



City Environmental Quality Review

ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) SHORT FORM

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

Part I: GENERAL INFORMATION

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

If "yes," STOP and complete the [FULL EAS FORM](#).

2. Project Name 130-24 South Conduit Ave Self-Storage

3. Reference Numbers

CEQR REFERENCE NUMBER (to be assigned by lead agency)
19DCP186Q

BSA REFERENCE NUMBER (if applicable)

ULURP REFERENCE NUMBER (if applicable)

OTHER REFERENCE NUMBER(S) (if applicable)
(e.g., legislative intro, CAPA)

4a. Lead Agency Information

NAME OF LEAD AGENCY

New York City Department of City Planning

NAME OF LEAD AGENCY CONTACT PERSON

Olga Abinader, Acting Director

4b. Applicant Information

NAME OF APPLICANT

South Conduit Property Owner, LLC

NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON

Josh Weingarten

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ADDRESS 30-56 Whitestone Expressway - Suite 300

CITY New York City

STATE NY

ZIP 10271

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STATE NY

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5. Project Description

The applicant, South Conduit Property Owner, LLC, is seeking a special permit pursuant to ZR Section 74-932, "Self-service storage facility in designated areas within Manufacturing Districts," to facilitate the development of a self-service storage facility at the project site (Block 11884, Lot 150).

The proposed project would result in the redevelopment of the site with an approximately 422,234 gsf (including interior parking, ramps, and berths), five-story facility with approximately 235,610 gsf of warehouse space (1.04 FAR), 94 warehouse employee parking spaces, 6 self storage customer parking spaces, 28 loading berths for the warehouse space, 3 loading berths for the self-service storage facility, and 186,624 gsf of self-service storage facility space (0.92 FAR, of which 118,000 sf would be rentable space). The proposed building would be approximately 112 feet in height above the base plane and would have floor-to-floor heights ranging from 10 feet to 38 feet to maximize the interior space and increase efficiencies in operations.

Project Location

BOROUGH Queens

COMMUNITY DISTRICT(S) 10

STREET ADDRESS 130-02 South Conduit Ave

TAX BLOCK(S) AND LOT(S) Block 11884, Lot 150 (formerly Lots 150, 160, 170, 180)

ZIP CODE 11430

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS Bounded by South Conduit Avenue to the north, 131st Street to the east, 130th Street to the west, and Block 11884, Lot 1 to the south

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY M1-2, Subarea 2 of Appendix J Designated M District

ZONING SECTIONAL MAP NUMBER 18d

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

City Planning Commission: YES NO

UNIFORM LAND USE REVIEW PROCEDURE (ULURP)

CITY MAP AMENDMENT

ZONING CERTIFICATION

CONCESSION

- | | | |
|---|--|--|
| <input type="checkbox"/> ZONING MAP AMENDMENT | <input type="checkbox"/> ZONING AUTHORIZATION | <input type="checkbox"/> UDAAP |
| <input type="checkbox"/> ZONING TEXT AMENDMENT | <input type="checkbox"/> ACQUISITION—REAL PROPERTY | <input type="checkbox"/> REVOCABLE CONSENT |
| <input type="checkbox"/> SITE SELECTION—PUBLIC FACILITY | <input type="checkbox"/> DISPOSITION—REAL PROPERTY | <input type="checkbox"/> FRANCHISE |
| <input type="checkbox"/> HOUSING PLAN & PROJECT | <input type="checkbox"/> OTHER, explain: | |
- SPECIAL PERMIT (if appropriate, specify type: modification; renewal; other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION **ZR Section 74-932**

Board of Standards and Appeals: YES NO

- VARIANCE (use)
- VARIANCE (bulk)
- SPECIAL PERMIT (if appropriate, specify type: modification; renewal; other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

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

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

- | | |
|--|--|
| <input type="checkbox"/> LEGISLATION | <input type="checkbox"/> FUNDING OF CONSTRUCTION, specify: |
| <input type="checkbox"/> RULEMAKING | <input type="checkbox"/> POLICY OR PLAN, specify: |
| <input type="checkbox"/> CONSTRUCTION OF PUBLIC FACILITIES | <input type="checkbox"/> FUNDING OF PROGRAMS, specify: |
| <input type="checkbox"/> 384(b)(4) APPROVAL | <input type="checkbox"/> PERMITS, specify: |
| <input type="checkbox"/> OTHER, explain: | |

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

- | | |
|---|---|
| <input type="checkbox"/> PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC) | <input type="checkbox"/> LANDMARKS PRESERVATION COMMISSION APPROVAL |
| | <input type="checkbox"/> OTHER, explain: |

State or Federal Actions/Approvals/Funding: YES NO If "yes," specify: funding from New York City Industrial Development Agency in the form of exemption from sales tax on construction materials and facility equipment, exemption from mortgage recording tax, real estate property tax relief on the land and improvements, and energy benefits

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

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

- | | | |
|---|---|---|
| <input checked="" type="checkbox"/> SITE LOCATION MAP | <input checked="" type="checkbox"/> ZONING MAP | <input checked="" type="checkbox"/> SANBORN OR OTHER LAND USE MAP |
| <input checked="" type="checkbox"/> TAX MAP | <input type="checkbox"/> FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S) | |
| <input type="checkbox"/> PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP | | |

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): **118,878** Waterbody area (sq. ft) and type:

Roads, buildings, and other paved surfaces (sq. ft.): **118,878** Other, describe (sq. ft.):

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

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): **422,234**

gsf (with enclosed parking, ramps, and berths); **186,624**

gsf of self-service storage facility space

NUMBER OF BUILDINGS: **1** GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): **422,234 gsf**

HEIGHT OF EACH BUILDING (ft.): **112** NUMBER OF STORIES OF EACH BUILDING: **5**

Does the proposed project involve changes in zoning on one or more sites? YES NO

If "yes," specify: The total square feet owned or controlled by the applicant:

The total square feet not owned or controlled by the applicant:

Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? YES NO

If "yes," indicate the estimated area and volume dimensions of subsurface permanent and temporary disturbance (if known):

AREA OF TEMPORARY DISTURBANCE: **118,000 sq. ft. (width x length)** VOLUME OF DISTURBANCE: **1,647,000 cubic ft. (width x length x depth)**

AREA OF PERMANENT DISTURBANCE: 118,000 sq. ft. (width x length)

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

	<i>Residential</i>	<i>Commercial</i>	<i>Community Facility</i>	<i>Industrial/Manufacturing</i>
Size (in gross sq. ft.)				422,234 gsf
Type (e.g., retail, office, school)	units			air cargo and logistics center with self-service storage

Does the proposed project increase the population of residents and/or on-site workers? YES NO

If "yes," please specify: NUMBER OF ADDITIONAL RESIDENTS: N/A NUMBER OF ADDITIONAL WORKERS: 82

Provide a brief explanation of how these numbers were determined: Per the applicant, it is expected that there will be 100 employees generated by the warehouse use and 4 employees generated by self storage for a total of 104 employees.

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

Has a No-Action scenario been defined for this project that differs from the existing condition? YES NO

If "yes," see [Chapter 2](#), "Establishing the Analysis Framework" and describe briefly: In the No-Action condition, a one-story, 28-foot tall, 103,800 gsf air cargo and logistics center without self-service storage facility would be built at the project site.

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

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2021

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 24

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

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:

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

RESIDENTIAL MANUFACTURING COMMERCIAL PARK/FOREST/OPEN SPACE OTHER, specify: transportation and utility, school

Part II: TECHNICAL ANALYSIS

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

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

	YES	NO
1. LAND USE, ZONING, AND PUBLIC POLICY: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Is there the potential to affect an applicable public policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) If “yes,” to (a), (b), and/or (c), complete a preliminary assessment and attach.		
(e) Is the project a large, publicly sponsored project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City’s Waterfront Revitalization Program boundaries ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If “yes,” complete the Consistency Assessment Form . See Section 2.1		
2. SOCIOECONOMIC CONDITIONS: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
o Generate a net increase of 200 or more residential units?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Generate a net increase of 200,000 or more square feet of commercial space?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Directly displace more than 500 residents?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Directly displace more than 100 employees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Affect conditions in a specific industry?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. COMMUNITY FACILITIES: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
o Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Indirect Effects		
o Child Care Centers: Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Libraries: Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Public Schools: Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Health Care Facilities and Fire/Police Protection: Would the project result in the introduction of a sizeable new neighborhood?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. OPEN SPACE: CEQR Technical Manual Chapter 7		
(a) Would the proposed project change or eliminate existing open space?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Is the project located within an under-served area in the Bronx , Brooklyn , Manhattan , Queens , or Staten Island ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” would the proposed project generate more than 50 additional residents or 125 additional employees?	<input type="checkbox"/>	<input type="checkbox"/>
(c) Is the project located within a well-served area in the Bronx , Brooklyn , Manhattan , Queens , or Staten Island ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” would the proposed project generate more than 350 additional residents or 750 additional employees?	<input type="checkbox"/>	<input type="checkbox"/>
(d) If the project is located in an area that is neither under-served nor well-served, would it generate more than 200 additional residents or 500 additional employees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
5. SHADOWS: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. HISTORIC AND CULTURAL RESOURCES: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources. See Section 2.3.		
7. URBAN DESIGN AND VISUAL RESOURCES: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. NATURAL RESOURCES: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," complete the Jamaica Bay Watershed Form , and submit according to its instructions . See attached form.		
9. HAZARDOUS MATERIALS: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (e.g., gas stations, oil storage facilities, heating oil storage)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(h) Has a Phase I Environmental Site Assessment been performed for the site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: The City of New York Department of Sanitation (DSNY) facility located on the adjacent property approximately 0.03 miles, downgradient and south of the Site has been identified as having soil and groundwater contamination with ongoing environmental remediation for petroleum impacts. The proximity of the DSNY property to the Site, the open spill cases and the consent order from the Department of Design and Construction (DDC) for the ongoing remediation show a potential for vapor migration and possible groundwater contamination beneath the Site. This is considered a REC in relation to the Site. See Section 2.3.		
10. WATER AND SEWER INFRASTRUCTURE: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	<input type="checkbox"/>	<input type="checkbox"/>
(c) If the proposed project located in a separately sewered area , would it result in the same or greater development than the amounts listed in Table 13-1 in Chapter 13 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Would the proposed project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas , including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or generate contaminated stormwater in a separate storm sewer system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. SOLID WASTE AND SANITATION SERVICES: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14 , the project's projected operational solid waste generation is estimated to be (pounds per week): 1,066		
o Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12. ENERGY: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15 , the project's projected energy use is estimated to be (annual BTUs): 168,526,600		
(b) Would the proposed project affect the transmission or generation of energy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13. TRANSPORTATION: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16 ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) If "yes," conduct the screening analyses, attach appropriate back up data as needed for each stage and answer the following questions:		
o Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? <i>**It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.</i>	<input type="checkbox"/>	<input type="checkbox"/>
o Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line?	<input type="checkbox"/>	<input type="checkbox"/>
o Would the proposed project result in more than 200 pedestrian trips per project peak hour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?	<input type="checkbox"/>	<input type="checkbox"/>
14. AIR QUALITY: CEQR Technical Manual Chapter 17		
(a) <i>Mobile Sources:</i> Would the proposed project result in the conditions outlined in Section 210 in Chapter 17 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) <i>Stationary Sources:</i> Would the proposed project result in the conditions outlined in Section 220 in Chapter 17 ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17 ? (Attach graph as needed) See Section 2.5	<input type="checkbox"/>	<input type="checkbox"/>
(c) Does the proposed project involve multiple buildings on the project site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15. GREENHOUSE GAS EMISSIONS: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project fundamentally change the City's solid waste management system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If "yes" to any of the above, would the project require a GHG emissions assessment based on the guidance in Chapter 18 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16. NOISE: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of sight to that rail line?	<input type="checkbox"/>	<input type="checkbox"/>
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17. PUBLIC HEALTH: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20 , "Public Health." Attach a preliminary analysis, if necessary.		
18. NEIGHBORHOOD CHARACTER: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21 , "Neighborhood Character." Attach a preliminary analysis, if necessary.		
19. CONSTRUCTION: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
o Construction activities lasting longer than two years?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o The operation of several pieces of diesel equipment in a single location at peak construction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Closure of a community facility or disruption in its services?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Activities within 400 feet of a historic or cultural resource?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Disturbance of a site containing or adjacent to a site containing natural resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22 , "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination.		


20. APPLICANT'S CERTIFICATION

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


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

APPLICANT/REPRESENTATIVE NAME Allison Ruddock, AICP, VHB	DATE May 17, 2019
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SIGNATURE



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

Part III: DETERMINATION OF SIGNIFICANCE (To Be Completed by Lead Agency)		
INSTRUCTIONS: In completing Part III, the lead agency should consult 6 NYCRR 617.7 and 43 RCNY § 6-06 (Executive Order 91 or 1977, as amended), which contain the State and City criteria for determining significance.		
1. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.	Potentially Significant Adverse Impact	
	YES	NO
IMPACT CATEGORY		
Land Use, Zoning, and Public Policy	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Socioeconomic Conditions	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Community Facilities and Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Open Space	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Shadows	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Historic and Cultural Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Urban Design/Visual Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Natural Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hazardous Materials	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Water and Sewer Infrastructure	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Solid Waste and Sanitation Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Energy	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Greenhouse Gas Emissions	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Public Health	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Neighborhood Character	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Are there any aspects of the project relevant to the determination of whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? If there are such impacts, attach an explanation stating whether, as a result of them, the project may have a significant impact on the environment.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Check determination to be issued by the lead agency: <input type="checkbox"/> Positive Declaration: If the lead agency has determined that the project may have a significant impact on the environment, and if a Conditional Negative Declaration is not appropriate, then the lead agency issues a <i>Positive Declaration</i> and prepares a draft Scope of Work for the Environmental Impact Statement (EIS). <input type="checkbox"/> Conditional Negative Declaration: A <i>Conditional Negative Declaration</i> (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements of 6 NYCRR Part 617. <input checked="" type="checkbox"/> Negative Declaration: If the lead agency has determined that the project would not result in potentially significant adverse environmental impacts, then the lead agency issues a <i>Negative Declaration</i> . The <i>Negative Declaration</i> may be prepared as a separate document (see template) or using the embedded Negative Declaration on the next page.		
4. LEAD AGENCY'S CERTIFICATION		
TITLE Acting Director, Environmental Assessment and Review Division	LEAD AGENCY Department of City Planning, acting on behalf of the City Planning Commission	
NAME Olga Abinader	DATE May 17, 2019	
SIGNATURE 		

NEGATIVE DECLARATION (Use of this form is optional)

Statement of No Significant Effect

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

Reasons Supporting this Determination

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

1. An (E) designation (E-540) related to hazardous materials has been assigned to the site affected by the proposed action. Refer to "Determination of Significance Appendix: (E) Designation" for a list of the site and all applicable (E) designation requirements. With the (E) designation measures in place, the proposed actions would not result in significant adverse impacts related to hazardous materials.
2. A detailed analysis related to Land Use, Zoning, and Public Policy is included in the EAS. A significant adverse impact related to Land Use, Zoning, and Public Policy would result if the new land use interferes with the proper functioning of the land use patterns in the area or substantially does not conform or comply with underlying zoning, and if the project conflicts with public policies and goals in the surrounding area. The Applicant's proposal would facilitate the development of an air cargo and logistics facility with self-storage space in the future with the proposed action. The analysis shows that while the action would allow a use that is not otherwise permitted at the site, the requested special permit is specific to that site and would not result in changes to the zoning or land use patterns in the surrounding area. In addition, the proposed project would not conflict with applicable public policy goals. As the project area is within the Coastal Zone, a Consistency Assessment Form pursuant to the Waterfront Revitalization Program (WRP) (#18-70) is included in the EAS. The project would not hinder any of the goals or policies of the WRP. The analysis concludes that the proposed action would not result in significant adverse impacts to Land Use, Zoning, and Public Policy.
3. An analysis related to Shadows is included in the EAS. The 2014 CEQR Technical Manual indicates that a significant Shadows impact generally occurs when an incremental shadow of 10 minutes or longer falls on a sunlight sensitive resource and results in a substantial reduction in sunlight for survival of vegetation, for the enjoyment or appreciation of historic or cultural resources, for the usability of open space, or if there is a complete elimination of direct sunlight on the sunlight-sensitive resource. The proposed project shadow increment on the P.S. 124 Playground, a Schoolyard to Playground site, would be longer than 10 minutes for all analysis days. However, the shadows would be limited to small areas of the resource and would enter and fully exit the playground at the latest between 8:51am to 10:30am rather than in the after school hours when the resource is open to the public. The analysis concludes that the proposed action would not result in significant adverse impacts to Shadows.

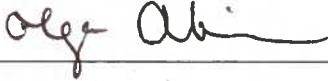
No other significant effects upon the environment that would require the preparation of a Draft Environmental Impact Statement are foreseeable. This Negative Declaration has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law (SEQRA). Should you have any questions pertaining to this Negative Declaration, you may contact Rupsha Ghosh at (212) 720-3250.

Project Name: 130-24 South Conduit Avenue Self-Storage

CEQR #: 19DCP186Q

SEQRA Classification: Unlisted

EAS SHORT FORM PAGE 10

TITLE Acting Director, Environmental Assessment and Review Division	LEAD AGENCY Department of City Planning, acting on behalf of the City Planning Commission 120 Broadway, 31 st Fl. New York, NY 10271 (212) 720-3493
NAME Olga Abinader	DATE May 17, 2019
SIGNATURE 	
TITLE Chair, City Planning Commission	
NAME Marisa Lago	DATE May 20, 2019
SIGNATURE	

Appendix 1: (E) Designations

To ensure that there would be no significant adverse hazardous materials impacts associated with the proposed project, an E designation (E-540) will be placed on the project site as follows:

The E designation requirements related to hazardous materials would apply to:

Project Site:

Block 11884, Lot 150

Hazardous Material

Task 1-Sampling Protocol

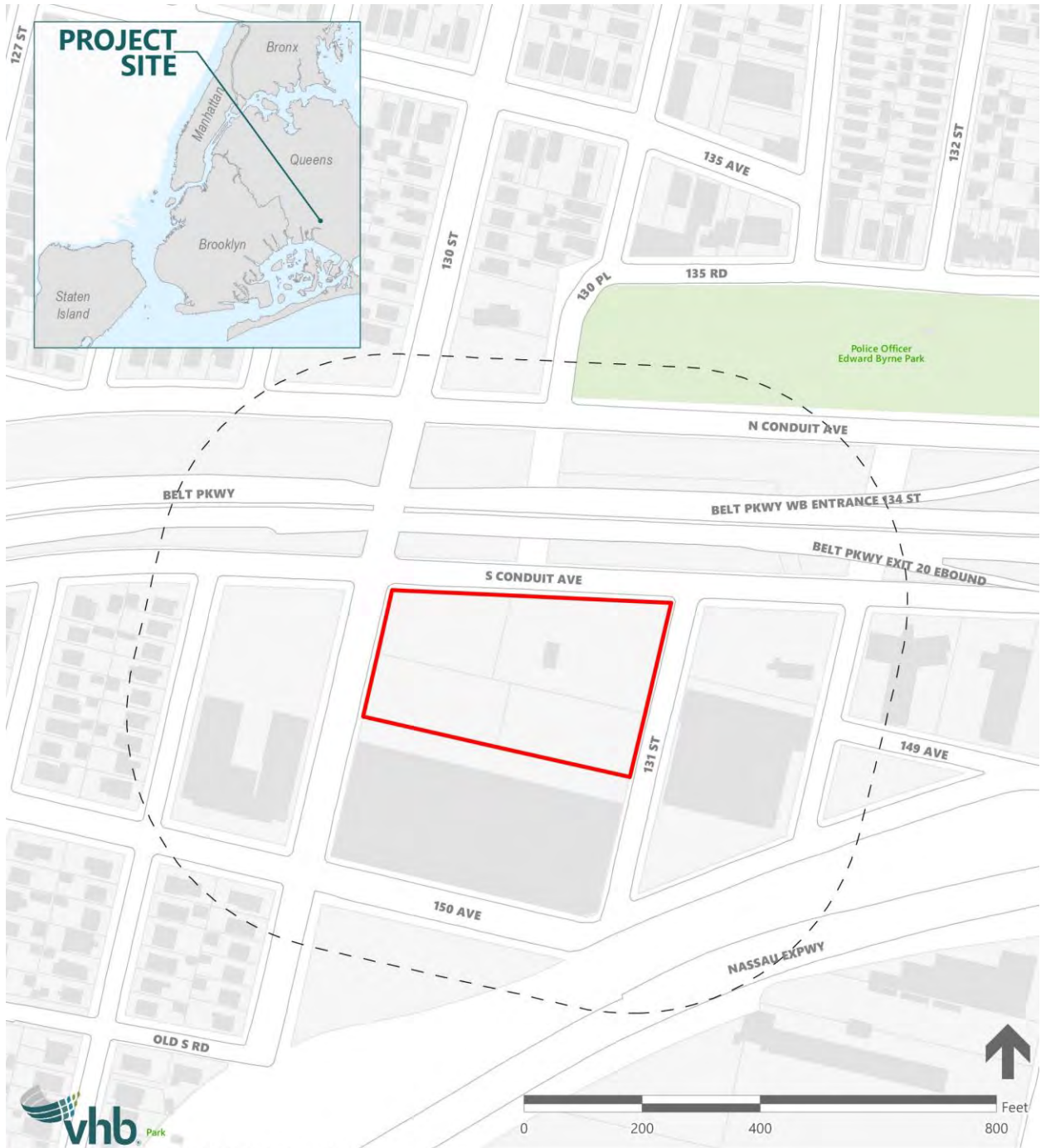
The applicant submits to OER, for review and approval, a Phase I of the site along with a soil, groundwater and soil vapor testing protocol, including a description of methods and a site map with all sampling locations clearly and precisely represented. If site sampling is necessary, no sampling should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

Task 2-Remediation Determination and Protocol

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

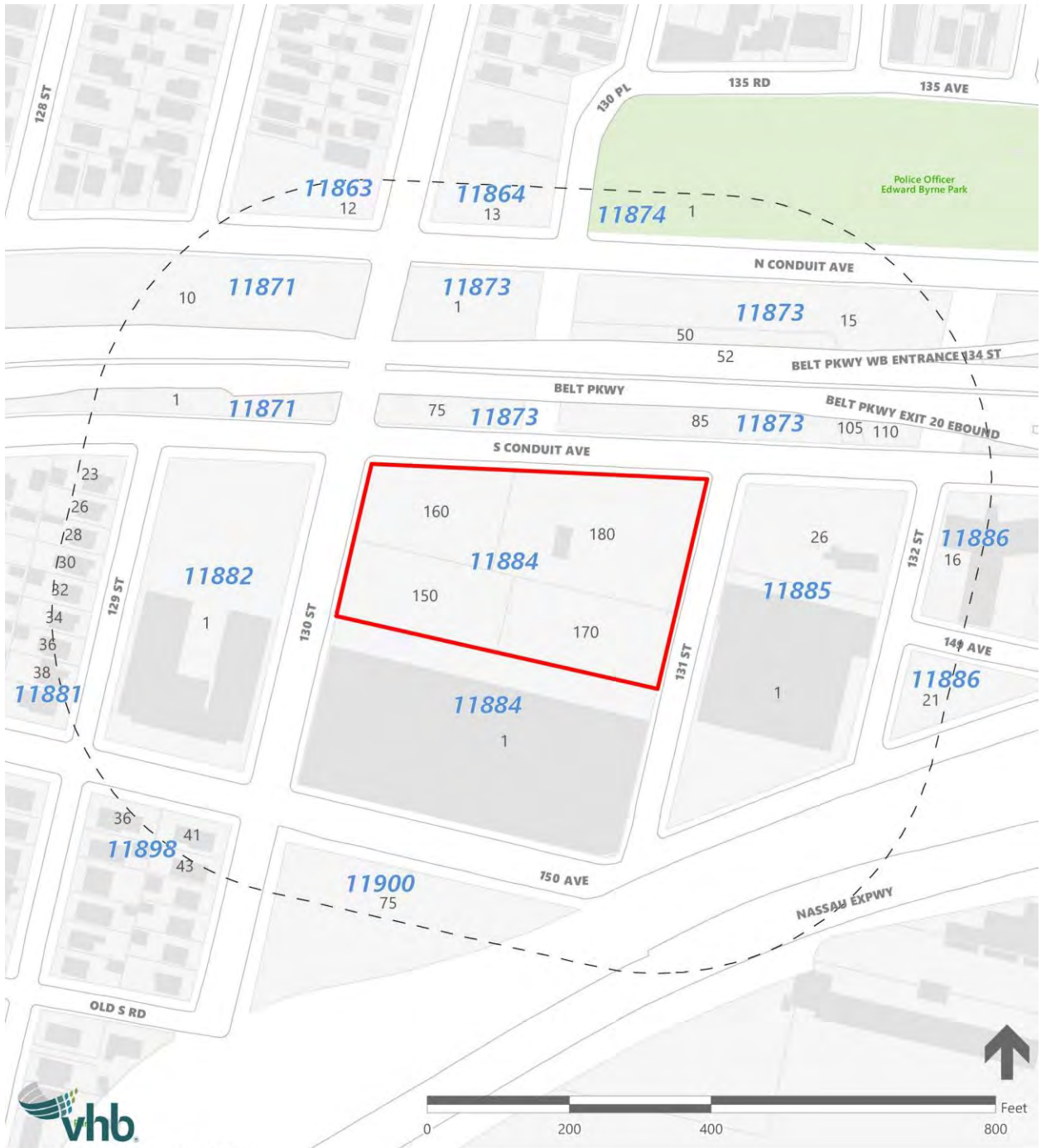
If remediation is indicated from test results, a proposed remediation plan must be submitted to OER for review and approval. The applicant must complete such remediation as determined necessary by OER. The applicant should then provide proper documentation that the work has been satisfactorily completed.

