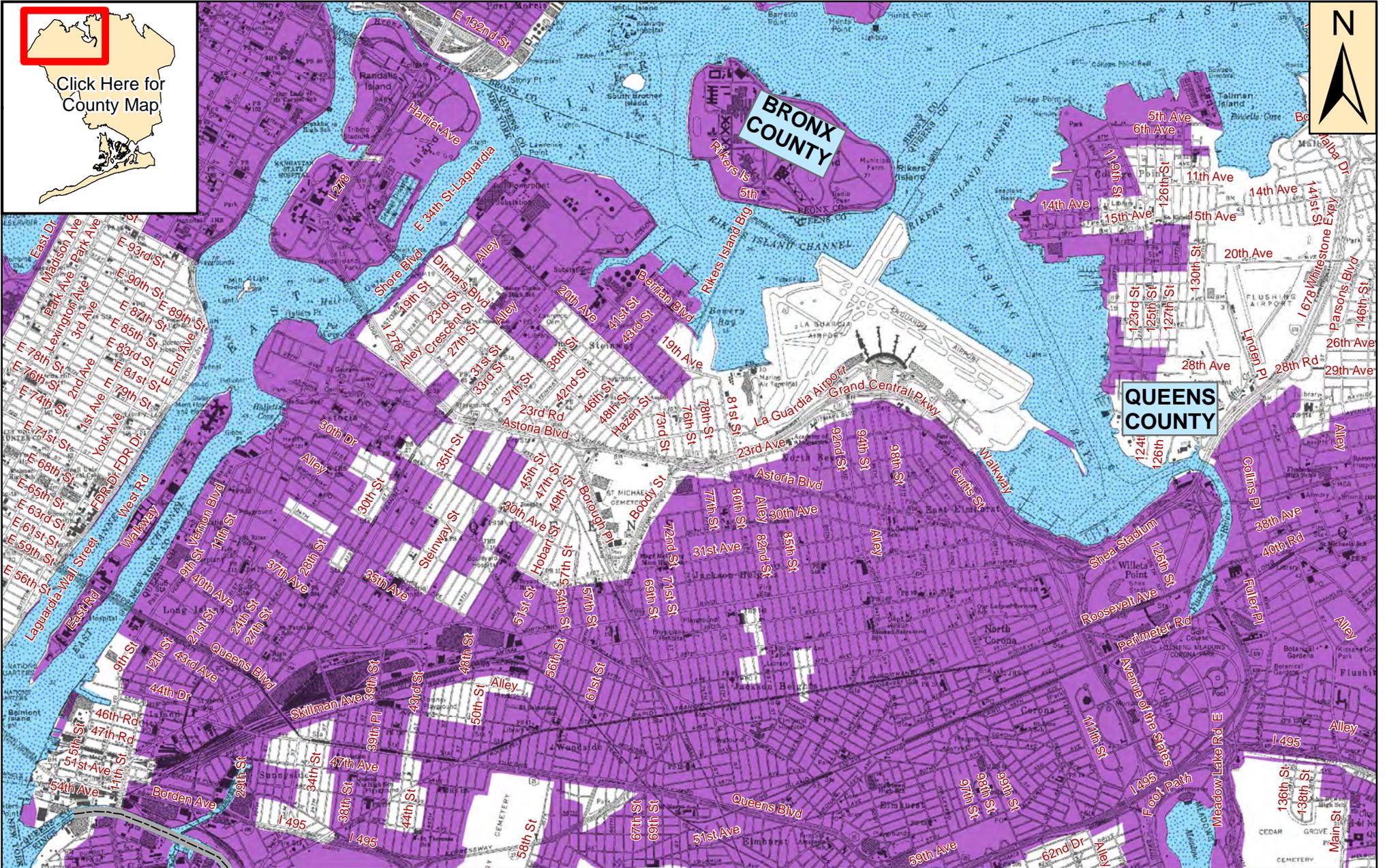
- Potential EJ Area
- County Boundary



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Office of Environmental Justice
625 Broadway, 14th Floor
Albany, New York 12233-1500
(518) 402-8556
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Potential Environmental Justice Areas in Northwest Queens County, New York



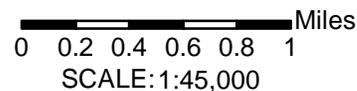
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Legend

