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

Please fill out and submit to the appropriate agency (see instructions)

Part I: GENERAL INFORMATION

PROJECT NAME Northern Boulevard Rezoning - The XU Hotel and Residences

1. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
13DCP106Q	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
120403ZMQ	

2a. *Lead Agency Information*			**2b. *Applicant Information***		
NAME OF LEAD AGENCY			NAME OF APPLICANT		
NYC Department of City Planning			CG & J Realty, LLC		
NAME OF LEAD AGENCY CONTACT PERSON			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON		
Olga Abinader			Hiram A. Rothkrug, EPDSCO		
ADDRESS 22 Reade Street			ADDRESS 55 Water Mill Road		
CITY New York	STATE NY	ZIP 10007	CITY Great Neck	STATE NY	ZIP 11021
TELEPHONE 212-720-3493	EMAIL oabnad@planning.nyc.gov		TELEPHONE 718-343-0026	EMAIL hrothkrug@epdsco.com	

3. *Action Classification and Type*

SEQRA Classification

☐ UNLISTED ☒ TYPE I: Specify Category (see 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, as amended): 617.4(b)(9)

Action Type (refer to Chapter 2, "Establishing the Analysis Framework" for guidance)

☒ LOCALIZED ACTION, SITE SPECIFIC ☐ LOCALIZED ACTION, SMALL AREA ☐ GENERIC ACTION

4. *Project Description*

The project seeks City Planning Commission approval of a Zoning Map Amendment to rezone the project site from its existing R6/C2-2 zoning designation to a C4-3 & R6 district.

Project Location

BOROUGH Queens	COMMUNITY DISTRICT(S) 7	STREET ADDRESS 137-61 Northern Boulevard (project site)
TAX BLOCK(S) AND LOT(S) Block 4960, Lot 29, and p/o Lots 28 and 57-63 & Block 4977, Lot 130		ZIP CODE 11354

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS Northwest corner of Northern Boulevard and Leavitt Street

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY	ZONING SECTIONAL MAP NUMBER
R6/C2-2 & R6	10a

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

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

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

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

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

Board of Standards and Appeals: ☐ YES ☒ NO

☐ VARIANCE (use)

☐ VARIANCE (bulk)

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

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

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

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

☐ LEGISLATION
☐ RULEMAKING
☐ CONSTRUCTION OF PUBLIC FACILITIES
☐ 384(b)(4) APPROVAL
☐ OTHER, explain:

☐ FUNDING OF CONSTRUCTION, specify:
☐ POLICY OR PLAN, specify:
☐ FUNDING OF PROGRAMS, specify:
☐ PERMITS, specify:

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

☐ PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)

☒ LANDMARKS PRESERVATION COMMISSION APPROVAL
☒ OTHER, explain: Building Permit (NYC Dept. of Buildings)

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

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

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

☒ SITE LOCATION MAP ☒ ZONING MAP ☒ SANBORN OR OTHER LAND USE MAP
☒ TAX MAP ☐ FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)
☒ PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 31,753.77
Waterbody area (sq. ft.) and type: None
Roads, buildings, and other paved surfaces (sq. ft.): 31,753.77
Other, describe (sq. ft.): None

7. *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): 214,539
NUMBER OF BUILDINGS: 1
GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 214,539
HEIGHT OF EACH BUILDING (ft.): 123'-0"
NUMBER OF STORIES OF EACH BUILDING: 11

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: 31,712
The total square feet non-applicant owned area: 41.77

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 disturbance (if known):
AREA OF TEMPORARY DISTURBANCE: 0 sq. ft. (width x length)
VOLUME OF DISTURBANCE: 369,973 cubic ft. (width x length x depth)
AREA OF PERMANENT DISTURBANCE: 31,712 sq. ft. (width x length)

8. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2017
ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: less than 24
WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☒ YES ☐ NO IF MULTIPLE PHASES, HOW MANY?
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:

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

☒ RESIDENTIAL ☐ MANUFACTURING ☒ COMMERCIAL ☐ PARK/FOREST/OPEN SPACE ☒ OTHER, specify: Community Facility

DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS

The information requested in this table applies to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory control. The increment is the difference between the No-Action and the With-Action conditions.

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
LAND USE				
Residential	☐ YES ☒ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type of residential structures		Multi-family apts.	Multi-family apts.	
No. of dwelling units		72	43	- 29
No. of low- to moderate-income units		0	0	
Gross floor area (sq. ft.)		74,553	40,299	-34,324
Commercial	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type (retail, office, other)	Supermarket	Retail	Hotel, Accessory Retail	+ 1 hotel use
Gross floor area (sq. ft.)	25,300	21,820	103,554 hotel/11,273 retail	+93,007 hotel/retail
Manufacturing/Industrial	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
Type of use				
Gross floor area (sq. ft.)				
Open storage area (sq. ft.)				
If any unenclosed activities, specify:				
Community Facility	☐ YES ☒ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Type		Non-profit club	Non-profit club	
Gross floor area (sq. ft.)		33,771 SF	7,890 SF	- 25,881
Vacant Land	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:				
Publicly Accessible Open Space	☐ YES ☒ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify type (mapped City, State, or Federal parkland, wetland—mapped or otherwise known, other):		Public Plaza	Public Plaza	
Other Land Uses	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:	41.77 sf of side yard area of adjacent residential lots and parking lot	41.77 sf of side yard area of adjacent residential lots and parking lot	41.77 sf of side yard area of adjacent residential lots and parking lot	0
PARKING				
Garages	☐ YES ☒ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
No. of public spaces		0	0	
No. of accessory spaces		143 (+ 15 reservoir)	155 (+ 16 reservoir)	+12 (+1 reservoir)
Operating hours		24	24	
Attended or non-attended		Attended	Attended	
Lots	☒ YES ☐ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
No. of public spaces	0			
No. of accessory spaces	38			
Operating hours	8 AM - 10 PM			
Other (includes street parking)	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:				
POPULATION				

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Residents	☐ YES ☒ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify number:		209	125	-84
Briefly explain how the number of residents was calculated:	Residents based on 2.91 persons/household in CT 869 x # of DUs			
Businesses	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
No. and type	1 Supermarket	Retail	1 Hotel w/accessory retail	+ 1 hotel use
No. and type of workers by business	76	65	295	+ 230
No. and type of non-residents who are not workers	100 daily customers	150 daily customers	300 hotel guests, 100 retail customers	+300 hotel guests, -50 retail customers
Briefly explain how the number of businesses was calculated:	Based on existing use and on as-of-right and proposed plans			
Students (non-resident)	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If any, specify number:				
Briefly explain how the number of students was calculated:				
ZONING				
Zoning classification	R6/C2-2	R6/C2-2	C4-3/R6	
Maximum amount of floor area that can be developed	63,507.54 SF com'l; 152,418.1 SF comm fac; 77,161.7 SF resid	63,507.54 SF com'l; 152,418.1 SF comm fac; 77,161.7 SF resid	107,820.8 SF com'l; 152,418.1 SF comm fac; 77,161.7 SF resid	
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	R,C,CF; R6, C4, M1, M2	R,C,CF; R6, C4, M1, M2	R,C,CF; R6, C4, M1, M2	
Attach any additional information that may be needed to describe the project. If your project involves changes that affect one or more sites not associated with a specific development, it is generally appropriate to include total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

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 attach supporting information, if needed) 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 Full EAS Form. For example, if a question is answered "no," an agency may request a short explanation for this response.

	YES	NO
1. *LAND USE, ZONING, AND PUBLIC POLICY*: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	☒	☐
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	☐	☒
(c) Is there the potential to affect an applicable public policy?	☐	☒
(d) If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach.		
(e) Is the project a large, publicly sponsored project?	☐	☒
○ If "yes," complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☐	☒
○ If "yes," complete the Consistency Assessment Form.		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
○ Generate a net increase of more than 200 residential units or 200,000 square feet of commercial space?	☐	☒
▪ If "yes," answer questions 2(b)(ii) and 2(b)(iv) below.		
○ Directly displace 500 or more residents?	☐	☒
▪ If "yes," answer questions 2(b)(i), 2(b)(ii), and 2(b)(iv) below.		
○ Directly displace more than 100 employees?	☐	☒
▪ If "yes," answer questions under 2(b)(iii) and 2(b)(iv) below.		
○ Affect conditions in a specific industry?	☐	☒
▪ If "yes," answer question 2(b)(v) below.		
(b) If "yes" to any of the above, attach supporting information to answer the relevant questions below. If "no" was checked for each category above, the remaining questions in this technical area do not need to be answered.		
i. Direct Residential Displacement		
○ If more than 500 residents would be displaced, would these residents represent more than 5% of the primary study area population?	☐	☐
○ If "yes," is the average income of the directly displaced population markedly lower than the average income of the rest of the study area population?	☐	☐
ii. Indirect Residential Displacement		
○ Would expected average incomes of the new population exceed the average incomes of study area populations?	☐	☐
○ If "yes:"		
▪ Would the population of the primary study area increase by more than 10 percent?	☐	☐
▪ Would the population of the primary study area increase by more than 5 percent in an area where there is the potential to accelerate trends toward increasing rents?	☐	☐
○ If "yes" to either of the preceding questions, would more than 5 percent of all housing units be renter-occupied and unprotected?	☐	☐
iii. Direct Business Displacement		
○ Do any of the displaced businesses provide goods or services that otherwise would not be found within the trade area,	☐	☐

	YES	NO
either under existing conditions or in the future with the proposed project?		
○ Is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it?	☐	☐
iv. Indirect Business Displacement		
○ Would the project potentially introduce trends that make it difficult for businesses to remain in the area?	☐	☐
○ Would the project capture retail sales in a particular category of goods to the extent that the market for such goods would become saturated, potentially resulting in vacancies and disinvestment on neighborhood commercial streets?	☐	☐
v. Affects on Industry		
○ Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?	☐	☐
○ Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?	☐	☐
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
○ Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
i. 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)	☐	☒
○ If "yes," would the project result in a collective utilization rate of the group child care/Head Start centers in the study area that is greater than 100 percent?	☐	☐
○ If "yes," would the project increase the collective utilization rate by 5 percent or more from the No-Action scenario?	☐	☐
ii. 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)	☐	☒
○ If "yes," would the project increase the study area population by 5 percent or more from the No-Action levels?	☐	☐
○ If "yes," would the additional population impair the delivery of library services in the study area?	☐	☐
iii. 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)	☐	☒
○ If "yes," would the project result in a collective utilization rate of the elementary and/or intermediate schools in the study area that is equal to or greater than 100 percent?	☐	☐
○ If "yes," would the project increase this collective utilization rate by 5 percent or more from the No-Action scenario?	☐	☐
iv. Health Care Facilities		
○ Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
○ If "yes," would the project affect the operation of health care facilities in the area?	☐	☐
v. Fire and Police Protection		
○ Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
○ If "yes," would the project affect the operation of fire or police protection in the area?	☐	☐
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the project change or eliminate existing open space?	☐	☒
(b) Is the project located within an under-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☐	☒
(c) If "yes," would the project generate more than 50 additional residents or 125 additional employees?	☐	☐
(d) Is the project located within a well-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☐	☒
(e) If "yes," would the project generate more than 350 additional residents or 750 additional employees?	☐	☐
(f) 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?	☐	☒
(g) If "yes" to questions (c), (e), or (f) above, attach supporting information to answer the following:		

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

	YES	NO
square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?		
(c) If the proposed project located in a separately sewered area, would it result in the same or greater development than that listed in Table 13-1 in Chapter 13?	☐	☒
(d) Would the project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	☐	☒
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas, including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	☐	☒
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☐	☒
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or contribute contaminated stormwater to a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
(i) If "yes" to any of the above, conduct the appropriate preliminary analyses and attach supporting documentation.		
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): 24,020		
○ Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	☐	☒
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	☐	☒
○ If "yes," would the proposed project comply with the City's Solid Waste Management Plan?	☐	☐
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): 46,404,785		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☒
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☒	☐
(b) If "yes," conduct the appropriate screening analyses, attach back up data as needed for each stage, and answer the following questions:		
○ Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☐	☒
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.*	☐	☐
○ Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	☐	☒
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway/rail trips per station or line?	☐	☐
○ Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☐	☒
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?	☐	☐
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☐	☒
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☒	☐
○ If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed)	☐	☒
(c) Does the proposed project involve multiple buildings on the project site?	☐	☒
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
(f) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation.		
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) Would the proposed project result in the development of 350,000 square feet or more?	☐	☒

	YES	NO
(d) If "yes" to any of the above, would the project require a GHG emissions assessment based on guidance in Chapter 18?	☐	☐
○ If "yes," would the project result in inconsistencies with the City's GHG reduction goal? (See Local Law 22 of 2008; § 24-803 of the Administrative Code of the City of New York). Please attach supporting documentation.	☐	☐
16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	☒	☐
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☒	☐
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☐	☒
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☐	☒
(e) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation.		
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?	☒	☐
(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. A public health assessment is not warranted because no significant unmitigated adverse air quality, water quality, hazardous materials, or noise impacts would occur as a result of the proposed action. (E) designations related to hazardous materials and noise will be assigned to the Applicant controlled property to avoid any unmitigated adverse impacts.		
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	☒	☐
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary. See attached narrative report.		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
○ Construction activities lasting longer than two years?	☐	☒
○ Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☒	☐
○ Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☒	☐
○ Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☐	☒
○ The operation of several pieces of diesel equipment in a single location at peak construction?	☐	☒
○ Closure of a community facility or disruption in its services?	☐	☒
○ Activities within 400 feet of a historic or cultural resource?	☒	☐
○ Disturbance of a site containing or adjacent to a site containing natural resources?	☐	☒
○ Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	☐	☒
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination. See attached narrative report.		

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	SIGNATURE	DATE
Hiram A. Rothkrug, EPDSCO		Oct 17, 2014

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.

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

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

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

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

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

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

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

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

TITLE	LEAD AGENCY
Deputy Director, Environmental Assessment & Review Division	New York City Department of City Planning
NAME	**DATE**
Olga Abinader	10/17/14

SIGNATURE olga

Northern Boulevard Rezoning Project Description

Proposed Action

The Applicant, CG & J Realty, LLC is seeking City Planning Commission approval of a Zoning Map Amendment to rezone the project site from its existing R6/C2-2 & R6 zoning designation to a C4-3 & R6 district. The project site is identified as 137-61 Northern Boulevard (Block 4960, Lot 29). The proposed rezoning area also includes small slivers of properties adjacent to the project site, including Block 4960, Lots 28 and 57-63, that are also zoned R6/C2-2. The affected areas of these lots would have their existing C2-2 zoning removed and these areas would also be rezoned to C4-3. The proposed action is intended to allow the construction of an approximately 214,539 gross square foot (152,219 zoning square feet), eleven-story with cellar and basement mixed-use building on the project site. The development would require the demolition of the existing supermarket currently located on the project site.

Existing Conditions

The project site is identified as 137-61 Northern Boulevard (Tax Block 4960, Lot 29) located at the northwest corner of Northern Boulevard and Leavitt Street in the downtown Flushing area of Queens. The project site consists of approximately 31,712 square feet of land area and has approximately 250 feet of frontage along Northern Boulevard and approximately 125 feet of frontage along Leavitt Street. The project site is developed with a one-story approximately 25,300 square foot supermarket and an accessory parking lot containing approximately 38 parking spaces. Vehicular access to the parking lot is provided via curb cuts onto Northern Boulevard and Leavitt Street.

The project site is zoned R6 with a C2-2 commercial overlay. The R6 zoning district is appropriate for medium density housing with typical building heights ranging from three to twelve stories. The R6 zone is common in built-up areas of all the boroughs except Staten Island. The district allows residential floor area ratios (FAR) ranging from 0.78 to 2.43 and a community facility FAR of up to 4.8. The higher residential FAR typically produces 12-story residential buildings with increased open space on the lot. The Quality Housing Program is optional in R6 districts and permits an FAR of up to 3.0 on wide streets outside the Manhattan core. C1 and C2 overlay districts accommodate the retail and personal service shops needed in residential neighborhoods, and are generally mapped along major avenues. C2 districts permit a slightly wider range of uses than C1 districts, such as funeral homes and repair shops. The maximum commercial FAR for C1 and C2 overlays in R6 zones is 2.0. Residential uses are permitted within these overlays with residential bulk being governed by the provisions of the surrounding residential zone.

The proposed rezoning area consists of approximately 31,753.77 square feet of land area. The boundaries of the rezoning area extend beyond the project site discussed above and include portions of other, non-Applicant owned sites as follows. The project site extends 124.84 feet in from the Northern Boulevard street line (measured perpendicular to the street line). The rezoning area extends 125 feet in from the Northern Boulevard street line. Therefore, a sliver of just 0.16 feet (two inches) in width at the rear of the rezoning area extends beyond the project site and approximately 41.77 square feet of area outside of the project site on Block 4960 is proposed to be rezoned as shown below:

Lot 28 - 13.77 SF to be rezoned
Lot 57 - 4.00 SF to be rezoned
Lot 58 - 4.00 SF to be rezoned
Lot 59 - 4.00 SF to be rezoned
Lot 60 - 4.00 SF to be rezoned
Lot 61 - 4.00 SF to be rezoned
Lot 62 - 4.00 SF to be rezoned
Lot 63 - 4.00 SF to be rezoned

The surrounding lots, 28 and 57-63, would be affected by the removal of the C2-2 overlay currently mapped on the slivers of their property identified above and these sliver areas would be rezoned C4-3.

In addition, a portion of the approximately 11,700 square foot Daniel Carter Beard Memorial Park mall (Block 4977, Lot 130) located in the median of Northern Boulevard will fall within the revised zoning boundaries. This open space area is owned by the NYC Department of Parks and Recreation and consists of publicly accessible open space with benches. It should also be noted that as the proposed project is located directly adjacent to an LPC-designated, National Register-listed site, Flushing Town Hall, the proposed action is considered to be a Type I action.

Project Description

The proposed rezoning would facilitate the construction of an approximately 214,539 gross square foot [gsf] (152,219 zoning square feet), eleven-story with cellar and basement mixed-use building on the project site. The building would include approximately 43 dwelling units within 40,299 gsf of floor area, 191 hotel rooms within 103,554 gsf of floor area, 11,273 gsf of accessory retail space, and approximately 7,890 gsf of community facility space (non-profit club) [Reasonable Worst Case Development Scenario]. The proposed development would also include 155 accessory attended parking spaces, plus 16 reservoir spaces, and one loading berth. The development would require the demolition of the existing supermarket currently located on the project site.

The cellar level of the building, containing 110 attended parking spaces (plus 6 reservoir spaces), would be used for hotel parking. Access to this parking level would be provided via ramps on the basement level on Leavitt Street and accessed by vehicle elevators. The basement floor of the building would include the lobby and drop-off area, entering from Leavitt Street, of the hotel use and its accessory restaurant, office space, and meeting rooms, the residential lobby, retail areas, and the building's loading berth. The first floor of the building would contain the residential parking garage containing 45 attended parking spaces (plus 10 reservoir spaces). This above-grade parking would be accessed from ramps on the basement level on Leavitt Street. The second floor of the building would contain hotel rooms and the proposed community facility space. The 3rd though 8th floors of the building would house the hotel's 191 guest rooms. The 9th through 11th floors would house the building's 43 residential apartments.