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



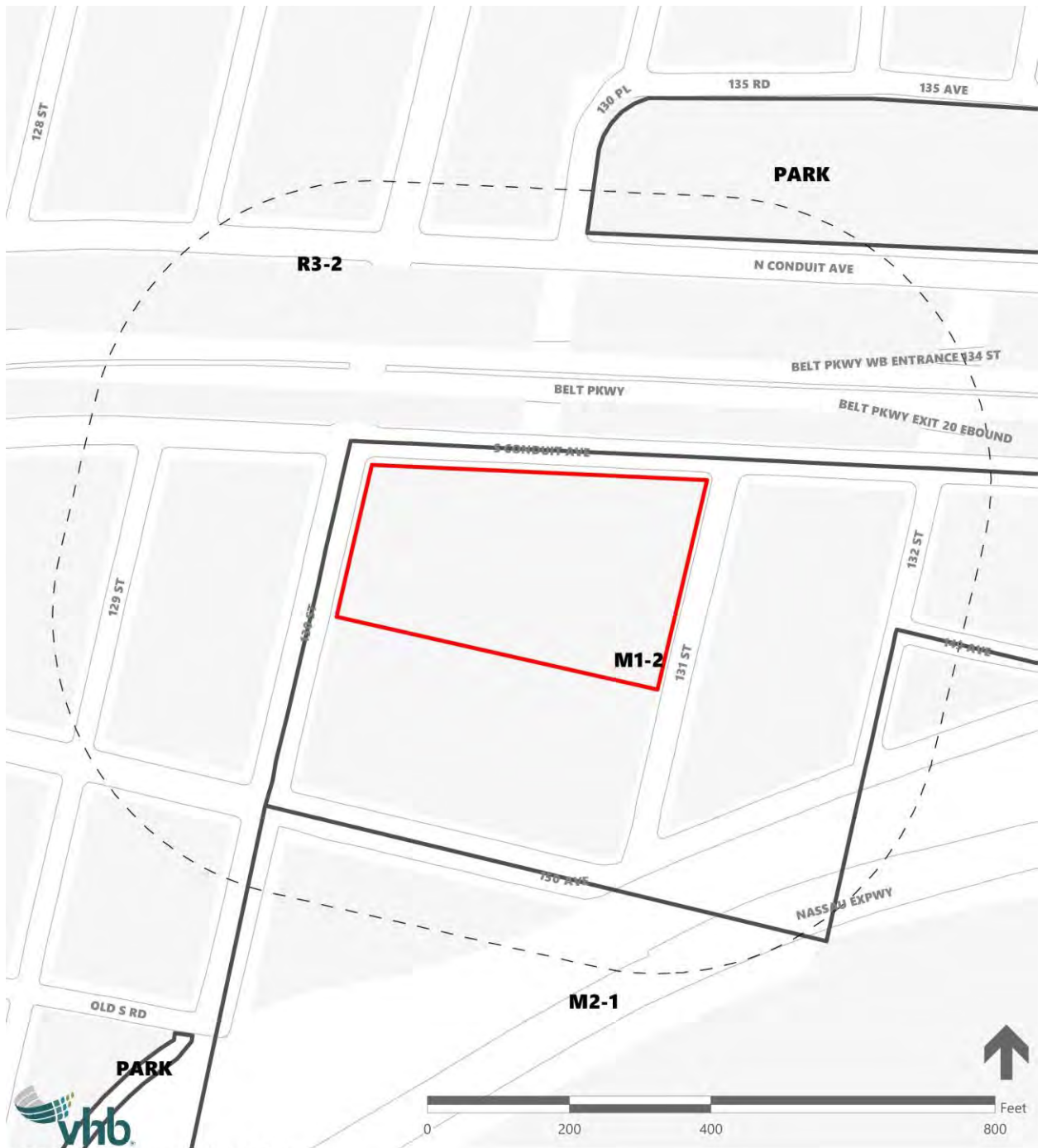
EAS Figure 1 - Site Location Map

Project Site
 400 Ft Study Area



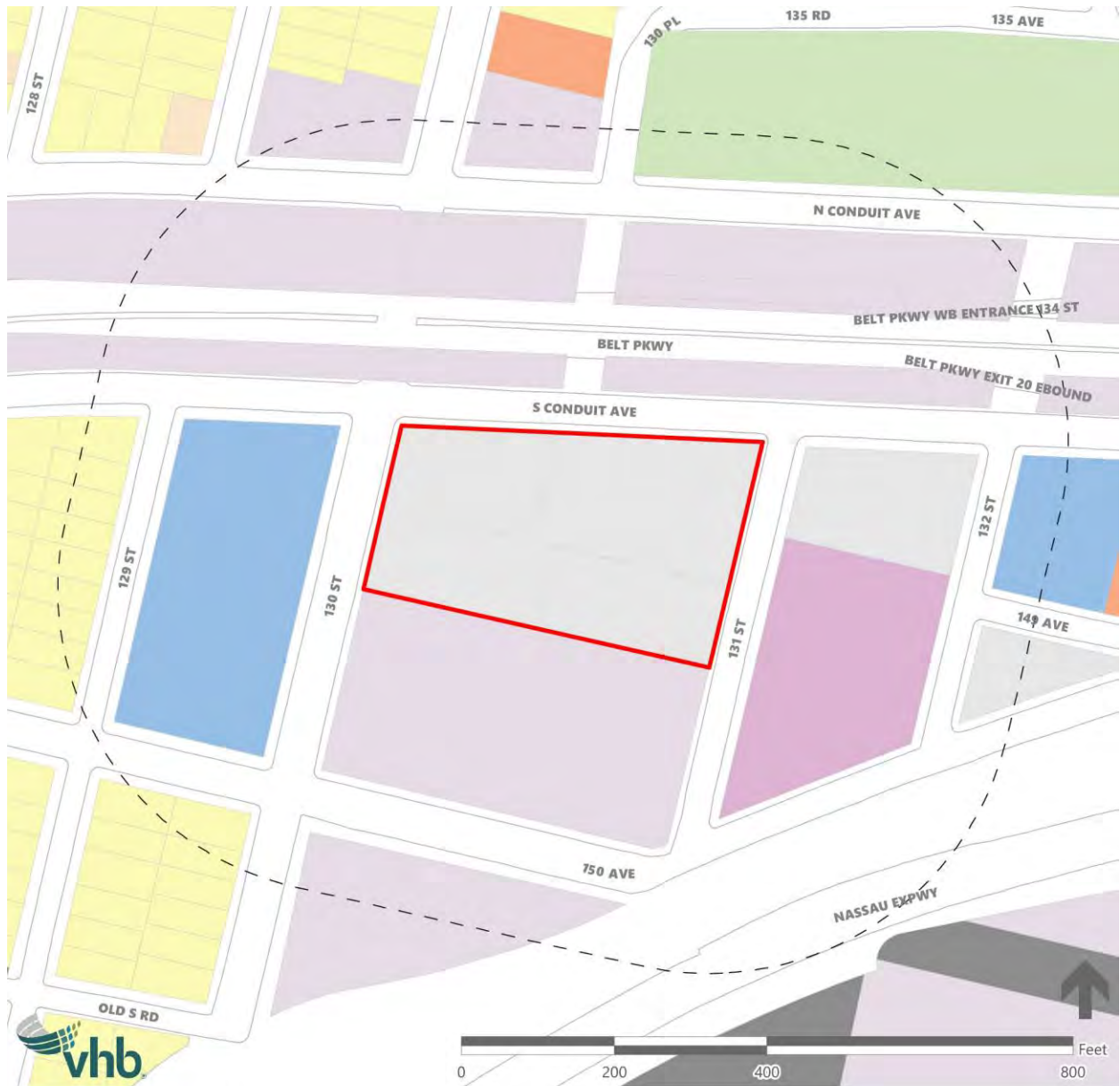
EAS Figure 2 - Tax Map

Project Site
 400 Ft Study Area



EAS Figure 3 - Zoning Map

Project Site
 400 Ft Study Area
 Zoning District



EAS Figure 4 - Land Use Map

- | | | | | | |
|---|-----------------------------------|---|------------------------------------|---|---------------------------|
|  | Project Site |  | Mixed Residential & Commercial |  | Open Space and Recreation |
|  | 400 Ft Study Area |  | Commercial |  | Parking |
|  | One & Two Family Residence |  | Industrial / Manufacturing |  | Vacant Land |
|  | Multi-Family Residence (Walkup) |  | Transportation / Utility | | |
|  | Multi-Family Residence (Elevator) |  | Public Facilities and Institutions | | |



1

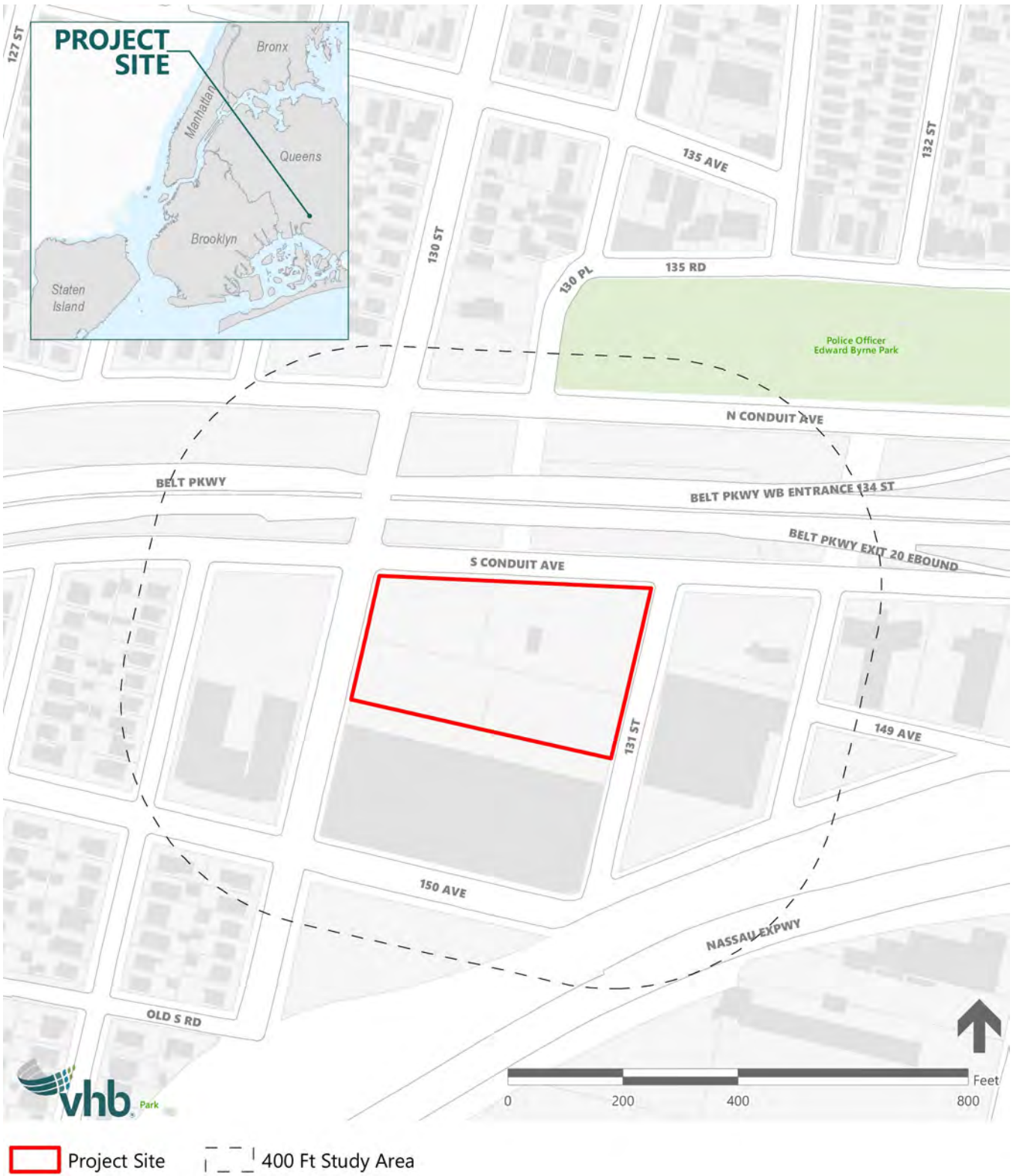
Project Description

This section provides descriptive information about the requested discretionary land use actions and the development project that could be facilitated by the requested actions. The purpose of this section is to convey project information relevant to the environmental review.

1.1 Introduction

The applicant, South Conduit Property Owner LLC, is seeking a special permit pursuant to ZR Section 74-932 (Self-service storage facility in designated areas within Manufacturing Districts) to allow the construction of a self-storage and air cargo and logistics facility at 130-24 South Conduit Avenue near JFK Airport in Queens (see *Figure 1-1*). Overall, the facility would consist of approximately 422,234 gross square feet (gsf) of space (including enclosed parking, ramps and berths) to include approximately 235,610 gsf of warehouse space and 186,624 gsf of self-service storage facility space (approximately 118,000 gsf of the self-service storage facility would be available for rent). The facility would replace a valet parking service facility that accommodates travelers flying out of JFK Airport.

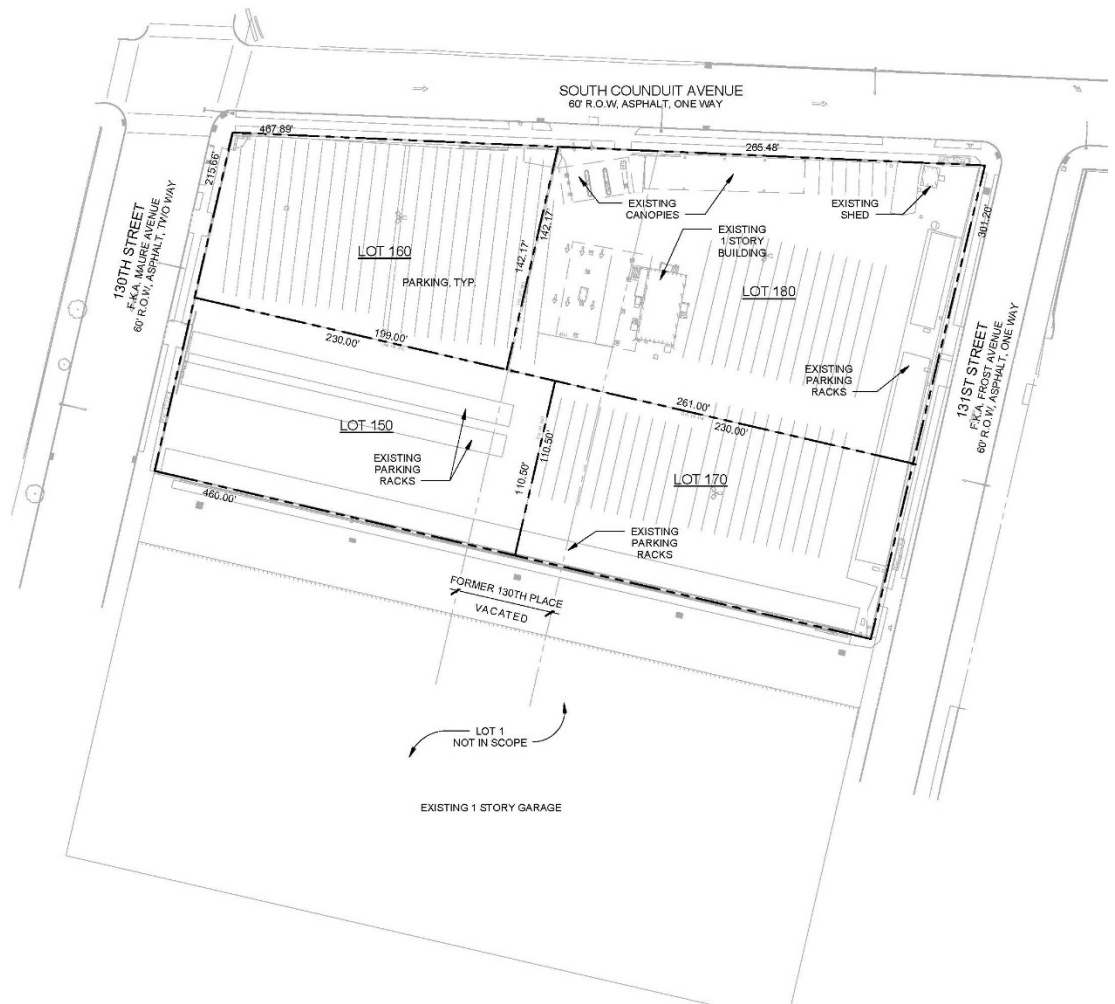
Figure 1-1 Site Location



1.2 Project Site

The project site is approximately 2.7 acres and is bounded by South Conduit Avenue/Belt Parkway to the north, 131st Street to the east, and 130th Street to the west (formerly Block 11884, Lots 150, 160, 170, 180 and now Block 11884, Lot 150). The site is currently occupied by a parking facility that is used as a public parking lot for JFK Airport (see **Figure 1-3** for photo key and corresponding photos). Vehicular and pedestrian access/egress is available only to/from South Conduit Avenue approximately mid-block between 130th and 131st Street. Except for these access/egress points, the site perimeter is entirely enclosed with chain link fencing. There are also two existing inactive curb cuts along both 130th Street and 131st Street. On 130th Street, the northern and southern-most curb cuts are respectively approximately 51 feet and 120 feet from South Conduit Avenue. Along 131st Street, the northern and southern-most curb cuts are respectively approximately 100 feet and 260 feet from South Conduit Avenue. The Certificate of Occupancy allows for approximately 1,000 cars; however, the site accommodates approximately 650 cars. The site is improved with a small office building with an attached canopy, two storage sheds, a billboard post, perimeter security fencing, pole mounted lighting, and 115 triple-tier parking lifts (see **Figure 1-2**).

Figure 1-2 Existing Conditions



Source: Craft Architects

Figure 1-3 Photo Key and Photos

Captured: August 3, 2018 | SITE PHOTOS



1 View of Development Site from west side of 130th Street, north of South Conduit Avenue



2 View of western frontage conditions along 130th Street



3 Northern frontage conditions along South Conduit Avenue, as seen from 130th Street intersection





4 Site conditions as seen from 130th Street



5 Site conditions as seen from South Conduit Avenue



6 Vehicular access point from South Conduit Avenue





7 Eastern frontage conditions along 131st Street



8 Side lot line conditions adjacent to DSNY Sanitation Garage



9 Existing frontage conditions along South Conduit Avenue from 131st Street intersection



1.3 Proposed Actions

The applicant is seeking a special permit pursuant to ZR Section 74-932 (Self-service storage facility in designated areas within Manufacturing Districts) to facilitate the development of the self-service storage portion of the facility. According to ZR Sections 42-10 and 42-121, self-service storage facilities proposed in Subarea 2 as defined in Appendix J of the Zoning Resolution are not permitted as-of-right and are subject to a CPC special permit. The project site is located within this designated area, and as such, would require the CPC special permit.

1.4 Proposed Project

The proposed project would result in the redevelopment of the site with an approximately five-story, 422,234 gross square foot facility (including enclosed parking, ramps, and berths) with approximately 235,610 gsf of air cargo and logistics space and 186,624 gsf of self-service storage space. As mentioned previously, only 118,000 gsf of the self-service storage facility would be available for rent. The proposed project would be approximately 112 feet tall and would include 94 employee parking spaces for the warehouse space, an additional 6 parking spaces for self-storage customers, 28 loading berths for the warehouse space, and 3 loading berths for the self-service storage space. Warehouse space would be located in the first and second floors of the building. The cellar, third, fourth, and fifth floors would be dedicated to storage space.

There would be a total of seven curb cuts at the project site, with three curb cuts located on 131st Street, three curb cuts on 130th Street, and one curb cut on South Conduit Avenue.

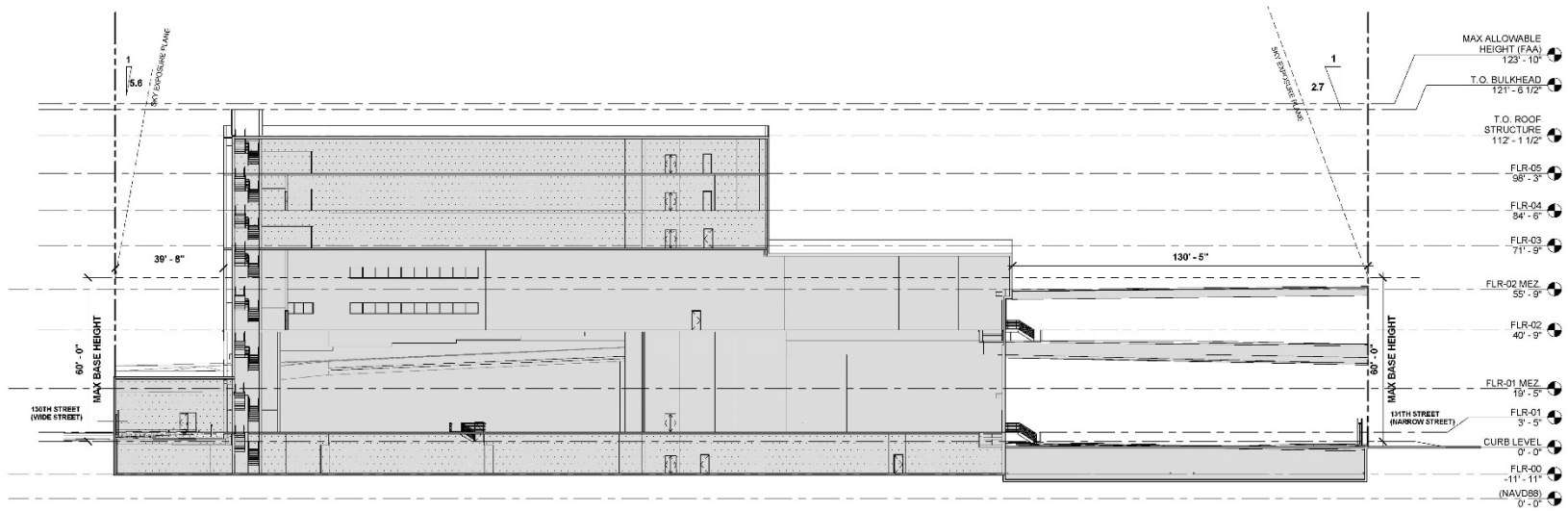
Figure 1-4 shows a rendering of the project and **Figure 1-5** shows the section drawing (see **Appendix A** for proposed floor plans, elevations, and sections).

Figure 1-4 Rendering



Source: GF55 Partners

Figure 1-5 Section Drawing – East to West



Source: GF55 Partners

1.5 Purpose and Need

The proposed actions would enable the site to be developed with an innovative combination of compatible uses—self-service storage facility use and air cargo infrastructure—in a multi-level facility with expansive floorplates and appropriate signage for the proposed uses.

The special permit pursuant to ZR Section 74-932 (Self-service storage facility in designated areas within Manufacturing Districts) is being requested to facilitate the self-service storage portion of the proposed project. Without the approval of this special permit, the applicant would only build a one-story air cargo and freight logistics facility without self-service storage space. The self-service storage portion of the project would provide self-service storage space for both individual and business customers in an area that, the applicant believes, is lacking self-storage facilities. The nearest self-service storage facilities are approximately two miles from the project site: Storage Post Self Storage at 103-39 98th Street in Ozone Park is approximately 1.9 miles away; Safeguard Self Storage at 101-09 103rd Avenue in Ozone Park is approximately 2.0 miles away; and Stop and Store at 169-01 Baisley Boulevard in Jamaica is approximately 2.0 miles away). The applicant projects approximately 20 percent of the proposed self-storage units—or 312 units—would be used by small business operators in the surrounding area. The site is well suited for self-storage use as it is located close to major roadways and other industrial uses, is adjacent to both a residential neighborhood and JFK Airport, and has good vehicle access from all directions that allows for easy small truck access.

According to the JFK International Airport Air Cargo Action Agenda (JFK Action Agenda) published by the Port Authority of NY & NJ (PANYNJ) and the New York City Economic Development Corporation (NYCEDC), JFK has a significant need to strengthen its air cargo infrastructure and investment as one of the nation's largest international freight gateways. The proposed project would align with the goals of the JFK Action Agenda by increasing access to Class-A industrial space abutting the airport, providing best-in class space to facilitate air cargo operational improvements, and providing more efficient and direct access to the airport for air cargo handlers and freight forwarders. Overall, the proposed project would contribute to meeting the published forecast growth in the JFK Action Agenda, and the proposed actions would facilitate the proposed project, which includes more air cargo space than would be realized in the No Action condition.

1.6 Analysis Framework and Reasonable Worst-Case Development Scenario

The *CEQR Technical Manual* will serve as guidance on the methodologies and impact criteria for evaluating the potential environmental effects of the proposed development that would result from the discretionary action (the CPC special permit in this case).

For the purpose of the environmental analyses, the “No-Action condition” represents the future absent the proposed action(s) and serves as the baseline by which the proposed project (or “With-Action” condition) is compared to determine the potential for significant

environment impacts. The difference between the No-Action and With-Action conditions represents the increment to be analyzed in the CEQR process.

The proposed project will effectively maximize the allowable floor area and building envelope, thereby representing the RWCDs for environmental review. Additionally, as stated previously, the proposed CPC special permit would apply only to the project site. Therefore, there are no potential “soft sites” that would be redeveloped or enlarged as a result of the proposed action.

Future No-Action Condition

Absent the approval of the proposed special permit, the project site would be improved with a one-story, approximately 28-foot-tall air cargo and freight logistics facility without self-service storage space. The warehouse would be 103,800 gsf (0.87 FAR) and would include 10 loading docks and 23 parking spaces.

Future With-Action Condition

In the With-Action condition, the project site would be improved with a 422,234 gsf (including interior parking, ramps, and berths) air cargo and freight logistics facility with self-service storage space. As described previously, the five-story, approximately 112-foot-tall facility would have 235,610 gsf of warehouse space (1.04 FAR), 94 employee parking spaces for the warehouse space, 6 parking spaces for self-storage customers, 28 loading berths for the warehouse space, 3 loading berths for the self-service storage space, and 186,624 gsf of self-service storage space (0.92 FAR), of which approximately 118,000 gsf would be available for rent. There would be a total of seven curb cuts at the project site, with three curb cuts located on 131st Street, three curb cuts on 130th Street, and one curb cut on South Conduit Avenue.

Increment for Analysis

As shown in **Table 1-1**, the proposed action would result in a net increase of 186,624 gsf of self-service storage space and 131,810 gsf of air cargo and logistics space.

Table 1-1 Future No-Action and Future With-Action Comparison

	No-Action Condition	With-Action Condition	Increment
Warehouse GSF	103,800	235,610	+131,810
Self-service Storage GSF	0	186,624	+186,624
Employee Parking Spaces	23	94	+71
Loading Berths	10	31	+21
Height (ft)	28	112	+84

Analysis (Build) Year

Assuming approval of the proposed action in 2019, construction is expected to occur over a period of up to 24 months. Therefore, the completion of the proposed project is expected by 2021.



2.1

Land Use, Zoning, and Public Policy

This section considers the potential for the proposed action to result in significant adverse impacts to land use, zoning, and public policy. Under the guidelines of the 2014 *City Environmental Quality Review (CEQR) Technical Manual*, this analysis evaluates the uses in the area that may be affected by the proposed action and determines whether the proposed action is compatible with those conditions or may otherwise affect them. The analysis also considers the proposed action's compatibility with zoning regulations and other public policies applicable to the area.

2.1-1 Introduction

The proposed action would result in the development of a 422,234 gsf air cargo and logistics facility with 186,624 gsf of self-service storage space.

2.1-2 Methodology

This preliminary analysis of land use, zoning, and public policy follows the guidelines set forth in the *CEQR Technical Manual* for a preliminary assessment (Section 320). According to the *CEQR Technical Manual*, a preliminary land use and zoning assessment:

- › Describes existing and future land uses and zoning information, and describes any changes in zoning that could cause changes in land use;
- › Characterizes the land use development trends in the area surrounding the project area that might be affected by the proposed action; and
- › Determines whether the proposed project is compatible with those trends or may alter them.

For public policy, the *CEQR Technical Manual* stipulates that a preliminary assessment should identify and describe any public policies (formal plans, published reports) that pertain to the study area, and should determine whether the proposed project could alter or conflict with identified policies. If so, a detailed assessment should be conducted; otherwise, no further assessment is needed.

The following assessment method was used to determine the potential for the proposed project to result in significant adverse impacts on Land Use, Zoning, and Public Policy:

1. Establish a "study area", a geographic area surrounding the project area to determine how the proposed project may affect the immediate surrounding area. For this assessment, a study area of 400-feet of the project site was used.
2. Identify data sources, including any public policies (formal plans, published reports) to be used to describe the existing and No-Action conditions related to Land Use, Zoning, and/or Public Policy;
3. Conduct a preliminary assessment of the proposed project's potential effects on Land Use, Zoning and Public Policy to determine whether the proposed project is consistent with or conflicts with area land uses, zoning, or the identified policies.
 - If a proposed project could conflict with the identified policies, a detailed assessment would be conducted; or
 - If the proposed project is found to not conflict with the identified policies, no further assessment is needed.

2.1-3 Assessment

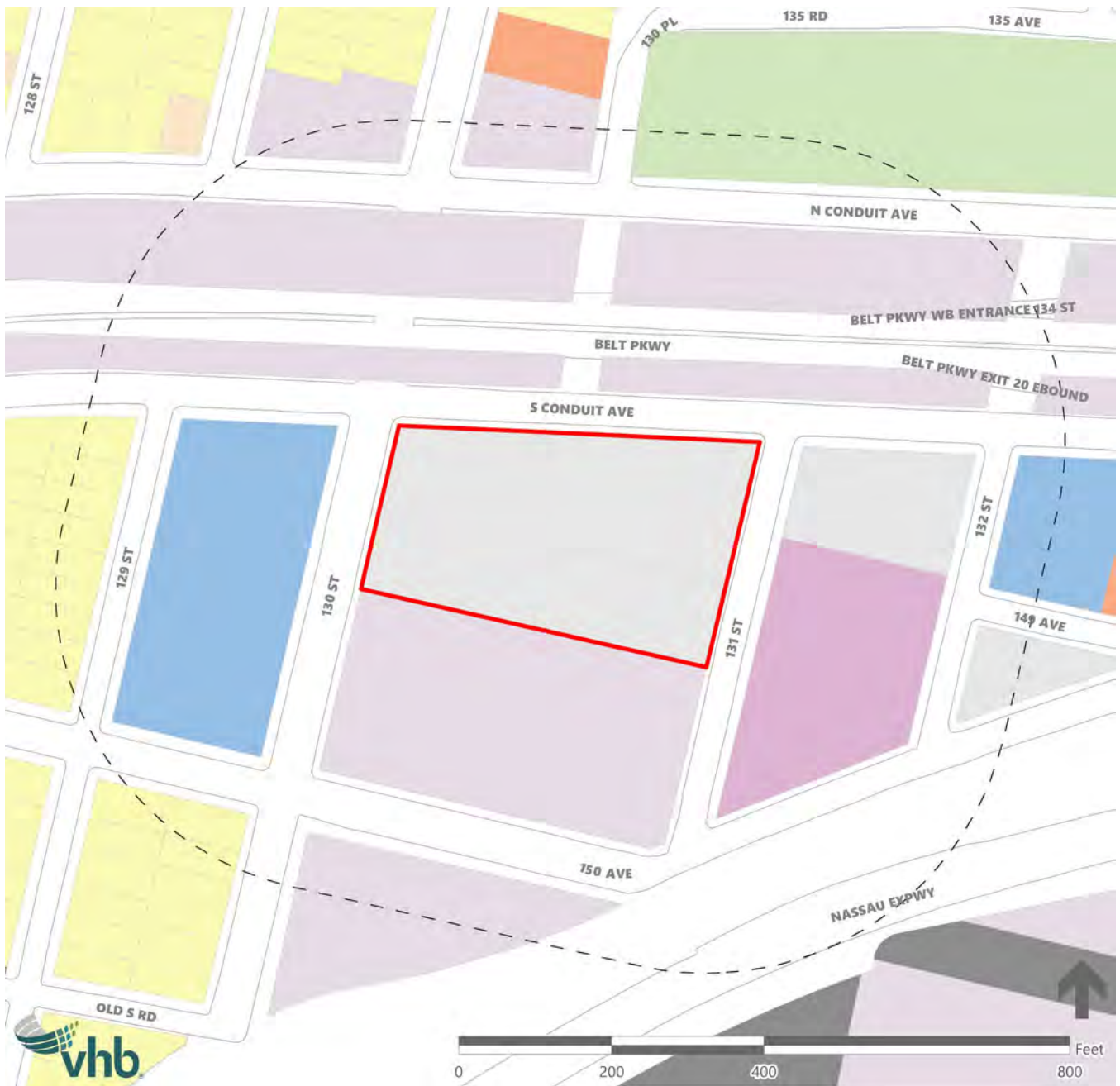
Existing Conditions

Land Use

The project site consists of Block 11884, Lot 150 (formerly Block 11884, Lots 150, 160, 170, 180) and is currently designated as parking. The area surrounding the project site has a mix of uses (see **Figure 2.1-1**). East of 130th Street, the area consists predominantly of transportation and utility uses, including the New York City Department of Sanitation (DSNY)

maintenance facility located south of the site and the Belt Parkway located just north of the site. The Jamaica Bay Wastewater Treatment Plant is located to the south of Nassau Expressway, just outside of the study area. Directly east of the project site is an industrial use (the DO & CO New York Catering business). Two hotels and a homeless shelter are also located to the east of the project site just outside of the study area. The area south of South Conduit Avenue and west of 130th Street is primarily residential with P.S. 124 located across the street from the project site. This school, the Osmond A. Church School, serves primary and middle school students (K-8) and has an enrollment of approximately 1,300 students. A small part of the 4.97-acre Police Officer Edward Byrne Park is located in the northeastern portion of the study area.