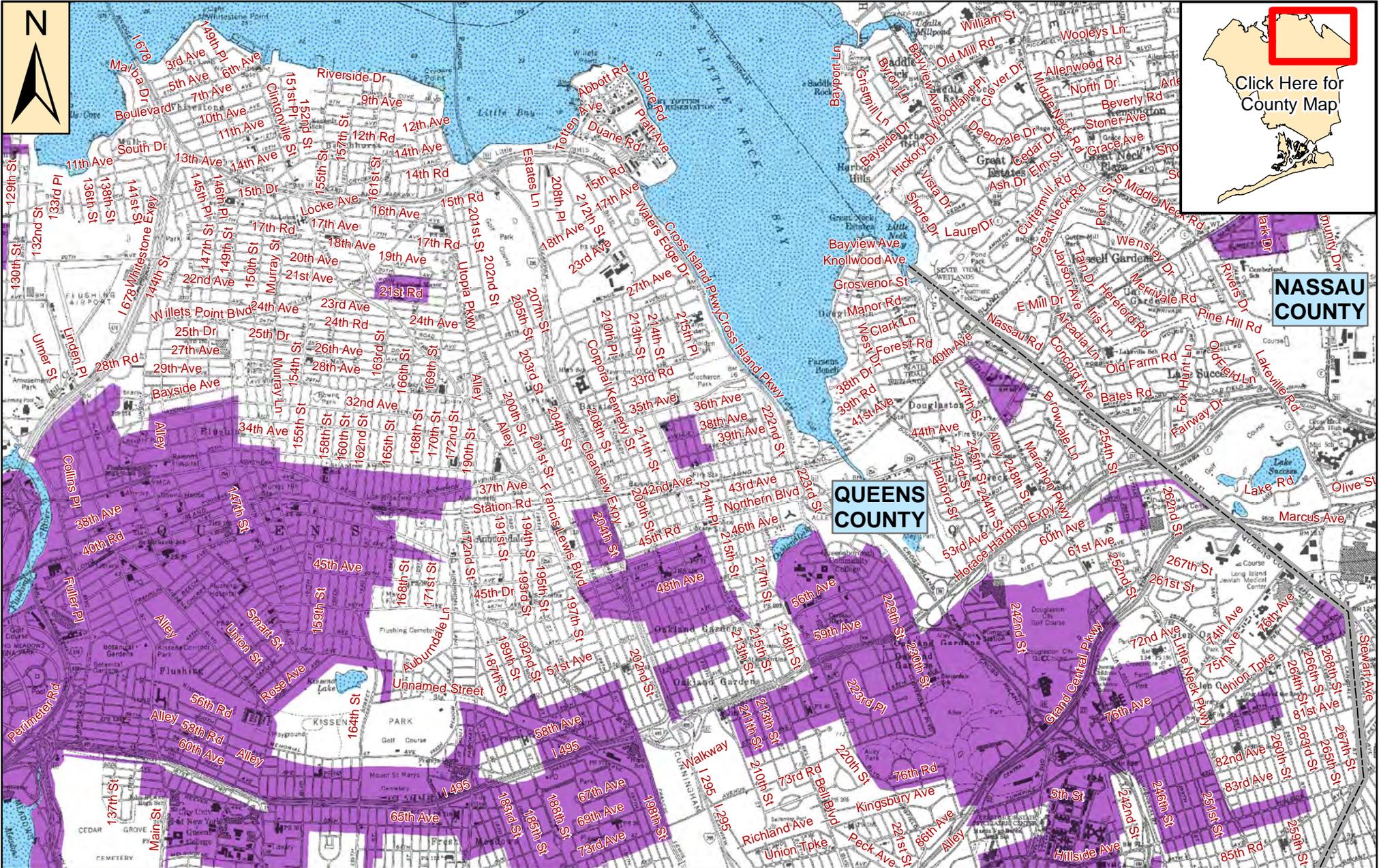
- Potential EJ Area
- County Boundary
- Waterbodies



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Potential Environmental Justice Areas in Northeast Queens County, New York



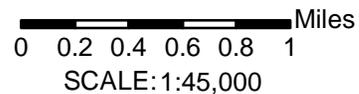
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Data Source for Potential Environmental Justice Areas:
U.S. Census Bureau, 2000 U.S. Census