(E) designations related to hazardous materials and noise will be assigned to the Applicant controlled project site as described below.

To preclude the potential for significant adverse impacts related to hazardous materials, an (E) designation (E-355) would be incorporated into the rezoning proposal for the following property:

Block 4960, Lot 29

The text for the (E) designations is as follows:

Due to the possible presence of hazardous materials on the aforementioned designated site, there is potential for contamination of the soil and groundwater. To determine if contamination exists and perform the appropriate remediation, the following tasks must be undertaken by the fee owners of the lot restricted by this (E) designation prior to any demolition or disturbance of soil on the lot.

Task 1

The fee owners of the lot restricted by this (E) designation will be required to prepare a scope of work for any soil, gas, or groundwater sampling and testing needed to determine if contamination exists, the extent of the contamination, and to what extent remediation may be required. The scope of work will include all relevant supporting documentation, including site plans and sampling locations. This scope of work will be submitted to the Mayor's Office of Environmental Remediation (OER) for review and approval prior to

implementation. It will be reviewed to ensure that an adequate number of samples will be collected and that appropriate parameters are selected for laboratory analysis.

No sampling program may begin until written approval of a work plan and sampling protocol is received from the OER. The number and location of sample sites should be selected to adequately characterize the type and extent of the contamination, and the condition of the remainder of the site. 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 choosing sampling sites and performing sampling will be provided by OER upon request.

Task 2

A written report with findings and a summary of the data must be presented to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such test results, a determination will be provided 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 necessary according to test results, a proposed remediation plan must be submitted to OER for review and approval. The fee owners of the lot restricted by this (E) designation must perform such remediation as determined necessary by OER. After completing the remediation, the fee owners of the lot restricted by this (E) designation should provide proof that the work has been satisfactorily completed.

An OER-approved construction-related health and safety plan would be implemented during excavation and construction 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.

To preclude the potential for significant adverse impacts related to noise, an (E) designation (E-355) would be incorporated into the rezoning proposal for the following property. With the placement of the (E) designation for noise, no impacts related to noise are expected.

Block 4960, Lot 29

The text for the (E) designations is as follows:

In order to ensure an acceptable interior noise environment, future residential uses must provide a closed window condition with a minimum window-wall attenuation of 31 dB(A) along the project's Northern Boulevard façade and 28 dB(A) on other building facades in order to maintain an interior noise level of 45 dB(A). In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning or air conditioning sleeves containing air conditioners.

Based on an estimated 1-year approval process and a construction period of less than 2-years, the Build Year is assumed to be 2017.

<u>Purpose and Need</u>

The proposed rezoning of the project site to C4-3 is intended not only to allow for the proposed development, but also to more accurately reflect the existing character of the area. The C4-3 district is typically mapped in central business districts, such as the downtown Flushing area in which the project site is located, and a C4-3 district is currently mapped across Northern Boulevard from the site west of Union Street. The C4-3 district allows for more intense commercial use, and correspondingly lower parking requirements, than the existing C2-2 overlay

mapped on the project site. This serves to reflect not only the intense mixed-use character of the Flushing Central Business District, but also its largely transit-dependent transportation patterns.

The proposed action would enable the owner of the project site to develop a currently underdeveloped parcel with an appropriate amount of residential, commercial, and community facility floor area. The project is also intended to contribute to the ongoing economic redevelopment of the downtown area of Flushing. The action would serve the needs of this area of Queens for residential, commercial, and community facility space with adequate parking, and would promote the development of the property in a fashion that would be compatible with and beneficial to adjacent and nearby residential, commercial, and community facility uses.

Required Approvals

The proposed action requires the approval of a Zoning Map Amendment to rezone the project site from its existing R6/C2-2 & R6 zoning designation to a C4-3 & R6 district. The granting of a Zoning Map Amendment is a discretionary action that is subject to both the Uniform Land Use Review Procedure (ULURP # I120403ZMQ), as well as the City Environmental Quality Review (CEQR). ULURP is a process that allows public review of the proposed action at four levels: the Community Board; the Borough President; the City Planning Commission; and, if applicable, the City Council. CEQR is a process by which agencies review discretionary actions for the purpose of identifying the effects those actions may have on the environment. Additionally, Department of Environmental Protection (DEP) approval was required for the Phase I Environmental Site Assessment.

Area Map



Legend

- Building Footprint
- C2-2 Overlay
- C1-2 Overlay
- 4958 Tax Block
- *1s* Number of Stories
- Existing Zoning District Boundary
- Removed Zoning District Boundary
- New Zoning District Boundary
- R6 Existing Zoning District
- C4-3 Proposed Zoning District
- ~~C2-2~~ Zoning District to be Removed
- Street Direction
- Applicant's Property

Existing Land Uses:

R - Residential

M - Mixed Residential/Commercial

Ci - Commercial

Pf - Public Facilities & Institutions

T - Transportation/Utility

Pk - Parking Facilities

O - Open Space/Parks

North

Scale: 1" = 100'

0 20 50 100

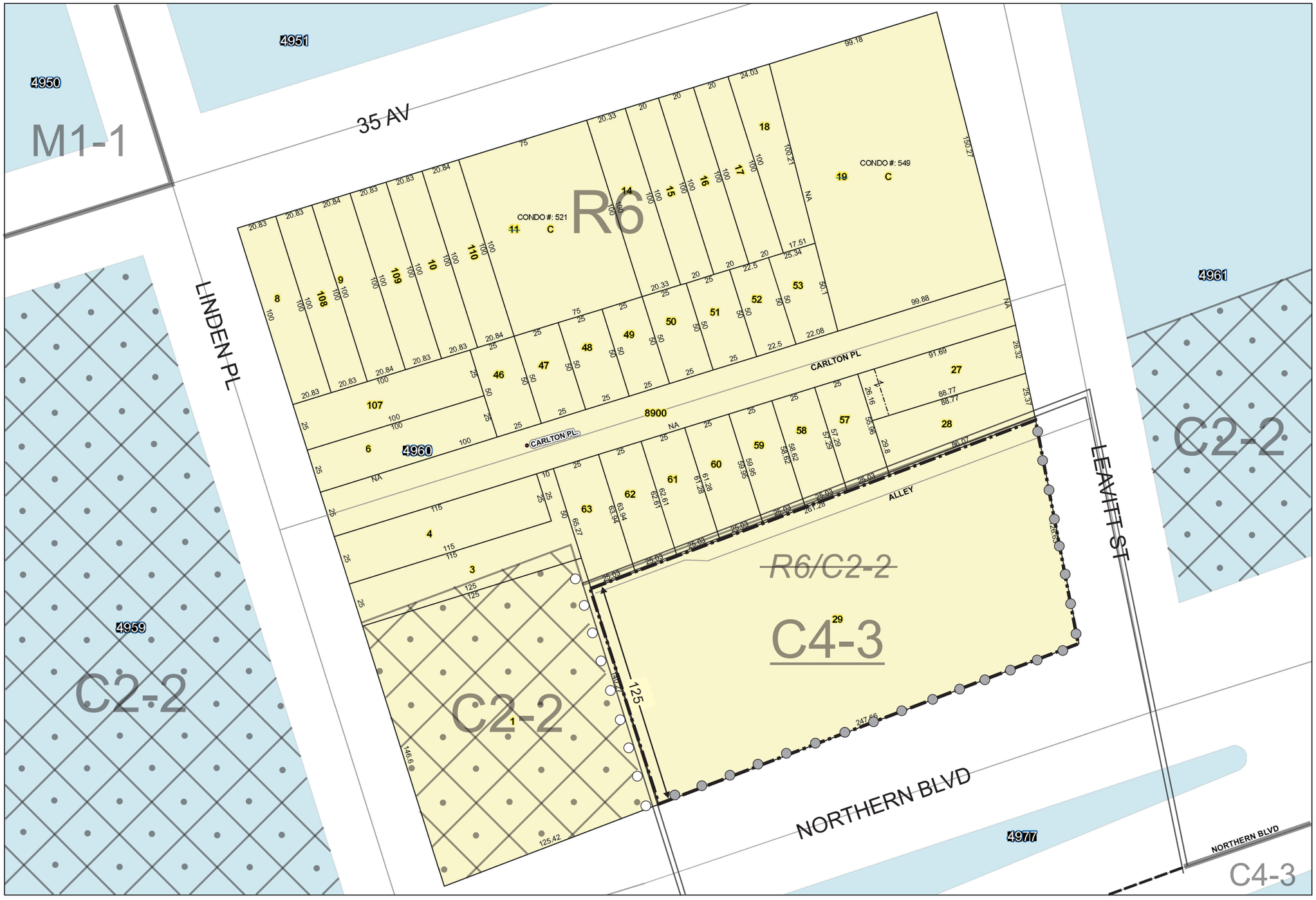
FINANCE NEW • YORK
MARTHA E. STARK
COMMISSIONER

N
W E
S

NYC Digital Tax Map

Effective Date : 12-08-2008 09:24:36
End Date : Current

Queens Block: 4960



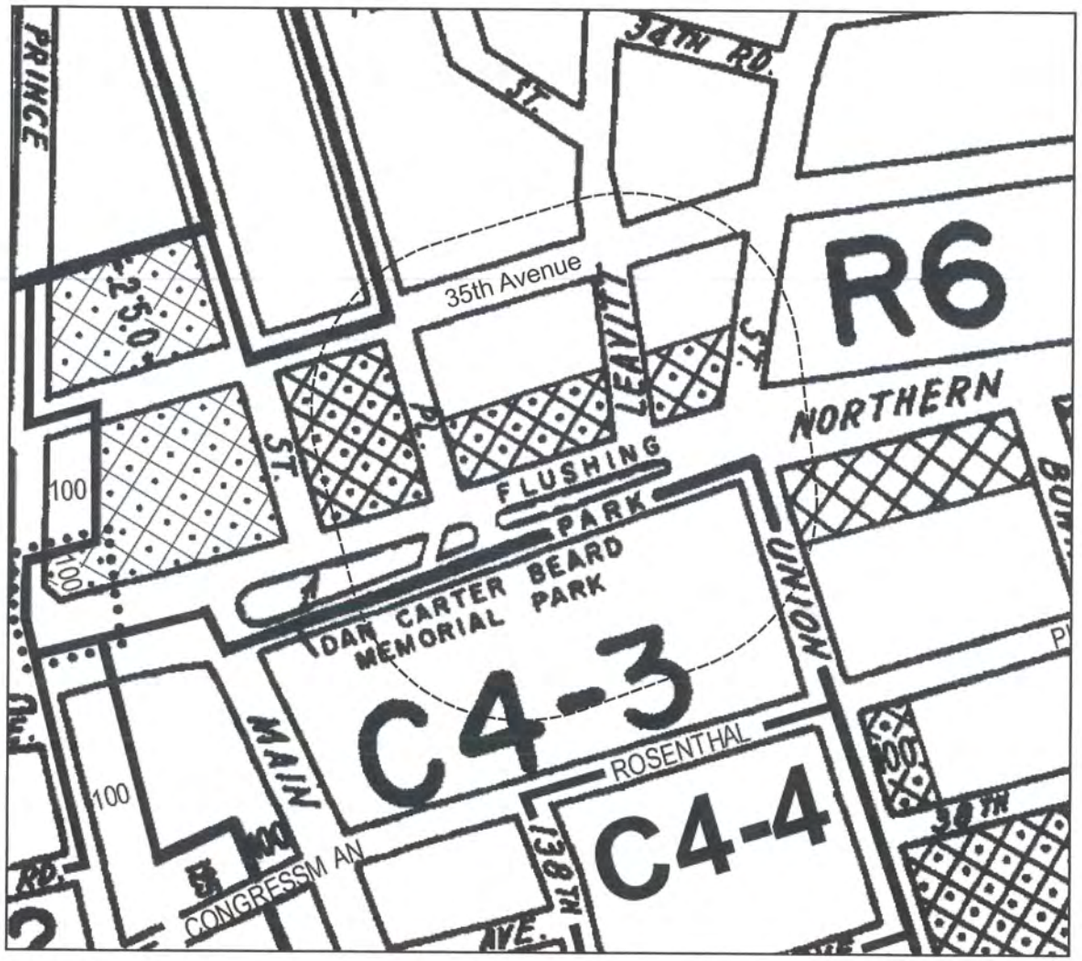
Legend

- Streets
- Miscellaneous Text
- Possession Hooks
- Boundary Lines
- Lot Face Possession Hooks
- Regular
- Underwater
- Tax Lot Polygon
- Condo Number
- Tax Block Polygon

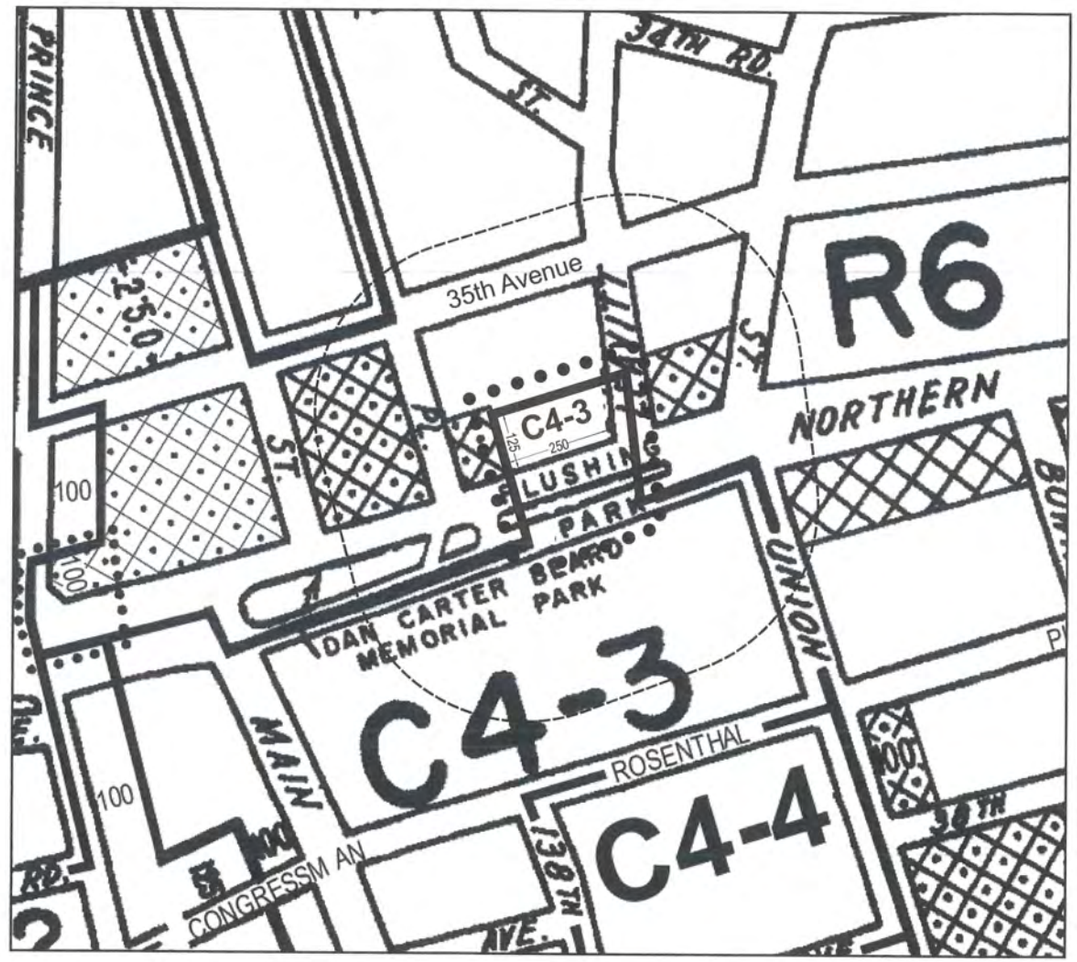
- C2-2 Overlay
- Existing Zoning District Boundary
- Removed Zoning District Boundary
- New Zoning District Boundary
- New C2-2 Overlay Boundary
- Removed C2-2 Overlay Boundary
- R6 Existing Zoning District
- ~~C2-2~~ Removed Zoning District
- C4-4 New Zoning District
- Applicant's Property

0 15 30 60 90 120 Feet

Zoning Change Map



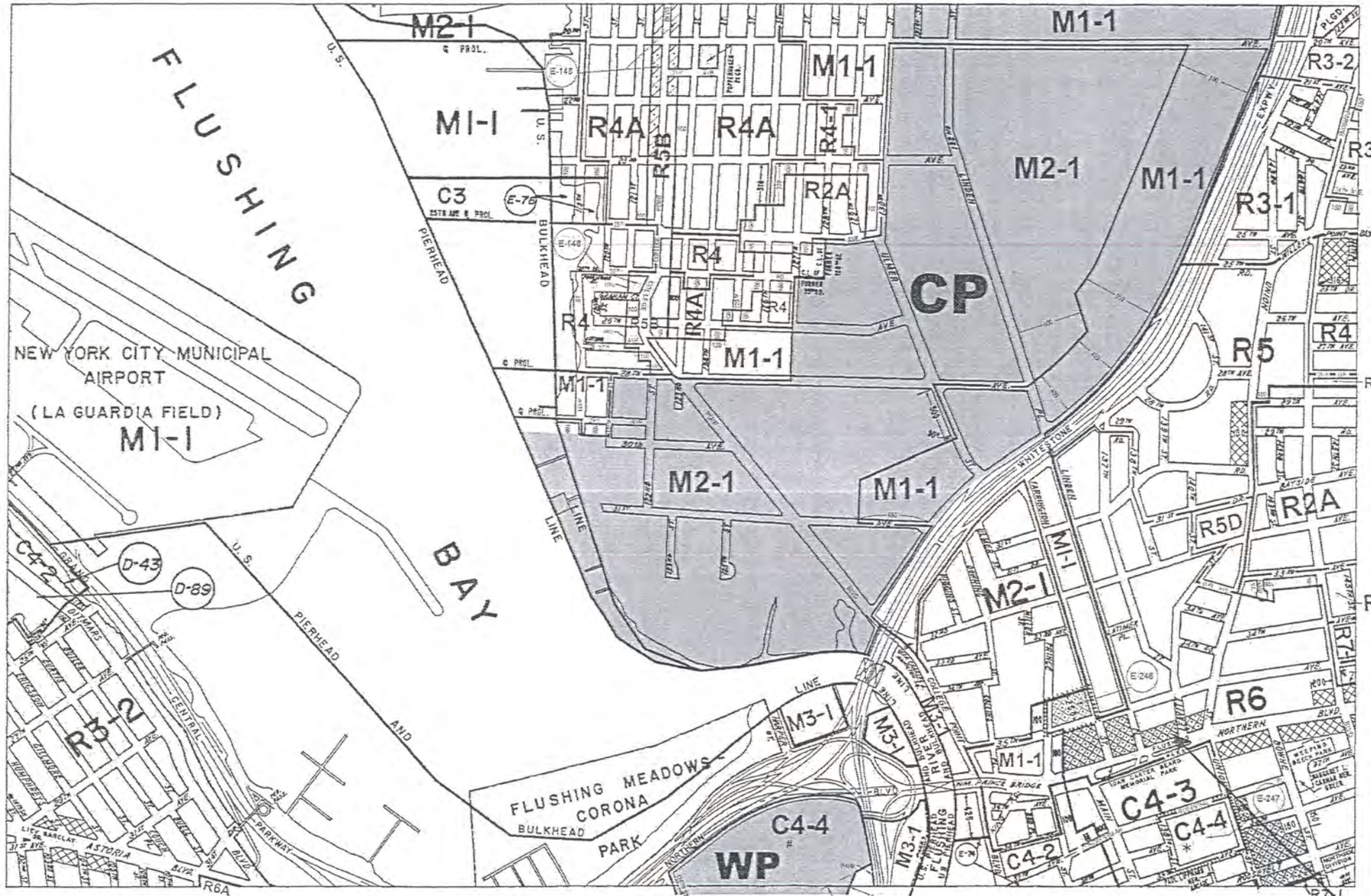
Current Zoning Map



Proposed Zoning Map

C1-1 C1-2 C1-3 C1-4 C1-5 C2-1 C2-2 C2-3 C2-4 C2-5

NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article VII, Chapter 6 (Location of District Boundaries) of the Zoning Resolution.