Figure 2.1-1 Land Use Map



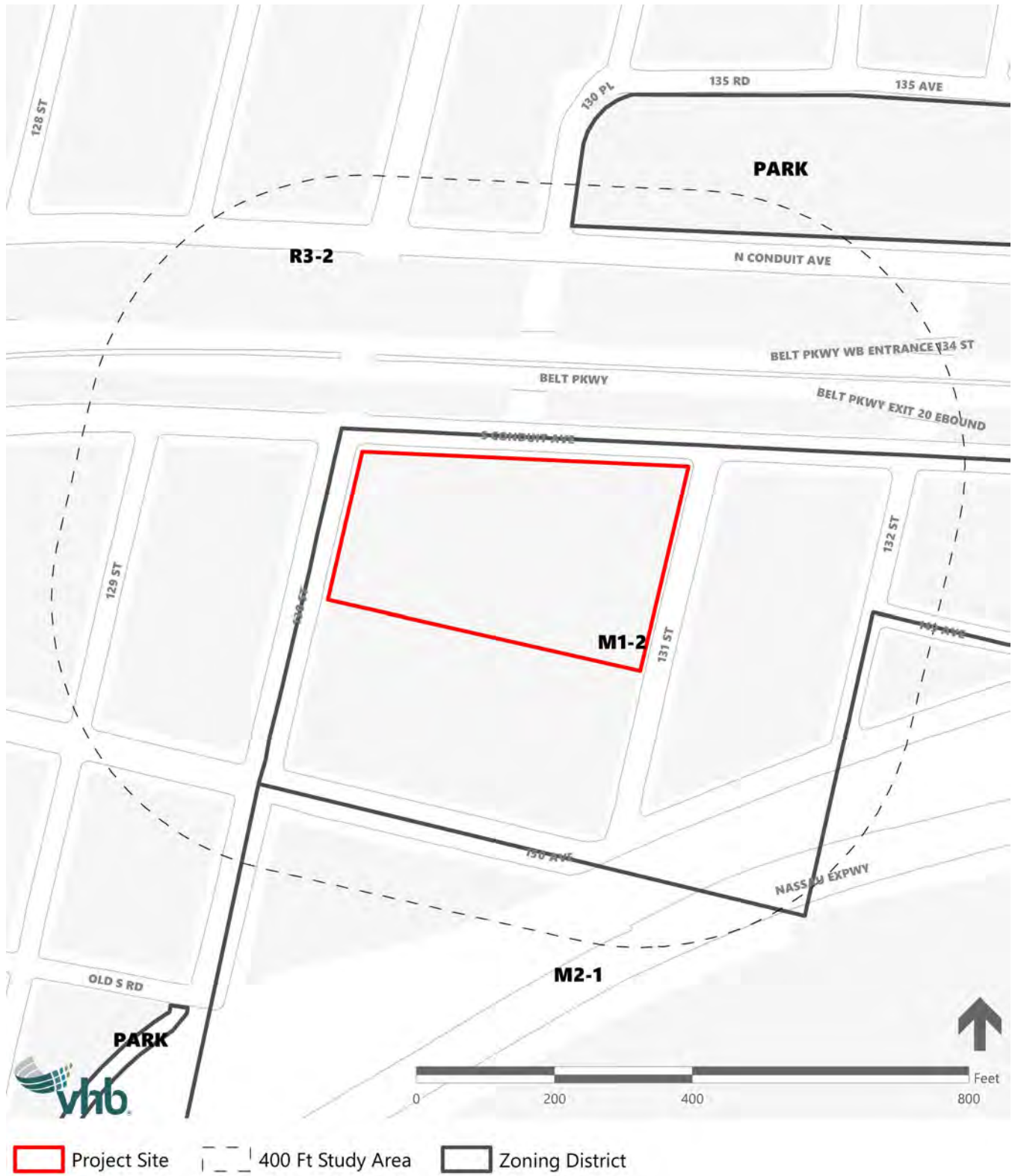
- | | | |
|-----------------------------------|------------------------------------|---------------------------|
| Project Site | Mixed Residential & Commercial | Open Space and Recreation |
| 400 Ft Study Area | Commercial | Parking |
| One & Two Family Residence | Industrial / Manufacturing | Vacant Land |
| Multi-Family Residence (Walkup) | Transportation / Utility | |
| Multi-Family Residence (Elevator) | Public Facilities and Institutions | |

Zoning

Project Site

The site is located in an M1-2 zoning district (see **Figure 2.1-2**). M1 districts typically include light industrial uses, such as woodworking shops, repair shops, wholesale service and storage facilities. The allowable floor area ratio (FAR) in M1-2 districts is 2.0. Building heights are governed by a sky exposure plane that begins at a height of 60 feet after an initial setback distance of 20 feet from a narrow street or 15 feet from a wide street, and then slopes inward over the zoning lot. An alternate sky exposure plane is provided for buildings that provide an open area with a minimum depth of 15 feet on a narrow street or 10 feet on a wide street along the full length of the front lot line. One off-street parking space is required per three employees.

Figure 2.1-2 Zoning Map



Study Area

The rest of the study area consists of an M2-1 and an R3-2 zoning district. M2 districts occupy the middle ground between light and heavy industrial areas. M2-1 districts are governed by the same FAR and bulk regulations as M1-2 districts. However, required performance standards in all M2 districts are lower than in M1 districts. R3-2 districts are general residence districts that allow a variety of housing types, including low-rise attached houses, small multi-family apartment houses, and detached and semi-detached one- and two-family residences. It is the lowest density zoning district in which multiple dwellings are permitted. R3-2 districts allow a maximum FAR of 0.5, which may be increased by an attic allowance of up to 20% for the inclusion of space beneath a pitched roof. The perimeter wall of a building may rise 21 feet before sloping or being set back to a maximum building height of 35 feet.

Public Policy

10-Point Industrial Action Plan/Self-Storage Text Amendment

The site is located within the JFK Industrial Business Zone (IBZ). The City's IBZs were established to protect existing manufacturing districts and encourage industrial growth citywide. In November 2015 Mayor Bill de Blasio unveiled the 10-point Industrial Action Plan, which aims to strengthen core industrial areas, invest in industrial and manufacturing businesses, and advance industrial-sector training and workforce development opportunities for New Yorkers. Because the site is located within an IBZ, policies related to the 10-point Industrial Action Plan apply to the proposed development. One policy of the plan, which aims to limit mini-storage development in IBZs through land use controls, resulted in the establishment of the Self-Storage Text Amendment.

The Self-Storage Text Amendment, which was approved on December 19, 2017, introduced a Special Permit under the jurisdiction of the City Planning Commission to be required for all new self-storage development in Designated Areas in M districts. The site is located within Subarea 2 of a Designated Area in an M District, and therefore, the proposed project is subject to regulations related to the Self-Storage Text Amendment. According to the text amendment, a special permit is required pursuant to ZR Section 74-932 in order to develop new self-storage facilities in Subarea 2.

Waterfront Revitalization Program

The project site is located within the Coastal Zone Boundary. Therefore, policies related to the Waterfront Revitalization Program (WRP) apply to the proposed project.

JFK International Airport Air Cargo Action Agenda (JFK Action Agenda)

On January 2013, the NYC Economic Development Corporation (NYCEDC), along with the Port Authority of New York and New Jersey (PANYNJ), released the JFK Action Agenda. According to the JFK Action Agenda, JFK has a significant need to strengthen its air cargo infrastructure and investment as one of the nation's largest international freight gateways,

and the region's busiest cargo airport. The report aims to initiate a strategic planning process to review and revitalize the air cargo market of JFK.

FreightNYC

On July 18, 2018, the New York City Economic Development Corporation released *Freight NYC: Goods for the Good of the City* ("Freight NYC"). The plan states that JFK Airport is the region's busiest cargo airport moving 1.3 million tons of freight each year, and that the airport is the number one destination for long-haul trucks in NYC. The plan also states that there is a lack of modern distribution space within the city. FreightNYC outlines several goals for modernizing and optimizing how freight moves into, through, and out of the city, including creating jobs, modernizing infrastructure and developing new infrastructure facilities, and reducing shipping costs.

No-Action Condition

As described in Section 1.0, Project Description, in the No-Action condition, the project site would be improved with an as-of-right one-story, 103,800 gsf air cargo and freight logistics facility without self-service storage space.

Land Use and Zoning

Under the No-Action condition, the existing parking use on the project site would be removed and an air cargo and freight logistics facility use would be developed on the site. The No-Action development would not significantly alter the existing land use pattern as other transportation and utility and industrial uses are already present in the study area. There would be no other changes to land use within the study area.

There are no known zoning changes that are anticipated to affect the project site or study area. The project site and study area would continue to be governed by the various zoning regulations found in the area, as described in the existing conditions section above. The future No-Action condition in the project area would conform to zoning.

Public Policy

In the future No-Action condition, there are no known public policy changes that are anticipated to affect the project site or study area.

With-Action Condition

In the With-Action condition, the project site would be improved with a 422,234 gsf air cargo and freight logistics facility with self-service storage space. To facilitate the proposed project, the following action would be required:

- › A special permit pursuant to ZR Section 74-932 to facilitate the development of the self-service storage portion of the facility.

Land Use

In the With-Action condition, land uses on the site would be converted to manufacturing. This would be consistent with existing land use patterns in the study area, which primarily consists of transportation and utility and industrial uses. There would be no other changes to land use patterns within the study area.

Zoning

As noted previously, the proposed actions include a special permit pursuant to ZR Section 74-932 to facilitate the development of the self-service storage facility portion of the project. While this special permit would allow a use that is not otherwise permitted at the site by underlying zoning regulations, the requested actions are specific to the proposed project. Therefore, the proposed action would not result in zoning changes to the surrounding area and would not result in a significant adverse zoning impact.

Public Policy

10-Point Industrial Action Plan/Self-Storage Text Amendment

The development of the air cargo and logistics space would be consistent with the 10-Point Industrial Action Plan's goals of creating new jobs within core industrial areas. The plan also aims to protect core industrial areas by implementing restrictions on personal mini-storage and household goods storage facilities in IBZs. Although the proposed project would include the development of self-service storage space, the request for the CPC special permit would apply solely to project site. Further, the self-service storage portion of the project would provide self-service storage space for both individual and business customers and would support an innovative combination of compatible uses in the area, which would benefit area businesses. In addition, the site would be a suitable location for a self-storage facility as it is adjacent to a residential neighborhood which lacks sufficient self-storage options and is adjacent to JFK Airport. As such, the proposed action would be consistent with the goals of the 10-Point Industrial Action Plan.

Waterfront Revitalization Program

Given that the project site is located within the New York City Coastal Zone, the proposed development is subject to review for its consistency with the City's Waterfront Revitalization Program. In accordance with the guidelines of the *CEQR Technical Manual*, a preliminary evaluation of the proposed actions' potential for inconsistency with the new WRP policies was undertaken. This preliminary evaluation requires completion of the WRP Consistency Assessment Form (CAF), which contains a series of questions designed to screen out those policies that would have no bearing on a consistency determination for a proposed action (see **Appendix B**). The CAF lists the WRP policies and indicates whether the proposed project would promote or hinder that policy, or if that policy would not be applicable. For

any policies which may be affected, this section provides additional information. As detailed in **Appendix B**, the proposed project would be consistent with WRP policies (WRP sign-off #18-070).

JFK Action Agenda/FreightNYC

As mentioned previously, according to the JFK Action Agenda, JFK has a significant need to strengthen its air cargo infrastructure and investment as one of the nation's largest international freight gateways. The proposed project would align with the goals of the JFK Action Agenda by increasing access to Class-A industrial space abutting the airport, providing best-in class space to facilitate air cargo operational improvements, and providing more efficient and direct access to the airport for air cargo handlers and freight forwarders. In addition, the proposed project would align with the goals of Freight NYC, including providing support for the air, truck, and distribution industries by creating additional air cargo and logistics space within the JFK IBZ in an area proximate to New York City's largest air cargo hub. Overall, the proposed project would contribute to meeting the published forecast growth in the JFK Action Agenda and in a manner that aligns with the recommendations of FreightNYC.

2.1-4 Conclusion

The proposed action would result in the development of an air cargo and logistics facility with self-service storage space. While the proposed action would allow the development of a self-storage facility where it would not otherwise be permitted by zoning regulations, the actions would be limited to the project site. In addition, the proposed project would be consistent with applicable public policy goals. As such, the analysis described above demonstrates the proposed project would not result in a significant adverse impact to land use, zoning, or public policy.



2.2

Shadows

A shadow is defined in the 2014 *CEQR Technical Manual* as the condition that results when a building or other built structure blocks the sunlight that would otherwise directly reach a certain area, space, or feature. The purpose of this section is to assess whether new structures may cast shadows on sunlight sensitive publicly accessible resources or other resources of concern such as natural resources, and to assess the significance of their impact.

2.2-1 Introduction

According to the *CEQR Technical Manual*, a shadows assessment is required for proposed actions that would result in new structures greater than 50 feet in height or located adjacent

to, or across the street from, a sunlight-sensitive resource. Such resources include publicly-accessible open spaces, important sunlight-sensitive natural features, or historic resources with sun-sensitive features. A significant adverse shadow impact occurs when the incremental shadow added by a proposed project falls on a sunlight-sensitive resource and substantially reduces or completely eliminates direct sunlight exposure, thereby significantly altering the public's use of the resource or threatening the viability of vegetation or other resources.

As described in Section 1.0, Project Description, the proposed actions are expected to facilitate a development with a maximum height of approximately 112 feet in the With-Action condition—a 84-foot incremental increase in building height over the No-Action Condition—on a site that is located across the street from a playground.¹ Therefore, further analysis is warranted.

2.2-2 Methodology

In accordance with the *CEQR Technical Manual*, a preliminary screening assessment is conducted to ascertain whether shadows resulting from a project could reach any sunlight-sensitive resource at any time of year. This preliminary screening assessment consists of three tiers of analysis:

- › **Tier 1 Screening:** The first tier determines a simple radius around the proposed building representing the longest shadow that could be cast. If there are sunlight-sensitive resources within the radius, the analysis proceeds to the second tier;
- › **Tier 2 Screening:** The second tier analysis reduces the area that could be affected by project-generated shadows by accounting for a specific range of angles that can never receive shade in New York City due to the path of the sun in the northern hemisphere. According to the *CEQR Technical Manual*, shadows cannot be cast within New York City within 108 degrees from True North;
- › **Tier 3 Screening:** If the second tier of analysis does not eliminate the possibility of new shadows on sunlight-sensitive resources, a third tier of screening analysis further refines the area that could be reached by new shadows by looking at specific representative days of the year and determining the maximum extent of shadow over the course of each representative day. For the Tier 3 screening, three-dimensional modeling software with the capacity to model shadows is used, and the maximum building envelope that could be achieved as a result of the proposed project is modeled and geo-located within the program. Terrain provided by the modeling software is also incorporated into the model to account for how changes in elevation throughout the study area can influence shadows that could be cast by the proposed project. The representative days are December 21 (winter solstice), June 21 (summer solstice), March 21/September 21 (vernal/autumnal equinox), and May 6/August 6 (halfway between summer solstice and the equinoxes). The modeling software is also used to approximate times that shadows cast from the proposed project could enter and exit a resource.

¹ Although the proposed project would be 112 feet tall, the analysis was conducted using a previously proposed height of 122 feet. Because the current proposed height is shorter, this section reflects the most conservative assessment.

If the Tier 3 screening indicates that, in the absence of intervening buildings, shadows from the proposed project would reach a sunlight sensitive resource on any of the representative analysis days, a detailed shadow analysis is typically undertaken. Because existing buildings (or No-Action buildings) may already cast shadows on a sun-sensitive resource, the proposed project may not result in additional (incremental) shadows upon that resource.

For the proposed project, a preliminary assessment (Tiers 1 through 3) analysis was undertaken.

2.2-3 Assessment

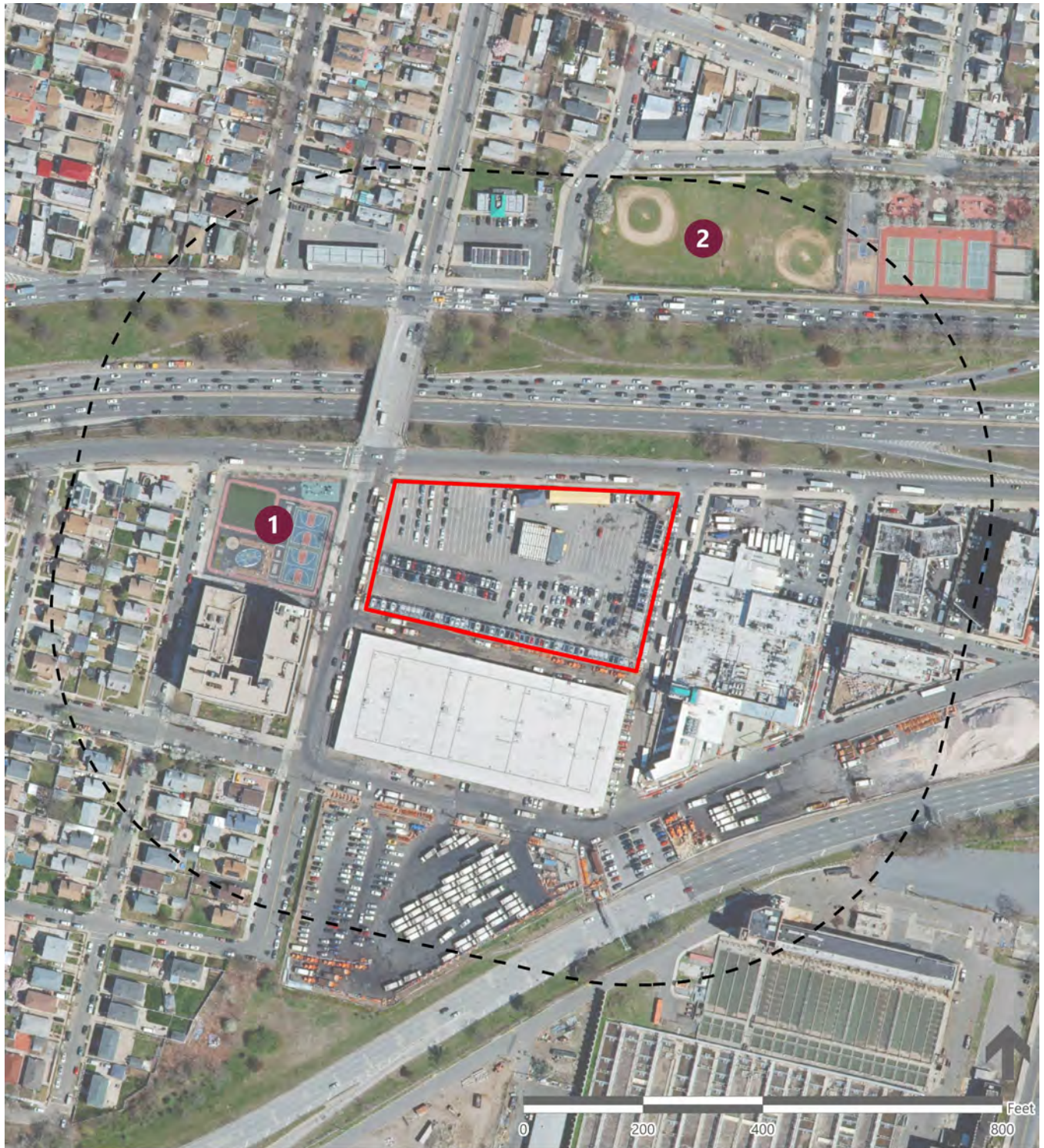
Tier 1 and 2 Screening Assessment

The proposed project would be approximately 112 feet in height, and as such, a Tier 1 and Tier 2 Screening Assessment was conducted. A base map was created to identify historic and open space resources within the potential shadow sweep. As shown in **Figure 2.2-1** and **Figure 2.2-2**, the potential sunlight-sensitive resources identified in the Tier 1 and Tier 2 Screening Assessment are:


- › Police Officer Edward Byrne Park, located approximately 300 feet north of the development site;
- › The P.S. 124 playground, located across the street from the site.

Portions of Police Officer Edward Byrne Park and the playground at P.S. 124 are located in areas that could receive shadows cast by the proposed project. A Tier 3 screening was therefore warranted to analyze the impacts of project-generated shadows on these resources.

Figure 2.2-1 Aerial Map of Sunlight-sensitive Resources

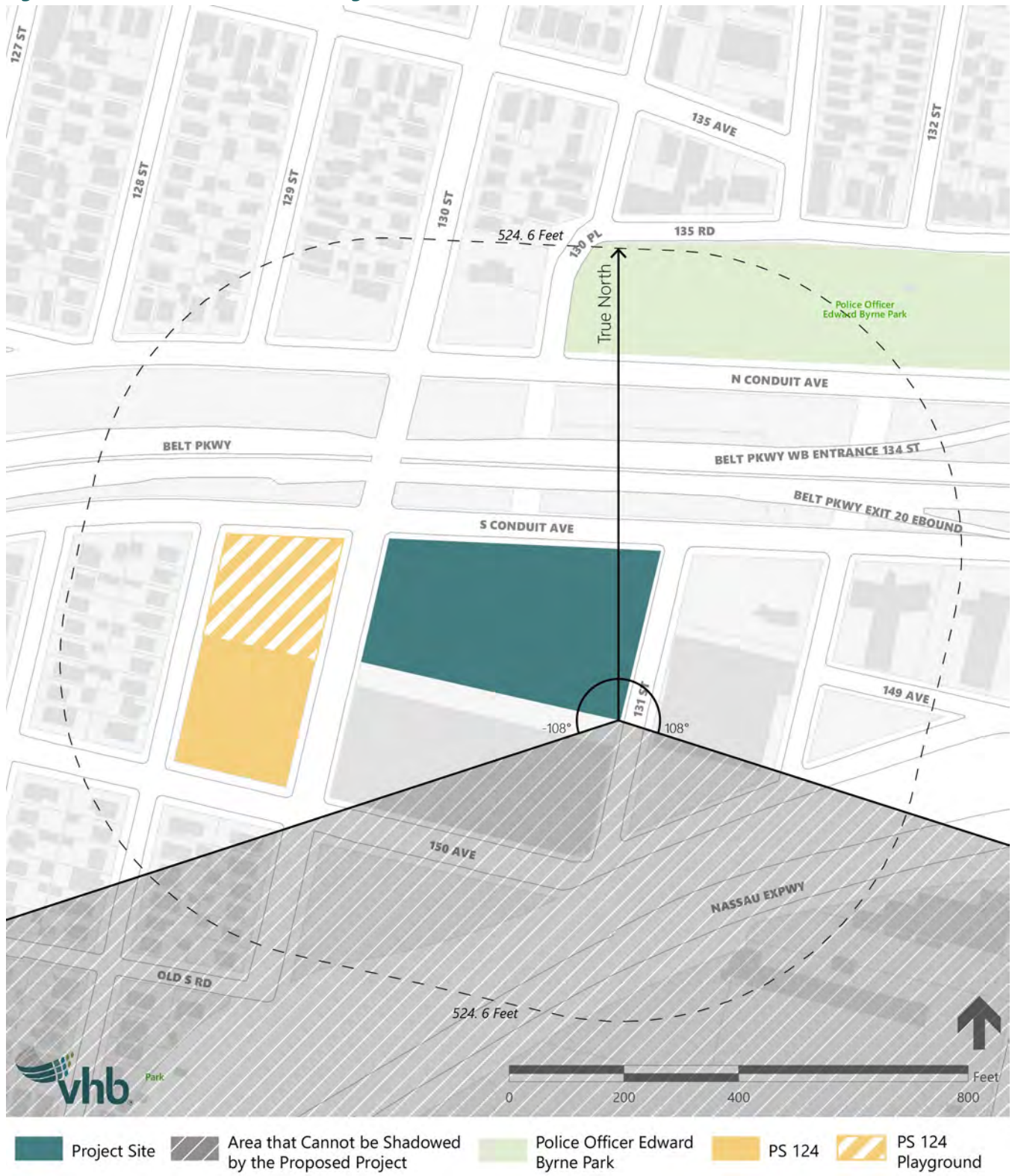


 Project Site

 524.6-Foot Shadow Screening Radius

 Sunlight-sensitive Resource

Figure 2.2-2 Tier and Tier 2 Screening



Tier 3 Screening Assessment

In accordance with the *CEQR Technical Manual*, a Tier 3 screening assessment was performed because the Tier 1 and Tier 2 assessments identified Police Officer Edward Byrne Park and the playground at P.S. 124 (P.S. 124 Playground) as resources of concern within ±108 degrees of True North and within the area of the longest shadow that could be cast by the proposed project.

The Tier 3 screening assessment was performed for the four representative days of the year set forth in the *CEQR Technical Manual*: December 21, the winter solstice and shortest day of the year; March 21 / September 21, the equinoxes; May 6/August 6, the midpoints between the summer solstice and the equinoxes; and June 21, the summer solstice and the longest day of the year.

In accordance with the *CEQR Technical Manual*, a model of the building in the No-Action and With-Action Condition was developed in a three-dimensional computer program (Sketchup). The model was geo-located and the surrounding terrain was imported into the model to account for differences in topography. As noted above, the Tier 3 shadow screening shows the shadows that could be cast as a result of the proposed project but does not account for existing buildings which may already cast shadows on the identified resources. The Tier 3 analysis also does not account for shadow that would be expected in the No-Action condition from development of the as-of-right building on the project site.

Police Officer Edward Byrne Park

The Tier 3 screening indicates that in the absence of intervening structures, shadow from the proposed project could reach the edge of a portion of Police Officer Edward Byrne Park at the very end of the December 21 analysis day, beginning at 2:53 PM and lasting for a minute (see *Figure 2.2-3* and *Table 2.2-1*). Therefore, no further analysis is warranted for this resource.

Table 2.2-1 Tier 3 Analysis Summary of Shadow Entry/Exit Times at Police Officer Edward Byrne Park

Analysis Day	December 21	March 21 / September 21	May 6 / August 6	June 21
Timeframe Window	8:51A – 2:53P	7:36A – 4:29P	6:27A – 5:18P	5:57A – 6:01P
Shadow Entry/Exit Times	2:53P	N/A	N/A	N/A
Shadow Duration	1m	N/A	N/A	N/A

Note: Daylight savings time was not used during the analysis

P.S. 124 Playground

The Tier 3 screening identified the possibility that project-generated generated shadows would reach the playground at P.S. 124 on all four representative analysis days (*Figure 2.2-3* to *Figure 2.2-6*). The playground at P.S. 124 contains a variety of uses for active recreation, including two basketball courts, two running tracks, a field area, a jungle gym in the

northeast corner of the site, and a variety of painted asphalt games, such as hopscotch. The playground also includes some benches for seating in various locations, including at the northern perimeter. Trees are located at the northern perimeter and there is a planted area at the southwestern portion of the playground. P.S. 124 Playground is a Schoolyards to Playgrounds site. These sites are open to the public after school until dusk on weekdays and from 8:00AM to dusk on weekends and holidays.