Legend

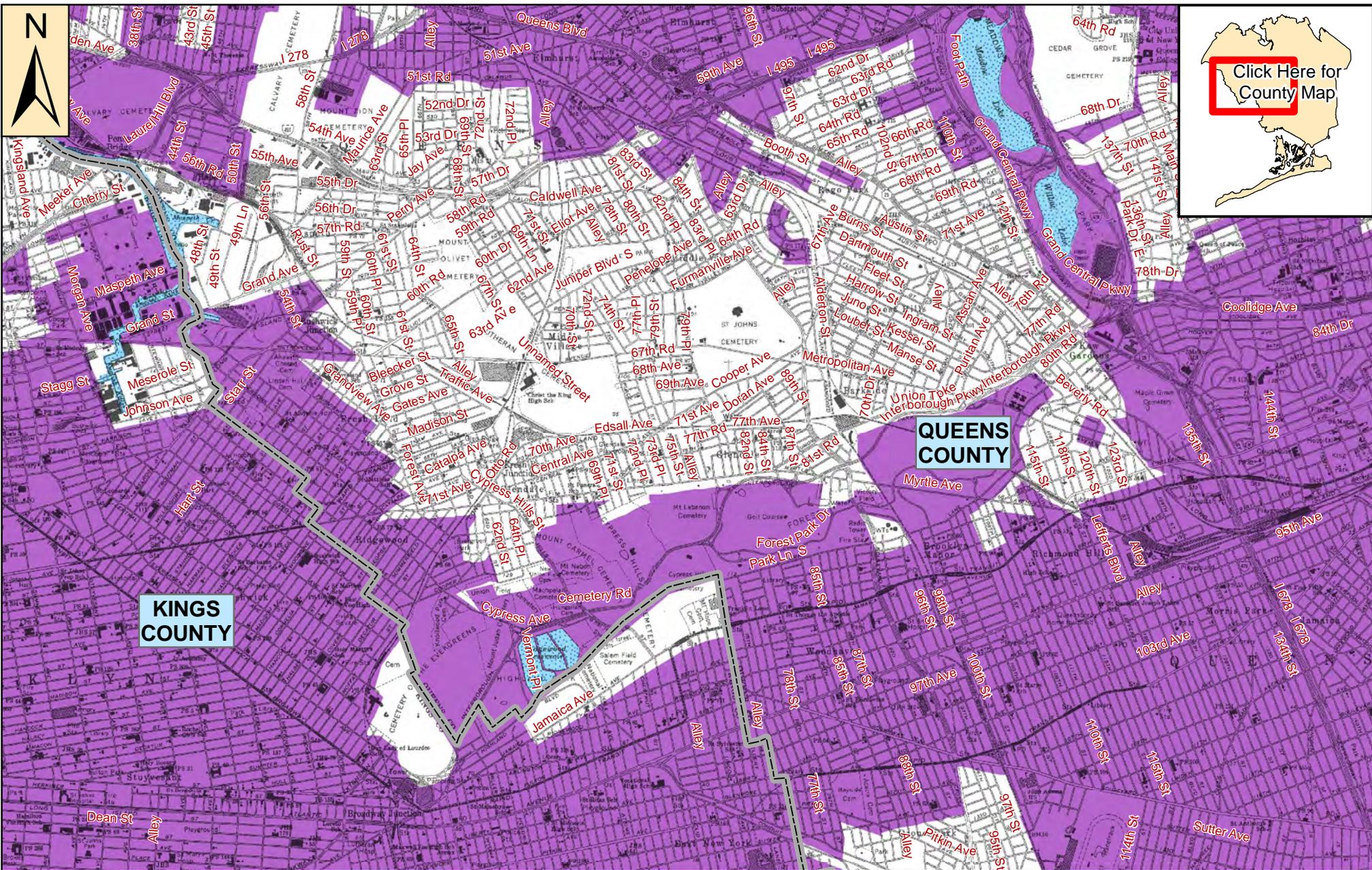
-  Potential EJ Area
-  County Boundary
-  Waterbodies



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Potential Environmental Justice Areas in West Central Queens County, New York



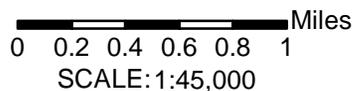
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Data Source for Potential Environmental Justice Areas: U.S. Census Bureau, 2000 U.S. Census