ZONING MAP

THE NEW YORK CITY PLANNING COMMISSION

Major Zoning Classifications:

The number(s) and/or letter(s) that follows an **R, C** or **M** District designation indicates use, bulk and other controls as described in the text of the Zoning Resolution.

R – RESIDENTIAL DISTRICT

C – COMMERCIAL DISTRICT

M – MANUFACTURING DISTRICT

AREA(S) REZONED

EFFECTIVE DATE(S) OF REZONING:

* 7-29-2010 C 100207 ZMQ
7-29-2010 C 030223 ZMQ

SPECIAL PURPOSE DISTRICT
The letter(s) within the shaded area designates the special purpose district as described in the text of the Zoning Resolution.

(D) – RESTRICTIVE DECLARATION

(E) – CITY ENVIRONMENTAL QUALITY REVIEW DECLARATION

MAP KEY

6d	7b	7d
9c	**10a**	10c
9d	10b	10d

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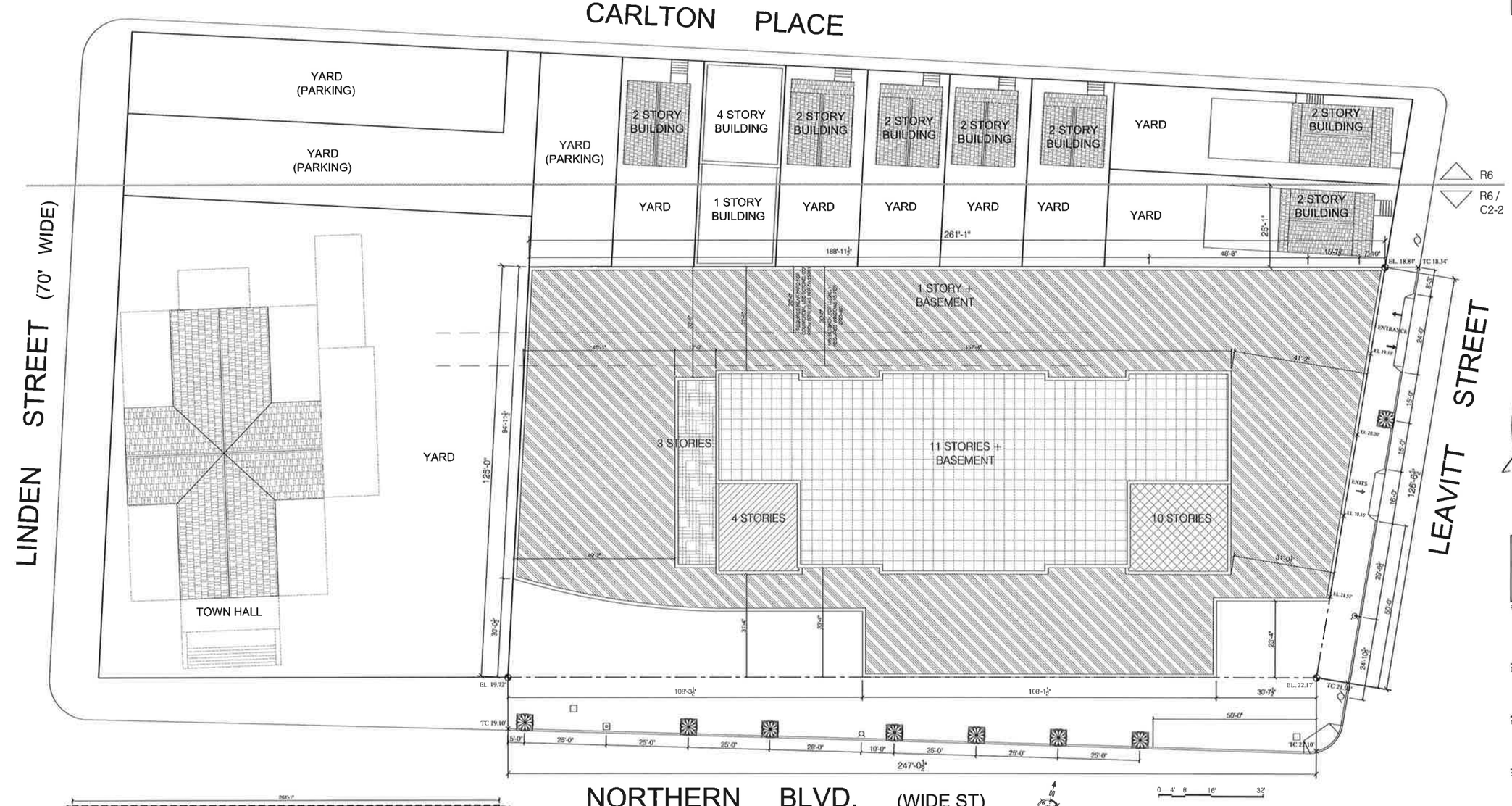
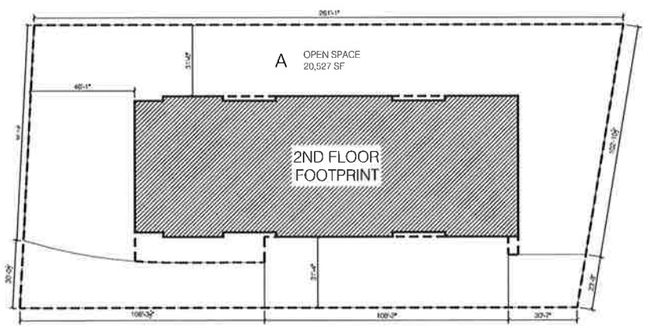
ZONING MAP 10a

NOTE: Zoning information as shown on this map is subject to change. For the most up-to-date zoning information for this map, visit the Zoning section of the Department of City Planning website: www.nyc.gov/planning or contact the Zoning Information Desk at (212) 720-3291.





OPEN SPACE DIAGRAM:
(A) 20,527 SF

No.	DATE	DESCRIPTION

REGISTERED ARCHITECT
RAYMOND SUN MAN CHAN
15817
STATE OF NEW YORK

AS-OF-RIGHT
NO ACTION SCENARIO

PROJECT:

The Xu Hotel & Residences
137-61 NORTHERN BLVD
FLUSHING, NEW YORK

DRAWING TITLE:

1 PLOT PLAN
SCALE: 1/16"=1'-0"

MEP ENGINEER:

STRUCTURAL ENGINEER:

SEAL & SIGNATURE:

RAYMOND CHAN ARCHITECT P.C.
ARCHITECTS • PLANNERS

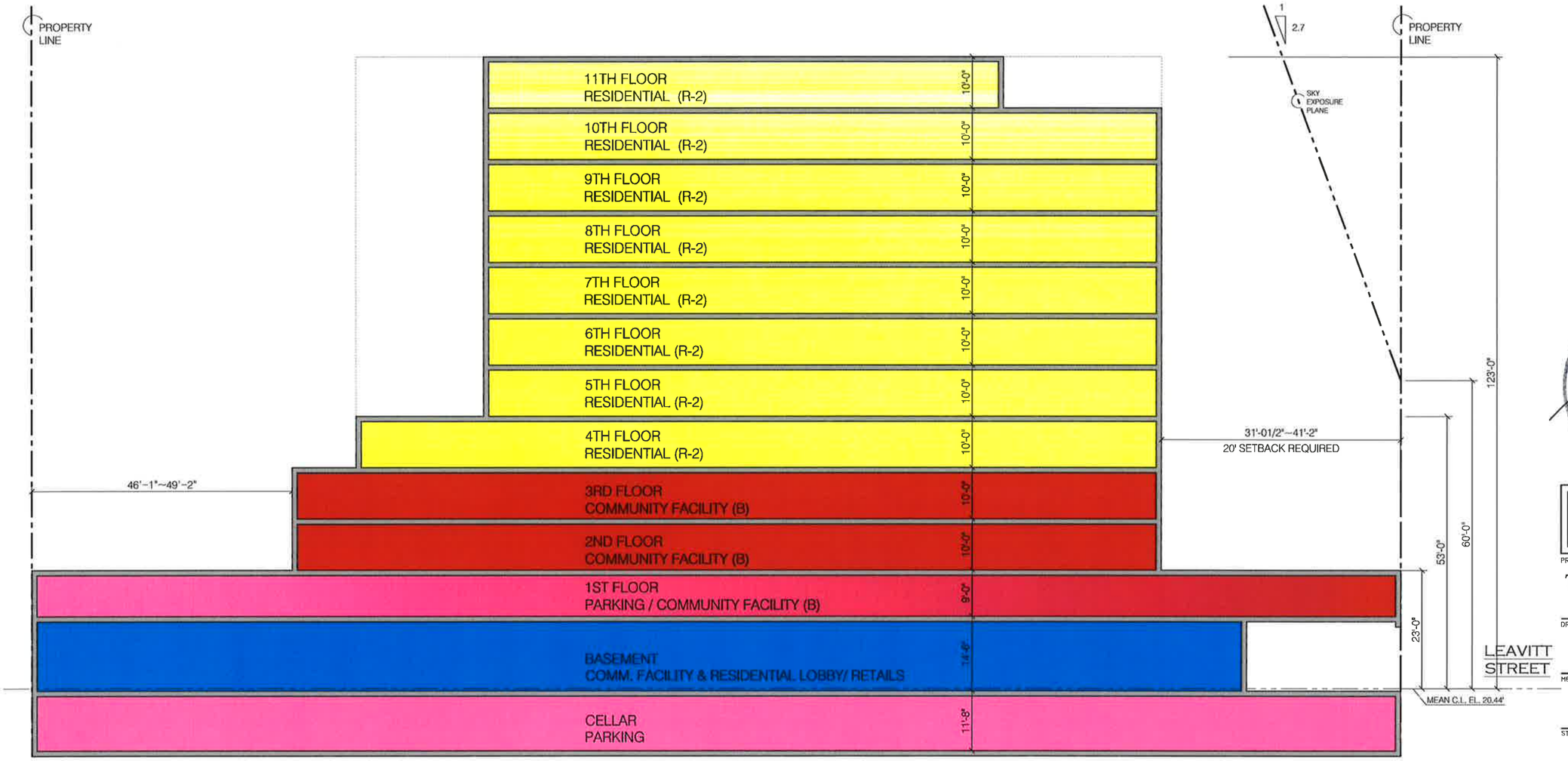
136-40 39TH AVENUE FLUSHING, NEW YORK 11354
Tel: (718) 445-2345 Fax: (718) 359-8809
Email: info@raymondchanarchitect.com
Web: www.raymondchanarchitect.com

DATE: 09/29/2014
PROJECT No.: 21043
PROJECT MANAGER: RCA
DRAWN BY: E.L.
CADD FILE No.:
THE XU HOTEL & RES'S (#21043)

DWG. No.:
A-002.00
2 -OF-11
CONSULTANT ONLY

NYC DOB No. :

No.	DATE	DESCRIPTION



1 SKY EXPOSURE PLANE @ LEAVITT STREET
SCALE: 3/32" = 1'-0"
(AS-OF-RIGHT)(NO ACTION SCENARIO)

MEAN CURB LEVEL CALCULATION

- MEAN CURB LEVEL AT NORTHERN BLVD.
  19.10 + 22.10 / 2 = 20.6
- MEAN CURB LEVEL AT LEAVITT STREET
  21.93 + 18.34 / 2 = 20.135

$$\frac{[A+B/2 \times a] + [B+C/2 \times b]}{a+b} = \frac{[20.6 \times 247.03] + [20.135 \times 126.53]}{247.03 + 126.53} = \frac{5,088.81 + 2,547.68}{373.56} = 20.44'$$

REGISTERED ARCHITECT RAYMOND SUN MAN CHAN 15817 STATE OF NEW YORK

AS-OF-RIGHT
NO ACTION SCENARIO

PROJECT:
The Xu Hotel & Residences
137-61 NORTHERN BLVD
FLUSHING, NEW YORK

DRAWING TITLE:
1 BUILDING SECTION
SCALE: 3/32"=1'-0"

MEP ENGINEER:

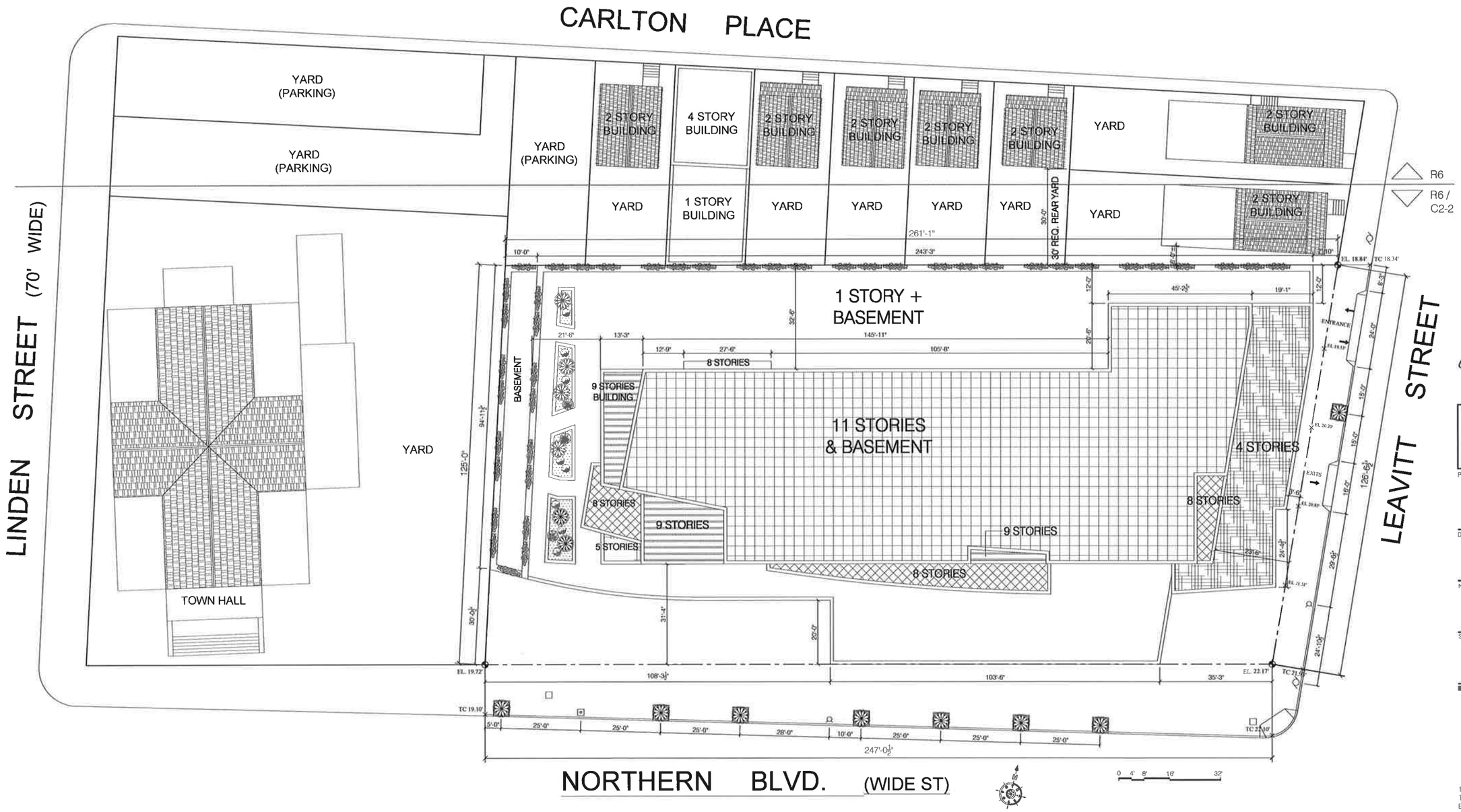
STRUCTURAL ENGINEER:

SEAL & SIGNATURE:

RAYMOND CHAN ARCHITECT P.C.
ARCHITECTS • PLANNERS
136-40 39TH AVENUE FLUSHING, NEW YORK 11354
Tel: (718) 445-2345 Fax: (718) 359-8809
Email: Info@raymondchanarchitect.com
Web: www.raymondchanarchitect.com

DATE: 09/29/2014
PROJECT No.: 2104.3
PROJECT MANAGER: RCA
DRAWN BY: E.L.
CADD FILE No.: THE XU HOTEL & RES'S (#2104.3)
DWG. No.: A-601.00
10-OF-11
COB USE ONLY
NYC DOB No. :

No.	DATE	DESCRIPTION



FOR ILLUSTRATIVE USE ONLY

REGISTERED ARCHITECT
RAYMOND SUN MAN CHAN
15817
STATE OF NEW YORK

PROPOSED

PROJECT:

The Xu Hotel & Residences
137-61 NORTHERN BLVD
FLUSHING, NEW YORK

DRAWING TITLE:

1 PLOT PLAN
SCALE: 1/16"= 1'-0"

MEP ENGINEER:

STRUCTURAL ENGINEER:

SEAL & SIGNATURE:

RAYMOND CHAN ARCHITECT PC
ARCHITECTS • PLANNERS
136-40 39TH AVENUE FLUSHING, NEW YORK 11354
Tel: (718) 445-2345 Fax: (718) 359-8809
Email: info@raymondchanarchitect.com
Web: www.raymondchanarchitect.com