The results of the Tier 3 assessment are described below and summarized in **Table 2.2-2**.

Table 2.2-2 Tier 3 Analysis Summary of Shadow Entry/Exit Times at P.S. 124 Playground

Analysis Day	December 21	March 21 / September 21	May 6 / August 6	June 21
Timeframe Window	8:51A – 2:53P	7:36A – 4:29P	6:27A – 5:18P	5:57A – 6:01P
Shadow Entry/Exit Times	8:51A – 10:30A	7:36A – 9:55A	6:27A – 9:00A	5:57A – 8:45A
Shadow Duration	1hr, 39m	2hr, 19m	2hr, 33m	2hr, 48m

Note: Daylight savings time was not used during the analysis

- › On the December analysis day, shadows from the proposed project would be limited to the northeastern portion of the play yard, in the area of the jungle gym beginning at 8:51 AM and would fully exit the playground by 10:30 AM.
- › On the March/September analysis day, shadows from the proposed project would cover all of the playground at the start of the analysis period (7:36 AM). By 8:30 AM, the incremental shadow from the proposed project would be substantially reduced in area, covering approximately the eastern half of the playground. By 9:30 AM, only a small area of incremental shadow would remain on the eastern perimeter of the park. Project-generated shadows would fully exit the playground by 9:55 AM.
- › On the May/August analysis day, shadow from the proposed project would cover the southern portion of the playground at the start of the analysis period (6:27 AM); by 7:30 AM, the shadow increment would be reduced in size and would cover approximately the eastern half of the playground. By 8:30 AM, only a small portion of the eastern perimeter would be in shadow from the proposed project. Shadows from the proposed project would be fully off the playground by 9:00 AM. The northern portion of the park would remain in sun throughout the analysis day.
- › On the June analysis day, shadow would cover the southern portion of the play yard from the start of the analysis period (5:57 AM) and would be fully off the play yard by 8:45 AM. The northern portion of the park would remain in sun.

Overall, the proposed project’s shadow increments would fall on active recreation uses on all analysis days. However, the shadows would be largest in area at the start of the analysis periods before reducing in size and would fully exit the playground in early morning. As mentioned previously, P.S. 124 Playground is open to the public outside of school hours. However, no shadows would be cast in the afternoon when a larger portion of the public would be most likely to use the playground. Therefore, no significant adverse shadow impacts on P.S. 124 are expected from the proposed project.

Figure 2.2-3 December 21 Analysis Day



- Project Site
- Project-generated Shadows
- Police Officer Edward Byrne Park
- PS 124
- PS 124 Playground

Figure 2.2-4 March 21 Analysis Day

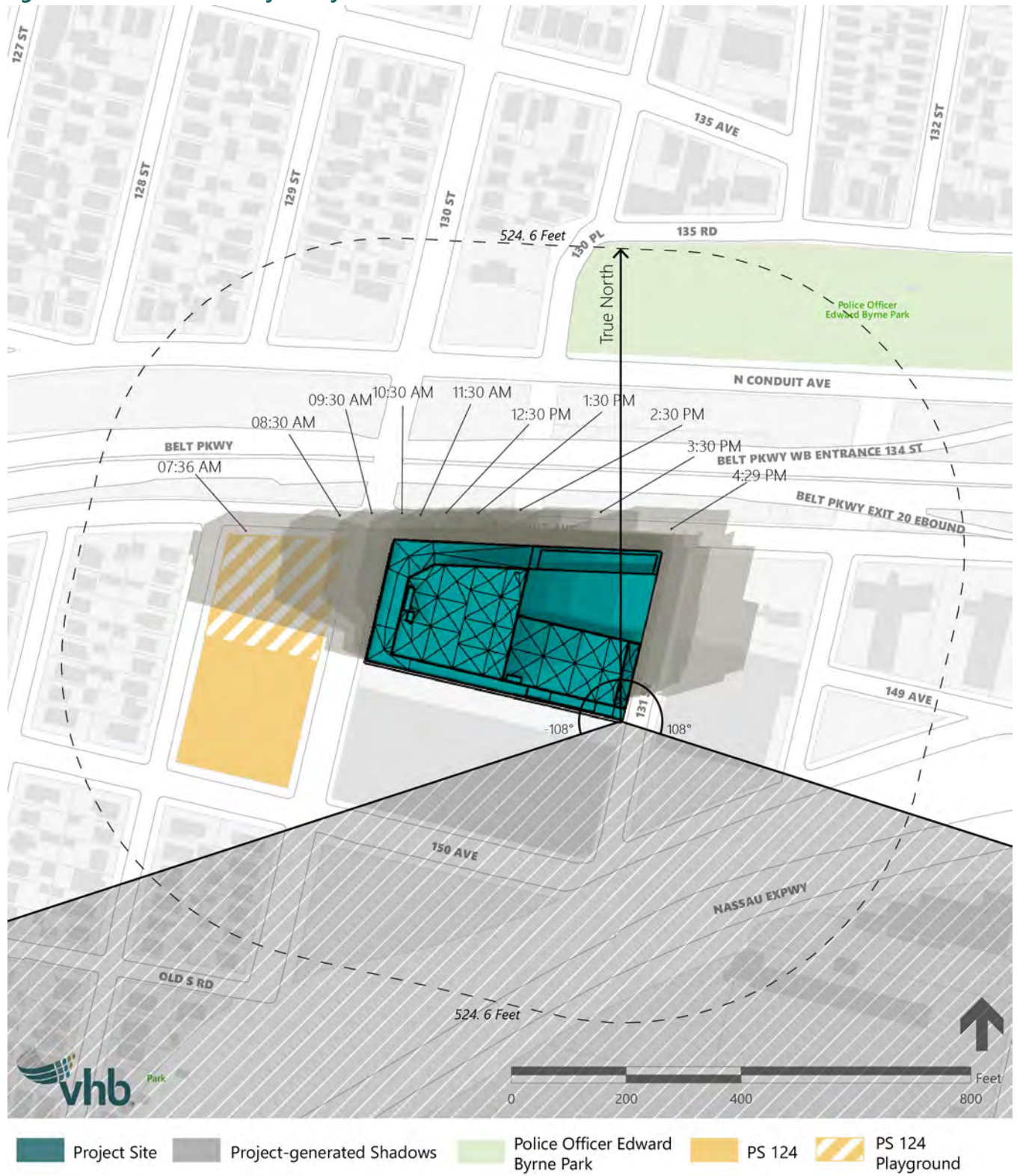


Figure 2.2-5 May 6 Analysis Day

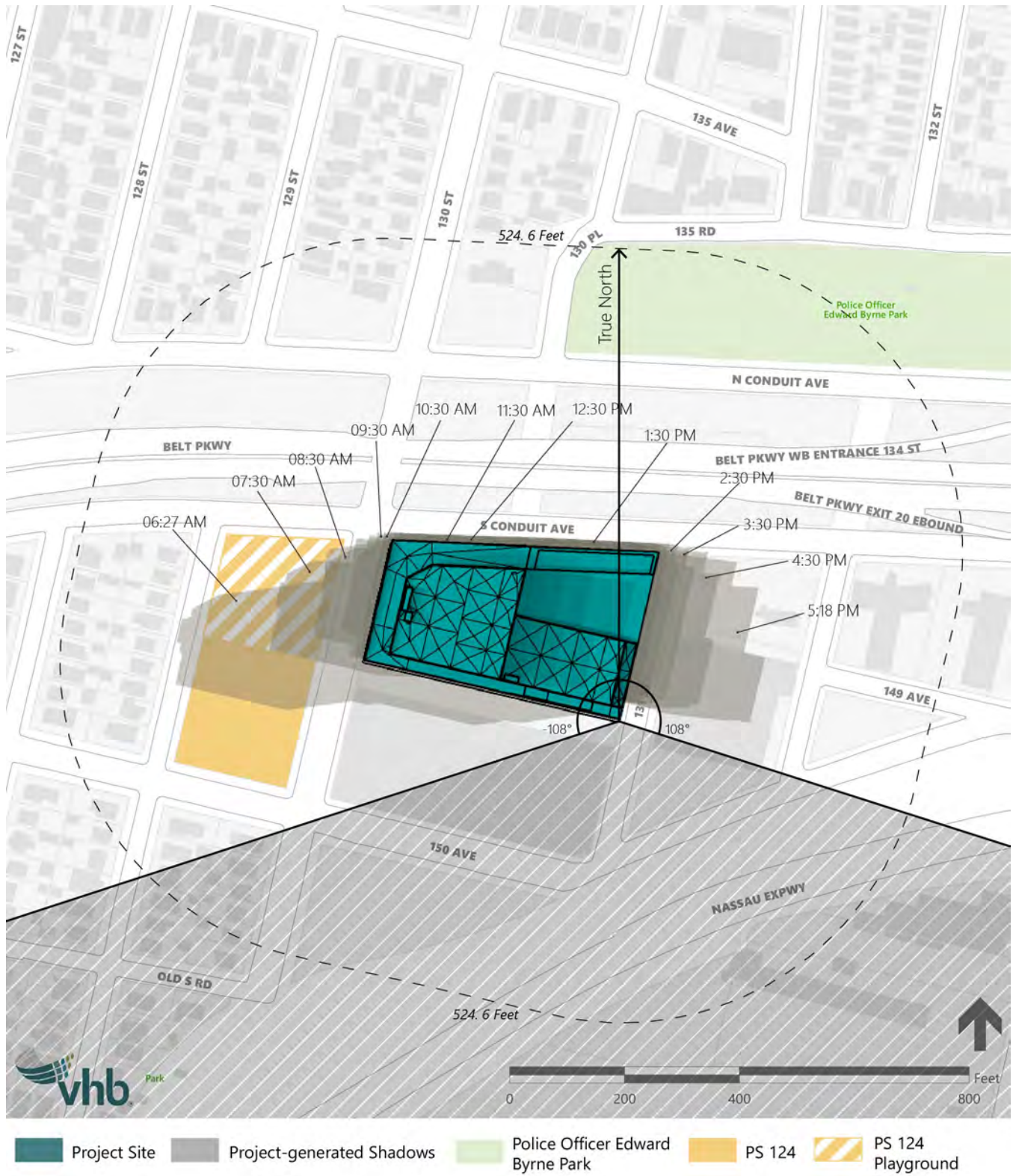
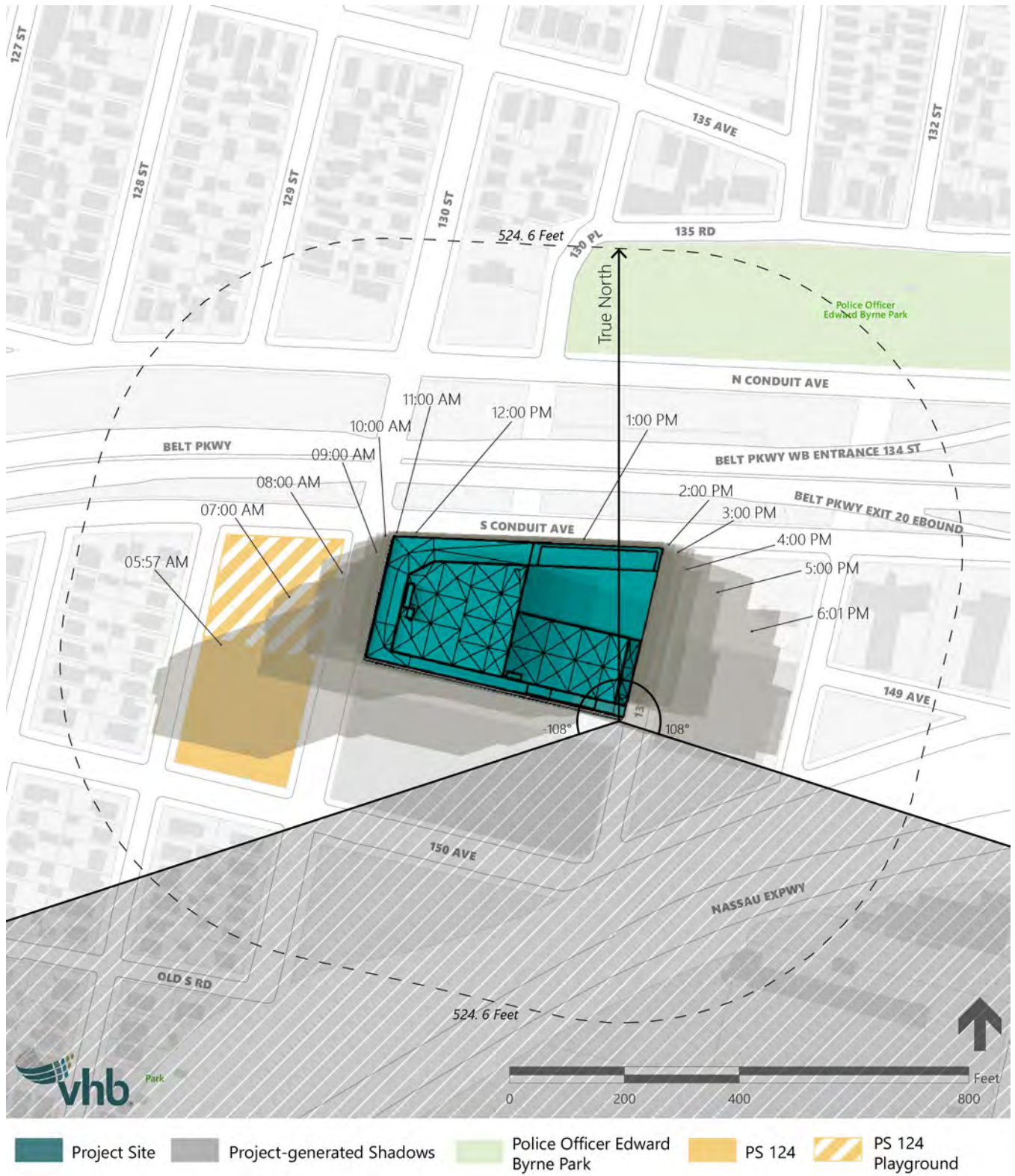


Figure 2.2-6 June 21 Analysis Day



2.2-4 Conclusion

The proposed actions would result in a new structure greater than 50 feet in height and is adjacent to a sunlight-sensitive resource (P.S. 124 Playground). As such, a preliminary shadows assessment (Tier 1, Tier 2, and Tier 3 assessments) was undertaken. The Tier 1 and Tier 2 analyses indicated that there are two sunlight-sensitive resources – Police Officer Edward Byrne Park and P.S. 124 Playground – located in the area that could be shadowed by the With-Action condition; therefore, a Tier 3 assessment was conducted. The Tier 3 analysis indicated that the proposed project could cast shadows on a portion of the edge of Police Officer Edward Byrne Park beginning at 2:53 PM – the very end of the December 21 analysis day. Therefore, the proposed project would not result in significant adverse shadow impacts to this resource. While shadows from the proposed project would fall on active recreation uses at P.S. 124 Playground on all analysis days, the shadows would be largest in area at the start of the analysis periods and would fully exit the playground by early morning. While P.S. 124 Playground would be open to the general public outside of school hours, the proposed project would not cast shadows on the playground in the afternoon when the public is most likely to use the resource. As such, project-generated incremental shadows would not result in significant adverse shadow impacts to any sunlight-sensitive resource.



2.3

Historic and Cultural Resources

This section assesses the potential for a proposed action to result in significant adverse impacts on historic and cultural resources, including both archaeological and architectural resources.

2.3-1 Introduction

The applicant seeks a special permit pursuant to ZR Section 74-932 (Self-service storage facility in designated areas within Manufacturing Districts) to allow the construction of a self-storage and air cargo and logistics facility. The proposed project would require construction resulting in in-ground disturbance to an area not previously excavated. Therefore, a preliminary analysis of the proposed project's potential impacts on historic and cultural resources was conducted.

2.3-2 Preliminary Assessment

The proposed project would consist of a 112-foot-tall building resulting in approximately 1,647,000 cubic feet of in-ground disturbance. The project site is bounded by South Conduit Avenue/Belt Parkway to the north, 131st Street to the east, and 130th Street to the west (formerly Block 11884, Lots 150, 160, 170, 180 and now Block 11884, Lot 150) and is an asphalt-paved parking lot improved with a small office building with an attached canopy, two storage sheds, a billboard post, perimeter security fencing, pole mounted lighting and five two-tier parking lift racks.

The site is currently occupied by a parking facility that is used as a pay-per-use remote parking lot for JFK Airport.

According to the Phase I Environmental Site Assessment, aerial photographs indicate that the project area was undeveloped land in 1924. By 1951, South Conduit Avenue was constructed north of the project area, and current topography is consistent with the development of the site at that time. A review of the NYS Office of Parks, Recreation, and Historic Preservation (OPRHP) Cultural Resource Information System (CRIS) indicates that the project area is located roughly 1,100 feet northeast of an archaeologically sensitive area, but not within an archaeologically sensitive area. Therefore, a Request for Environmental Review letter was sent to the NYC Landmarks Preservation Commission (LPC). A letter from LPC, dated November 16, 2018, determined that the site is not architecturally or archaeologically significant (see **Appendix C**). As such, the proposed project is not anticipated to result in significant adverse architectural and archaeological impacts.

2.3-3 Conclusion

The proposed project requires construction resulting in in-ground disturbance to an area not previously excavated. In addition, a review of the NYS Office of Parks, Recreation, and Historic Preservation (OPRHP) Cultural Resource Information System (CRIS) indicates that the project area is located roughly 1,100 feet northeast of an archaeologically sensitive area, but not within an archaeologically sensitive area. Therefore, a preliminary analysis of the proposed project's potential impacts on historic and cultural resources was conducted. A letter from LPC, dated November 16, 2018, determined that the site is not architecturally or archaeologically significant. Therefore, the proposed project is not anticipated to result in significant adverse architectural and archaeological impacts.



2.4

Urban Design and Visual Resources

An urban design assessment under CEQR considers whether and how a project may change the experience of a pedestrian in the project area. The assessment focuses on the components of a proposed project that may have the potential to alter the arrangement, appearance, and functionality of the built environment.

2.4-1 Introduction

This section considers the potential for the proposed project to result in significant adverse urban design and visual resources impacts. As defined in the *2014 City Environmental Quality Review (CEQR) Technical Manual*, urban design is the totality of components that may affect a pedestrian's experience of public space. A visual resource is the connection from the public realm to significant natural or built features, including views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, or natural resources.

Based on the *CEQR Technical Manual*, a preliminary assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. As described in Section 1.0, Project Description, the applicant is proposing to construct a five-story, 112-foot-tall air cargo and freight logistics facility with self-storage space in the With-Action condition as compared to a one-story, 28-foot-tall facility without self-storage space in the

No-Action condition. Therefore, a preliminary urban design and visual resources screening assessment was conducted.

2.4-2 Preliminary Assessment

As mentioned previously, the With-Action condition would result in a 112-foot-tall building, a 84-foot increase over the No-Action condition (see **Figure 2.4-1**). Although the proposed action would result in a much taller building in the With-Action condition and would allow for a use not typically allowed in the existing district, the proposed project would conform to height, bulk, and FAR regulations of the existing M1-2 zoning district.

As shown in **Figure 2.4-1**, the With-Action condition would introduce additional building height into the streetscape, which would be visible from areas immediately surrounding the project site. However, the pedestrian experience would remain substantially similar as compared to the No-Action condition. There would be no changes to the street network. The With-Action building would be built up to at or near the street line, like the No-Action development, and the length of the street wall would remain the same as in the No-Action condition. In addition, the representative view below demonstrates that when viewed from close range, the proposed project would have street wall heights that would generally be consistent with existing buildings and would look unchanged compared to the No-Action development despite the additional height of 84 feet in the With-Action condition. The With-Action development would have a street wall height of approximately 26 feet before a 15-foot setback along 130th Street, similar to the No-Action condition, and a street wall height of 55 feet along 131st Street before a 20-foot setback.

As mentioned previously, the taller portions of the 112-foot-tall With-Action building would be visible to the pedestrian in areas immediately surrounding the project site. However, the proposed project would not obstruct views to or from any visual or historic resources in the study area as there were none identified (see **Section 2.3, Historic and Cultural Resources**). In addition, the proposed project would not obstruct views to the two open space resources in surrounding area, P.S. 124 Playground (located across the street from the site) or Police Officer Edward Byrne Park (located across the Belt Parkway north of the project site). Further, the neighborhood immediately surrounding the site contains no residential uses, which may be more sensitive to the With-Action change. The residential neighborhood north of the project site is separated from the site by the Belt Parkway while the residential neighborhood west and southwest of the site are separated by P.S. 124. Therefore, the proposed action is not expected to result in significant adverse urban design impacts.

2.4-3 Conclusion

Although the With-Action condition would result in a height increase over the No-Action condition, the proposed project would not result in significant adverse impacts to urban design and visual resources as the With-Action development would comply with existing height, bulk, and FAR regulations. Further, the pedestrian experience would remain unchanged from a pedestrian perspective as compared to the No-Action condition.

Figure 2.4-1 No-Action and With-Action condition comparison facing south on West 130th Street



NO-ACTION

Source: GF55



WITH ACTION



2.5

Hazardous Materials

This section assesses whether the proposed project may increase the exposure of people or the environment to hazardous materials, and, if so, whether this increased exposure would result in potential significant public health or environmental impacts.

2.5-1 Introduction

According to the *CEQR Technical Manual*, a hazardous material assessment is conducted when elevated levels of hazardous materials exist on a site, when an action would increase pathways to their exposures, either human or environmental, or when an action would introduce new activities or processes using hazardous materials, thereby increasing the risk of human or environmental exposure. Because the proposed project requires soil disturbance in a manufacturing area and would result in development near a site with potential hazardous materials, a preliminary assessment was conducted.

2.5-2 Methodology

Several environmental documents including a Phase I Environmental Site Assessment (ESA), a Phase II ESA, and a subsequent Phase I ESA Update were prepared by Roux Associates, Inc. dated July 18, 2017, September 22, 2017 and November 8, 2017, respectively. The potential for hazardous materials was evaluated based on the results of these documents.

2.5-3 Assessment

The potential for hazardous materials was evaluated in a Phase I ESA, prepared by Roux Associates, Inc. that identified one Recognized Environmental Condition (REC) relating to an adjacent New York City Department of Sanitation (DSNY) facility that could affect groundwater and soil vapor conditions beneath the site.

Based on the results of the Phase I ESA, a comprehensive Phase II ESA was conducted by Roux that evaluated on-site soil, groundwater and soil vapor. Additionally, bottom sediments associated with on-site storm drains were evaluated, as these structures would require proper closure and could be contaminated due to surface runoff. The results of the Phase II ESA indicated a shallow layer of historic fill associated with current and former uses. Soil sample results indicated some on-site soils contained some contaminants that exceeded the New York State Department of Environmental Conservation's Part 375 Unrestricted Use Soil Cleanup Objectives (UUSCOs) but met the Commercial Soil Cleanup Objectives (CSCOs). The proposed project would include excavation during construction to facilitate the development of an air cargo and freight logistics center with a below-grade parking area and self-storage area. Thus, impacted soils that require excavation under the proposed project will be properly characterized and disposed in accordance with applicable regulations. Groundwater quality beneath the site is impaired with metals and semi-volatile organic compounds (SVOCs). Under the proposed action, impaired groundwater will not be encountered as part of the proposed redevelopment. Therefore, no dewatering at the site would be required, and no significant adverse impacts to groundwater would result from the proposed action. Volatile organic compounds (VOCs) were detected in soil vapor that could be attributed to the adjacent DSNY facility. Soil vapor conditions would be mitigated through the installation of slab waterproofing beneath the building slab, which provides the same benefit as a vapor barrier, or the use of an adequate ventilation system in the subgrade parking garage. Existing drainage structures would be closed in accordance with the relevant United States Environmental Protection Agency (USEPA) Region Two criteria.

Subsequent to the Phase II ESA, a Phase I ESA Update was issued by Roux on November 8, 2017. The purpose of the Phase I ESA Update was to provide updated documentation based on ASTM requirements, as well as to determine if any changes to on-site conditions or documentation affected the findings, conclusions and/or recommendations set forth in the previous Phase I ESA and Phase II ESA. The Phase I ESA Update provide new environmental reports and regulatory documentation including an Environmental Data Resources, Inc. (EDR) database report, an Environmental Lien Search Report and updated Freedom of Information Law (FOIL) applications. In addition, a second site reconnaissance was conducted by Roux under the Phase I ESA Update; the site visit revealed no changes to on-site conditions from previous visits.

In addition to the previous assessments, and in order to address on-site environmental conditions, the applicant is coordinating with the New York City Mayor's Office of Environmental Remediation (OER) to enroll in the New York City Voluntary Cleanup Program (VCP). The project site has been assigned temporary OER site number 19TMP1115Q. Under the VCP requirements, an approved Remedial Action Work Plan (RAWP) must be prepared and approved by OER. The RAWP will provide a summary of existing environmental conditions previously identified as part of the Phase II ESA (or Remedial Investigation [RI])

and provide a pathway to mitigate contamination to the maximum extent practicable. Upon OER approval, remedial requirements and cleanup objective identified under the approved RAWP would be followed, which would result in no significant adverse impacts with respect to hazardous materials. In addition, to address any concerns relating to hazardous materials on the project site, the proposed actions would include an (E) designation (**E-540**) for hazardous materials.

As a result, compliance in association with hazardous materials would be conducted under the administration of OER prior to construction. The applicable text for the (E) designation would be as follows:

Task 1: Sampling Protocol

Prior to construction, the applicant submits to OER, for review and approval, a Phase II Investigation protocol, including a description of methods and a site map with all sampling locations clearly and precisely represented.

No sampling should begin until written approval of a protocol is received from OER. The number and location of sample sites should be selected to adequately characterize the site, the specific source of suspected contamination (i.e., petroleum-based contamination and non-petroleum-based contamination), and the remainder of the site's condition. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of the sampling data. Guidelines and criteria for selecting sampling locations and collecting samples are provided by OER upon request.

Task 2: Remediation Determination and Protocol

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

If remediation is indicated from the test results, a proposed Remedial Action Work Plan (RAWP) must be submitted to OER for review and approval. The applicant must complete such remediation as determined necessary by OER in accordance with the approved RAWP. The applicant should then provide proper documentation that remedial action has been satisfactorily completed.

An OER-approved construction-related Health and Safety Plan (CHASP) would be implemented during evacuation and construction and activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil and/or groundwater. This plan would be submitted to OER for review and approval prior to implementation.

2.5-4 Conclusion

The Phase II ESA identified some contaminants in some on-site soils and VOCs were detected in soil vapor that could potentially be attributed to the adjacent DSNY facility. The proposed project would include excavation during construction to facilitate the development

the proposed project. Thus, impacted soils that require excavation under the proposed project will be properly characterized and disposed in accordance with applicable regulations. Further, soil vapor conditions would be mitigated through the installation of a slab waterproofing beneath the building slab or the use of an adequate ventilation system in the subgrade parking garage. Regulatory oversight of these procedures would be maintained by OER through enrollment in the New York City VCP. Under the VCP requirements, an approved RAWP will be prepared and approved by OER. Remedial requirements and cleanup objective identified under the approved RAWP would be followed. Furthermore, existing drainage structures would be closed in accordance with the relevant United States Environmental Protection Agency (USEPA) Region Two criteria. To reduce the potential for exposure to future site occupants, under the proposed development, any potential impacts on the development site would be identified and investigated prior to any subsurface disturbance or construction as required by an (E) designation for hazardous materials (**E-540**). Any potential remedial action that may be required would also be administered as part of the (E) designation protocol under the regulatory oversight of OER. With the implementation of the above measures, the proposed action would result in no significant adverse impacts related to hazardous materials.



2.6

Transportation

The objective of the transportation analyses is to determine whether a proposed project may have a potential significant impact on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, safety of all roadway users (pedestrians, cyclists, transit users and motorists), on- and off-street parking, or goods movement.

2.6-1 Introduction

This section summarizes the transportation screening analysis per the *CEQR Technical Manual*. It provides a detailed description of the travel demand assumptions used to determine the net number of trips generated by the proposed project as compared to the No Action condition.