Legend

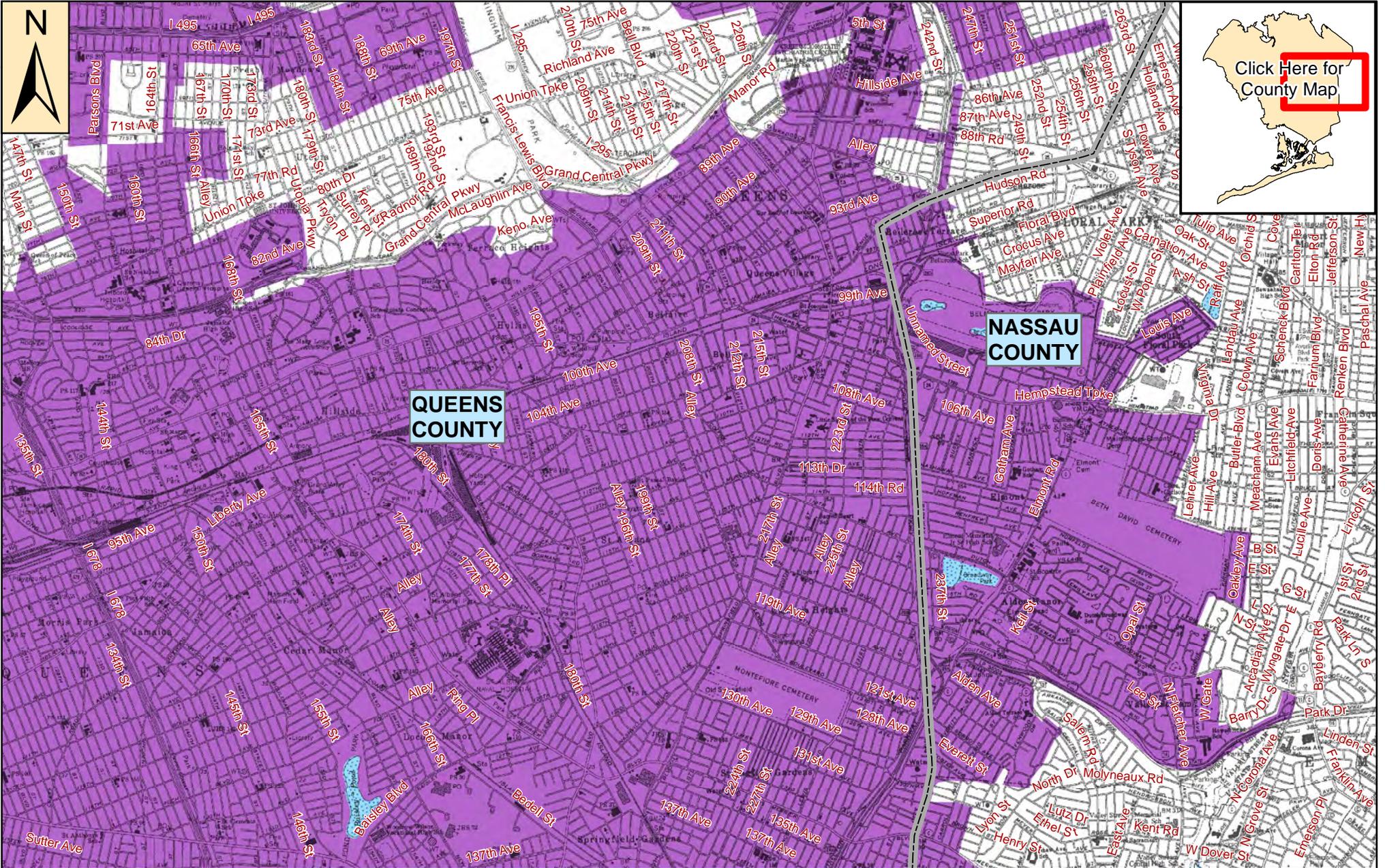
- Potential EJ Area
- County Boundary
- Waterbodies



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Potential Environmental Justice Areas in East Central Queens County, New York



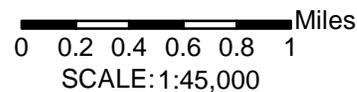
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Legend