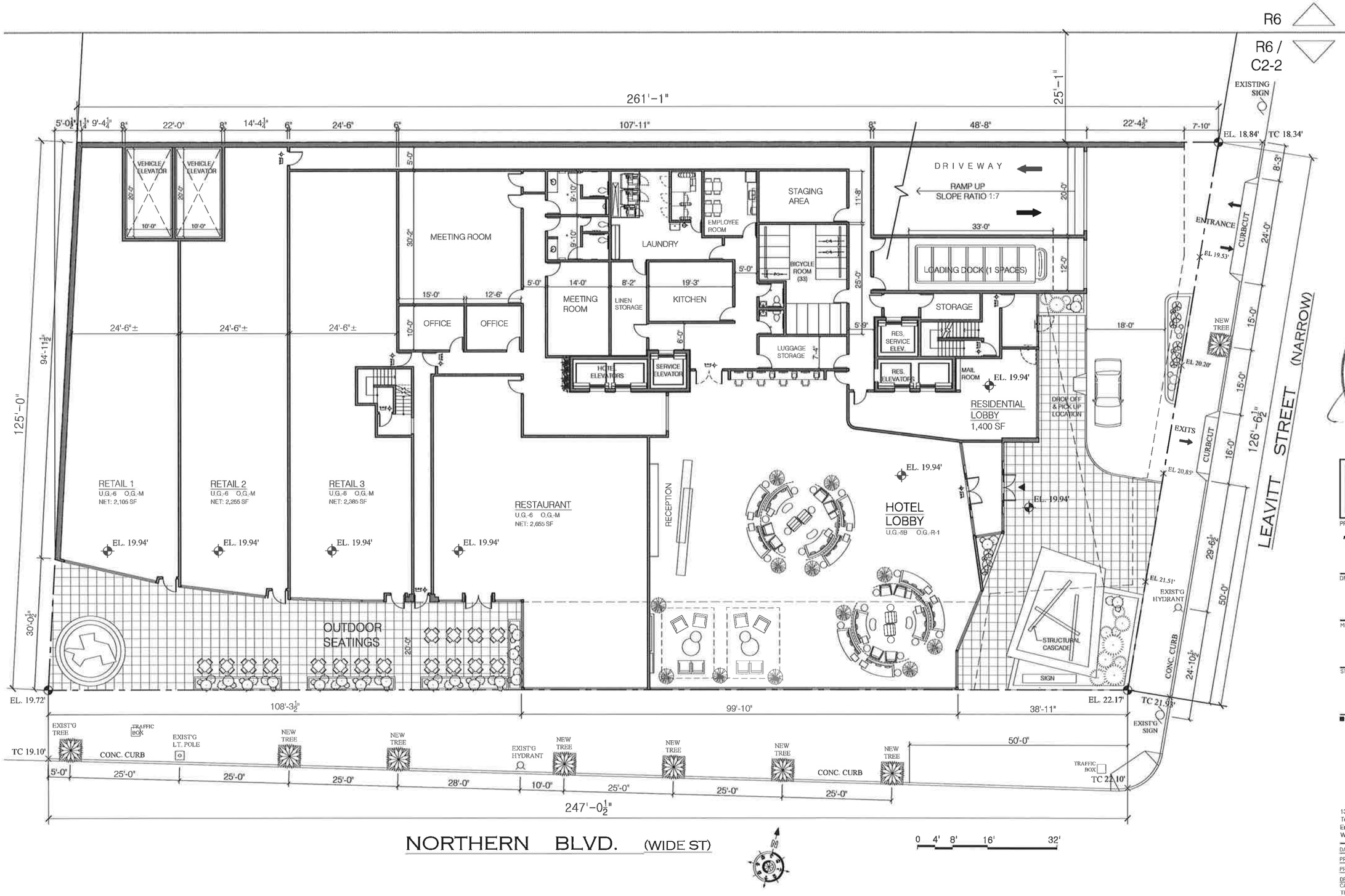
DATE: 09/29/2014
PROJECT No.: 21043
PROJECT MANAGER: RCA
DRAWN BY: E.L.
CADD FILE No.: THE XU HOTEL & RES'S (#21043)

DWG. No.: A-002.00

2 -OF-17
BSA USE ONLY

NYC DOB No. :

No.	DATE	DESCRIPTION



REGISTERED ARCHITECT
RAYMOND SUN MAN CHAN
15817
STATE OF NEW YORK

PROPOSED

PROJECT:

The Xu Hotel & Residences
137-61 NORTHERN BLVD
FLUSHING, NEW YORK

DRAWING TITLE:

1 BASEMENT PLAN
SCALE: 3/32"=1'-0"

MEP ENGINEER:

STRUCTURAL ENGINEER:

SEAL & SIGNATURE:

RAYMOND CHAN ARCHITECT
ARCHITECTS • PLANNERS

136-40 39TH AVENUE FLUSHING, NEW YORK 11354
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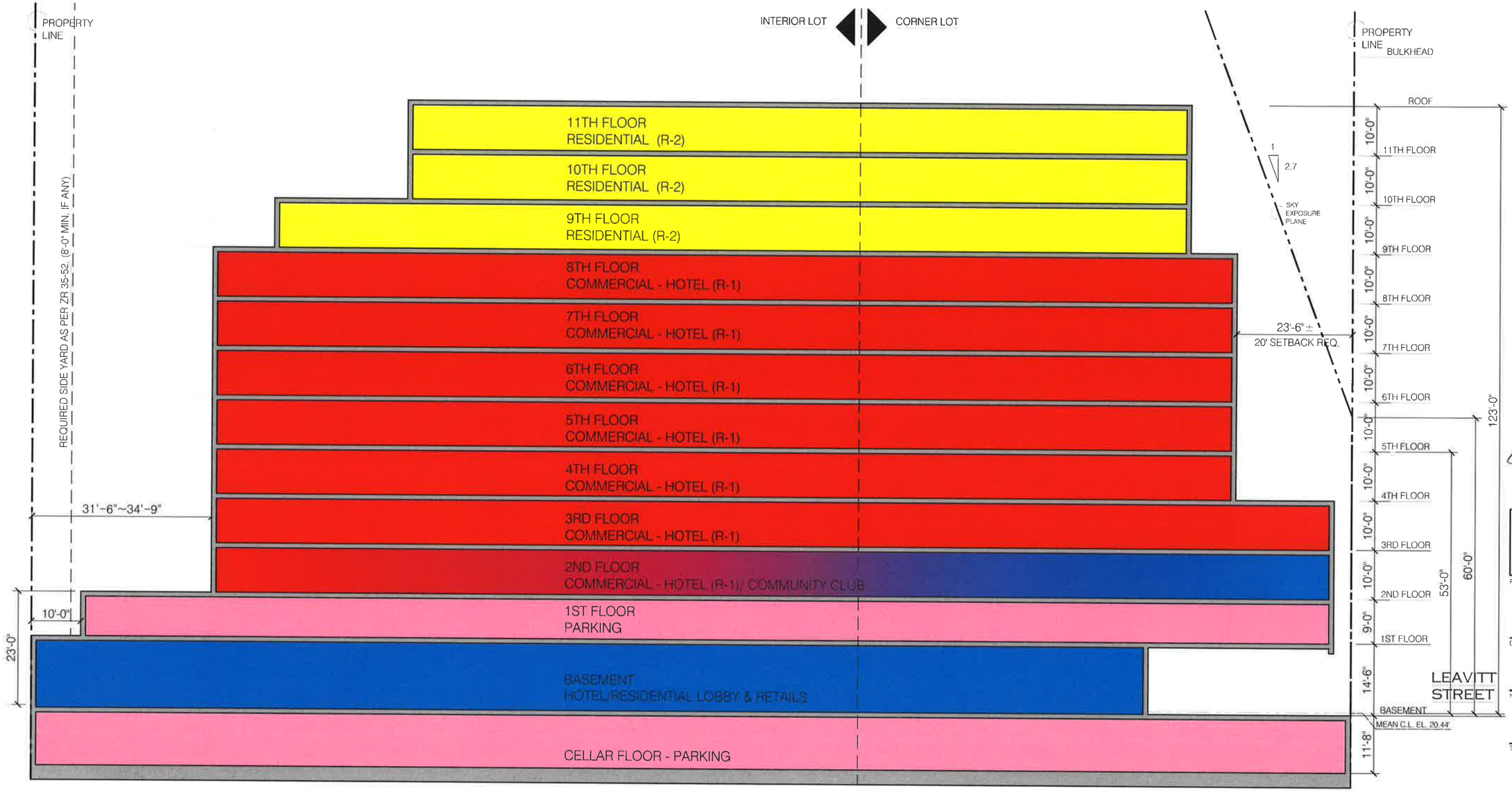
DATE: 09/29/2014
PROJECT No.: 21043
PROJECT MANAGER: RCA
DRAWN BY: E.L.
CADD FILE No.: THE XU HOTEL & RES'S (#21043)

DWG. No.: A-102.00
5 -OF-17
BSA USE ONLY

NYC DOB No. :

No.	DATE	DESCRIPTION



1 SKY EXPOSURE PLANE @ LEAVITT STREET
SCALE: 3/32" = 1'-0"
(PROPOSED)

MEAN CURB LEVEL CALCULATION

- MEAN CURB LEVEL AT NORTHERN BLVD.
  19.10 + 22.10 / 2 = 20.6
- MEAN CURB LEVEL AT LEAVITT STREET
  21.93 + 18.34 / 2 = 20.135

$$\frac{[A+B/2 \times a] + [B+C/2 \times b]}{a + b} = \frac{[20.6 \times 247.03] + [20.135 \times 126.53]}{247.03 + 126.53}$$

$$\frac{5,088.81 + 2,547.68}{373.56} = 20.44'$$

FOR ILLUSTRATIVE USE ONLY

REGISTERED ARCHITECT
RAYMOND SUN MAN CHAN
15617
STATE OF NEW YORK

PROPOSED

PROJECT:
The Xu Hotel & Residences
137-61 NORTHERN BLVD
FLUSHING, NEW YORK

DRAWING TITLE:
1 BUILDING SECTION
SCALE: 3/32"=1'-0"

MEP ENGINEER:

STRUCTURAL ENGINEER:

SEAL & SIGNATURE:

RAYMOND CHAN ARCHITECT
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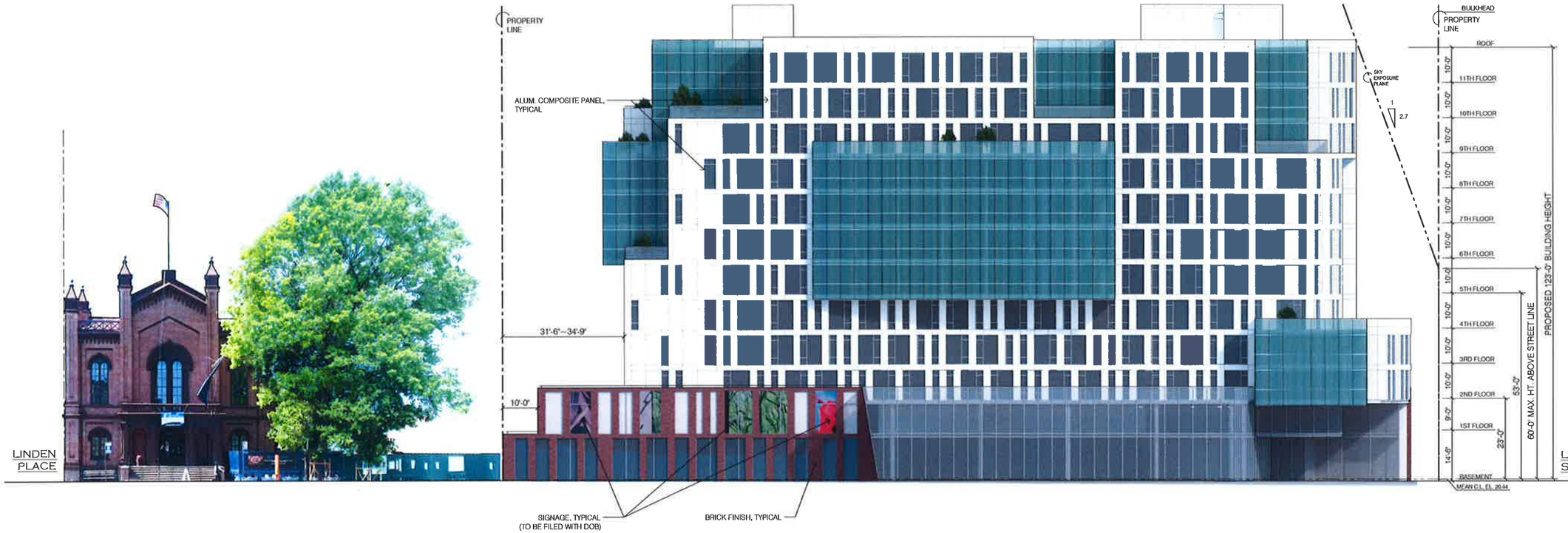
DATE: 09/29/2014
PROJECT No.: 21043
PROJECT MANAGER: RCA
DRAWN BY: E.L.
CADD FILE No.: THE XU HOTEL & RES'S (#21043)
DWG. No.: A-601.00
14-OF-17
BSA USE ONLY
NYC DOB No. :

No.	DATE	DESCRIPTION



1 SOUTH ELEVATION
SCALE: 1/16" = 1'-0"

REGISTERED ARCHITECT
RAYMOND SUN MAN CHAN
15817
STATE OF NEW YORK

PROPOSED

PROJECT:

The Xu Hotel & Residences
137-61 NORTHERN BLVD
FLUSHING, NEW YORK

DRAWING TITLE:

1 SOUTH ELEVATION
SCALE: 1/16"=1'-0"

MEP ENGINEER:

STRUCTURAL ENGINEER:

SEAL & SIGNATURE:

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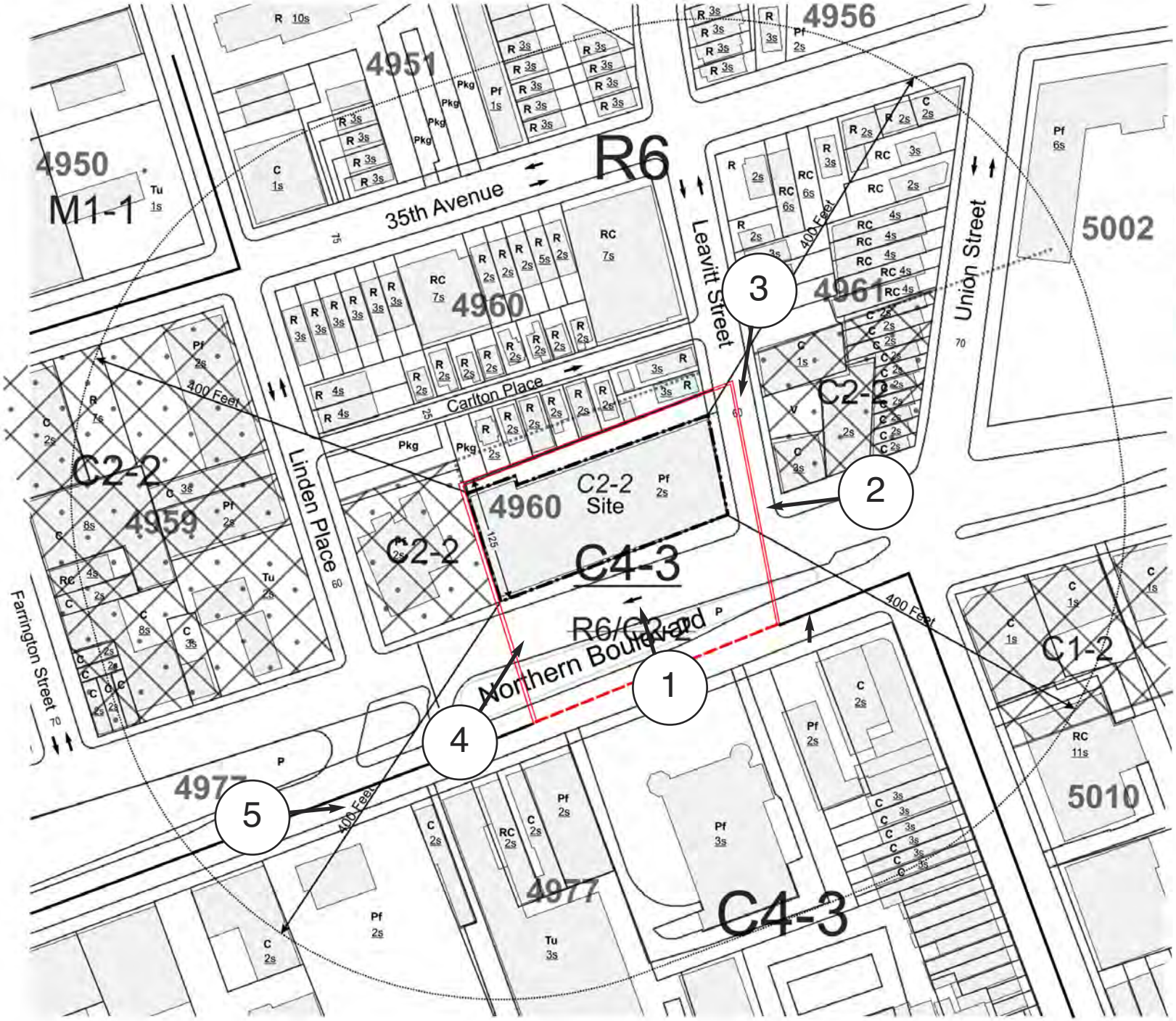
DATE: 09/29/2014
PROJECT No.: 21043
PROJECT MANAGER: RCA
DRAWN BY: E.L.
CADD FILE No.: THE XU HOTEL & RES'S (#21043)

DWG. No.: A-501.00
16-OF-17
BSA USE ONLY

NYC DOB No. :

FOR ILLUSTRATIVE USE ONLY

Area Map



Legend

- Building Footprint
- C2-2 Overlay
- C1-2 Overlay
- 4958 Tax Block
- 1s Number of Stories
- Existing Zoning District Boundary
- Removed Zoning District Boundary
- New Zoning District Boundary
- R6 Existing Zoning District
- C4-3 Proposed Zoning District
- ~~C2-2~~ Zoning District to be Removed
- Street Direction
- Applicant's Property

Existing Land Uses:

- **R** - Residential
- **M** - Mixed Residential/Commercial
- **Ci** - Commercial
- **Pf** - Public Facilities & Institutions
- **T** - Transportation/Utility
- **Pk** - Parking Facilities
- **O** - Open Space/Parks

North

Scale: 1" = 100'

0 20 50 100


1
NO STANDING
ANYTIME
GW
Supermarket


2


3
STOP


4
ONLY


5
NYSCAS
POLICE
NYPD
NYPD
NYPD

ENVIRONMENTAL ASSESSMENT STATEMENT

INTRODUCTION

Based on the analysis and the screens contained in the Environmental Assessment Statement Short Form, the analysis areas that require further explanation include land use, zoning, and public policy, shadows, historic and cultural resources, urban design and visual resources, hazardous materials, transportation, air quality, noise, neighborhood character, and construction impacts as further detailed below. The subject heading numbers below correlate with the relevant chapters of the 2014 *CEQR Technical Manual.*

Reasonable Worst Case Development Scenario (RWCDS)

Existing Conditions

The project site is identified as Tax Block 4960, Lot 29 located at the northwest corner of Northern Boulevard and Leavitt Street in the downtown Flushing area of Queens. The subject property consists of approximately 31,712 square feet of land area and has approximately 250 feet of frontage along Northern Boulevard and approximately 125 feet of frontage along Leavitt Street. The property is developed with a one-story approximately 25,300 square foot supermarket and an accessory parking lot containing approximately 38 parking spaces. Vehicular access to the parking lot is provided via curb cuts onto Northern Boulevard and Leavitt Street.