The project site is located on an approximately 2.7-acre site near JFK International Airport at 130-24 South Conduit Avenue in Queens and is currently occupied by a valet parking service facility that accommodates travelers flying out of the airport. The proposed project would

result in the development of the site with approximately 123,779 gross square feet (gsf) of air cargo and freight logistics space (excluding 111,831 gsf of air cargo space dedicated to parking, ramps, and berths), approximately 181,774 gsf of self-storage space (excluding 4,850 gsf of self-storage space dedicated to parking, ramps, and berths), and approximately 94 employee parking spaces with an additional 6 parking spaces for self-storage customers. Absent the proposed project, the project site would be redeveloped as-of-right with 103,800 sf of air cargo and freight logistics space.

As demonstrated in this analysis, the net increase in vehicle trips generated by the proposed project as compared to the No Action condition would not exceed the CEQR Level 1 screening threshold set forth in the *CEQR Technical Manual*.

2.6-2 Methodology

According to the *CEQR Technical Manual* procedures for transportation analysis, a two-tiered screening process is undertaken to determine whether a quantified analysis is necessary. The first step, the Level 1 (Trip Generation) screening, determines whether the volume of peak hour person and vehicle trips generated by the proposed project would remain below the minimum thresholds for further study.

These thresholds are:

- › 50 peak hour vehicle trip ends;
- › 200 peak hour subway/rail or bus transit riders; and
- › 200 peak hour pedestrian trips.

If the proposed project results in increments that would exceed any of these thresholds, a Level 2 (Trip Assignment) screening assessment is usually performed. In a Level 2 assessment, project-generated trips that exceed Level 1 thresholds are assigned to and from the site through their respective networks (streets, bus and subway lines, sidewalks, etc.) based on expected origin-destination patterns and travel routes.

As demonstrated below, the proposed project would not exceed the Level 1 screening analysis thresholds, and no further analysis is warranted.

2.6-3 Level 1 Screening Assessment (Trip Generation)

Travel Demand Assumptions

Air Cargo and Freight Logistics

Travel demand assumptions for the air cargo and freight logistics space were developed based on a survey of an air cargo facility similar to the proposed development. This air cargo facility, which is also near JFK Airport and is located at 145-68 228th Street in the Springfield Gardens section of Queens, is approximately 130,000 sf in size (including interior loading docks) and does not include any truck court area since trucks use 227th Street to maneuver in and out of the loading docks. VHB conducted a survey of this facility on a typical weekday

in October 2017; the survey included in/out counts at the gates to the loading docks on 227th Street and the driveways to the facility’s parking lot located near the intersection of 227th Street and 146th Avenue. The results of this survey are detailed in **Table 2.6-1**, which summarizes the number of inbound and outbound vehicle trips on an hourly basis from 6:00 AM to 7:00 PM, broken out by cars and trucks.

Table 2.6-1 Vehicle Trips Per Hour at the 130,000 sf Air Cargo Facility Surveyed in Springfield Gardens

Time	Cars			Trucks			Total Vehicles		
	In	Out	Total	In	Out	Total	In	Out	Total
6 AM - 7 AM	2	1	3	0	0	0	2	1	3
7 AM - 8 AM	24	14	38	1	0	1	25	14	39
8 AM - 9 AM	13	16	29	6	5	11	19	21	40
9 AM - 10 AM	6	2	8	6	9	15	12	11	23
10 AM - 11 AM	3	6	9	8	10	18	11	16	27
11 AM - 12 PM	3	3	6	6	6	12	9	9	18
12 PM - 1 PM	4	1	5	5	3	8	9	4	13
1 PM - 2 PM	3	3	6	10	8	18	13	11	24
2 PM - 3 PM	4	6	10	6	7	13	10	13	23
3 PM - 4 PM	14	7	21	6	5	11	20	12	32
4 PM - 5 PM	10	16	26	7	8	15	17	24	41
5 PM - 6 PM	4	5	9	6	1	7	10	6	16
6 PM - 7 PM	3	10	13	5	7	12	8	17	25

Self-Storage

Travel demand assumptions for the self-storage space were based on trip generation rates for a prototypical 167,000 sf self-storage facility in Long Island City, Queens presented in the 2017 *Self-Storage Text Amendment FEIS*. These rates were based on a 2013 survey of a 113,886 sf self-storage facility operated by Manhattan Mini Storage at 108 West 107th Street in the Upper West Side of Manhattan and prorated based on the proportion of component sizes. The results of the 2013 survey are detailed in **Table 2.6-2**, which summarizes the number of inbound and outbound person trips on an hourly basis from 6:00 AM to 7:00 PM. The FEIS conservatively assumed that everyone would drive to and from the self-storage facility in Long Island City at a vehicle occupancy rate of 1.2.

Table 2.6-2 Person Trips Per Hour at the 113,886 sf Self-Storage Facility Surveyed on the Upper West Side

Time	In	Out	Total
6 AM - 7 AM	0	0	0
7 AM - 8 AM	3	2	5
8 AM - 9 AM	4	3	7
9 AM - 10 AM	4	4	8
10 AM - 11 AM	8	6	14
11 AM - 12 PM	7	8	15
12 PM - 1 PM	7	7	14
1 PM - 2 PM	11	9	20
2 PM - 3 PM	6	8	14
3 PM - 4 PM	7	7	14
4 PM - 5 PM	6	6	12
5 PM - 6 PM	5	6	11
6 PM - 7 PM	5	5	10

Level 1 Screening Results: Traffic and Parking

Table 2.6-3 summarizes the total net incremental vehicular volumes (“ins” plus “outs”) expected to result from the proposed project on an hourly basis from 6:00 AM to 7:00 PM on a weekday. The net incremental volumes represent trips from the proposed uses (air cargo freight logistics space and self-storage space) minus trips from the No Action condition (air cargo freight logistics space).

Table 2.6-3 Net Incremental Vehicle Trips Associated with the Proposed Project (in PCEs)

Time	No Action							Proposed Project									Net Increase (PCE)			
	Air Cargo and Freight Logistics							Air Cargo and Freight Logistics						Self-Storage (PCE)						
	Car		Truck		Total PCE*			Car		Truck		Total PCE*								
	In	Out	In	Out	In	Out	Total	In	Out	In	Out	In	Out	Total	In	Out	Total	In	Out	Total
6 AM - 7 AM	2	1	0	0	2	1	3	2	1	0	0	2	1	3	0	0	0	0	0	0
7 AM - 8 AM	19	11	1	0	21	11	32	23	13	1	0	25	13	38	4	3	7	8	5	13
8 AM - 9 AM	10	13	5	4	20	21	41	12	15	6	5	24	25	49	5	4	9	9	8	17
9 AM - 10 AM	5	2	5	7	15	16	31	6	2	6	9	18	20	38	5	5	10	8	7	15
10 AM - 11 AM	2	5	6	8	14	21	35	3	6	8	10	19	26	45	11	8	19	16	13	29
11 AM - 12 PM	2	2	5	5	12	12	24	3	3	6	6	15	15	30	9	11	20	12	14	26
12 PM - 1 PM	3	1	4	2	11	5	16	4	1	5	3	14	7	21	9	9	18	12	11	23
1 PM - 2 PM	2	2	8	6	18	14	32	3	3	10	8	23	19	42	15	12	27	20	17	37
2 PM - 3 PM	3	5	5	6	13	17	30	4	6	6	7	16	20	36	8	11	19	11	14	25
3 PM - 4 PM	11	6	5	4	21	14	35	13	7	6	5	25	17	42	9	9	18	13	12	25
4 PM - 5 PM	8	13	6	6	20	25	45	10	15	7	8	24	31	55	8	8	16	12	14	26
5 PM - 6 PM	3	4	5	1	13	6	19	4	5	6	1	16	7	23	7	8	15	10	9	19
6 PM - 7 PM	2	8	4	6	10	20	30	3	10	5	7	13	24	37	7	7	14	10	11	21

* PCE factor of 2.0 is applied to trucks

The projected number of vehicle trips expected to be generated by the air cargo and freight logistics space were calculated based on the survey data in **Table 2.6-1** and prorated by a factor of 0.95 (123,7779 sf/130,000 sf) for the proposed project and a factor of 0.80 (103,800 sf/130,000 sf) for the No Action development. Since this facility would generate a significant number of trucks, per *CEQR Technical Manual* guidelines all truck trips were converted to

PCEs. Based on the surveys at the air cargo facility in Springfield Gardens, most of the trucks were observed to be 2-axle box trucks (a PCE factor of 1.5) and some trucks were observed to be 3-axle single unit or semi-trailer trucks (a PCE factor of 2.0). A PCE factor of 2.0 was conservatively used to convert the truck trips to PCEs.

The projected number of vehicle trips expected to be generated by the self-storage space was calculated based on the survey data in **Table 2.6-2**, prorated by a factor of 1.60 (181,774 sf/113,886 sf), and converted from person trips to vehicle trips by assuming a vehicle occupancy rate of 1.2. All vehicle trips were assumed to be autos (a PCE factor of 1.0).

As shown in **Table 2.6-3**, the maximum amount of net incremental vehicle trips generated by the proposed project would be 37 PCEs during the weekday 1:00 PM to 2:00 PM time period (20 "ins" and 17 "outs"). Since the volume of net incremental vehicle trips (in PCEs) generated by the proposed project is expected to be below the 50-vehicle trip threshold during all of the weekday peak hours, a Level 2 (Trip Assignment) screening assessment is not needed and the project would not result in potential significant adverse traffic impacts.

Level 1 Screening Results: Transit and Pedestrians

It is assumed that the vast majority of trips to the proposed project will be made by auto or truck. Project-generated transit and pedestrian trips would thus be expected to be well below their respective CEQR Level 1 screening thresholds; accordingly, no further transit or pedestrian analyses are needed.

2.6-4 Conclusion

The maximum amount of net incremental vehicle trips generated by the proposed project would be 37 PCEs during the weekday 1:00 PM to 2:00 PM time period (20 "ins" and 17 "outs"). Since the volume of net incremental vehicle trips (in PCEs) generated by the proposed project is expected to be below the 50-vehicle trip threshold during the weekday peak hours, a Level 2 (Trip Assignment) screening assessment is not needed and the project would not result in significant adverse traffic impacts. In addition, because the majority of trips to the proposed project would be made by auto or truck, project-generated transit and pedestrian trips would be below the CEQR Level 1 screening thresholds. Therefore, the proposed project would not result in significant adverse transportation impacts.



2.7

Air Quality

Ambient air quality, or the quality of the surrounding air, may be affected by air pollutants produced by motor vehicles, referred to as "mobile sources"; by fixed facilities, usually referenced as "stationary sources"; or by a combination of both. Under CEQR, an air quality assessment determines both a proposed project's effects on ambient air quality as well as the effects of ambient air quality on the project.

2.7-1 Introduction

This section summarizes the potential for the proposed project to affect ambient air quality, as well as the potential for ambient air quality to affect the proposed project.

2.7-2 Preliminary Assessment

Mobile Source Analysis

A screening analysis of mobile source emissions of Carbon Monoxide (CO) and Particulate Matter (PM) on ambient pollutant levels in the study area was conducted per *CEQR Technical Manual* guidance using **Table 2.6-3** from the transportation chapter. For the project's study area, as described in Chapter 17, Sections 210 and 311 of the *CEQR Technical Manual*, the threshold for conducting an analysis of CO emissions corresponds to 170 project-generated

vehicles at a given intersection in the peak hour. The need for conducting an analysis of PM emissions is based on road type and the number of project-generated peak hour heavy-duty diesel vehicles (or its equivalency in vehicular PM_{2.5} emissions) as determined using the worksheet provided on page 17-12 of the *CEQR Technical Manual* (autos and self-storage vehicles are assumed to be LDGT1, and trucks, such as pick-up trucks or vans, are assumed to be HDGV2B in the worksheet).

For the proposed project, screening analyses were conducted for the South Conduit and 130th Street intersection and the South Conduit and 131st Street intersection. Based on the transportation assessment in Section 2.5, the maximum net hourly vehicle trips generated by the proposed project would be 33 passenger car equivalents (PCEs) during the peak period (weekday between 1:00 PM and 2:00 PM). This indicates that there would be 29 cars and self-storage vehicles and 2 trucks (where 1 car or self-storage vehicle is equivalent to 1 PCE and 1 truck is equivalent to 2 PCEs). The South Conduit and 130th Street intersection is representative of the worst-case intersection with the highest increment of project-generated vehicle trips for collector roads, while the South Conduit and 131st Street intersection is representative of the worst-case intersection with the highest increment of project-generated vehicle trips for local roads. The number of incremental vehicular trips for both intersections would be lower than the *CEQR Technical Manual* CO-based screening threshold of 170 vehicles per hour, and the PM_{2.5}-based screening threshold of 20 truck equivalents (for collector roads) and 13 truck equivalents (on local low volume roads) per hour. Therefore, a quantified assessment of on-street mobile source emissions is not warranted, and the proposed project would not result in significant adverse air quality impacts from mobile sources.

Stationary Source Analysis

HVAC Analysis

A qualitative air quality stationary source assessment was undertaken to determine the potential impacts from exhaust emission from the boiler stack used for the heating/hot water, ventilation and air conditioning (HVAC) system of the proposed facility with respect to existing nearby sensitive receptors (e.g., school, homeless shelter, hotels). It was assumed that the proposed project's boiler stack would be located on the building roof at a height of 112 feet above grade. The tallest sensitive receptor in the vicinity of the project site is the 4-story P.S. 124, which is 71 feet above grade and located across the street from the project site. Since the proposed project's stack is at a height much greater than the existing surrounding uses, it is anticipated that there would be no significant adverse impact from the HVAC emissions from the proposed boiler, and a quantitative HVAC analysis is not warranted.

Existing Air Emission Source

The proposed project is located approximately 450 feet north of the Jamaica Wastewater Treatment Plant (WWTP), which has a state facility permit issued by NYSDEC. The Jamaica WWTP is a municipal wastewater treatment plant capable of providing treatment for 100 million gallons of primary residential wastewater per day. It consists of different emissions

units, including boilers for space heating and sludge heating demand, wastewater processes (i.e., headworks, primary settling tanks, aeration tanks, final setting tanks, chlorine disinfection, and effluent pumping station), sludge handling processes, waste digester gas burners, and emergency generators. However, since the proposed project is an industrial use and is not considered a sensitive use, a quantitative analysis is not warranted and no significant adverse air quality impacts are anticipated.

2.7-3 Conclusion

The proposed project is not expected to result in significant adverse air quality impacts. The proposed project would not exceed the *CEQR Technical Manual* screening threshold of 170 vehicle trips corresponding to CO at the highest peak hour or the screening threshold of 23 trucks equivalent corresponding to PM_{2.5}. As such, a detailed mobile source analysis is not warranted. In addition, HVAC emissions from the proposed project's boiler would not have a significant adverse impact on sensitive receptors located near the project site as the building would be of much greater height than surrounding sensitive uses. While the proposed project is located near the Jamaica WWTP (which has a state facility permit issued by NYSDEC) further analysis is not warranted as the project is an industrial use and is not considered a sensitive use. Overall, the proposed project would not result in significant adverse air quality impacts.



2.8

Noise

The goal of this chapter is to determine whether the proposed project may increase noise exposure at existing sensitive receptors and whether new receptors would be introduced into an acceptable ambient noise environment.

2.8-1 Introduction

The *CEQR Technical Manual* requires that the noise study address whether a proposed project would result in a significant increase in noise levels (particularly at sensitive land uses such as residences). The proposed project would generate traffic and would cause a stationary source to operate within 1,500 feet of a receptor, which includes residential uses and P.S. 124 located across from the site. Therefore, a preliminary assessment was conducted.

2.8-2 Preliminary Assessment

Mobile Sources

The proposed project is not expected to significantly alter traffic conditions. Based on the transportation assessment in Section 2.6, it is expected that the proposed project would not significantly increase (i.e., double) the number of noise PCEs; therefore, there is no potential

for noise at existing nearby receptors to increase by 3 dB or more resulting in potential significant noise impact.

Stationary Sources

As a conforming use within an M1-2 zoning district (and adjoining a residential district – R3-2 district – across 130th Street), the proposed project would be required to meet certain performance standards related to noise, as detailed in the New York City Zoning Resolution, and therefore, would not result in significant adverse noise impacts from stationary sources to P.S. 124 or residences within the adjacent R3-2 district.

2.8-3 Conclusion

The proposed project is located near sensitive receptors and would generate traffic. However, the project would be required to meet certain performance standards related to noise and would not result in a significant increase in traffic that would warrant further analysis. Therefore, the proposed project is not anticipated to result in significant adverse noise impacts.

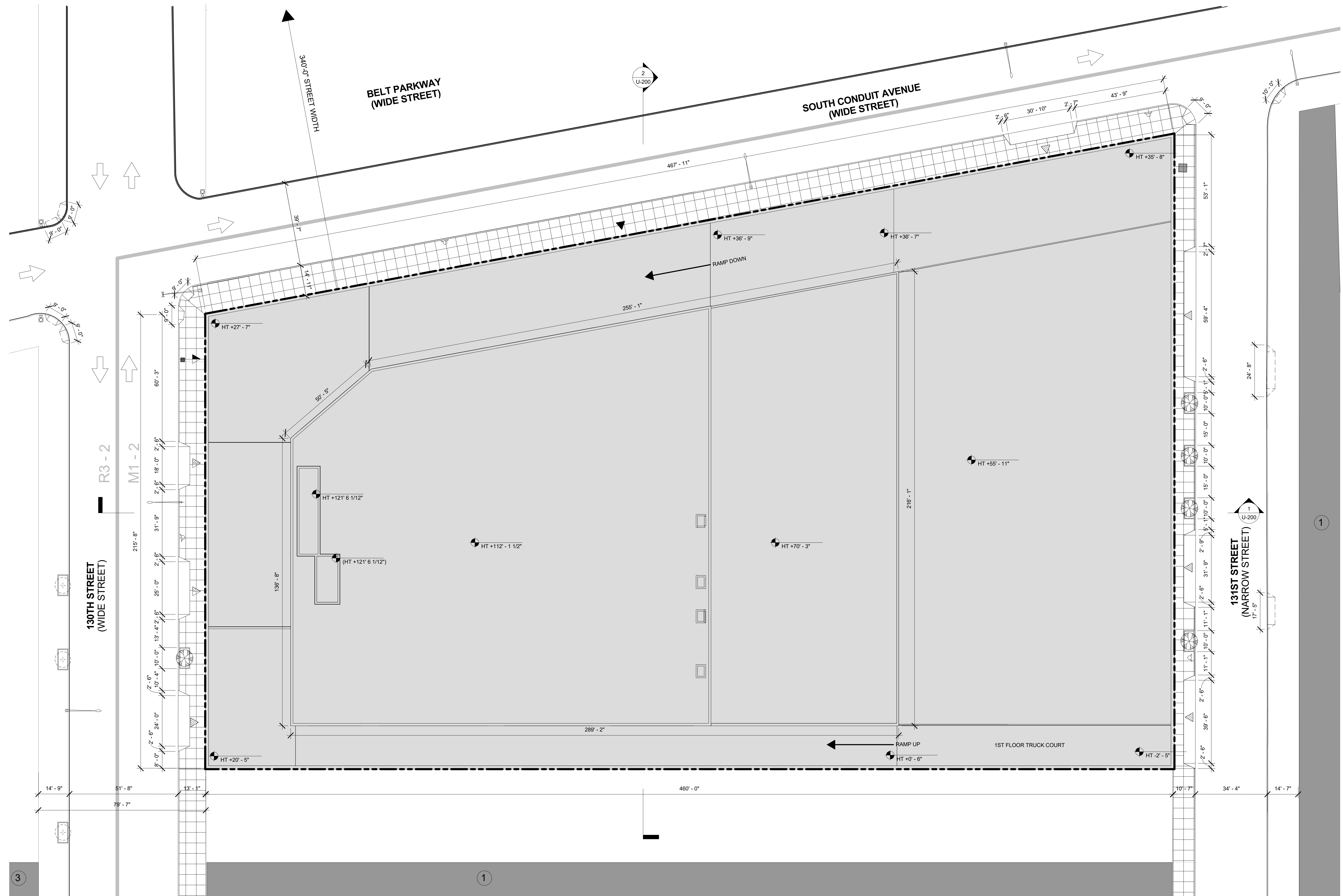
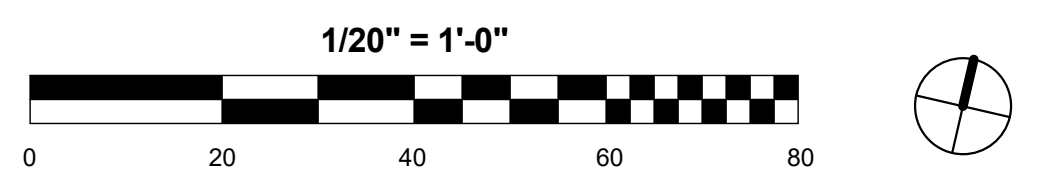
Appendix A: Plans

LEGEND

- ZONING LOT LINE
- ZONING DISTRICT BOUNDARY
- SPOT ELEVATION: ILLUSTRATIVE BUILDING HEIGHT (HT +27' - 7')
- PROPOSED BUILDING
- EXISTING BUILDING
- ILLUSTRATIVE BUILDING ENVELOPE
- WAREHOUSE PEDESTRIAN ENTRANCE
- WAREHOUSE VEHICULAR ENTRANCE
- SELF-STORAGE PEDESTRIAN ENTRANCE
- SELF-STORAGE VEHICULAR ENTRANCE
- DIRECTION OF TRAFFIC
- M1 - 2 ZONING DISTRICT
- EXISTING FIRE HYDRANT
- EXISTING PEDESTRIAN LIGHT
- EXISTING STREET TREE TO REMAIN
- PROPOSED STREET TREE & TREE PIT
- EXISTING CURB CUT
- PROPOSED CURB CUT
- NUMBER OF STORIES AT EXISTING BUILDINGS
- EXISTING LAMP POST

GENERAL NOTES

APPLICANT'S STAMP AND SEAL CORRESPONDS TO THE INFORMATION REGARDING THE DEVELOPMENT SITE, ZONING LOT, AND RELATED CURB CUTS. INFORMATION REGARDING THE SURROUNDING PROPERTIES IS FOR ILLUSTRATIVE PURPOSES ONLY.



1 SITE PLAN
1" = 20'-0"

GF55
PARTNERS
19 W. 21ST STREET
NEW YORK, NY 10010
212 352 3099
© GF55 PARTNERS, L.L.P.

CRAFT architects
2505 Third Avenue
Suite 324
Seattle, WA 98121
206.720.7001

TRIANGLE EQUITIES
DEVELOPER - OWNER - MANAGER

SOUTH CONDUIT AVE. LOGISTICS CENTER
130-02 SOUTH CONDUIT AVE.
JAMAICA, NY 11430
BLOCK: 11884 Lot: 150
PROJECT 1778.00
BOROUGH: QUEENS

- DEVELOPER**
TRIANGLE EQUITIES
- STRUCTURAL ENGINEER**
DESIMONE STRUCTURAL ENGINEERS
- MEP/FP ENGINEER**
GEA CONSULTING ENGINEERS
- CIVIL ENGINEER**
LANGAN ENGINEERS

ISSUE
05/13/19 ULRP FINAL SUBMISSION

PROJECT
SOUTH CONDUIT AVE.
LOGISTICS CENTER
130-02 SOUTH CONDUIT AVE.

SCALE
As indicated

DRAWING
SITE PLAN

SEAL AND SIGNATURE: DATE: 04/24/19

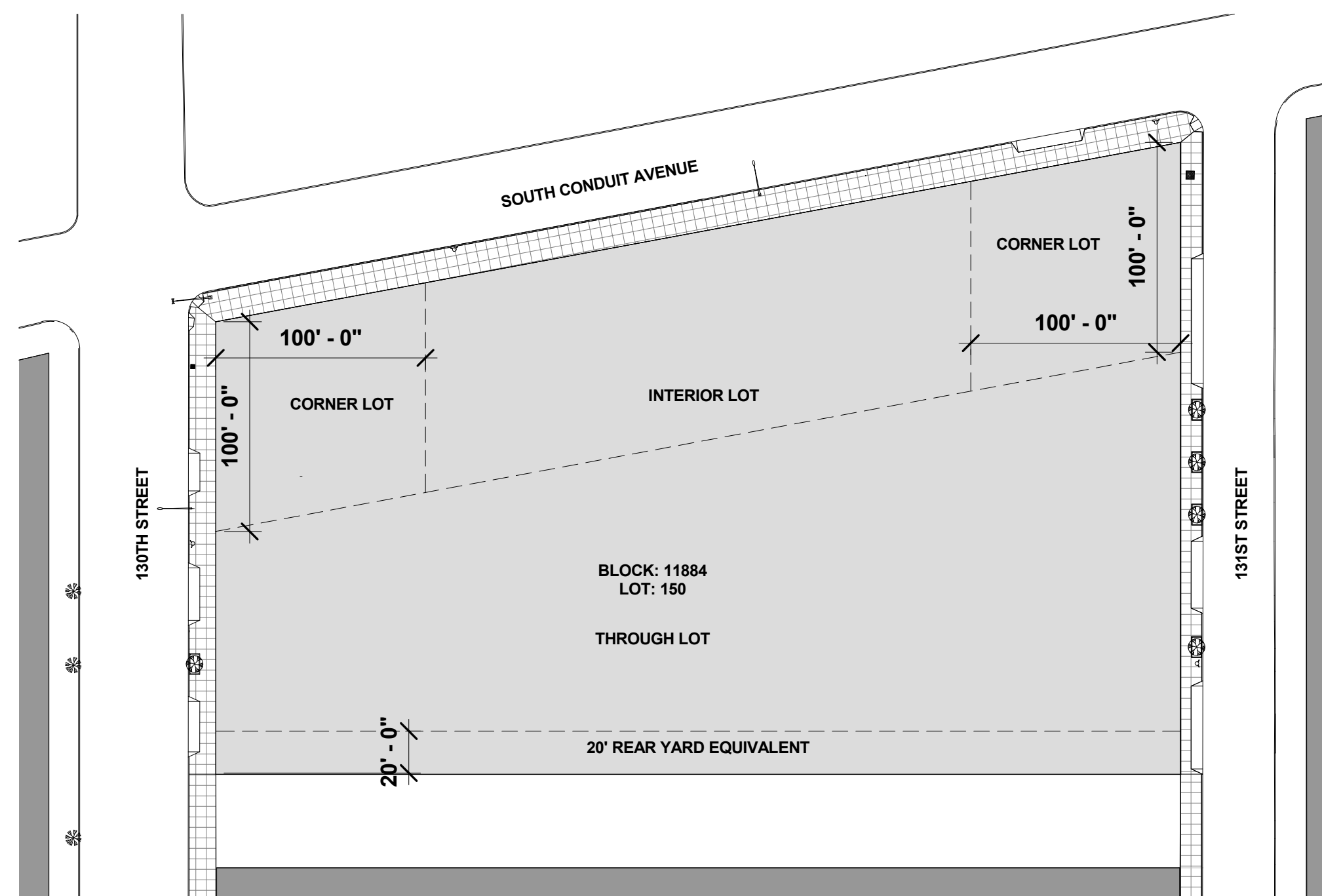
PROJECT NO: 1778.00
DRAWING BY: Author
CHK BY: Checker
DWG NO: U-001
CAD FILE NO: OF 65

SITE DATA		ACTIONS REQUESTED			
Block	11884	1. ZS - A special permit approving Use 16D (self-service storage facility) within the M1-2 district as required by Appendix J - Subarea #2 (ZR 42-121, 74-932)			
Lots	150				
Street Address	130-02 South Conduit Ave, Jamaica, NY 11430				
Community District	10, Queens				
Zoning Sectional Map No.	18d				
Zoning Lot Area (SF)	118,878	SF			
Zoning District	M1-2, JFX Designated M District (Subarea 2)	SF			