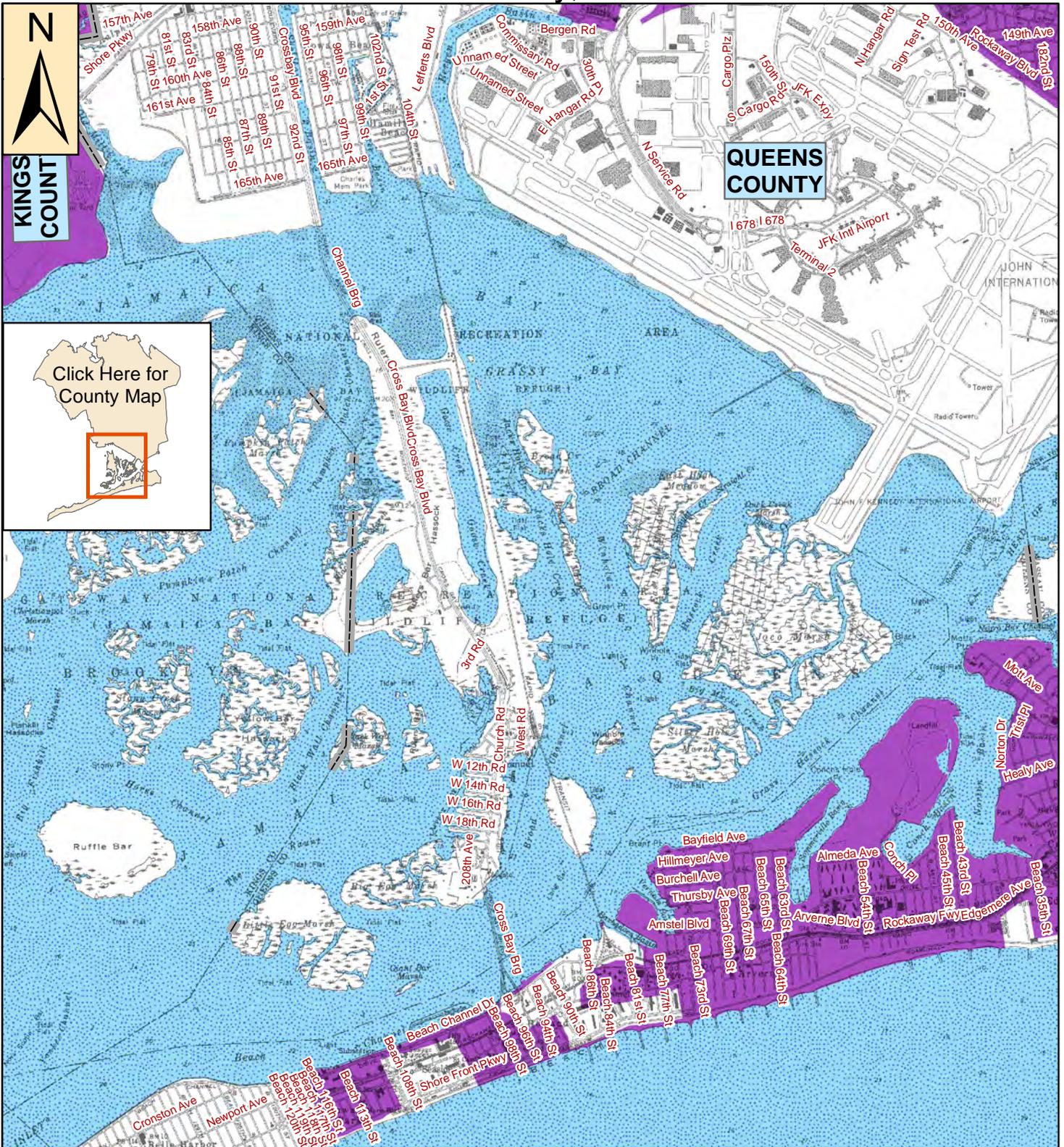
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Potential Environmental Justice Areas in Southern Queens County, New York



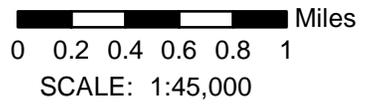
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Data Source for Potential Environmental Justice Areas:
U.S. Census Bureau, 2000 U.S. Census