The proposed rezoning area consists of approximately 31,753.77 square feet of land area. The boundaries of the rezoning area extend beyond the project site and include a portion of other, non-Applicant owned sites. The project site extends 124.84 feet in from the Northern Boulevard street line (measured perpendicular to the street line). The rezoning area extends 125 feet in from the Northern Boulevard street line. Therefore, a sliver of just 0.16 feet (two inches) in width at the rear of the rezoning area extends beyond the project site and approximately 41.77 square feet of area outside of the project site on Block 4960 is proposed to be rezoned as shown below:

Lot 28 - 13.77 SF to be rezoned (two-family dwelling)
Lot 57 - 4.00 SF to be rezoned (single-family dwelling)
Lot 58 - 4.00 SF to be rezoned (single-family dwelling)
Lot 59 - 4.00 SF to be rezoned (single-family dwelling)
Lot 60 - 4.00 SF to be rezoned (single-family dwelling)
Lot 61 - 4.00 SF to be rezoned (three-family dwelling)
Lot 62 - 4.00 SF to be rezoned (single-family dwelling)
Lot 63 - 4.00 SF to be rezoned (Flushing Town Hall parking lot)

In addition, a portion of the approximately 11,700 square foot Daniel Carter Beard Memorial Park mall (Block 4977, Lot 130) located in the median of Northern Boulevard will fall within the revised zoning boundaries. This open space area is owned by the NYC Department of Parks and Recreation and consists of publicly accessible open space with benches.

The project site is located directly adjacent to Flushing Town Hall, an LPC-designated, National Register-listed site. Other LPC-designated, National Register-listed sites located within a 400-foot radius of the subject property include the Friends Meeting House and part of the Flushing High School Campus. Other land uses within a 400-foot radius of the project site include one- and two-family homes, multi-family apartment buildings, commercial/retail buildings, mixed-use residential/commercial buildings, medical office buildings, churches and other community facility uses including the Queens School of Music, a hotel, a gasoline service station, and surface parking lots. The radius area includes the nearly 200-foot wide Northern Boulevard which is a divided roadway containing three- to four-travel lanes in each direction and one parking lane on each side. The eastbound and westbound lanes of Northern Boulevard are divided by the Daniel Carter Beard Mall, which is a partially landscaped and partially paved median strip.

Future No-Action Scenario

In the future and absent the action, development on the project site would be governed by the provisions of the existing R6/C2-2 & R6 zoning district mapped on the property. A Future No-Action scenario has been developed for the project site and consists of an approximately 174,174 gross square foot (gsf) [119,737 zoning square feet], 11-story with cellar and basement mixed-use building. The building would include approximately 72 dwelling units within 74,553 gsf of floor area, approximately 33,771 gsf of community facility space (non-profit club), and approximately 21,820 gsf of retail space (RWCDS). The proposed development would also include 143 accessory attended parking spaces, plus 15 reservoir spaces, and one loading berth. The development would require the demolition of the existing supermarket currently located on the project site. The Applicant would construct this No-Action scenario on the project site absent the requested rezoning approval.

In the future without the action, no changes are anticipated to occur on the non-Applicant owned sites (Block 4960, Lots 28, 57, 58, 59, 60, 61, 62, and 63) within the proposed rezoning area. These lots are a minimum of 1,500 square feet in lot area and the area affected by the rezoning on each of these lots would be miniscule, ranging from 4 square feet on seven of the eight lots to 13.77 square feet on one lot.

The existing R6 zoning district mapped on the project site allows residential and community facility Use Groups 1-4 with a permitted residential FAR ranging from 0.78 to 2.43 and a community facility FAR of 4.8. The C2-2 commercial overlay mapped on the property is intended to accommodate the retail and personal service shops needed in residential neighborhoods while also permitting residential uses within the overlay with the residential bulk being governed by the provisions of the surrounding R6 residential zone as noted above. Use Groups 1-9 and 14 are permitted within the C2-2 overlay. The maximum commercial FAR for the C2-2 commercial overlay in the R6 zone is 2.0.

Table 1
Proposed No-Action Scenario[1]

Zoning Lot Size (SF)	GSF Above Grade	GSF Below Grade	Total GSF	Com'l Retail GSF	Hotel GSF	Comm Facil GSF	Resid GSF	Man GSF	# of DUs/ Hotel Rooms	#Access Pkg Spaces	Access Pkg GSF	Bldg Ht (feet)
31,712	142,462	31,712	174,174	21,820	0	33,771	74,553	0	72/0	143 (+15 reservoir)	44,030	123'-0"

Future With-Action Scenario

In the future and with the proposed action, development on the project site would be governed by the provisions of the C4-3 zoning district proposed to be mapped on the property. The existing R6/C2-2 & R6 zoning mapped on the site would be removed. The proposed rezoning would facilitate the construction of an approximately 214,539 gsf (152,219 zoning square feet), eleven-story with cellar and basement mixed-use building. The building would include approximately 43 dwelling units within 40,299 gsf of floor area, 191 hotel rooms within 103,554 gsf of floor area, 11,273 gsf of accessory retail space, and approximately 7,890 gsf of community facility space (non-profit club) [RWCDS]. The proposed development would also include 155 accessory attended parking spaces, plus 16 reservoir spaces, and one loading berth. The development would require the demolition of the existing supermarket currently located on the project site. City Planning Commission (CPC) approval is being sought for the proposed rezoning.

In the future with the action, no changes are anticipated to occur on the non-Applicant owned sites (Block 4960, Lots 28, 57, 58, 59, 60, 61, 62, and 63) within the proposed rezoning area. As described in the Future No-Action section above, these lots are a minimum of 1,500 square feet in lot area and the area affected by the rezoning on each of these lots would be miniscule, ranging from 4 square feet on seven of the eight lots to 13.77 square feet on one lot. There would be no effect from removal of the existing C2-2 commercial overlay and the mapping of a C4-3 district on the small areas of these parcels as with one exception these lots are developed with one- to three-family residential uses. Lot 63, which is developed with the City owned Flushing Town Hall parking lot, would also not be affected by the removal of the C2-2 commercial overlay and the mapping of a C4-3 district on a portion of this lot.

The proposed C4-3 zoning district would permit Use Groups 1-6, 8-10, and 12. It would permit a commercial FAR of 3.40, a community facility FAR of 4.8, and a residential FAR ranging from 0.78 to 2.43.

[1] This table applies to Block 4960, Lot 29 only as no changes would be expected to the existing development on the non-Applicant owned parcels within the rezoning area. See Future No-Action text for further detail.

Table 2
Proposed Development Project/With-Action Scenario RWCDS[2]

Zoning Lot Size (SF)	GSF Above Grade	GSF Below Grade	Total GSF	Com'l Retail GSF	Hotel GSF	Comm Facil GSF	Resid GSF	Mn GSF	# of DUs/ Hotel Rooms	#Access Pkg Spaces	Access Pkg GSF	Bldg Ht (feet)
31,712	182,827	31,712	214,539	11,273	103,554	7,890	40,299	0	43/191	155 (+16 reservoir)	51,523	123'-0"

(E) designations related to hazardous materials and noise will be assigned to the Applicant controlled property as described below.

To preclude the potential for significant adverse impacts related to hazardous materials, an (E) designation (E-355) would be incorporated into the rezoning proposal for the following property:

Block 4960, Lot 29

The text for the (E) designations is as follows:

Due to the possible presence of hazardous materials on the aforementioned designated site, there is potential for contamination of the soil and groundwater. To determine if contamination exists and perform the appropriate remediation, the following tasks must be undertaken by the fee owners of the lot restricted by this (E) designation prior to any demolition or disturbance of soil on the lot.

Task 1

The fee owners of the lot restricted by this (E) designation will be required to prepare a scope of work for any soil, gas, or groundwater sampling and testing needed to determine if contamination exists, the extent of the contamination, and to what extent remediation may be required. The scope of work will include all relevant supporting documentation, including site plans and sampling locations. This scope of work will be submitted to the Mayor's Office of Environmental Remediation (OER) for review and approval prior to implementation. It will be reviewed to ensure that an adequate number of samples will be collected and that appropriate parameters are selected for laboratory analysis.

No sampling program may begin until written approval of a work plan and sampling protocol is received from the OER. The number and location of sample sites should be selected to adequately characterize the type and extent of the contamination, and the condition of the remainder of the site. 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 choosing sampling sites and performing sampling will be provided by OER upon request.

[2] This table applies to Block 4960, Lot 29 only as no changes would be expected to the existing development on the non-Applicant owned parcels within the rezoning area. See Future With-Action text for further detail.

Task 2

A written report with findings and a summary of the data must be presented to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such test results, a determination will be provided 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 necessary according to test results, a proposed remediation plan must be submitted to OER for review and approval. The fee owners of the lot restricted by this (E) designation must perform such remediation as determined necessary by OER. After completing the remediation, the fee owners of the lot restricted by this (E) designation should provide proof that the work has been satisfactorily completed.

An OER-approved construction-related health and safety plan would be implemented during excavation and construction 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.

To preclude the potential for significant adverse impacts related to noise, an (E) designation (E-355) would be incorporated into the rezoning proposal for the following property. With the placement of the (E) designation for noise, no impacts related to noise are expected.

Block 4960, Lot 29

The text for the (E) designations is as follows:

In order to ensure an acceptable interior noise environment, future residential uses must provide a closed window condition with a minimum window-wall attenuation of 31 dB(A) along the project's Northern Boulevard façade and 28 dB(A) on other building facades in order to maintain an interior noise level of 45 dB(A). In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning or air conditioning sleeves containing air conditioners.

<u>Analysis Framework</u>

In general, the environmental analysis will be prepared to address the difference between the Future No-Action and Future With-Action development scenarios on the project site. The Future With-Action development would consist of an increase of approximately 40,365 gsf of total floor area, an increase of 191 hotel rooms within 103,554 gsf of floor area, and 12 more accessory parking spaces relative to the Future No-Action development. However, the Future With-Action development would contain 29 fewer residential units within 34,254 gsf less residential floor area, 25,881 gsf less community facility floor area, and 10,547 gsf less retail floor area than the Future No-Action development on the property.

4. LAND USE, ZONING AND PUBLIC POLICY

LAND USE

In order to assess the potential for project related impacts, the land use study area has been defined as the area located within a 400-foot radius of the site, which is the area within which the proposed rezoning has the potential to affect land uses or land use trends. The 400-foot radius study area is generally bounded on the north by 35th Avenue, on the south by an area between Northern Boulevard and Congressman Rosenthal Place, on the east by Union Street, and on the west by Farrington Street. Various sources have been used to prepare a comprehensive analysis of land use, zoning, and public policy characteristics of the area, including field surveys, studies of the neighborhood, census data, and land use and zoning maps.

Site Description

The project site is identified as Tax Block 4960, Lot 29 located at the northwest corner of Northern Boulevard and Leavitt Street in the downtown Flushing area of Queens. The subject property consists of approximately 31,712 square feet of land area and has approximately 250 feet of frontage along Northern Boulevard and 125 feet of frontage along Leavitt Street. The property is developed with a one-story approximately 25,300 square foot supermarket and an accessory parking lot containing approximately 38 parking spaces. Vehicular access to the parking lot is provided via curb cuts onto Northern Boulevard and Leavitt Street.

Existing Conditions

Project Site and Adjacent Uses

The project site occupies more than 50% of the land area of Block 4960 (south) on which it is located. Northern Boulevard adjoins the site to the south and Leavitt Street borders it to the east. The property is adjoined by Flushing Town Hall and its accessory parking lot to the west. Flushing Town Hall is a New York City Landmarks Preservation Commission (LPC) designated and National Register listed historic landmark. A 25-foot wide alleyway and a row of detached two– to three-story residences adjoins the project site to the north. Block 4960 (north) across the 25-foot wide Carlton Place is entirely developed with attached and detached residential buildings ranging from two- to seven-stories in height. The two seven-story buildings on the block also contain ground floor retail space.

The proposed rezoning area consists of approximately 31,753.77 square feet of land area. The boundaries of the rezoning area extend beyond the project site and include a portion of other, non-Applicant owned sites as follows. The project site extends 124.84 feet in from the Northern Boulevard street line (measured perpendicular to the street line). The rezoning area extends 125 feet in from the Northern Boulevard street line. Therefore, a sliver of just 0.16 feet (two inches) in width at the rear of the rezoning area extends beyond the project site and approximately 41.77 square feet of area outside of the project site on Block 4960 is proposed to be rezoned as shown below:

Lot 28 - 13.77 SF to be rezoned
Lot 57 - 4.00 SF to be rezoned
Lot 58 - 4.00 SF to be rezoned
Lot 59 - 4.00 SF to be rezoned
Lot 60 - 4.00 SF to be rezoned
Lot 61 - 4.00 SF to be rezoned
Lot 62 - 4.00 SF to be rezoned
Lot 63 - 4.00 SF to be rezoned

In addition, a portion of the approximately 11,700 square foot Daniel Carter Beard Memorial Park mall (Block 4977, Lot 130) located in the median of Northern Boulevard will fall within the revised zoning boundaries. This open space area is owned by the NYC Department of Parks and Recreation and consists of publicly accessible open space with benches.

400' Radius Project Study Area

As shown on the Area Map, Block 4961 directly across Leavitt Street from the project site to the east is developed with a mixture of two- to six-story residential, commercial, and mixed-use residential/commercial buildings. A portion of Block 5002 located further east within 400 feet of the project site contains part of the Flushing High School Campus, an LPC designated and National Register listed historic landmark, which occupies the entire block.

Block 4959 located to the west of the project site block across Linden Place is developed with a wide mixture of uses including a church, multi-family residential buildings, a hotel, a gasoline service station, and multiple commercial uses in buildings ranging from two- to eight-stories in height.

The northern end of the 400-foot radius project study area includes portions of three blocks. The portion of the easternmost block located within the radius area, Block 4856, is developed with a church and five three-story residential buildings. Proceeding west, the southern end of Block 4951 included in the radius area is developed with three rows of three-story residential buildings, a one-story commercial structure, a one-story community facility use, and at-grade parking lots. Finally, the portion of the westernmost block located within the radius area, Block 4950, is used for at-grade parking.

The 400-foot radius project study area located to the south of the project site includes the nearly 200-foot wide Northern Boulevard which is a divided roadway containing three- to four-travel lanes in each direction and one parking lane on each side. The eastbound and westbound lanes of Northern Boulevard are divided by the Daniel Carter Beard Mall, which is a partially landscaped and partially paved median strip.

Portions of two blocks are located south of Northern Boulevard within 400 feet of the project site. Block 4977 to the west occupies the majority of the area south of Northern Boulevard within 400 feet of the project site and is primarily developed with several two- to three-story medical buildings, the Queens School of Music, a church, and a number of two- to three-story commercial buildings. The Friends Meeting House, an LPC designated and

National Register listed historic landmark, is also located on this block. The northwest corner of Block 5010 located within the radius area contains three one-story commercial buildings and an 11-story mixed-use residential and commercial building.

Future No-Action Scenario

Project Site

Absent the action, it is anticipated that the project site would be developed with an approximately 174,174 gsf (119,737 zoning square feet), 11-story with cellar and basement mixed-use building. The building would include approximately 72 dwelling units within 74,553 gsf of floor area, approximately 33,771 gsf of community facility space (non-profit club), and approximately 21,820 gsf of retail space (RWCDS). The proposed development would also include 143 accessory attended parking spaces, plus 15 reservoir spaces, and one loading berth. The development would require the demolition of the existing supermarket currently located on the project site. The Future No-Action as-of-right development plan is attached to this document. The Applicant would construct this No-Action scenario on the project site absent the requested rezoning approval.

400' Radius Project Study Area

In the future without the action, no changes are anticipated to occur on the non-Applicant owned sites (Block 4960, Lots 28, 57, 58, 59, 60, 61, 62, and 63) within the proposed rezoning area. These lots are a minimum of 1,500 square feet in lot area and the area affected by the rezoning on each of these lots would be miniscule, ranging from 4 square feet on seven of the eight lots to 13.77 square feet on one lot.

Based on a review of DCP's Land Use and CEQR Application Tracking System (LUCATS), no additional projects are anticipated to be completed by the project build year of 2017 within 400 feet of the project site. Surrounding land uses within the immediate study area are expected to remain largely unchanged by the project build year of 2017. Relatively few undeveloped parcels remain within the project study area. Therefore, no significant new development or redevelopment in the area would be expected.

Future With-Action Scenario

Project Site

In the future and with the proposed action, the proposed rezoning would facilitate the construction of an approximately 214,539 gsf (152,219 zoning square feet), eleven-story with cellar and basement mixed-use building. The building would include approximately 43 dwelling units within 40,299 gsf of floor area, 191 hotel rooms within 103,554 gsf of floor area, 11,273 gsf of accessory retail space, and approximately 7,890 gsf of community facility space (RWCDS). The proposed development would also include 155 accessory attended parking spaces, plus 16 reservoir spaces, and one loading berth.

The cellar level of the building, containing 110 attended parking spaces (plus 6 reservoir spaces), would be used for hotel parking. Access to this parking level would be provided via ramps on the basement level on Leavitt Street and accessed by vehicle elevators. The basement floor of the building would include the lobby

and drop-off area, entering from Leavitt Street, of the hotel use and its accessory restaurant, office space, and meeting rooms, the residential lobby, retail areas, and the building's loading berth. The first floor of the building would contain the residential parking garage containing 45 attended parking spaces (plus 10 reservoir spaces). This above-grade parking would be accessed from ramps on the basement level on Leavitt Street. The second floor of the building would contain hotel rooms and the proposed community facility space. The 3rd through 8th floors of the building would house the hotel's 191 guest rooms. The 9th through 11th floors would house the building's 43 residential apartments.

The development would require the demolition of the existing supermarket currently located on the project site. CPC approval is being sought for the proposed rezoning.

The proposed action would enable the property owner to develop a currently underdeveloped parcel with an appropriate amount of residential, commercial, and community facility floor area. The subject proposed action would provide for new residential, commercial, and community facility development on an underutilized site.