ZR	ITEM/DESCRIPTION	PERMITTED/REQUIRED	PROPOSED	COMPLIANCE/LACK THEREOF AND NOTES	
1. Use					
42-11, 42-12	Uses	M1-2			
2. Floor Area					
43-12	Maximum FAR	Light Manufacturing (Warehouse) 2.0 Light Manufacturing (Self-Storage) 2.0 Max. FAR Permitted 2.0	FAR 1.04 FAR 0.92 FAR 1.96	FAR Complies FAR Complies FAR Complies	UG 16D (self service storage facility) requires Special Permit pursuant to ZR 74-932
	Floor area	Light Manufacturing (Warehouse) 237,756.00 Light Manufacturing (Self-Storage) 237,756.00 Max. FAR Permitted 237,756.00	SF 123,779.00 SF 109,842.00 SF 233,621.00	SF Complies SF Complies SF Complies	UG 16D (self service storage facility) requires Special Permit pursuant to ZR 74-932
3. Height and Setback					
SOUTH CONDUIT AVENUE 43-43	Base Height	Minimum N/A Maximum 60 Ft or 4 stories, whichever is less	Feet N/A Feet 39'-5"	Feet Complies Feet Complies	Complies
	Front Wall Height	Maximum 60 Ft or 4 stories, whichever is less	Feet 39'-5"	Feet Complies	Complies
	Setback	Minimum-Wide Street 15	Feet 32'-10"	Feet Complies	Complies
	Sky Exposure Plane	Wide Street 5:6:1	Feet 5:6:1	Feet Complies	Complies
	Building Height	Maximum N/A	Feet 112'-1 1/2"	Feet Complies	Complies
130TH STREET 43-43	Base Height	Minimum N/A Maximum 60 Ft or 4 stories, whichever is less	Feet N/A Feet 40'-9"	Feet Complies Feet Complies	Complies
	Front Wall Height	Maximum 60	Feet 40'-9"	Feet Complies	Complies
	Setback	Minimum-Wide Street 15	Feet 40'-4 1/2"	Feet Complies	Complies
	Sky Exposure Plane	Wide Street 5:6:1	Feet 5:6:1	Feet Complies	Complies
	Building Height	Maximum N/A	Feet 112'-1 1/2"	Feet Complies	Complies
131ST STREET 43-43	Base Height	Minimum N/A Maximum 60 Ft or 4 stories, whichever is less	Feet N/A Feet 39'-5"	Feet Complies Feet Complies	Complies
	Front Wall Height	Maximum 60	Feet 39'-5"	Feet Complies	Complies
	Setback	Minimum-Narrow Street 20	Feet 130'-4"	Feet Complies	Complies
	Sky Exposure Plane	Narrow Street 2:7:1	Feet 2:7:1	Feet Complies	Complies
	Building Height	Maximum N/A	Feet 112'-1 1/2"	Feet Complies	Complies
4. Yards/Lot Portions					
43-25	Corner Lot	Front None Required	Feet None Provided		
	Side	None Required	Feet None Provided		
	Interior Lot	Front None Required	Feet None Provided		
43-25 43-251, 43-23(b)1	Through Lot	Side 8' (if Provided)	Feet None Provided		
	Rear	20'	Feet 20'	Feet Complies - Permitted obstruction less than 23' tall	
5. Parking and Loading					
44-12	Maximum Permitted Off-street Parking (1 space per every 3 employees)	150	Spaces 100 (Total)	Spaces Complies	
44-21	Warehouse**	94	Spaces 94	Spaces Complies	
	Self Storage**	6	Spaces 6	Spaces Complies	
44-52	Req. Loading Berths	0 for 1st 8,000 sf, 1 for next 17,000 sf, 1 for next 15,000 sf, 1 for next 20,000 sf, 1 for every 80,000 sf and fraction thereof	Berths 7 (Total)	Berths 31 (Total)	Complies
44-586	Warehouse (As of Right Use 16)	4	Berths 4	Berths Complies	
44-60	Self Storage (Use 16D)	3	Berths 3	Berths Complies	
	Bicycle Parking	Minimum Required 0	Spaces 0	Spaces Complies	
6. Street Tree Requirements					
	Length of Sidewalk	1 Tree every 25'-0" of Sidewalk			
	South Conduit Avenue	467'-11"	Trees 19	Trees 19 trees to be paid into a fund or provided off-site as approved by DPR pursuant to ZR 26-41	
	130th Street	215'-8"	Trees 9	Trees 1 tree provided on-site. 8 trees to be paid into a fund or provided off-site as approved by DPR pursuant to ZR 26-41	
	131st Street	301'-2"	Trees 12	Trees 4 trees provided on-site. 8 trees to be paid into a fund or provided off-site as approved by DPR pursuant to ZR 26-41	
		40 (Total)	Trees 40 (Total)	Trees Complies	

* The proposed number of parking spaces assumes fewer than 262 employees will work at within As of Right Use Spaces (Figure provided by owner)
** The proposed number of parking spaces assumes fewer than 18 employees will work within Self Storage (UG 16D) Spaces (Figure provided by owner)

2 DCP ZONING ANALYSIS
1" = 1'-0"



1 YARD ANALYSIS DIAGRAM
1" = 60'-0"

AREA CHART FLOOR LEVEL	GSF			ZSF		PARKING, RAMPS, AND BERTHS (GSF)	
	TOTAL GSF	AS OF-RIGHT USE (USE 16)	SELF STORAGE USE (UG 16D)	AS OF RIGHT USE (USE 16)	SELF STORAGE (UG 16D)	AS OF RIGHT (USE 16)	SELF STORAGE (UG 16D)
CELLAR	112,734.00	40,328.00	72,406.00	0.00	0.00	40,328.00	
1 FL.	107,112.00	100,283.00	6,829.00	59,184.00	2,483.00	41,099.00	4,850.00
1 FL. MEZ.	3,788.00	3,788.00	0.00	3,788.00	0.00		
2 FL.	84,174.00	83,924.00	250.00	53,520.00	250.00		
2 FL. MEZ.	7,287.00	7,287.00	0.00	7,287.00	0.00	30,404.00	
3 FL.	35,713.00	0.00	35,713.00	0.00	35,713.00		
4 FL.	35,713.00	0.00	35,713.00	0.00	35,713.00		
5 FL.	35,713.00	0.00	35,713.00	0.00	35,713.00		
TOTAL GSF	422,234.00	235,610.00	186,624.00				
TOTAL ZONING AREA				123,779.00	109,842.00		
TOTAL FAR				1.04	0.92		
TOTAL PROPOSED GSF	422,234.00						
TOTAL ZSF ALLOWED	237,756.00						
TOTAL PROPOSED ZSF	233,621.00						
TOTAL ZSF REMAINING	4,135.00						

4 DCP AREA CHART
1" = 1'-0"



SOUTH CONDUIT AVE. LOGISTICS CENTER
 130-02 SOUTH CONDUIT AVE.
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 BLOCK: 11884 Lot: 150
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 BOROUGH: QUEENS

DEVELOPER
 TRIANGLE EQUITIES
 STRUCTURAL ENGINEER
 DESIMONE STRUCTURAL ENGINEERS
 MEP/FP ENGINEER
 GEA CONSULTING ENGINEERS
 CIVIL ENGINEER
 LANGAN ENGINEERS

ISSUE
 05/13/19 ULURP FINAL SUBMISSION

PROJECT
SOUTH CONDUIT AVE. LOGISTICS CENTER 130-02 SOUTH CONDUIT AVE.

PROJECT
 SOUTH CONDUIT AVE. LOGISTICS CENTER
 130-02 SOUTH CONDUIT AVE.

SCALE
 As indicated

DRAWING
 FAR CALCULATIONS

SEAL AND SIGNATURE: [Signature] DATE: 04/24/19
 PROJECT NO: 1775.00
 DRAWING BY: Author
 CHECK BY: Checker
 DWG NO: U-002
 CAD FILE NO: OF 65

SOUTH CONDUIT AVE. LOGISTICS CENTER

130-02 SOUTH CONDUIT AVE.
JAMAICA, NY 11430

BOROUGH: QUEENS

BLOCK: 11884 Lot: 150
PROJECT: 1778.00

DEVELOPER
TRIANGLE EQUITIES

STRUCTURAL ENGINEER
DESIMONE STRUCTURAL ENGINEERS

MEP/FP ENGINEER
GEA CONSULTING ENGINEERS

CIVIL ENGINEER
LANGAN ENGINEERS

ISSUE

05/13/19 ULURP FINAL SUBMISSION

PROJECT
SOUTH CONDUIT AVE.
LOGISTICS CENTER
130-02 SOUTH CONDUIT AVE.

SCALE
As indicated

DRAWING
CELLAR PLAN

SEAL AND SIGNATURE DATE: 04/24/19

PROJECT NO: 1778.00

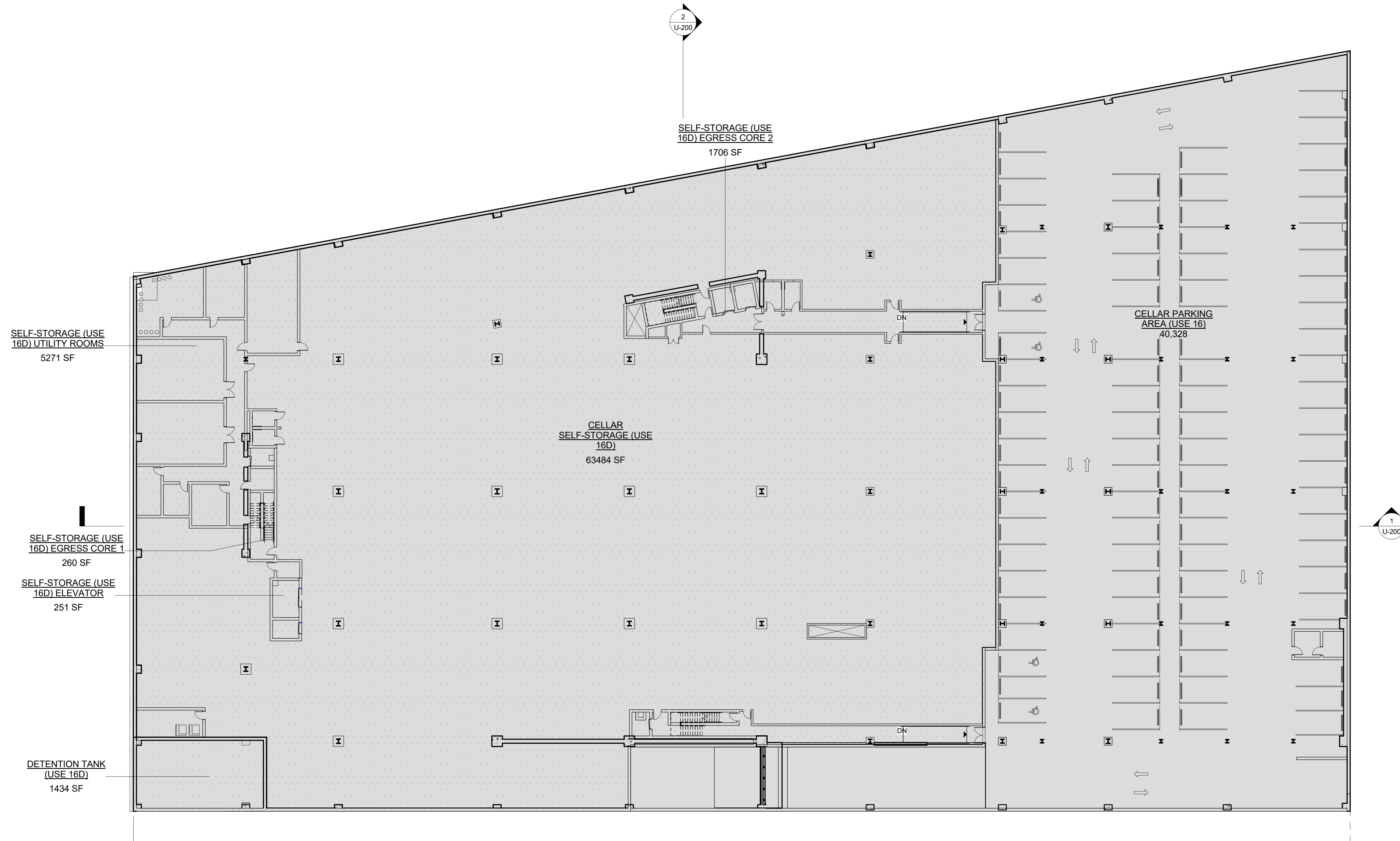
DRAWING BY: Author

CHECK BY: Checker

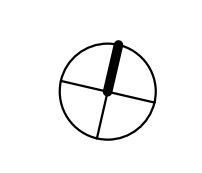
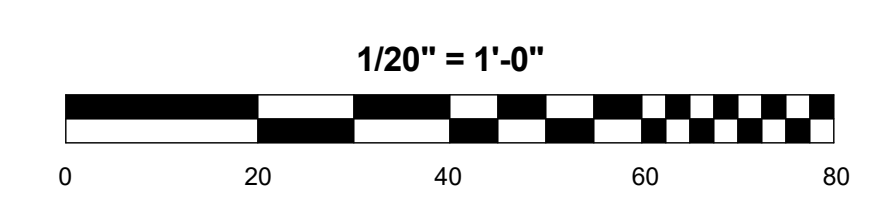
DWG NO:

U-100

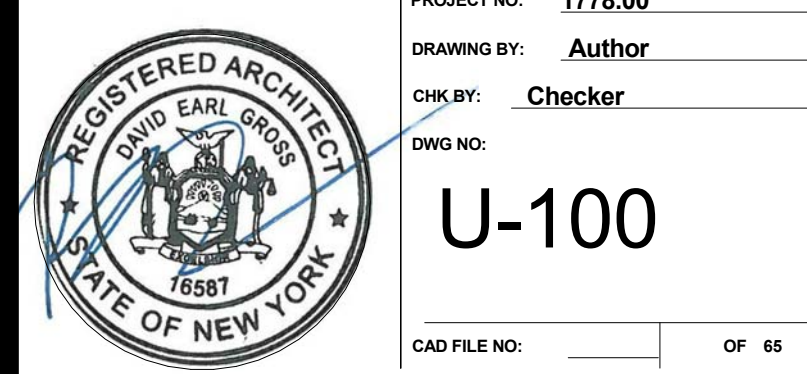
CAD FILE NO: OF 65



1 FLR-00
1" = 20'-0"



- PROPOSED BUILDING
- EXISTING BUILDING
- USE 16D SELF-STORAGE. "AREA SUBJECT TO SPECIAL PERMIT PURSUANT TO ZR 74-93"

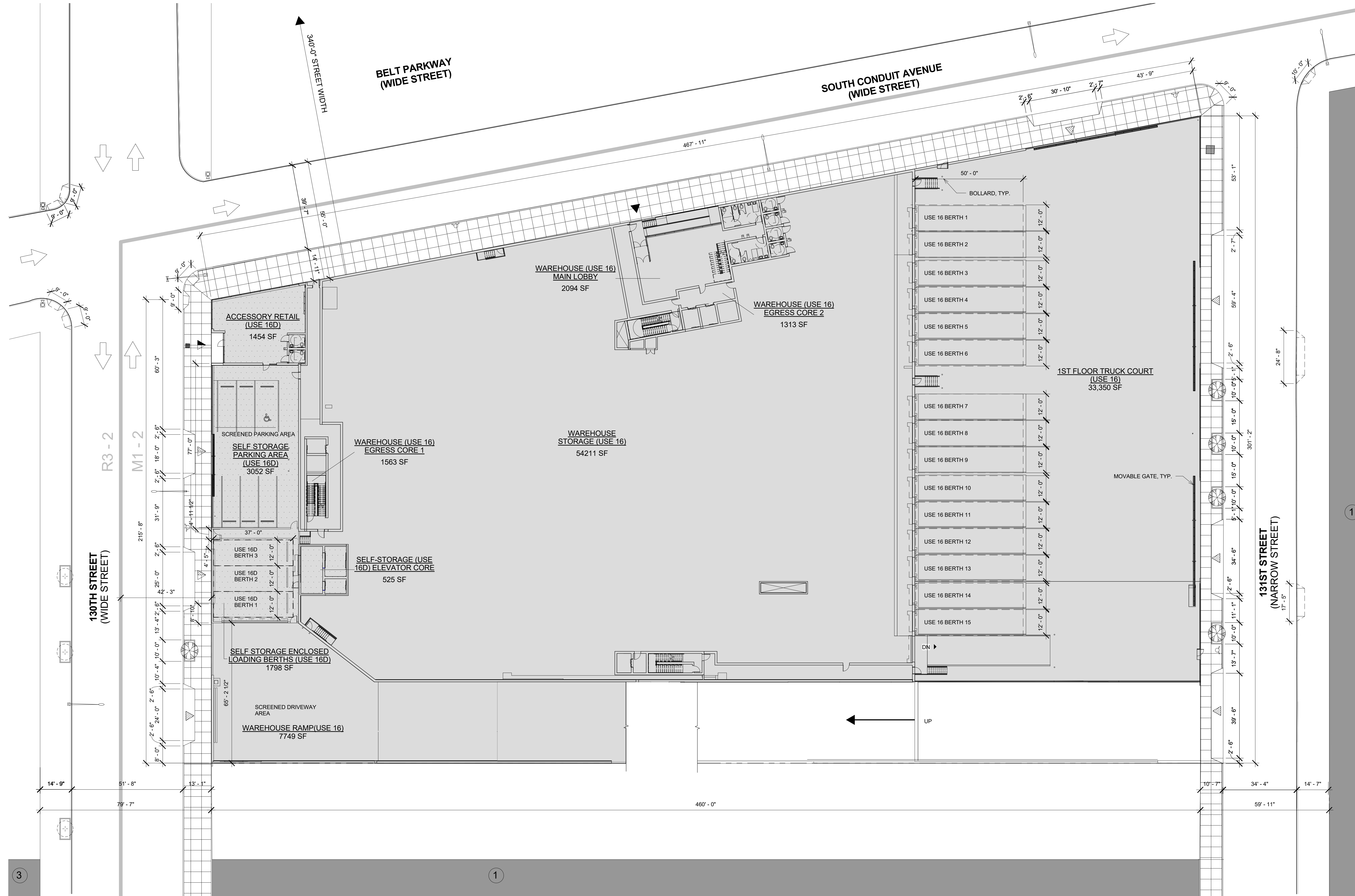


LEGEND

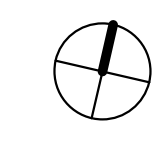
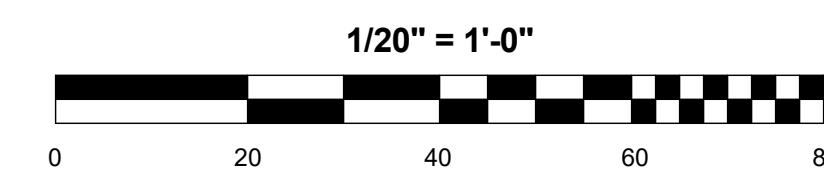
- ZONING LOT LINE
- ZONING DISTRICT BOUNDARY
- SPOT ELEVATION: ILLUSTRATIVE BUILDING HEIGHT (HT +27'-7")
- PROPOSED BUILDING
- EXISTING BUILDING
- ILLUSTRATIVE BUILDING ENVELOPE
- WAREHOUSE PEDESTRIAN ENTRANCE
- WAREHOUSE VEHICULAR ENTRANCE
- SELF-STORAGE PEDESTRIAN ENTRANCE
- SELF-STORAGE VEHICULAR ENTRANCE
- DIRECTION OF TRAFFIC
- M1-2 ZONING DISTRICT
- EXISTING FIRE HYDRANT
- EXISTING PEDESTRIAN LIGHT
- EXISTING STREET TREE TO REMAIN
- PROPOSED STREET TREE & TREE PIT
- EXISTING CURB CUT
- PROPOSED CURB CUT
- NUMBER OF STORIES AT EXISTING BUILDINGS
- EXISTING LAMP POST

GENERAL NOTES

APPLICANT'S STAMP AND SEAL CORRESPONDS TO THE INFORMATION REGARDING THE DEVELOPMENT SITE, ZONING LOT, AND RELATED CURB CUTS. INFORMATION REGARDING THE SURROUNDING PROPERTIES IS FOR ILLUSTRATIVE PURPOSES ONLY.



1 FLR-01
1" = 20'-0"



- PROPOSED BUILDING
- EXISTING BUILDING
- USE 16D SELF-STORAGE. "AREA SUBJECT TO SPECIAL PERMIT PURSUANT TO ZR 74-93"

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PARTNERS

19 W. 21ST STREET
NEW YORK, NY 10010
212 352 3099
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CRAFT architects
2505 Third Avenue
Suite 324
Seattle, WA 98121
206.720.7001

TRIANGLE EQUITIES
DEVELOPER - OWNER - MANAGER

SOUTH CONDUIT AVE. LOGISTICS CENTER
130-02 SOUTH CONDUIT AVE.
JAMAICA, NY 11430
BLOCK: 11884 Lot: 150
PROJECT 1775.00
BOROUGH: QUEENS

- DEVELOPER**
TRIANGLE EQUITIES
- STRUCTURAL ENGINEER**
DESIMONE STRUCTURAL ENGINEERS
- MEP/FP ENGINEER**
GEA CONSULTING ENGINEERS
- CIVIL ENGINEER**
LANGAN ENGINEERS

ISSUE

05/13/19	ULURP FINAL SUBMISSION
----------	------------------------

PROJECT
SOUTH CONDUIT AVE.
LOGISTICS CENTER
130-02 SOUTH CONDUIT AVE.

SCALE
As indicated

DRAWING
1ST FLOOR PLAN

SEAL AND SIGNATURE: DATE: 04/24/19

PROJECT NO: 1775.00
DRAWING BY: Author
CHK BY: Checker
DWG NO: U-101
GAD FILE NO: OF 65

SOUTH CONDUIT AVE. LOGISTICS CENTER
 130-02 SOUTH CONDUIT AVE.
 JAMAICA, NY 11430
 BLOCK: 11884 Lot: 150
 PROJECT 1778.00
 BOROUGH: QUEENS

DEVELOPER
 TRIANGLE EQUITIES
 STRUCTURAL ENGINEER
 DESIMONE STRUCTURAL ENGINEERS
 MEP/FP ENGINEER
 GEA CONSULTING ENGINEERS
 CIVIL ENGINEER
 LANGAN ENGINEERS

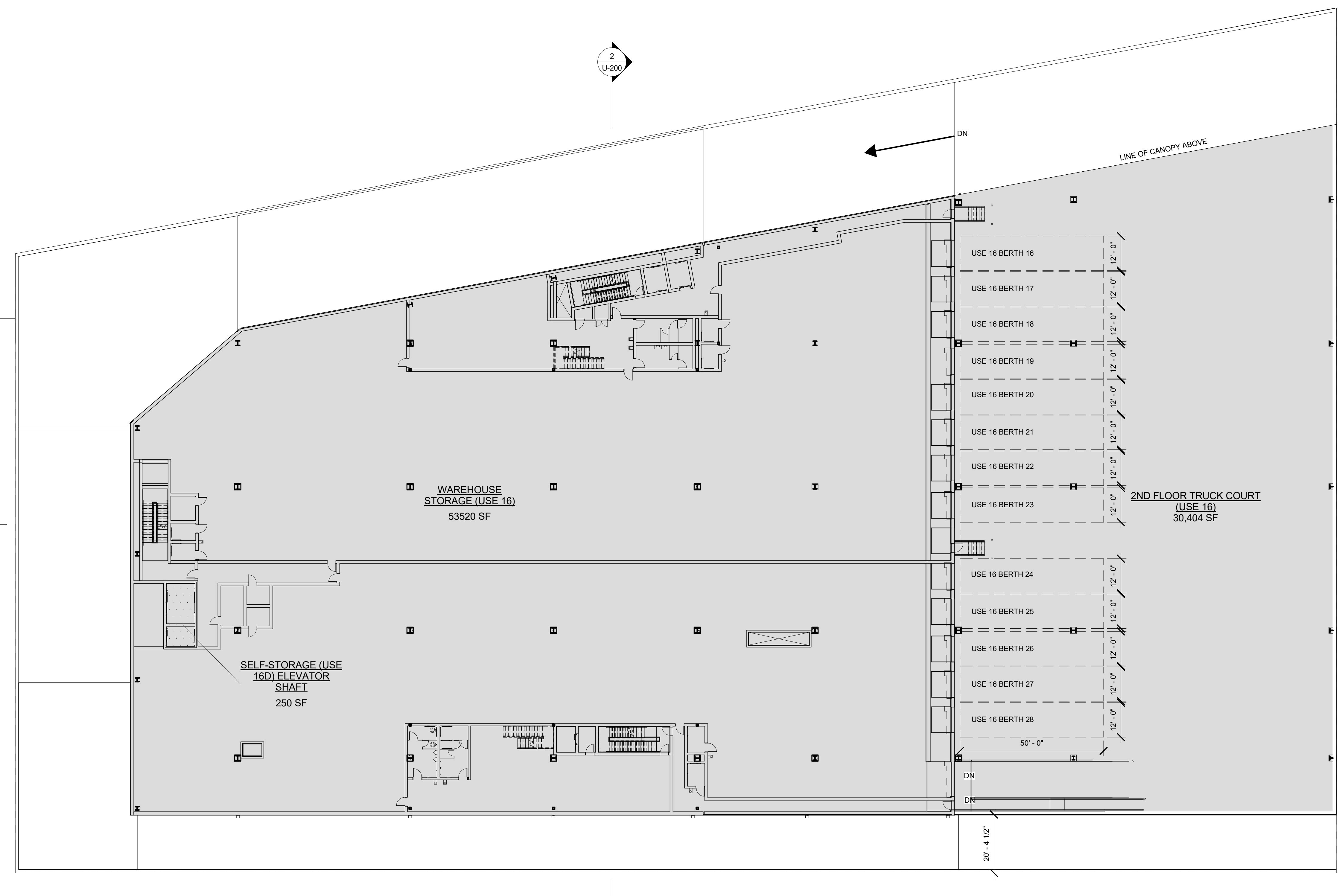
ISSUE
 05/13/19 ULURP FINAL SUBMISSION

PROJECT
 SOUTH CONDUIT AVE.
 LOGISTICS CENTER
 130-02 SOUTH CONDUIT AVE.

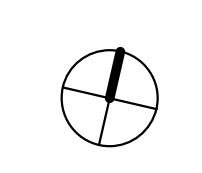
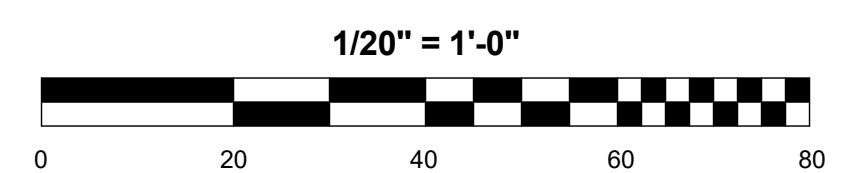
SCALE
 As indicated

DRAWING
 2ND FLOOR PLAN

SEAL AND SIGNATURE
 DATE: 04/24/19
 PROJECT NO: 1778.00
 DRAWING BY: Author
 CHECK BY: Checker
 DWG NO:
U-102
 CAD FILE NO: OF 65



1 FLR-02
 1" = 20'-0"



- PROPOSED BUILDING
- EXISTING BUILDING
- USE 16D SELF-STORAGE. *AREA SUBJECT TO SPECIAL PERMIT PURSUANT TO ZR 74-93*

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NEW YORK, NY 10010
212 352 3099
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2505 Third Avenue
Suite 324
Seattle, WA 98121
206.720.7001

TRIANGLE EQUITIES
DEVELOPER - OWNER - MANAGER

SOUTH CONDUIT AVE. LOGISTICS CENTER

130-02 SOUTH CONDUIT AVE.
JAMAICA, NY 11430

BOROUGH: QUEENS

BLOCK: 11884 Lot: 150
PROJECT 1778.00

DEVELOPER
TRIANGLE EQUITIES
STRUCTURAL ENGINEER
DESIMONE STRUCTURAL ENGINEERS
MEP/FP ENGINEER
GEA CONSULTING ENGINEERS
CIVIL ENGINEER
LANGAN ENGINEERS

ISSUE

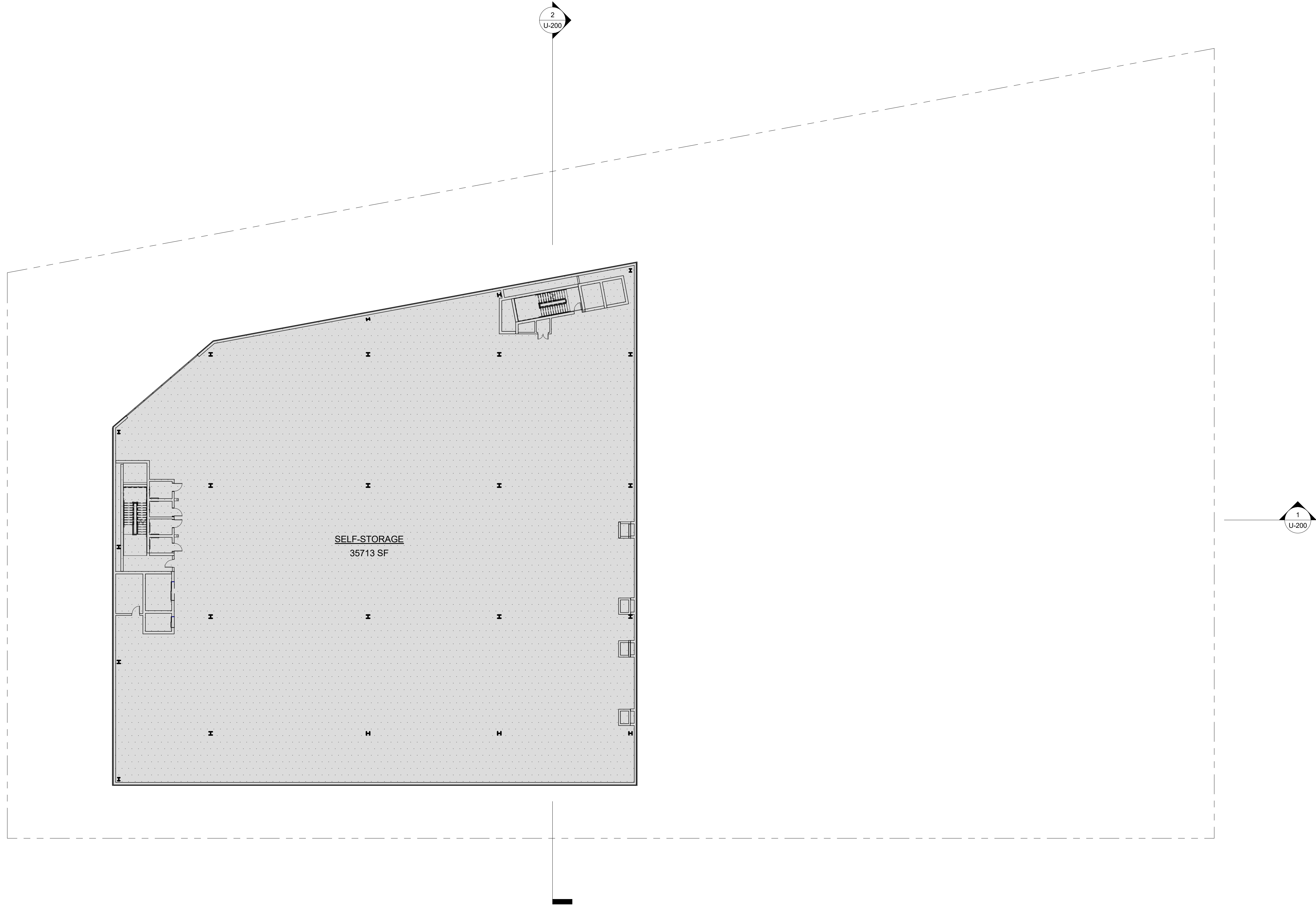
05/13/19 ULURP FINAL SUBMISSION

PROJECT
SOUTH CONDUIT AVE.
LOGISTICS CENTER
130-02 SOUTH CONDUIT AVE.