Legend

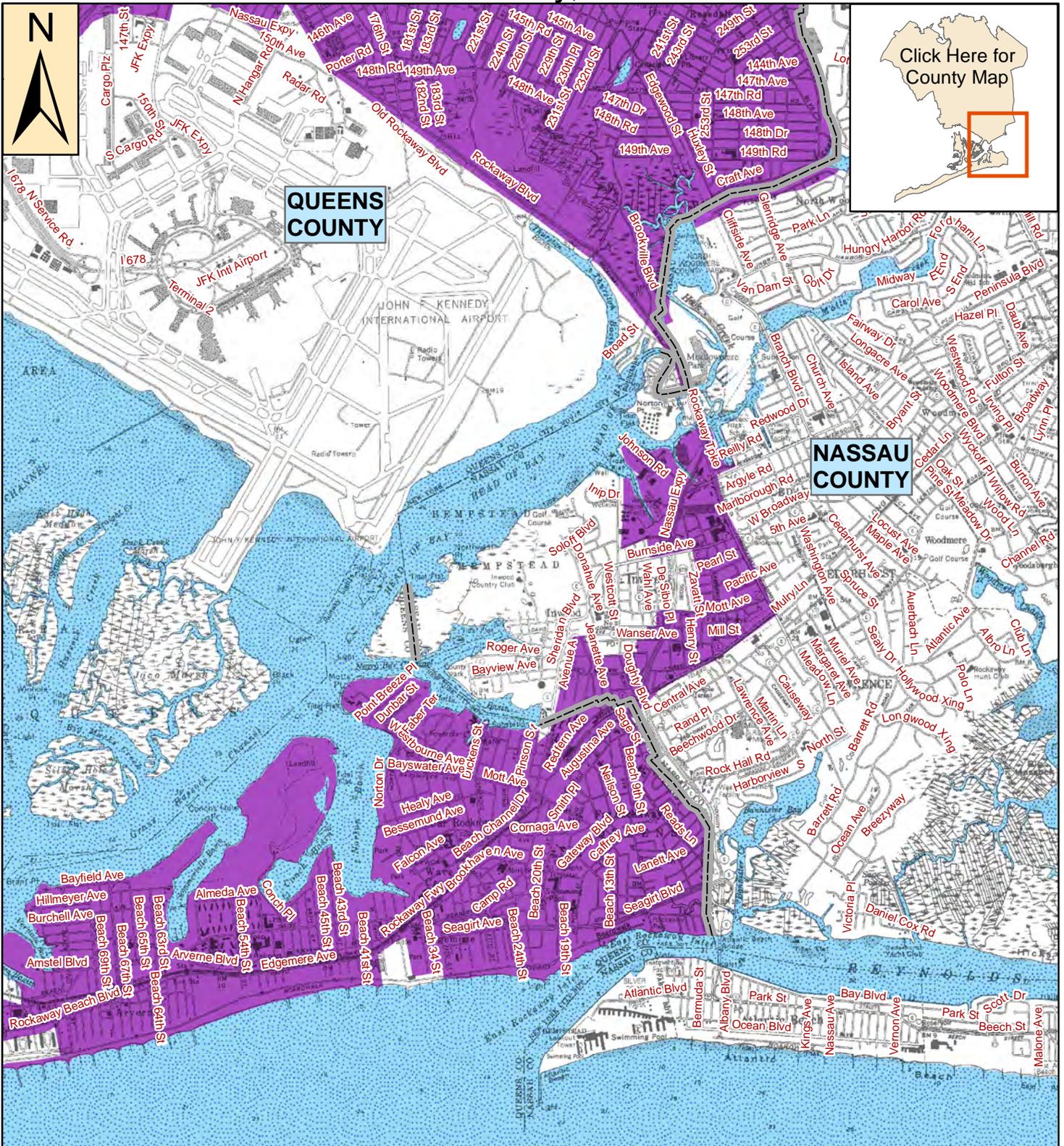
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Potential Environmental Justice Areas in Southern Queens County, New York



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Data Source for Potential Environmental Justice Areas:
U.S. Census Bureau, 2000 U.S. Census

Legend

- Potential EJ Area
- County Boundary
- Waterbodies

0 0.2 0.4 0.6 0.8 1 Miles

SCALE: 1:45,000

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