400' Radius Project Study Area

In the future with the action, no changes are anticipated to occur on the non-Applicant owned sites (Block 4960, Lots 28, 57, 58, 59, 60, 61, 62, and 63) within the proposed rezoning area. As described in the Future No-Action section above, these lots are a minimum of 1,500 square feet in lot area and the area affected by the rezoning on each of these lots would be miniscule, ranging from 4 square feet on seven of the eight lots to 13.77 square feet on one lot. There would be no effect from removal of the existing C2-2 commercial overlay and the mapping of a C4-3 district on the small areas of these parcels as with one exception these lots are developed with one- to three-family residential uses. Lot 63, which is developed with the City owned Flushing Town Hall parking lot, would also not be affected by the removal of the C2-2 commercial overlay and the mapping of a C4-3 district on a portion of this lot.

The proposed project would be representative of and compatible with local development trends in downtown Flushing which consist of new multi-story mixed-use residential, hotel, and commercial buildings replacing older one- to two-story commercial structures. These developments include the following:

- The Flushing Commons mixed-use development (ULURP No.: C100207ZMQ, CEQR No. 06DME010Q) at the former Municipal Parking Lot #1 located two blocks south of the project site at 37-10 37th Avenue (Block 4978, Lot 25) which will include 517 residential units, approximately 500,000 square feet of commercial retail and office space, a 62,000 square-foot YMCA facility, and 15,000 square feet of additional community facility space (Build Year 2020).

- The Prince Street rezoning project (ULURP No.: C030223ZMQ, CEQR No. 04DCP013Q) located along 35th Avenue between Prince and Farrington

Streets (Block 4949, lot 46) which entailed a rezoning from M1-1 to R6 with a C2-2 commercial overlay, is mixed-use development comprised of a 14-story structure containing a total of approximately 207,494 square feet of floor area including 210 hotel rooms, 125 residential dwelling units, approximately 15,228 square feet of commercial retail and office space, and approximately 25,936 square feet of community facility floor area (Build Year 2014).

- The Solow Center 52,570 square foot mixed-use project (ULURP No.: C070210ZMQ, CEQR No. 07DCP029Q) located at 135-05 Northern Boulevard at the northeast corner of Northern Boulevard and Prince Street. The project entailed the rezoning of three lots from M1-1 to R6 with a C2-2 commercial overlay. The seven-story project includes 34 market-rate apartments, 7,100 square feet of ground floor retail space, 9,560 square feet of community facility space, and a 62-space underground parking facility.
- Municipal Parking Lot #3 Redevelopment at 133-45 41st Avenue will include approximately 250 dwelling units. This is an EDC sponsored project and the RFP for the project was released in July 2014 and the deadline for submissions is October 2014.
- The proposed Union Street Rezoning at 138-12 35th Avenue will include 32 dwelling units (Build Year 2017) [per the RWCDS for that project]
- Macedonia Plaza at 36-08 Union Street includes 140 affordable dwelling units which was completed in 2014.
- The RKO Plaza project at Northern Blvd and Main Street includes approximately 200 dwelling units (Build Year 2015).

The proposed project would also be compatible with other hotel uses in the area including the Lexington Marco LaGuardia Hotel located approximately one block west of the project site on Block 4959, Lot 42. Northern Boulevard is suitable for hotel uses as it is a principle east–west thoroughfare in the Flushing central business district and is lined with many commercial uses as well as community facilities and apartment buildings.

The project is also intended to contribute to the ongoing economic redevelopment of the downtown area of Flushing. The action would serve the needs of this area of Queens for residential, commercial, and community facility space with adequate parking, and would promote the development of the property in a fashion that would be compatible with and beneficial to adjacent and nearby residential, commercial, and community facility uses.

No potentially significant adverse impacts related to land use are expected to occur as a result of the proposed action. Therefore, further analysis of land use is not warranted.

ZONING

Existing Conditions

Project Site

The project site and the proposed rezoning area are currently zoned R6/C2-2 & R6.

The R6 zoning district is appropriate for medium density housing with typical building heights ranging from three to twelve stories. The R6 zone is common in built-up areas of all the boroughs except Staten Island. The district allows residential floor area ratios (FAR) ranging from 0.78 to 2.43 and a community facility FAR of up to 4.8. The higher residential FAR typically produces 12-story residential buildings with increased open space on the lot. Parking is required for 70 percent of the dwelling units in this zone; for 50% of the units for lots less than 10,000 square feet in area; and is waived if 5 or fewer spaces are required. The Quality Housing Program is optional in R6 districts and permits an FAR of up to 3.0 on wide streets outside the Manhattan core. In addition, parking is required for only 50 percent of the dwelling units in a Quality Housing development.

C1 and C2 overlay districts accommodate the retail and personal service shops needed in residential neighborhoods, and are generally mapped along major avenues. C2 districts permit a slightly wider range of uses than C1 districts, such as funeral homes and repair shops. The maximum commercial FAR for C1 and C2 overlays in R6 zones is 2.0. Residential uses are permitted within these overlays with residential bulk being governed by the provisions of the surrounding residential zone. Parking requirements vary by use within the C1 and C2 zones with one parking space required for each 400 square feet of general retail floor area. No loading spaces are required for the first 8,000 square feet of floor area and one loading berth is required for the next 17,000 square feet of most types of commercial floor area.

400' Radius Project Study Area

The project study area to the north of Northern Boulevard is predominantly zoned R6 with the exception of the northwest corner of the radius area which is zoned M1-1. A 150-foot wide C2-2 commercial overlay is mapped along the entire Northern Boulevard frontage of the project site block, Block 4960, as well as the block to the east, Block 4961. The entirety of Block 4959 located to the west of the project site block is mapped with a C2-2 commercial overlay. Most of the project study area to the south of the project site across Northern Boulevard is zoned C4-3 (Block 4977) while the southeast corner of the radius area on Block 5010 is zoned R6 with a 150-foot wide C1-2 commercial overlay.

C4 zoning districts are mapped in regional commercial centers, such as downtown Flushing, that are located outside of the City's central business districts. In these areas, specialty and department stores, theaters, and other commercial and office uses serve a larger area and generate more traffic than neighborhood shopping areas. Use Groups 5, 6, 8, 9, 10, and 12, which include most retail establishments, as well as Use Groups 1 through 4, are permitted in C4 districts. The C4-3 zoning district permits a commercial FAR of up to 3.4, a residential FAR of between 0.78 and 2.43 and up to 3.0 on wide streets outside the Manhattan core under the Quality Housing Program, and a community facility FAR of up

to 4.8. The residential district equivalent to the C4-3 district is the R6 zone. Parking requirements vary by use within the C4-3 zone with one parking space required for each 400 square feet of retail, commercial office, or medical office floor area.

Future No-Action Scenario

Project Site

In the future and absent the action, the area to be rezoned would continue to be governed by the provisions of the existing R6/C2-2 & R6 zoning district mapped on the property.

400' Radius Project Study Area

No rezoning actions are presently being contemplated by the NYC Department of City Planning (DCP), as indicated on the DCP website, and no Board of Standards and Appeals (BSA) variance applications have been identified for the study area by the project build year of 2017.

Future With-Action Scenario

Project Site

The project seeks CPC approval of a Zoning Map Amendment to rezone the project site from its existing R6/C2-2 & R6 zoning designation to a C4-3 & R6 district. The 41.77 square feet of the adjacent portions of Block 4960, Lots 28 and 57-63 would have their C2-2 commercial overlay removed and the affected areas of these lots would be rezoned C4-3. The proposed Zoning Map Amendment would extend the C4-3 zone over the entire rezoning area to a depth of 125 feet.

In addition, a portion of the approximately 11,700 square foot Daniel Carter Beard Memorial Park mall (Block 4977, Lot 130) located in the median of Northern Boulevard will fall within the revised zoning boundaries. This open space area is owned by the NYC Department of Parks and Recreation and consists of publicly accessible open space with benches.

The proposed rezoning would establish a new C4-3 district extending from the centerline of the southern (eastbound) portion of Northern Boulevard to 125 feet north of the street line, and from the centerline of Leavitt Street to 250 feet west of the street line to include the entire project site.

While the existing C2-2 commercial overlay only permits a commercial FAR of 2.0 on the project site, the proposed C4-3 zoning would permit a commercial FAR of up to 3.40. Relative to parking requirements, the existing C2-2 commercial overlay requires that parking be provided at a ratio of one space per every 300 square feet of retail floor area, one space per eight hotel guest rooms, and one space per every ten persons for a community club use. The proposed C4-3 district would substantially lower this parking requirement to one space per every 400 square feet of retail floor area, one space per twelve hotel guest rooms, and one space per every twenty persons for a community club use.

The proposed rezoning of the project site to C4-3 & R6 would enable the property owner to develop a currently underdeveloped parcel with an appropriate amount of residential, commercial, and community facility floor area. The proposed development would be in conformance with the use and bulk provisions of the proposed C4-3 district. The proposed residential, hotel, retail, and community facility uses are all permitted uses in the C4-3 zone. Relative to the bulk provisions of the proposed C4-3 zone, the RWCDS and the proposed development would have an overall FAR of 4.8, which is the maximum permitted in the district. Although only 109 parking spaces would be required for the proposed development, the project would include 155 accessory parking spaces, plus 16 reservoir spaces. All other applicable provisions of the proposed C4-3 zoning would be met by the proposed development.

400' Radius Project Study Area

The proposed rezoning of the project site to C4-3 & R6 is intended not only to allow for the proposed development, but also to more accurately reflect the existing character of the area. The C4-3 district is typically mapped in central business districts, such as the downtown Flushing area in which the project site is located, and a C4-3 district is currently mapped across Northern Boulevard from the site west of Union Street. The C4-3 district allows for more intense commercial use, and correspondingly lower parking requirements, than the existing C2-2 overlay mapped on the property. This serves to reflect not only the intense mixed-use character of the Flushing CBD, but also its largely transit-dependent transportation patterns.

No significant impacts to zoning patterns in the area would be expected. Given the character and development of the immediate vicinity, the most appropriate contextual scenario for the subject site would be the proposed commercial zoning and the associated development project. The proposed action would not have a significant impact on the extent of conformity with the current zoning in the surrounding area, and it would not adversely affect the viability of conforming uses on nearby properties. The proposed zoning and associated development would not represent an objectionable use that could affect neighborhood character, but would comprise a use that is already located in the neighborhood.

Potentially significant adverse impacts related to zoning are not expected to occur as a result of the proposed action, and further assessment of zoning is not warranted.

PUBLIC POLICY

Existing Conditions

Project Site

No public policies would pertain to the subject property. The property is not subject to the provisions of the City's Waterfront Revitalization Program (WRP) as the site is not located within the City's Coastal Zone Boundary. In addition, the project site is not located within the boundaries of any 197-a Community Development Plans or Urban Renewal Area plans, is not a designated historic resource and is not within a historic district, a critical

environmental area, a significant coastal fish and wildlife habitat, a wildlife refuge, or a special natural waterfront area.

400' Radius Project Study Area

The downtown Flushing neighborhood of Queens, which is located in Queens Community District 7, is primarily a mixed-use commercial and residential area with a large number of community facility uses as well as some manufacturing/industrial areas along its western edge. According to the 2010 U. S. Census, the population of Community District 7, which includes other residential and mixed-use communities such as Whitestone, College Point, increased by 1.8 percent from 242,952 persons in 2000 to 247,354 people in 2010.

No public policies would pertain to the 400-foot radius project study area around the subject property. The area is not subject to the provisions of the City's Waterfront Revitalization Program (WRP) as the study area is not located within the City's Coastal Zone Boundary. In addition, the 400-foot radius study area is not located within the boundaries of any 197-a Community Development Plans or Urban Renewal Area plans, does not contain any designated historic resources and is not within a historic district, a critical environmental area, a significant coastal fish and wildlife habitat, a wildlife refuge, or a special natural waterfront area.

Future No-Action Scenario

Project Site

In the future, without the action, any new development on the project site would continue to be governed by the provisions of the existing R6 and C2-2 commercial overlay zoning districts mapped on the property. No other public policy initiatives would pertain to the project site by the project build year of 2017.

400' Radius Project Study Area

No other public policy initiatives would pertain to the 400-foot study area around the property by the project build year of 2017 as confirmed with DCP's Queens Borough Office. In addition, no changes are anticipated to any public policy documents relating to the project site or the surrounding study area by the project build year.

Future With-Action Scenario

Project Site

No impact to public policies would occur as a result of the proposed action. The proposed C4-3 commercial district would be consistent with the existing C4-3 commercial district mapped across Northern Boulevard from the project site. The development anticipated to occur as a consequence of the proposed rezoning would consist of an increase of approximately 40,365 gsf of total floor area, an increase of 191 hotel rooms within 103,554 gsf of floor area, and 12 more accessory parking spaces relative to the Future No-Action development. However, the Future With-Action development would contain 29 fewer residential units within 34,254 gsf less residential floor area, 25,881 gsf less community facility floor area, and 10,547 gsf less retail floor area than the Future No-Action development on the property.

400' Radius Project Study Area

The proposed project would be representative of and compatible with local development trends in downtown Flushing which consist of new multi-story mixed-use residential, hotel, and commercial buildings replacing older one- to two-story commercial structures. These developments are discussed in detail in the land use section above.

Overall, the proposed action would not result in significant adverse impacts related to land use, zoning or public policy and no further analysis is warranted.

8. SHADOWS

Introduction

Under CEQR, a shadow is defined as the circumstance in which a building or other built structure blocks the sun from the land. An adverse shadow impact is considered to occur when the shadow from a proposed project falls upon a publicly accessible open space, a historic landscape, or other historic resource if the features that make the resource significant depend on sunlight, or if the shadow falls on an important natural feature and adversely affects its uses or threatens the survival of important vegetation. An adverse impact would occur only if the shadow would fall on a location that would otherwise be in sunlight; the assessment therefore distinguishes between existing shadows and new shadows resulting from a proposed project. Finally, the determination of whether the impact of new shadows on an open space or a natural or historic resource would be significant is dependent on their extent and duration. In general, shadows on City streets and sidewalks or on other buildings are not considered significant under CEQR. In addition, shadows occurring within an hour and a half of sunrise or sunset generally are not considered significant under CEQR.

According to the 2014 *CEQR Technical Manual*, a shadows assessment is not required unless the project would include a structure at least 50 feet tall or if it would contain shorter structures that might cast substantial new shadows on an adjacent park, historic resource, or an important natural resource.

Tier 1 Assessment

The proposed project would result in the development of an eleven-story building on the project site, which would reach a total height of 123'-0". Based on *CEQR Technical Manual* criteria, the longest shadow that any building would cast during the year (except within an hour and a half of sunrise or sunset which is not deemed to be of concern) is 4.3 times its height. Applying the 4.3 factor to the proposed building height of 123 feet would result in a maximum shadow distance of 528.9 feet. There are several potential sunlight-sensitive resources, including parks and historic resources, within 528.9 feet of the project site. However, none of the historic structures would be considered sunlight sensitive based on 2014 *CEQR Technical Manual* guidance. These resources are shown and numbered on the attached figure, Tier 1 Shadow Study, and include the following:

1. Flushing Town Hall, 137-35 Northern Boulevard, an LPC designated and National Register listed historic landmark located on the adjacent lot to the west of the project site.

2. The Daniel Carter Beard Mall, a partially landscaped and partially paved median strip located between the eastbound and westbound lanes of Northern Boulevard. The Mall is located approximately 60 feet south of the site at its closest point.

3. Flushing High School and Campus, 35-01 Union Street, an LPC designated and National Register listed historic landmark located approximately 280 feet east of the project site.

4. Friends Meeting House, 137-16 Northern Boulevard, an LPC designated and National Register listed historic landmark located approximately 300 feet southwest of the project site.

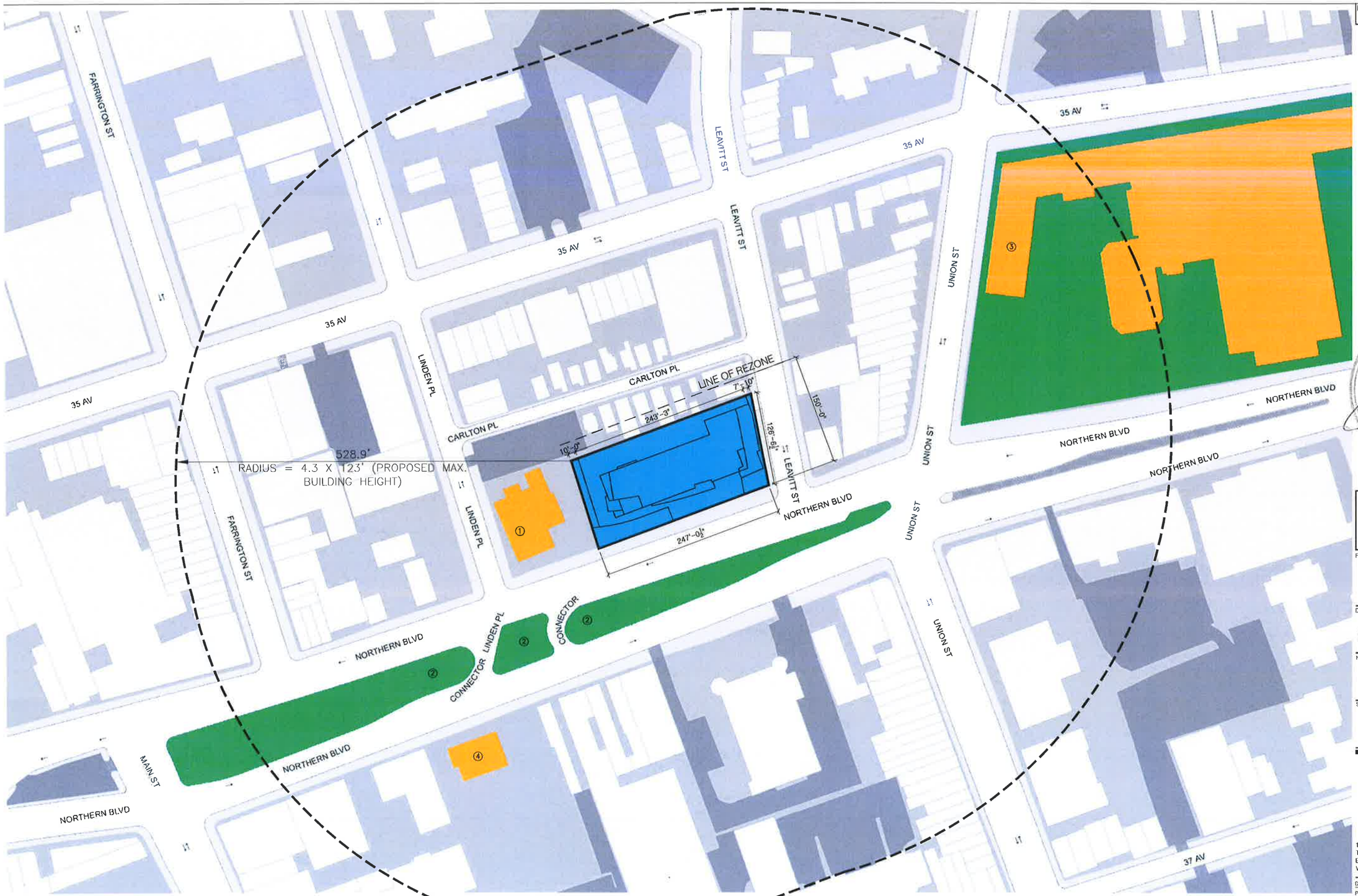
No other parks, historic resources, or important natural resources are located within 528.9 feet of the project site.