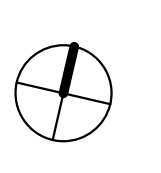
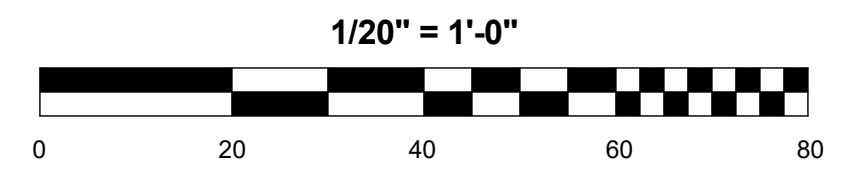
SCALE
As indicated




DRAWING
4TH FLOOR PLAN

SEAL AND SIGNATURE
DATE: 04/24/19
PROJECT NO: 1778.00
DRAWING BY: Author
CHK BY: Checker
DWG NO: U-104
CAD FILE NO: OF 65



① FLR-04
1" = 20'-0"



-  PROPOSED BUILDING
-  EXISTING BUILDING
-  USE 16D SELF-STORAGE. "AREA SUBJECT TO SPECIAL PERMIT PURSUANT TO ZR 74-93"

SOUTH CONDUIT AVE. LOGISTICS CENTER
130-02 SOUTH CONDUIT AVE.
JAMAICA, NY 11430

BOROUGH: QUEENS

BLOCK: 11884 Lot: 150
PROJECT: 1778.00

DEVELOPER
TRIANGLE EQUITIES
STRUCTURAL ENGINEER
DESIMONE STRUCTURAL ENGINEERS
MEP/FP ENGINEER
GEA CONSULTING ENGINEERS
CIVIL ENGINEER
LANGAN ENGINEERS

ISSUE

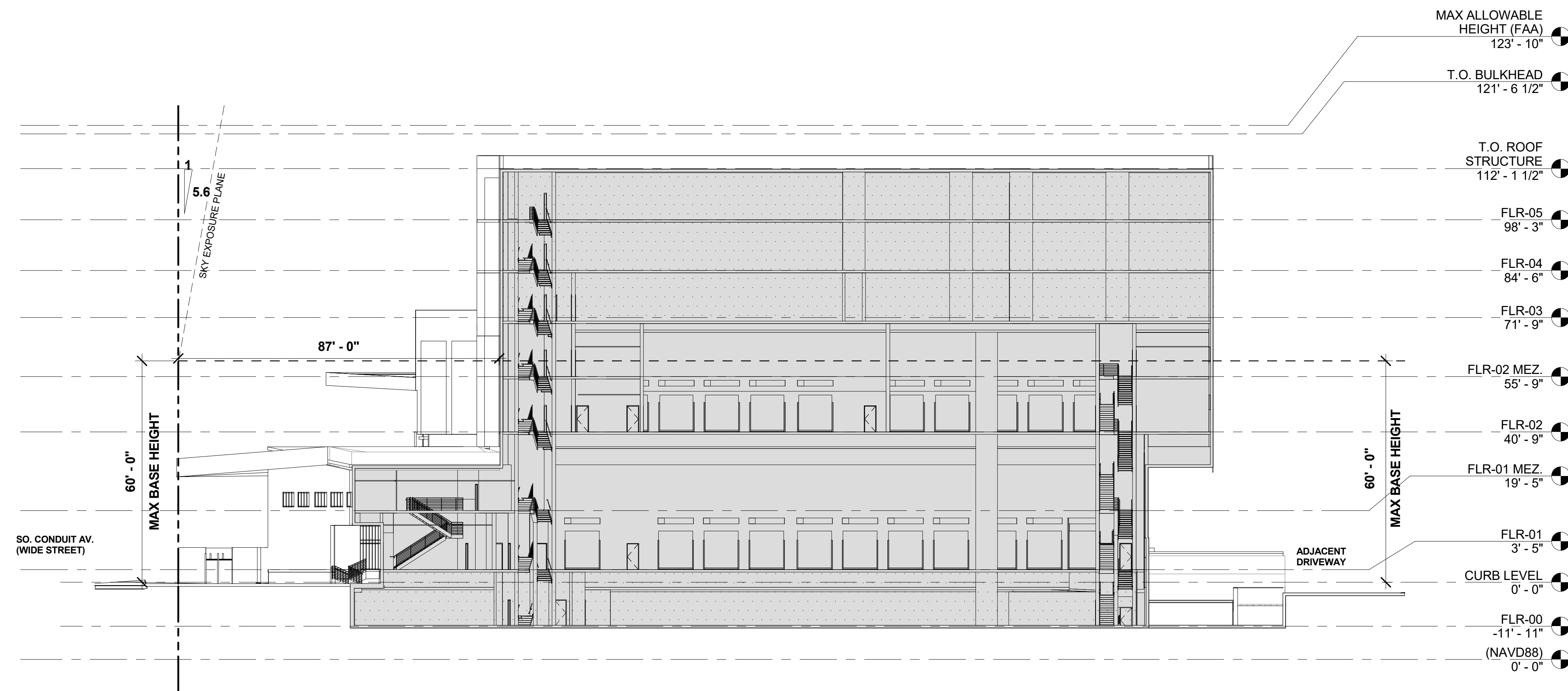
05/13/19 ULURP FINAL SUBMISSION

PROJECT
SOUTH CONDUIT AVE. LOGISTICS CENTER
130-02 SOUTH CONDUIT AVE.

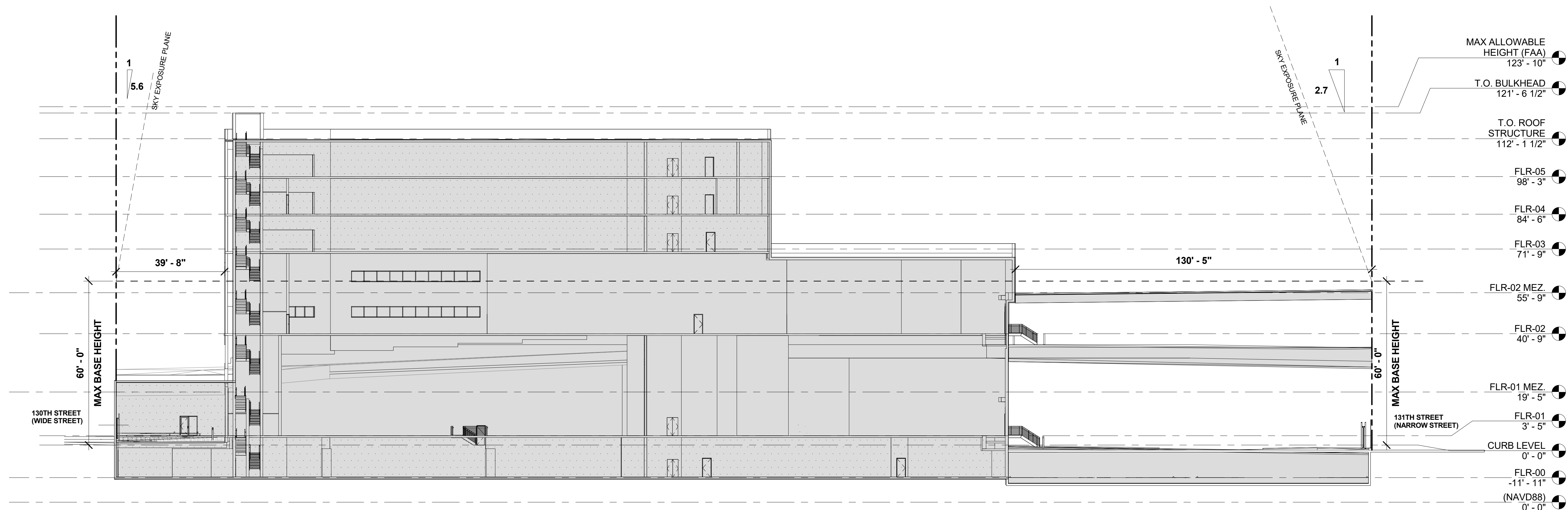
SCALE
As indicated

DRAWING
SECTIONS

SEAL AND SIGNATURE: [Signature] DATE: 04/24/19
PROJECT NO: 1778.00
DRAWING BY: Author
CHECK BY: Checker
DWG NO: U-200
GAD FILE NO: OF 65



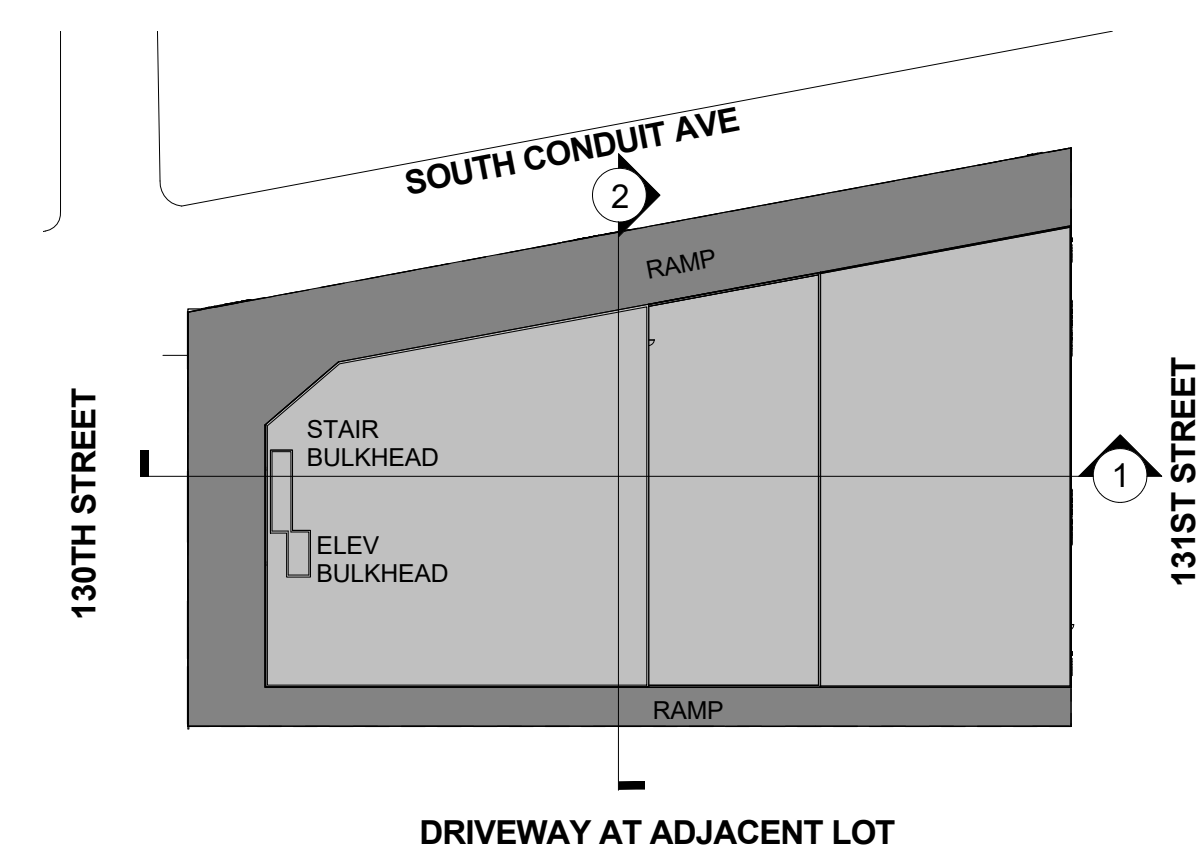
2 SECTION NORTH TO SOUTH
1" = 20'-0"



1 SECTION EAST TO WEST
1" = 20'-0"

LEGEND

- ZONING LOT LINE
- PROPOSED BUILDING
- EXISTING BUILDING
- USE 16D SELF-STORAGE SITE DEVELOPMENT. "AREA SUBJECT TO SPECIAL PERMIT PURSUANT TO ZR 74-93"



DRIVEWAY AT ADJACENT LOT

SOUTH CONDUIT AVE. LOGISTICS CENTER
130-02 SOUTH CONDUIT AVE.
JAMAICA, NY 11430

BOROUGH: QUEENS

BLOCK: 11884 Lot: 150
PROJECT: 1778.00

DEVELOPER
TRIANGLE EQUITIES

STRUCTURAL ENGINEER
DESIMONE STRUCTURAL ENGINEERS

MEP/FP ENGINEER
GEA CONSULTING ENGINEERS

CIVIL ENGINEER
LANGAN ENGINEERS

ISSUE

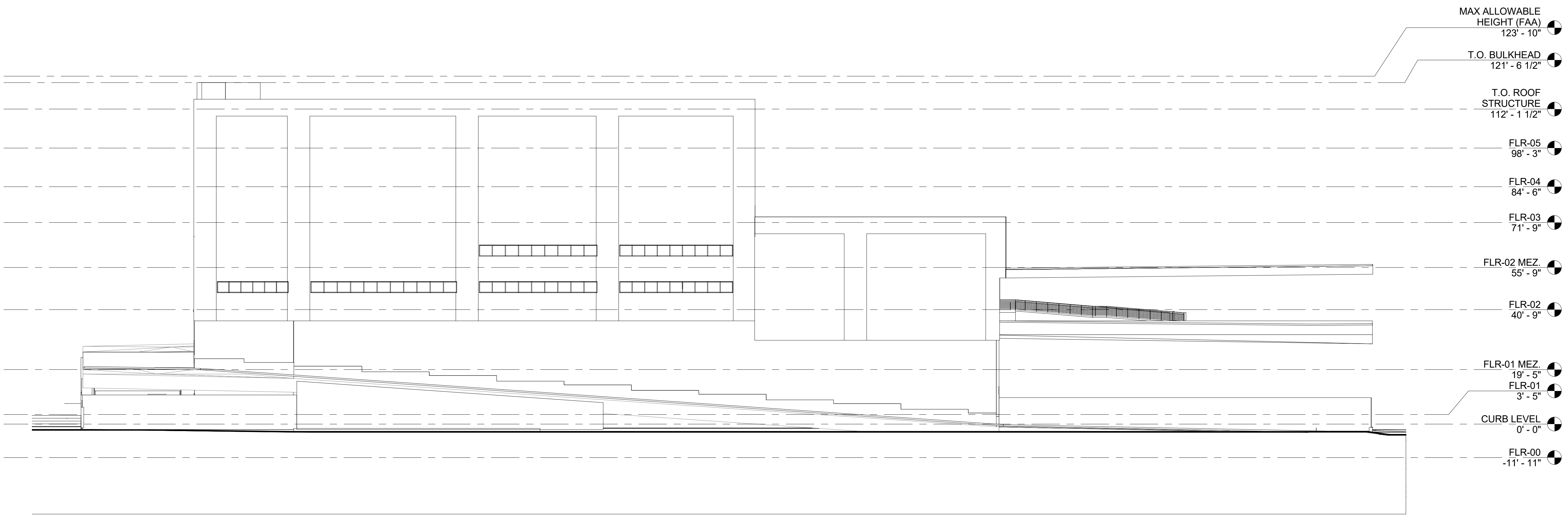
05/13/19	ULURP FINAL SUBMISSION
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PROJECT
SOUTH CONDUIT AVE. LOGISTICS CENTER
130-02 SOUTH CONDUIT AVE.

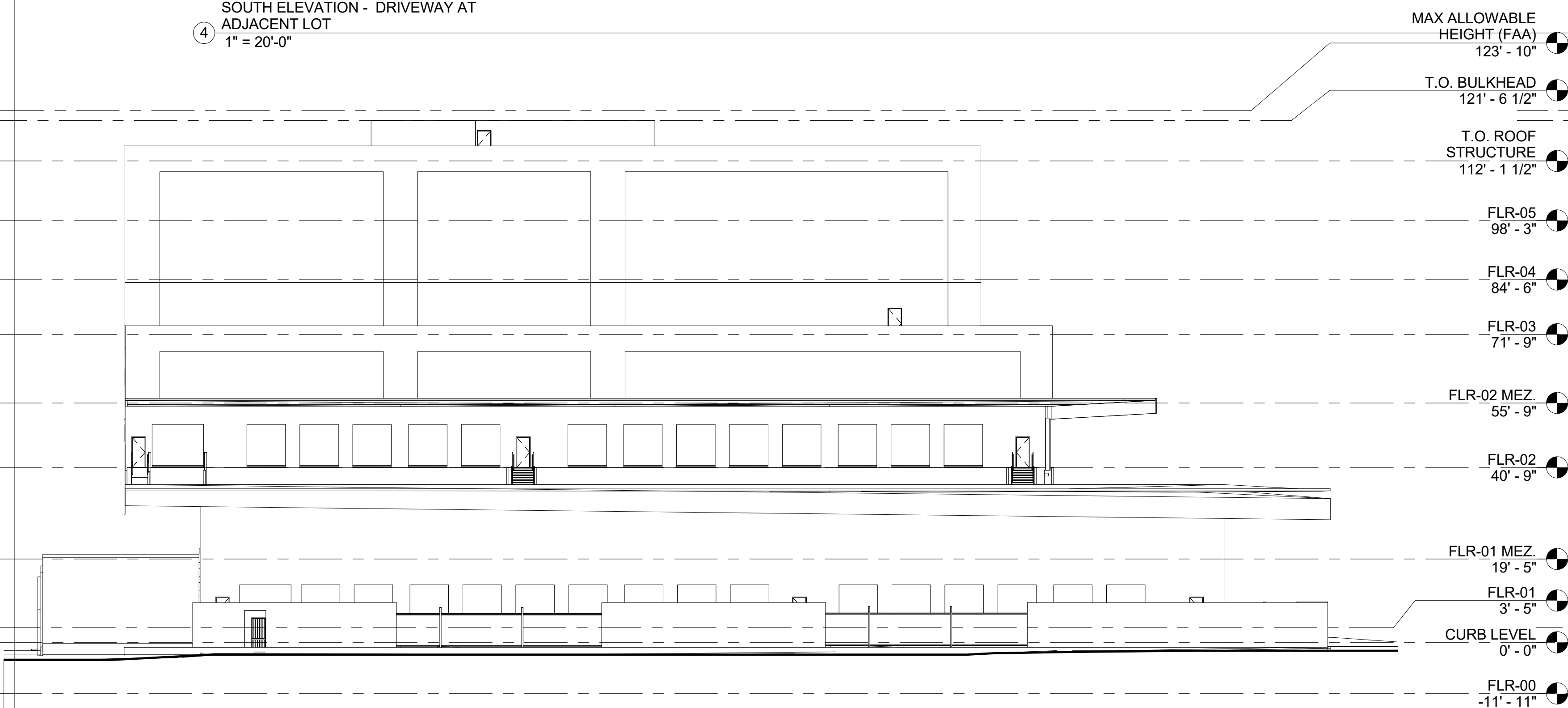
SCALE
As indicated

DRAWING ELEVATIONS

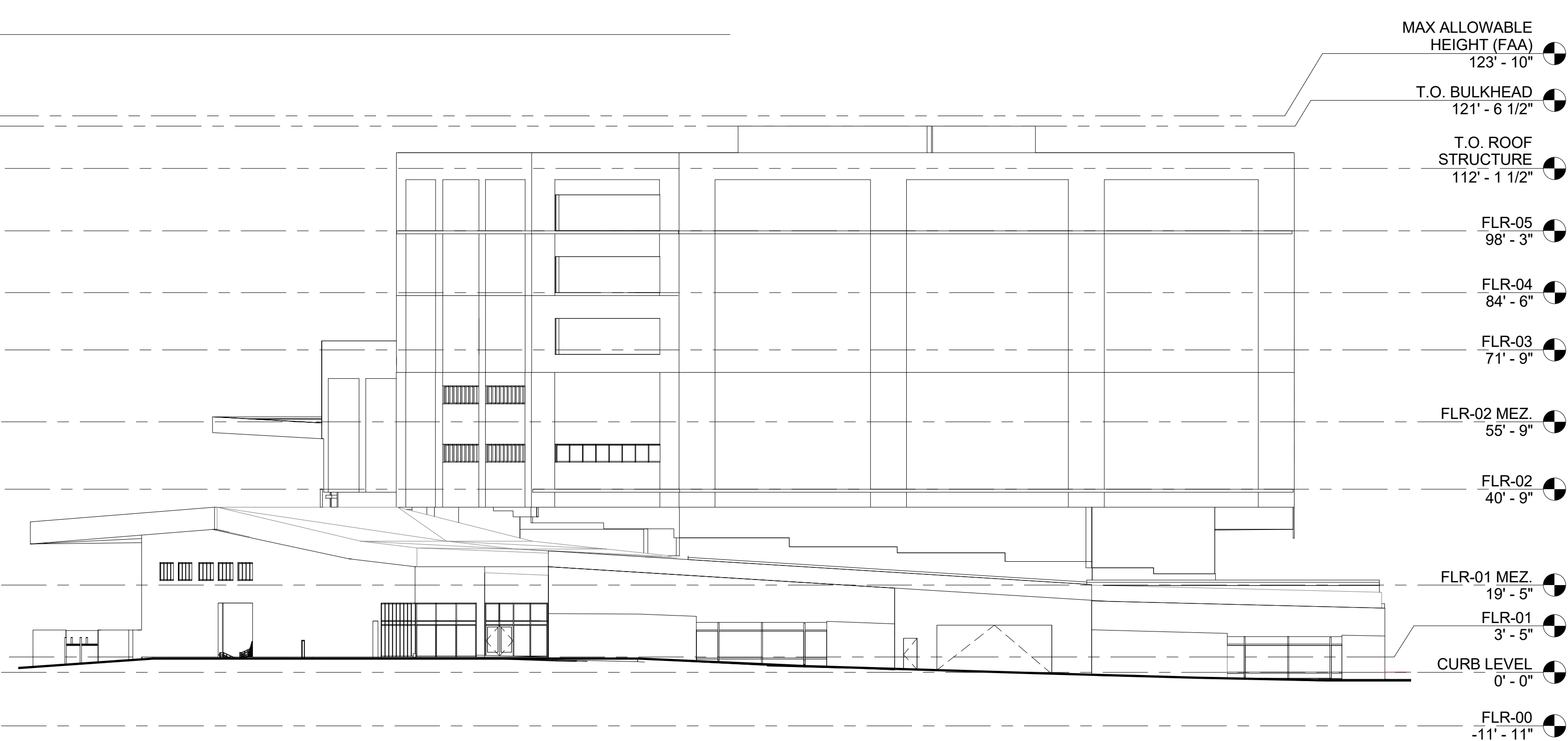
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PROJECT NO: 1778.00
DRAWING BY: Author
CHK BY: Checker
DWG NO: U-301
GAD FILE NO: OF 65



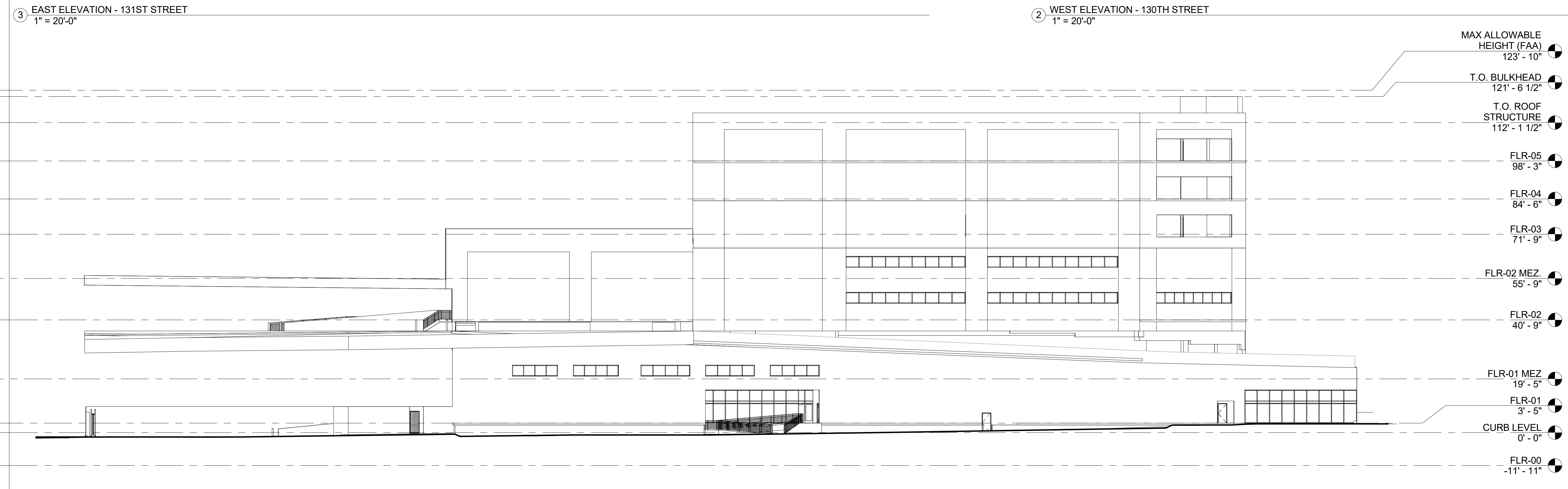
4 SOUTH ELEVATION - DRIVEWAY AT ADJACENT LOT
1" = 20'-0"



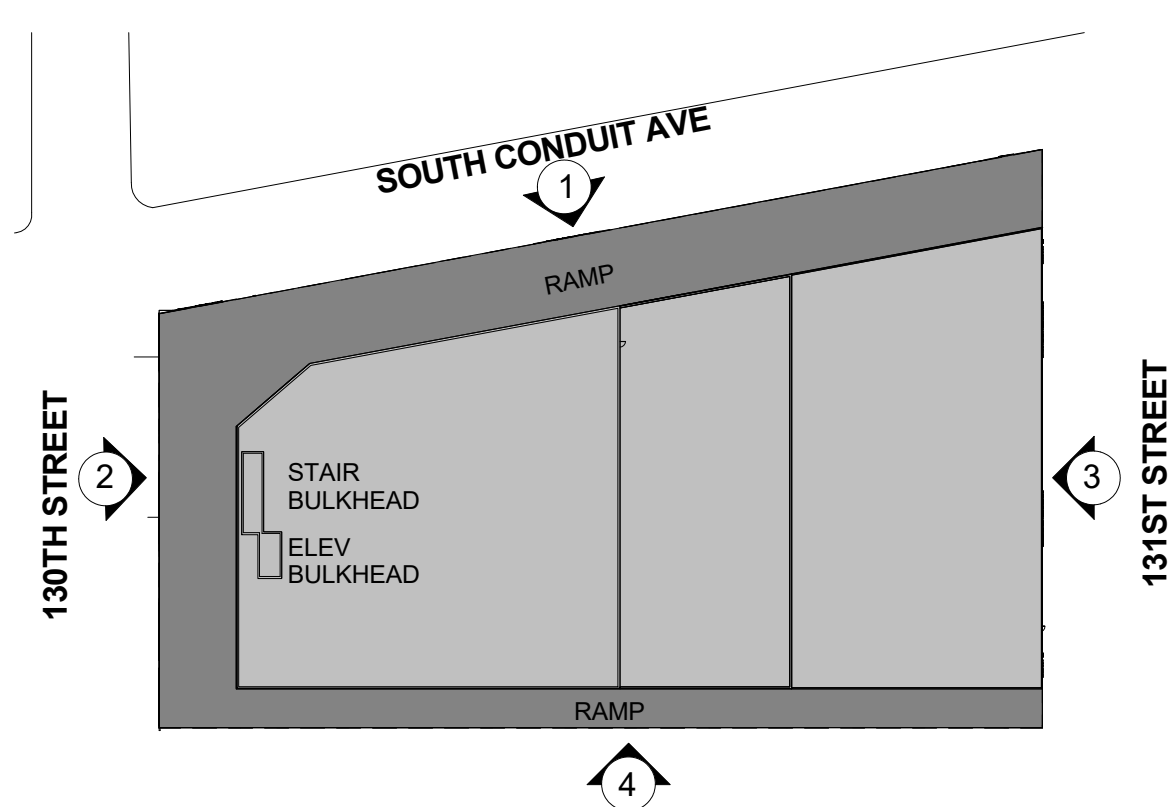
3 EAST ELEVATION - 131ST STREET
1" = 20'-0"



2 WEST ELEVATION - 130TH STREET
1" = 20'-0"



1 NORTH ELEVATION - SOUTH CONDUIT AVE.
1" = 20'-0"



3

2

4

Appendix B: WRP

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: South Conduit Property Owner, LLC

Name of Applicant Representative: Josh Weingarten

Address: 30-56 Whitestone Expressway - Suite 300

Telephone: 718-463-5757 Email: jweingarten@triequities.com

Project site owner (if different than above): _____

B. PROPOSED ACTIVITY

If more space is needed, include as an attachment.