In the future without the proposed action, an 11-story building would be developed on the project site, reaching a total height of 123'-0". Applying the 4.3 factor to the Future No-Action building height of 123 feet would result in a maximum shadow distance of 528.9 feet. As the Future No-Action development on the site would cast shadows of the same length as the Future With-Action development, no incremental shadows would result from the proposed action.

Conclusion

The proposed action would not cast any incremental shadows on parks, historic resources, or important natural resources. Therefore, the proposed action would not result in any significant adverse shadows impacts, and no further assessment is needed for the project.

No.	DATE	DESCRIPTION



REGISTERED ARCHITECT
RAYMOND SUN MAN CHAN
15817
STATE OF NEW YORK

PROPOSED

PROJECT:

The Xu Hotel & Residences
137-61 NORTHERN BLVD
FLUSHING, NEW YORK

DRAWING TITLE:

1 TIER I SHADOW STUDY
SCALE: 1/64"= 1'-0"

MEP ENGINEER:

STRUCTURAL ENGINEER:

SEAL & SIGNATURE:

RAYMOND CHAN ARCHITECT PC
ARCHITECTS • PLANNERS
136-40 39TH AVENUE FLUSHING, NEW YORK 11354
Tel: (718) 445-2345 Fax: (718) 359-8809
Email: info@raymondchanarchitect.com
Web: www.raymondchanarchitect.com

DATE: 09/29/2014
PROJECT No.: 21043
PROJECT MANAGER: RCA
DRAWN BY: ZC
CADD FILE No.: THE XU HOTEL & RES'S (#2104.3)

DWG. No.: G-001.00

1 -OF-1
BSA USE ONLY

NYC DOB No.:

9. HISTORIC AND CULTURAL RESOURCES

EXISTING CONDITIONS

Project Site

As discussed in the Land Use section above, the project site is identified as Tax Block 4960, Lot 29 and is located at the northwest corner of Northern Boulevard and Leavitt Street in the downtown Flushing area of Queens. The subject property consists of approximately 31,712 square feet of land area and has approximately 250 feet of frontage along Northern Boulevard and 125 feet of frontage along Leavitt Street. The property is developed with a one-story approximately 25,300 square foot supermarket and an accessory parking lot containing approximately 38 parking spaces.

The property is subject to New York City and New York State landmarks preservation regulations due to its location adjacent to and across the street from individually designated historic resources, which are further discussed below.

The subject property itself has no architectural significance. The existing one-story brick structure on the subject property was constructed in about 1931 as a Sears department store. The structure has no historic significance as it is a utilitarian building with no distinguishing architectural characteristics. The project site likely also has no archaeological sensitivity as the existing building contains a full basement which would have disturbed any potential archeological remains under the footprint of the building. It is assumed that the relatively small parking lot adjacent to the structure was also extensively disturbed for the construction of the subject building which would have destroyed any potential archeological remains on the remainder of the site.

Study Area

The project site is located adjacent to Flushing Town Hall, 137-35 Northern Boulevard, an LPC designated and National Register listed historic landmark. Other LPC designated and National Register listed historic landmarks within close proximity to the project site include the Friends Meeting House, 137-16 Northern Boulevard, located approximately 300 feet southwest of the project site across Northern Boulevard, and Flushing High School and Campus, 35-01 Union Street, located approximately 280 feet east of the project site.

These individually designated resources are discussed further below based on information contained in LPC's *Guide to New York City Landmarks*, 3rd edition.

Flushing Town Hall - Flushing Town Hall, located at 137-35 Northern Boulevard, was constructed in 1862 and designated as the Flushing Municipal Courthouse in 1968. Before the consolidation of Greater New York in 1898, each town in the region had its own government center. This Early Romanesque Revival masonry building is one of the few such town halls still standing. The German-inspired design is striking in its use of round-arched forms for windows and doors, its entrance portico, and its corbelled cornice.

Friends Meeting House - Friends Meeting House, located at 137-16 Northern Boulevard, was constructed in 1694 with additions made in 1716-19 and was designated in 1970. The

eastern third of the Friends Meeting House is New York City's oldest structure in continuous use for religious purposes. In its proportions and framing system, this austerely simple wooden building offers evidence of the survival of medieval building techniques in the American colonies.

Flushing High School - Flushing High School and Campus, located at 35-01 Union Street, was constructed in 1912-15 and was designated in 1991. Flushing High School, incorporated in 1875, is the oldest public secondary school in New York City. Its present home is an impressive Collegiate Gothic structure designed by the City's superintendant of school buildings and given a campus setting. The choice of style and setting evokes the great Gothic colleges of Oxford and Cambridge.

FUTURE NO-ACTION CONDITION

In the absence of the proposed action, development of an approximately 174,599 gross square foot (gsf) [119,737 zoning square feet], 11-story with cellar and basement mixed-use building would constitute the Future No-Action development on the property. The building would include approximately 72 dwelling units within 74,553 gsf of floor area, approximately 33,771 gsf of community facility space (non-profit club), and approximately 21,820 gsf of retail space (RWCDS). The development would also include 143 accessory attended parking spaces, plus 15 reservoir spaces, and one loading berth. The development would require the demolition of the existing supermarket currently located on the project site.

FUTURE WITH-ACTION CONDITION

Project Site

In the future with the proposed action, development on the project site would be governed by the provisions of the C4-3 zoning district proposed to be mapped on the property. The proposed rezoning would facilitate the construction of an approximately 214,539 gsf (152,219 zoning square feet), eleven-story with cellar and basement mixed-use building. The building would include approximately 43 dwelling units within 40,299 gsf of floor area, 191 hotel rooms within 103,554 gsf of floor area, 11,273 gsf of accessory retail space, and approximately 7,890 gsf of community facility space (non-profit club) [RWCDS]. The proposed development would also include 155 accessory attended parking spaces, plus 16 reservoir spaces, and one loading berth. The development would require the demolition of the existing supermarket currently located on the project site. The project would be completed in 2017.

The cellar level of the building, containing 110 attended parking spaces (plus 6 reservoir spaces), would be used for hotel parking. Access to this parking level would be provided via ramps on the basement level on Leavitt Street and accessed by vehicle elevators. The basement floor of the building would include the lobby and drop-off area, entering from Leavitt Street, of the hotel use and its accessory restaurant, office space, and meeting rooms, the residential lobby, retail areas, and the building's loading berth. The first floor of the building would contain the residential parking garage containing 45 attended parking spaces (plus 10 reservoir

spaces). This above-grade parking would be accessed from ramps on the basement level on Leavitt Street. The second floor of the building would contain hotel rooms and the proposed community facility space. The 3rd though 8th floors of the building would house the hotel's 191 guest rooms. The 9th through 11th floors would house the building's 43 residential apartments.

LPC issued a letter dated April 7, 2014 in which they state that the LPC is in receipt of the EAS dated March 28, 2014, and there are no additional concerns. LPC also indicates in the letter that 137-45 Northern Boulevard has no architectural significance and no archaeological significance; within the radius there is a Designated New York City Landmark or a Designated Historic District; and within the radius there is a property listed on the National Register of Historic Places (see the Historic and Cultural Resources Appendix).

The proposed action would involve construction of a new building that would involve subsurface disturbance and the proposed building would be located adjacent to and across the street from individually designated historic properties. The 2014 *CEQR Technical Manual* requires that archaeological and architectural resources be surveyed and assessed if the proposed project would result in any of the following as relevant to this proposed action.

<u>Archaeological Resources</u>

- *Above-ground construction resulting in-ground disturbance, including construction of temporary roads and access facilities, grading, or landscaping.*
- *Below-ground construction, such as installation of utilities or excavation, including that for footings or piles.*

  Analysis of archaeological resources typically is not necessary in the following circumstances:
- *Projects that would result in disturbance only of areas that have already been recently excavated for other purposes, such as basements, concourses, sunken plazas, etc. However, if the area proposed to be excavated exceeds the previous disturbance in depth or footprint, archaeological assessment may be appropriate.*

  The proposed project would include above-ground construction resulting in in-ground disturbance as well as below-ground construction for the installation of utilities and excavation for footings or piles and the construction of a cellar. It is believed that no archaeological resources remain on the site as existing development has disturbed most if not all of the property due to the construction of a cellar level in the existing building.

  The Future No-Action development would essentially result in the same level of surface and subsurface disturbance as the proposed development on the property. Therefore, no significant incremental surface or subsurface disturbance would result from the proposed action relative to the Future No-Action development on the property.

On the basis of the above, no significant adverse archaeological impacts from the proposed action would be anticipated.

Architectural Resources

- *New construction, demolition, or significant physical alteration to any building, structure, or object.*

  As explained above, the existing building on the project site would be demolished but this would not result in a significant adverse impact to historic resources as this structure has no significant architectural character. The proposed action, including the demolition of the existing structure and the construction of the new building on the project site, would have no significant adverse affect on the property's archaeological or historic character. The proposed action would instead serve to improve the appearance of the property through the removal of the existing older one-story building on the property and the construction of a new building that would be more in character with recent developments in the downtown Flushing area.

Study Area

The 2014 *CEQR Technical Manual* requires that architectural resources be surveyed and assessed if the proposed project would result in any of the following as relevant to this proposed action:

- *A change in scale, visual prominence, or visual context of any building, structure, or object or landscape feature. Visual prominence is generally the way in which a building, structure, object, or landscape feature is viewed. Visual context is the character of the surrounding built or natural environment. This may include the following: the architectural components of an area's buildings (e.g., height, scale, proportion, massing, fenestration, ground-floor configuration, style), streetscapes, skyline, landforms, vegetation, and openness to the sky.*

  The proposed action would result in the removal of the existing one-story structure on the project site to be replaced by an eleven-story structure. The action would also change the partially open character of the site, which contains an area of at-grade parking, to be replaced by a structure that would cover a larger portion of the site. The project would therefore result in a change in scale and visual prominence relative to the surrounding area.

  This change in scale and visual prominence would be appropriate to the surroundings as it would result in a development that is more in character with new development patterns in the area than the current one-story structure and open parking lot on the site. Although most of the older buildings in the surrounding area are two- to four-stories in height, the more recently constructed buildings are generally seven- to eight-stories tall. The proposed project would include two open areas adjacent to the sidewalks adjoining the property, including an outdoor seating area in front of the proposed retail stores along Northern Boulevard, and a structural cascade and plaza area at the corner of Northern Boulevard and Leavitt Street. The proposed development would therefore

incorporate open areas into its design which would be more desirable and visually appealing that the existing parking lot on the property.

It should also be noted that the Future No-Action development on the project site would result in the construction of a taller building on the property as it would be 11-stories in height.

- *Construction, including but not limited to, excavating vibration, subsidence, dewatering, and the possibility of falling objects.*

  LPC approved construction procedures would be followed to protect historic structures in the area from damage from vibration, subsidence, dewatering, or falling objects. Construction procedures would comply with the NYC Department of Buildings memorandum Technical Policy and Procedure Notice # 10/88 and with the site safety requirements of the 2008 NYC Building Code, as amended, which stipulate that certain procedures be followed for the avoidance of damage to historic and other structures resulting from adjacent construction.

- *Additions to or significant removal, grading, or replanting of significant historic landscape features.*
  Not applicable to the proposed action.

- *Screening or elimination of publicly accessible views.*
  Not applicable to the proposed action.

- *Introduction of significant new shadows or significant lengthening of the duration of existing shadows on an historic landscape or on an historic structure if the features that make the structure significant depend on sunlight.*

  On the basis of the *CEQR Technical Manual* criteria described above, the project would not result in shadows impacts on historic resources. The proposed action would result in the construction of a new structure with a roof height of 123'-0" which would be the same as the Future No-Action development of 123'-0" to its roof line. The maximum shadow cast by both the Future No-Action and the Future With-Action project would be 528.9 feet (123'-0" x 4.3).As the proposed building would cast a maximum shadow of the same length as the Future No-Action development on the site, no incremental shadows would be cast by the proposed development. Therefore, the proposed action would not introduce new shadows or a lengthening of the duration of existing shadows on the existing historic structures located within 528.9 feet of the project site.

On the basis of the above, the proposed action would have no significant adverse affect on historic resources within the project study area. No impact to any individual historic properties would be expected as a result of the proposed action.

The proposed project would not result in any significant adverse impacts to historic or archaeological resources.

Landmarks Preservation Commission

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

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

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / 13DCP106Q
Project: XU HOTEL AND RESIDENCES
Address: 137-45 NORTHERN BOULEVARD, **BBL:** 4049600029
Date Received: 3/28/2014

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[x] No architectural significance

[X] No archaeological significance

[x] in radius Designated New York City Landmark or Within Designated Historic District

[x] in radius Listed on National Register of Historic Places

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

[ ] May be archaeologically significant; requesting additional materials

Comments: The LPC is in receipt of the EAS dated 3/28/14. There are no additional concerns.

Gina Santucci 4/7/2014

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 28835_FSO_GS_04072014.doc

10. URBAN DESIGN AND VISUAL RESOURCES

Introduction

An assessment of urban design is needed when a project may have effects on any of the elements that contribute to the pedestrian experience of public space. A preliminary assessment 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, including the following:

1. Projects that permit the modification of yard, height, and setback requirements;

2. Projects that result in an increase in built floor area beyond what would be allowed 'as-of-right' or in the future without the proposed project.

The proposed action involves the request for a rezoning of the project site, identified as 137-61 Northern Boulevard (Tax Block 4960, Lot 29), from the existing R6/C2-2 district mapped on the site to a C4-3 zone. The floor area that could feasibly be built on the site in the future under the existing zoning is approximately 174,599 gsf (119,737 zoning square feet), within an 11-story building while under the proposed zoning the maximum feasible floor area would be approximately 214,539 gsf (152,219 zoning square feet), within an 11-story building. The requested rezoning would allow the development on the site of an additional approximately 40,365 gsf of total floor area, an increase of 191 hotel rooms within 103,554 gsf of floor area, and 12 more accessory parking spaces relative to the Future No-Action development. However, the Future With-Action development would contain 29 fewer residential units within 34,254 gsf less residential floor area, 25,881 gsf less community facility floor area, and 10,547 gsf less retail floor area than the Future No-Action development on the property.

The yard and setback requirements for the existing R6/C2-2 district and the proposed C4-3 zone are the same and both the Future No-Action and Future With-Action developments would comply with the relevant regulations, although the proposed Future No-Action development would have a somewhat greater setback along the Leavitt Street frontage of the site. The proposed C4-3 zoning district permits the required setbacks to start at a height of 60 feet or four stories while the existing zoning requires that setbacks begin at ground level. The proposed development would provide the same setback as the as-of-right building along Northern Boulevard and would have a deeper setback along Leavitt Street while the Leavitt Street frontage of the proposed building would be four-stories in height relative to only one-story for the as-of-right structure.

Based on the above, a preliminary urban design assessment would be required.

Preliminary Assessment

Existing Conditions

The proposed Rezoning Area[3] primarily consists of the project site located at the northwest corner of Northern Boulevard and Leavitt Street in the downtown Flushing area of Queens. The subject property consists of approximately 31,712 square feet of land area and has approximately 250 feet of frontage along Northern Boulevard and 125 feet of frontage along Leavitt Street. The property is developed with a one-story approximately 25,300 square foot supermarket and an accessory parking lot containing approximately 38 parking spaces. Vehicular access to the parking lot is provided via curb cuts onto Northern Boulevard and Leavitt Street.

The area within 400 feet of the project site consists of a mixture of residential, commercial, community facility, and mixed-use development. Most of the area to the north and east of the project site north of Northern Boulevard consists of two- to seven-story residential buildings and residential buildings containing ground floor commercial uses, and one- and two-story commercial structures. The block immediately to the west of the project site block is developed with a mixture of four- to seven-story residential and mixed-use buildings, two- to eight-story commercial structures including a hotel, a church, and a gasoline service station. Areas to the south of Northern Boulevard are less residential in character, containing only one residential use comprised of an 11-story mixed-use residential and commercial building. The remainder of this area is developed with several two- to three-story medical buildings, the Queens School of Music, a church, and numerous one- to three-story commercial buildings. The nearly 200-foot wide Northern Boulevard is a major feature of the 400-foot radius around the site. Northern Boulevard is a divided roadway containing three- to four-travel lanes in each direction and one parking lane on each side. It is divided by the Daniel Carter Beard Mall, which is a partially landscaped and partially paved median strip.

Visual resources in the vicinity of the project site include the Daniel Carter Beard Mall noted above and three historic structures including Flushing Town Hall, located on the adjacent lot to the west of the project site, Flushing High School and Campus, located approximately 280 feet east of the project site, and the Friends Meeting House, located approximately 300 feet southwest of the project site.

An aerial photograph of the project study area and four ground level photographs (see Photo Key at beginning of document) of the site area and the immediate context are

[3] The proposed rezoning area consists of approximately 31,753.77 square feet of land area. The boundaries of the rezoning area extend beyond the project site discussed above and includes small slivers of properties adjacent to the site, including Block 4960, Lots 28 and 57-63. A sliver of just 0.16 feet (two inches) in width at the rear of the rezoning area extends beyond the project site and approximately 41.77 square feet of area outside of the project site is proposed to be rezoned. No new development is anticipated to occur on these non-Applicant owned sites as these lots are a minimum of 1,500 square feet in lot area and the area affected by the rezoning on each of these lots would be miniscule, ranging from 4 square feet on seven of the eight lots to 13.77 square feet on one lot.

attached which show existing conditions on the site and in the surrounding area. Zoning calculations of the existing conditions on the site, including floor area calculations, lot coverage, and building heights, are shown in Table 10-1 below.

No-Action Scenario

The No-Action scenario under the existing R6/C2-2 zoning mapped on the property consists of an approximately 174,599 gsf (119,737 zoning square feet), 11-story with cellar and basement mixed-use building. The building would include approximately 72 dwelling units within 74,553 gsf of floor area, approximately 33,771 gsf of community facility space (non-profit club), and approximately 21,820 gsf of retail space (RWCDS). The development would also include 143 accessory attended parking spaces, plus 15 reservoir spaces, and one loading berth.

The future No-Action Development Scenario on the project site would result in a significant change to the existing urban design and visual character of the property. The existing one-story, 25,300 square foot supermarket building covering nearly 80% of the site would be replaced by a 174,599 gsf, 11-story mixed-use building that would cover slightly more than 80% of the surface area of the property. The existing open parking area would be removed. An outdoor seating area in front of the proposed retail stores along Northern Boulevard, and a structural cascade and plaza area at the corner of Northern Boulevard and Leavitt Street would be installed on the site. The character of the surrounding project study area would not change significantly.

The No-Action Development Scenario on the project site would not result in any significant impacts to the visual resources in the vicinity of the site. Views to the Daniel Carter Beard Mall, Flushing Town Hall, Flushing High School, and the Friends Meeting House would still be available from the streets bordering the project site.