I. Brief description of activity

The applicant is seeking several actions to facilitate the development of a self-service storage facility at the project site. The proposed project would result in the redevelopment of the site with an approximately 422,234 gsf five-story facility with approximately 235,610 gsf of warehouse space (1.02 FAR), 94 employee parking spaces, 6 parking spaces for self-storage, 28 loading berths for the warehouse space, 3 loading berths for the self-service storage facility, and 186,624 gsf of self-service storage facility space (0.92 FAR). The proposed building would be approximately 112 feet in height above the base plane (with bulkhead) and would have higher floor-to-floor heights to maximize the interior space and increase efficiencies in operations. The proposed project would conform to existing M1-2 zoning regulations, with the exception of the self-service storage space, which would require a CPC special permit.

2. Purpose of activity

The self-service storage portion of the project would provide self-service storage space for both individual and business customers in an area that is lacking self-storage facilities. Overall, the proposed project would introduce an appropriate mix of land uses to the area, and the project's self-storage use would support an innovative combination of compatible uses in the area.

Further, the proposed project would align with the goals of the JFK Action Agenda by increasing access to Class-A industrial space abutting the airport, providing best-in class space to facilitate air cargo operational improvements, and providing more efficient and direct access to the airport for air cargo handlers and freight forwarders. Overall, the proposed project would contribute to meeting the published forecast growth in the JFK Action Agenda.

C. PROJECT LOCATION

Borough: Queens Tax Block/Lot(s): Block 11884, Lot 150 (formerly Lots 150, 160, 170, 180)

Street Address: 130-24 South Conduit Avenue

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 checked="" 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: NYC IDA funding
- 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 checked="" type="checkbox"/>
I.1	Encourage commercial and residential redevelopment in appropriate Coastal Zone areas.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I.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 checked="" type="checkbox"/>
I.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 checked="" type="checkbox"/>
I.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 checked="" type="checkbox"/>
I.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"/>	<input checked="" 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 checked="" 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 checked="" 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 checked="" 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 checked="" type="checkbox"/>
2.4	Provide infrastructure improvements necessary to support working waterfront uses.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" 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 checked="" type="checkbox"/>
3.1.	Support and encourage in-water recreational activities in suitable locations.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>
3.3	Minimize conflicts between recreational boating and commercial ship operations.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" 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 checked="" 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 checked="" 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 checked="" 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 checked="" type="checkbox"/>
4.3	Protect designated Significant Coastal Fish and Wildlife Habitats.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.4	Identify, remediate and restore ecological functions within Recognized Ecological Complexes.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.5	Protect and restore tidal and freshwater wetlands.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" 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 checked="" type="checkbox"/>
4.8	Maintain and protect living aquatic resources.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>
5.1	Manage direct or indirect discharges to waterbodies.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" 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 checked="" 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 checked="" 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 checked="" 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 checked="" 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 checked="" 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 checked="" type="checkbox"/>
6.4	Protect and preserve non-renewable sources of sand for beach nourishment.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" 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 checked="" type="checkbox"/>
7.2	Prevent and remediate discharge of petroleum products.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>
8	Provide public access to, from, and along New York City's coastal waters.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8.1	Preserve, protect, maintain, and enhance physical, visual and recreational access to the waterfront.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>
8.3	Provide visual access to the waterfront where physically practical.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10.1	Retain and preserve historic resources, and enhance resources significant to the coastal culture of New York City.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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: Allison Ruddock

Address: 1 Penn Plaza

Telephone: 212.857.7365 Email: aruddock@vhb.com

Applicant/Agent's Signature: 

Date: 1/23/19

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

WRP Policy Assessment

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

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

The proposed project would be consistent with surrounding land uses. The air cargo and freight logistics portion of the project would support the goals of the JFK International Airport Air Cargo Action Agenda (JFK Action Agenda) published by the Port Authority of NY & NJ (PANYNJ) and the New York City Economic Development Corporation (NYCEDC), which identified a need to strengthen JFK's air cargo infrastructure as JFK is one of the nation's largest international freight gateways. The proposed project would align with the goals of the JFK Action Agenda by increasing access to Class-A industrial space around the airport, providing best-in class space to facilitate air cargo operational improvements, and providing more efficient and direct access to the airport for air cargo handlers and freight forwarders.

The self-service storage portion of the project would provide self-service storage space for both individual and business customers in an area that is lacking self-storage facilities. The nearest self-service storage facilities are approximately two miles from the project site. The applicant projects approximately 20 percent of the proposed self-storage units—or 312 units—would be used by small business operators in the surrounding area. The site is well suited for self-storage use as it is located close to major roadways and other industrial uses, is adjacent to both a residential neighborhood and JFK Airport, and has good vehicle access from all directions that allows for easy small truck access along a designated truck route.

Policy 2: Support water-dependent and industrial uses in New York City coastal areas that are well-suited to their continued operation.

Policy 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.

See response to WRP Policy 6.2.

Policy 6: Minimize loss of life, structure, 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.

See response to WRP Policy 6.2.

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.

The entire project site is located outside the National Flood Insurance Program's (NFIP) 100-year and 500-year floodplains, as mapped in the Preliminary Flood Insurance Rate Map (PFIRM) for Queens County, NY dated January 30, 2015 (Map Number 3604970237G). The height of the 100-year floodplain south of the site is 10 feet NAVD88.

Based on sea level rise (SLR) estimates from the New York City Panel of Climate Change's 2015 report, Building the Knowledge Base for Climate Resiliency, predicted flood elevations for various SLR scenarios were determined, as depicted in **Table 1**. All SLR calculations are provided in the flood elevation worksheets attached.

Table 1 100-Year Floodplain Elevations with Sea Level Rise

Decade	Low Estimate – 10 th percentile (ft)	Mid-Range – 25 th to 75 th percentile (ft)		High Estimate – 90 th percentile (ft)
2020	10.2	10.3	10.7	10.8
2050	10.7	10.9	11.8	12.5
2080	11.1	11.5	13.3	14.8
2100	11.3	11.8	14.2	16.3

The lowest floor elevation of the proposed project, which consists of self-service storage space (including self-storage elevator and utility rooms) and enclosed parking in the cellar, would be constructed at an elevation of 9 feet, which is 1 foot lower than the 100-year flood height. However, as noted previously, the project site is not located within the 100-year and 500-year floodplains. As such, the proposed project would be consistent with this policy.

NYC Waterfront Revitalization Program - Policy 6.2 Flood Elevation Worksheet

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

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

Background Information	
Project Name	130-24 South Conduit Ave Self-Storage
Location	130-24 South Conduit Avenue, Queens
Type(s)	<input type="checkbox"/> Residential, Commercial, Community Facility <input type="checkbox"/> Parkland, Open Space, and Natural Areas <input type="checkbox"/> Tidal Wetland Restoration <input type="checkbox"/> Critical Infrastructure or Facility <input checked="" type="checkbox"/> Industrial Uses <input type="checkbox"/> Over-water Structures <input type="checkbox"/> Shoreline Structures <input type="checkbox"/> Transportation <input type="checkbox"/> Wastewater Treatment/Drainage <input type="checkbox"/> Coastal Protection
Description	The applicant is seeking a special permit pursuant to ZR Section 74-932 to facilitate the development of a self-service storage facility at the project site. The proposed project would result in the redevelopment of the site with an approximately 422,234 gsf five-story (112 foot tall) facility with approximately 235,610 gsf of warehouse space (1.02 FAR), 94 employee parking spaces, 6 parking spaces for self-storage, 28 loading berths for the warehouse space, 3 loading berths for the self-service storage facility, and 186,624 gsf of self-service storage facility space (0.92 FAR).
Planned Completion date	2021

The New York City Waterfront Revitalization Program Climate Change Adaptation Guidance document was developed by the NYC Department of City Planning. It is a guidance document only and is not intended to serve as a substitute for actual regulations. The City disclaims any liability for errors that may be contained herein and shall not be responsible for any damages, consequential or actual, arising out of or in connection with the use of this information. The City reserves the right to update or correct information in this guidance document at any time and without notice.

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

Last update: June 7, 2017

Establish current tidal and flood heights.

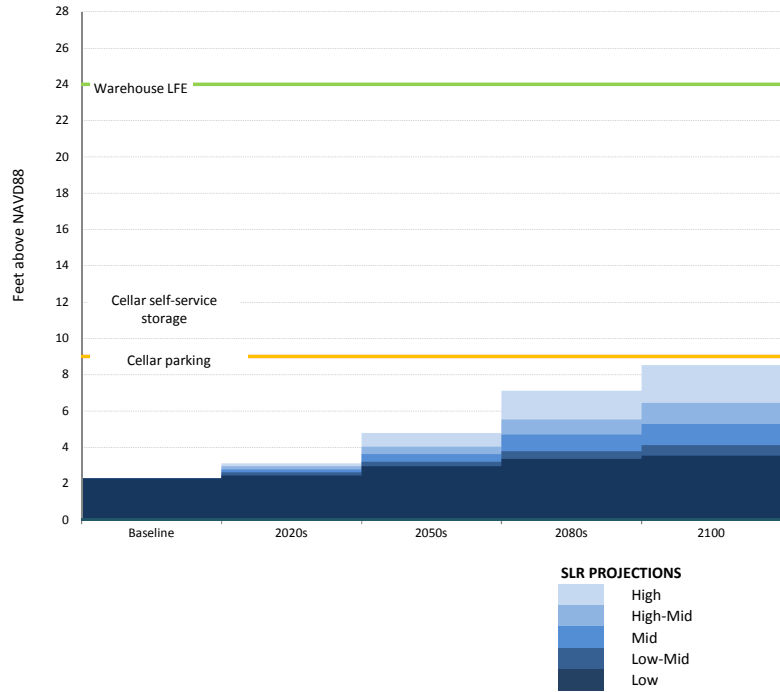
	FT (NAVD88)	Feet	Datum	Source
MHHW	2.28	5.05	MLLW	
1% flood height	10.00	10.00	NAVD88	
<i>As relevant:</i>				
0.2% flood height	12.55	12.55	NAVD88	
MHW	1.96	4.73	MLLW	
MSL	-0.20	2.57	MLLW	
MLLW	-2.77	0.00	MLLW	

Data will be converted based on the following datums:

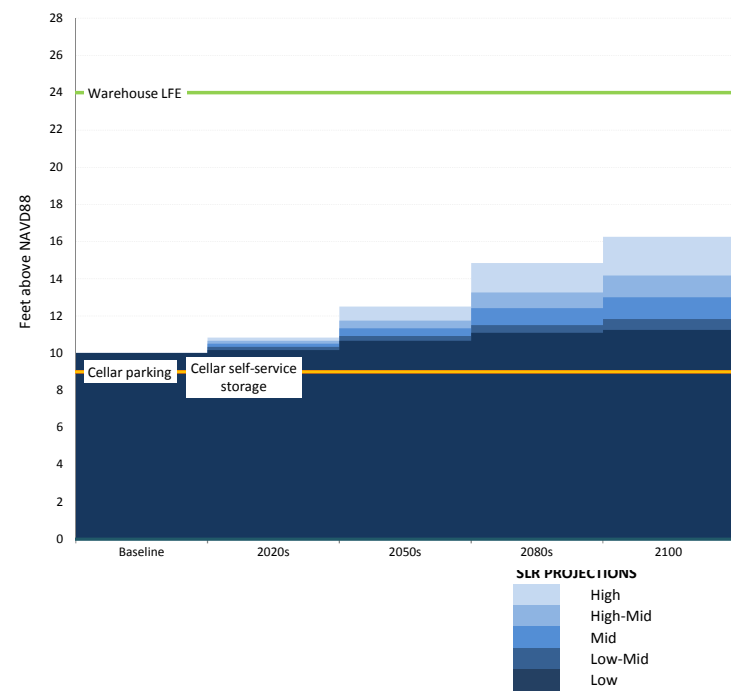
Datum	FT (NAVD88)
NAVD88	0.00
NGVD29	-1.10
Manhattan Datum	1.65
Bronx Datum	1.51
Brooklyn Datum (Sewer)	0.61
Brooklyn Datum (Highway)	1.45
Queens Datum	1.63
Richmond Datum	2.09
Station	The Battery
MLLW	-2.77

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

Mean Higher High Water + Sea Level Rise



1% Flood Elevation + Sea Level Rise



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

MHHW+SLR (ft above NAVD88)

	MHHW+SLR (ft above NAVD88)					
	Low	Low-Mid	Mid	High-Mid	High	
Baseline	2.28	2.28	2.28	2.28	2.28	Baseline
2020s	2.45	2.61	2.78	2.95	3.11	2020s
2050s	2.95	3.20	3.61	4.03	4.78	2050s
2080s	3.36	3.78	4.70	5.53	7.11	2080s
2100	3.53	4.11	5.28	6.45	8.53	2100

1%+SLR (ft above NAVD88)

	1%+SLR (ft above NAVD88)					
	Low	Low-Mid	Mid	High-Mid	High	
Baseline	10.00	10.00	10.00	10.00	10.00	Baseline
2020s	10.17	10.33	10.50	10.67	10.83	2020s
2050s	10.67	10.92	11.33	11.75	12.50	2050s
2080s	11.08	11.50	12.42	13.25	14.83	2080s
2100	11.25	11.83	13.00	14.17	16.25	2100

0.2%+SLR (ft above NAVD88)

	0.2%+SLR (ft above NAVD88)				
	Low	Low-Mid	Mid	High-Mid	High
Baseline	12.55	12.55	12.55	12.55	12.55
2020s	12.72	12.88	13.05	13.22	13.38
2050s	13.22	13.47	13.88	14.30	15.05
2080s	13.63	14.05	14.97	15.80	17.38
2100	13.80	14.38	15.55	16.72	18.80

	0	1
Cellar parking	9	9
Cellar self-service storage	9	9
Warehouse LFE	24	24
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

SLR (in)

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

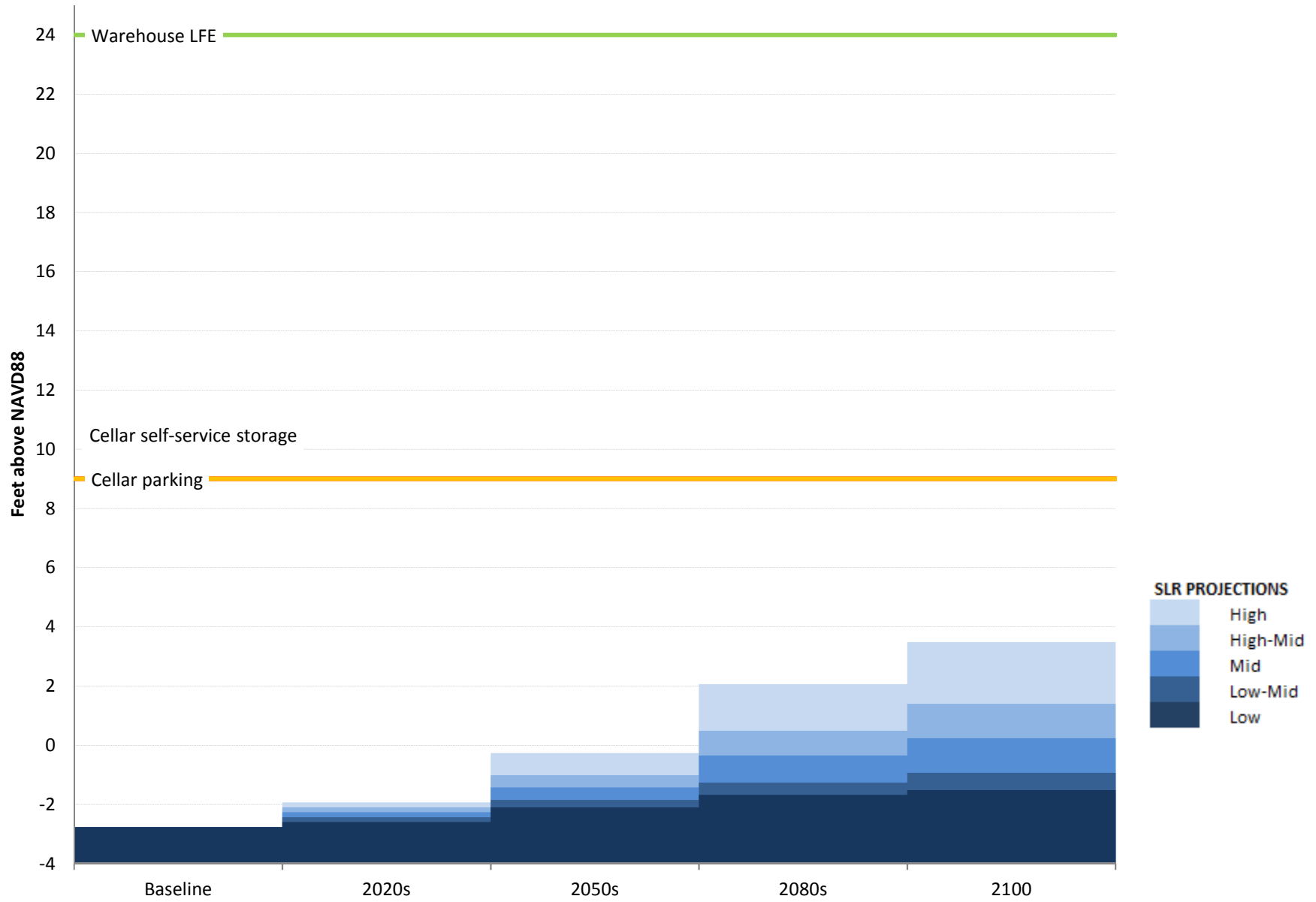
MLLW+SLR (ft above NAVD88)

Low	Low-Mid	Mid	High-Mid	High
-2.77	-2.77	-2.77	-2.77	-2.77
-2.60	-2.44	-2.27	-2.10	-1.94
-2.10	-1.85	-1.44	-1.02	-0.27
-1.69	-1.27	-0.35	0.48	2.06
-1.52	-0.94	0.23	1.40	3.48

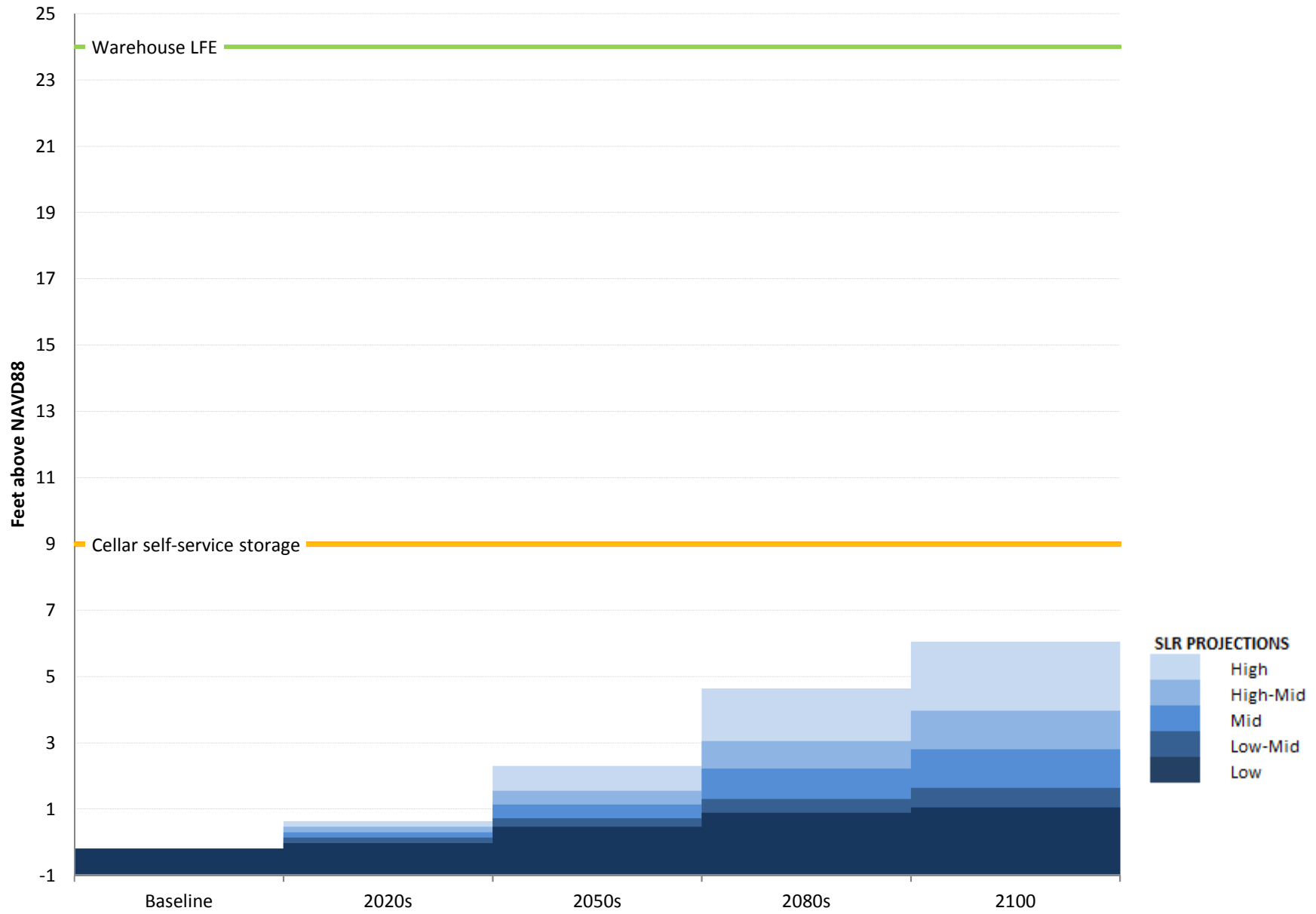
MSL+SLR (ft above NAVD88)

Low	Low-Mid	Mid	High-Mid	High
-0.20	-0.20	-0.20	-0.20	-0.20
-0.03	0.13	0.30	0.47	0.63
0.47	0.72	1.13	1.55	2.30
0.88	1.30	2.22	3.05	4.63
1.05	1.63	2.80	3.97	6.05

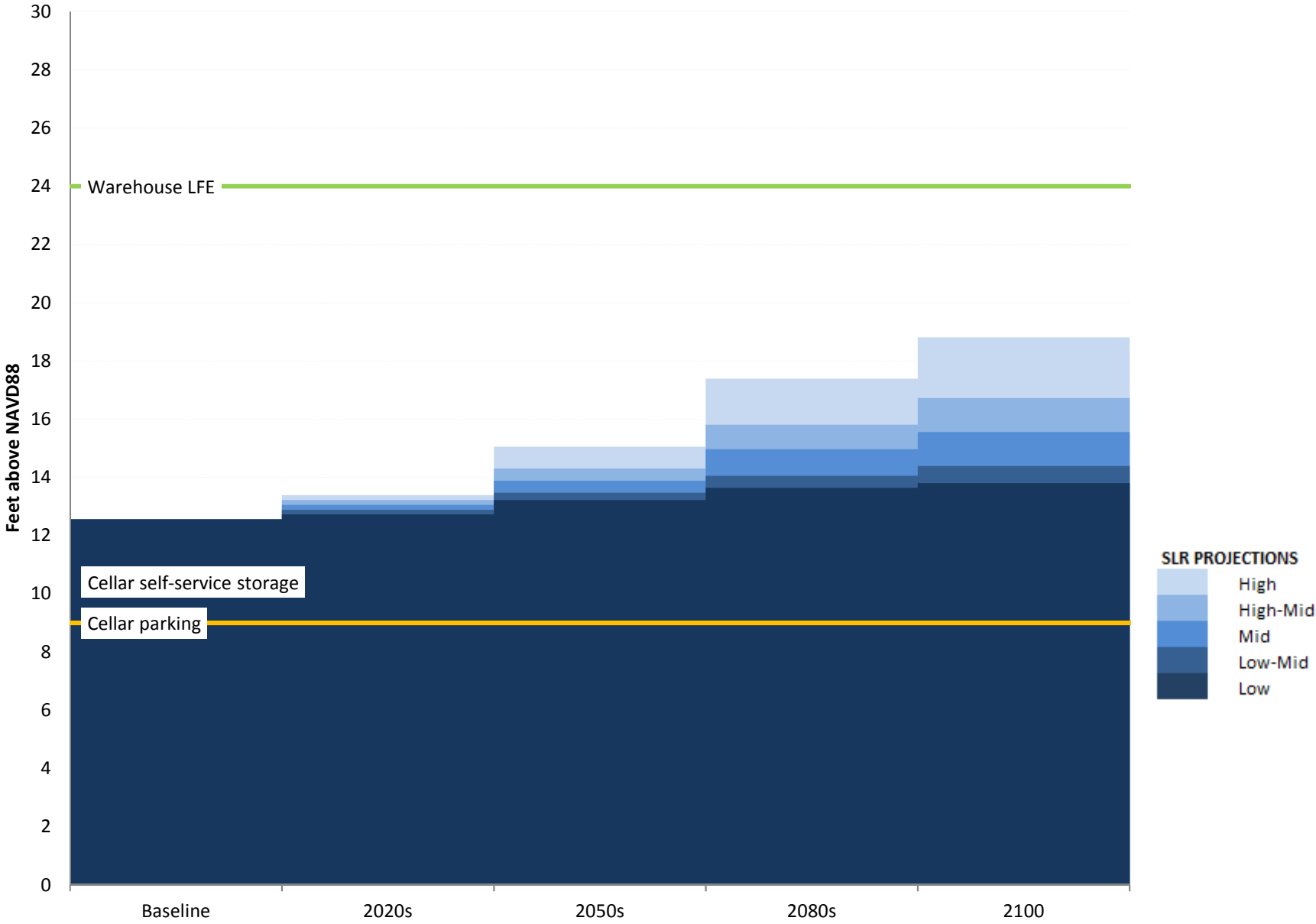
Mean Lower Low Water + Sea Level Rise



Mean Sea Level + Sea Level Rise



0.2% Flood Elevation + Sea Level Rise



Appendix C: LPC Determination Letter

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / LA-CEQR-Q
Project: 130-24 SOUTH CONDUIT AVENUE
Date received: 11/16/2018

Properties with no Architectural or Archaeological significance:

- 1) ADDRESS: 149-21 130 STREET, BBL: 4118840150
- 2) ADDRESS: 149-15 130 STREET, BBL: 4118840160
- 3) ADDRESS: 130-02 SOUTH CONDUIT AVENUE, BBL: 4118840180
- 4) ADDRESS: 149-20 131 STREET, BBL: 4118840170

Gina Santucci

11/29/2018

SIGNATURE
Gina Santucci, Environmental Review Coordinator

DATE

File Name: 33818_FSO_DNP_11262018.doc