Zoning calculations of future No-Action conditions on the site, including floor area calculations, lot coverage, and building heights, are shown in Table 10-1 below. The future No-Action condition streetscape is the same as the existing condition referenced above. The Existing Site and Context/No Action Scenario visual graphic is attached side by side with the Proposed Project/With Action Scenario visual graphic.

In the future without the action, no changes are anticipated to occur on the non-Applicant owned sites (Block 4960, Lots 28, 57, 58, 59, 60, 61, 62, and 63) within the proposed rezoning area. These lots are a minimum of 1,500 square feet in lot area and the area affected by the rezoning on each of these lots would be miniscule, ranging from 4 square feet on seven of the eight lots to 13.77 square feet on one lot.

Future With-Action Scenario

The Applicant seeks to develop the property with an approximately 214,539 gsf (152,219 zoning square feet), eleven-story with cellar and basement mixed-use building. The building would include approximately 43 dwelling units within 40,299 gsf of floor area, 191 hotel rooms within 103,554 gsf of floor area, 11,273 gsf of accessory retail space, and approximately 7,890 gsf of community facility space (non-profit club) [RWCDS]. The

proposed development would also include 155 accessory attended parking spaces, plus 16 reservoir spaces, and one loading berth. The development would require the demolition of the existing supermarket currently located on the project site.

The Future With-Action Development Scenario on the project site would result in a somewhat bulkier building on the property as compared to the future No-Action Development Scenario. The proposed action would result in a building approximately 40,365 gross square feet larger than the as-of-right development on the site.

The difference between the No-Action and With-Action Scenarios would be the development under the With-Action Scenario of an additional approximately 40,365 gsf of total floor area, an increase of 191 hotel rooms within 103,554 gsf of floor area, and 12 more accessory parking spaces. However, the Future With-Action development would contain 29 fewer residential units within 34,254 gsf less residential floor area, 25,881 gsf less community facility floor area, and 10,547 gsf less retail floor area than the Future No-Action development on the property. Both development scenarios would include outdoor open space in front of the proposed retail stores and at the main entrance to each building.

Zoning calculations of future With-Action conditions on the site, including floor area calculations, lot coverage, and building heights, are shown in Table 10-1 below. The Proposed Project/With Action Scenario visual graphic is attached side by side with the existing Site and Context/No Action Scenario visual graphic.

As is detailed in the Land Use section of this document, in the future and with the action, no changes are anticipated to occur on the non-Applicant owned sites (Block 4960, Lots 28, 57, 58, 59, 60, 61, 62, and 63) within the proposed rezoning area. As described in the Future No-Action section above, these lots are a minimum of 1,500 square feet in lot area and the area affected by the rezoning on each of these lots would be miniscule, ranging from 4 square feet on seven of the eight lots to 13.77 square feet on one lot. There would be no effect from removal of the existing C2-2 commercial overlay and the mapping of a C4-3 district on the small areas of these parcels as with one exception these lots are developed with one- to three-family residential uses. Lot 63, which is developed with the City owned Flushing Town Hall parking lot, would also not be affected by the removal of the C2-2 commercial overlay and the mapping of a C4-3 district on a portion of this lot.

Conclusion

The proposed action would result in the development of mixed-use residential, hotel, retail, and community facility use with accessory parking on a site located along a busy thoroughfare in downtown Flushing. The surrounding area is characterized by a vibrant mix of residential, hotel, commercial, and community facility uses. The proposed mapping of a C4-3 commercial zone on the project site is supported by the existence of a C4-3 zone along most of the south side of Northern Boulevard within 400 feet of the project site. The proposed rezoning would also more accurately reflect the existing character of the area. The C4-3 district is typically mapped in central business districts, such as the downtown Flushing area. The C4-3 district allows for more intense commercial use, and correspondingly lower parking requirements, than the existing C2-2 overlay mapped on

the property. This serves to reflect not only the intense mixed-use character of the Flushing CBD, but also its largely transit-dependent transportation patterns.

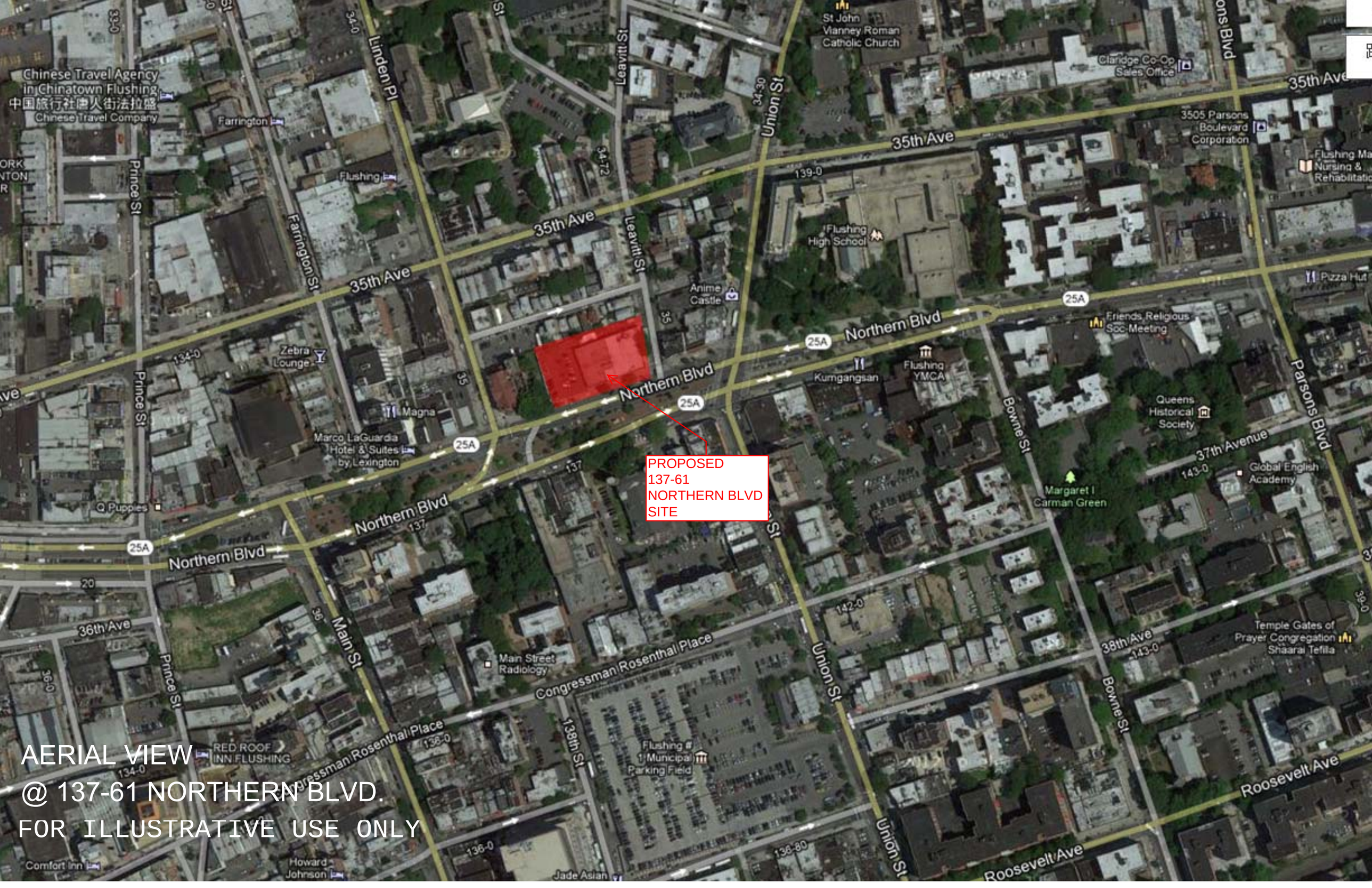
Table 10-1
Zoning Calculations Relevant to Urban Design Analysis

Item	Existing Conditions	No-Action Conditions	With-Action Conditions
Development Scenario	1 supermarket; 38 space parking lot	72 DUs (74,553 gsf); 21,820 gsf retail; 33,771 gsf comm. facility; 143 (+15 reservoir) parking spaces	43 DUs (40,299 gsf); 191 hotel rooms (103,554 gsf), 11,273 gsf retail; 7,890 gsf comm. facility; 155 (+16 reservoir) parking spaces
Gross/(Net) Bldg. Floor Area	25,300 sf	174,599 gsf/(119,737 zsf)	214,539 gsf/(152,219 zsf)
Lot Coverage	25,300 sf (79.8%)	26,195 sf (82.6%)	26,640 sf (84.0%)
Building Heights	1-story	11-stories	11-stories

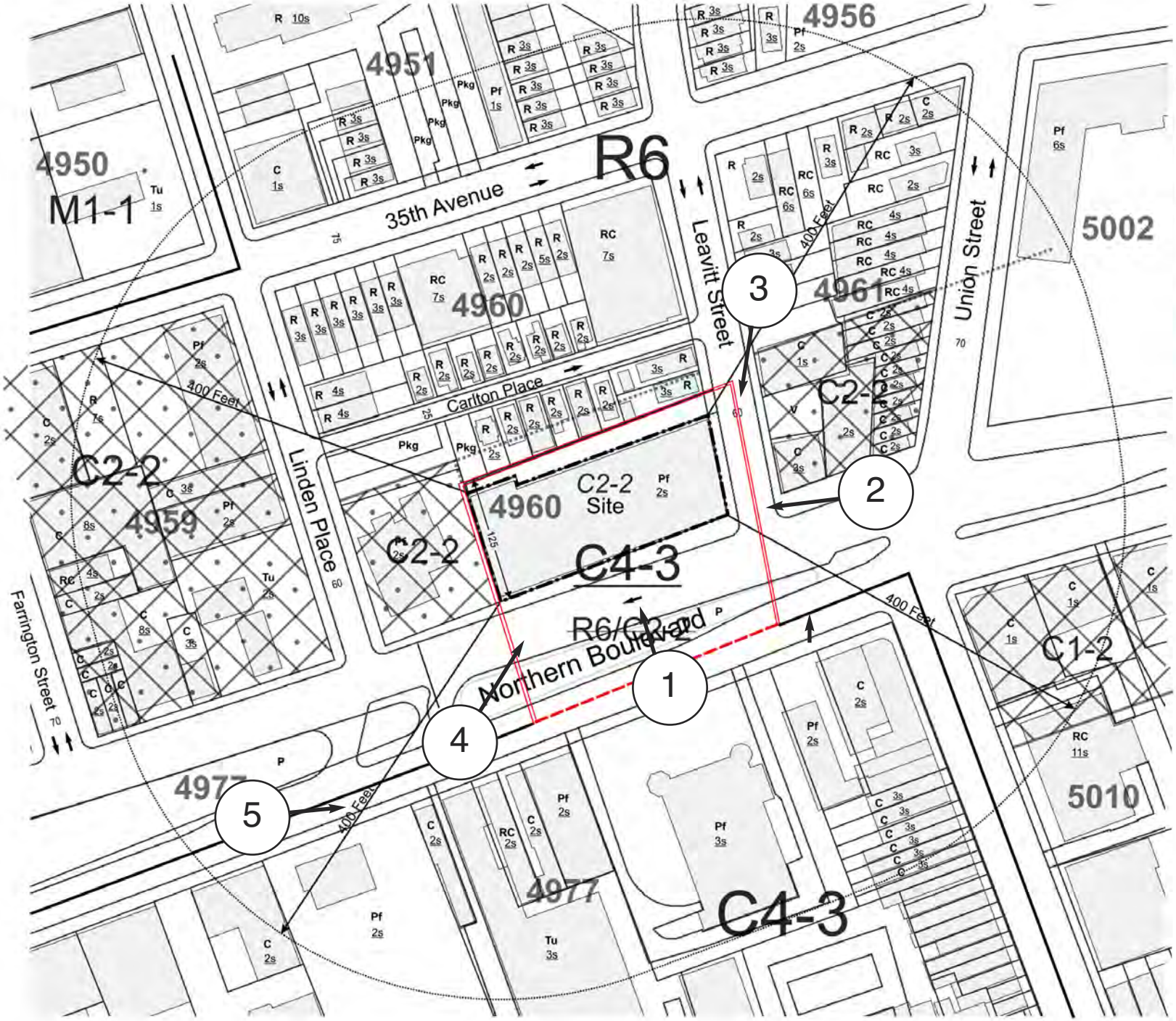
The proposed action would permit a new development that would be compatible with and beneficial to the adjacent and nearby residential, commercial, community facility, and other uses. Given the character and development of the immediate vicinity, the most appropriate contextual scenario for the subject site would be the proposed zoning and the associated development project.

The With-Action Development Scenario on the project site would not result in any significant impacts to the visual resources in the vicinity of the site as compared to a No-Action Development on the property. Views to the Daniel Carter Beard Mall, Flushing Town Hall, Flushing High School, and the Friends Meeting House would still be available from the streets bordering the project site.

The proposed action would not partially or totally block a view corridor or a natural or built visual resource that is rare in the area or considered a defining feature of the neighborhood. Although the project would alter the context of natural and built visual resources, specifically the open space area and the three historic structures in the vicinity of the site, the most significant difference would occur between the existing and future No-Action Development Scenarios on the property rather than between the future No-Action and With-Action Development Scenarios. Therefore, the proposed project would not result in a significant adverse impact to urban design and visual resources and a detailed urban design and visual resource analysis would not be required.


PROPOSED
137-61
NORTHERN BLVD
SITE
35th Ave
Northern Blvd
Union St
Leavitt St
Prince St
Farrington St
Linden Pl
Main St
Parsons Blvd
Roosevelt Ave
37th Avenue
38th Ave
36th Ave
Congressman Rosenthal Place
138th St
Browne St
Chinese Travel Agency in Chinatown Flushing 中国旅行社唐人街法拉盛
Chinese Travel Company
Farrington
Flushing
St John Vianney Roman Catholic Church
Claridge Co-Op Sales Office
3505 Parsons Boulevard Corporation
Flushing High School
Anime Castle
Zebra Lounge
Magna
Marco LaGuardia Hotel & Suites by Lexington
Kumgangsan
Flushing YMCA
Friends Religious Soc Meeting
Pizza Hut
Queens Historical Society
Global English Academy
Margaret I Carman Green
Q Puppies
Main Street Radiology
Flushing # 1 Municipal Parking Field
RED ROOF INN FLUSHING
Comfort Inn
Howard Johnson
Jade Asian
Temple Gates of Prayer Congregation Shaarai Tefilla
AERIAL VIEW
@ 137-61 NORTHERN BLVD.
FOR ILLUSTRATIVE USE ONLY

Area Map



Legend

- Building Footprint
- C2-2 Overlay
- C1-2 Overlay
- 4958 Tax Block
- 1s Number of Stories
- Existing Zoning District Boundary
- Removed Zoning District Boundary
- New Zoning District Boundary
- R6 Existing Zoning District
- C4-3 Proposed Zoning District
- ~~C2-2~~ Zoning District to be Removed
- Street Direction
- Applicant's Property

Existing Land Uses:

- **R** - Residential
- **M** - Mixed Residential/Commercial
- **Ci** - Commercial
- **Pf** - Public Facilities & Institutions
- **T** - Transportation/Utility
- **Pk** - Parking Facilities
- **O** - Open Space/Parks

North

Scale: 1" = 100'

0 20 50 100


1
NO STANDING
ANYTIME
GW
Supermarket

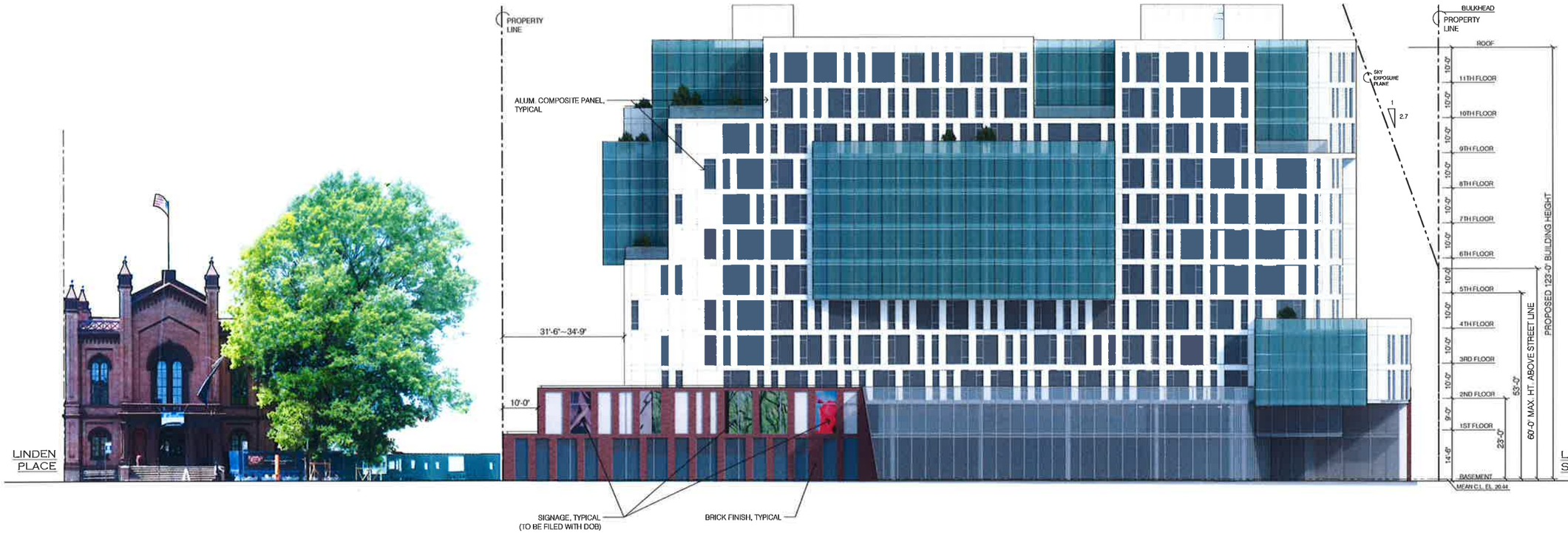

2


3
STOP


4
ONLY


5
NYSCAS
POLICE
NYPD
NYPD
NYPD

No.	DATE	DESCRIPTION



1 SOUTH ELEVATION
SCALE: 1/16" = 1'-0"

REGISTERED ARCHITECT
RAYMOND SUN MAN CHAN
15817
STATE OF NEW YORK

PROPOSED

PROJECT:

The Xu Hotel & Residences
137-61 NORTHERN BLVD
FLUSHING, NEW YORK

DRAWING TITLE:

1 SOUTH ELEVATION
SCALE: 1/16"=1'-0"

MEP ENGINEER:

STRUCTURAL ENGINEER:

SEAL & SIGNATURE:

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Web: www.raymondchanarchitect.com

DATE: 09/29/2014
PROJECT No.: 21043
PROJECT MANAGER: RCA
DRAWN BY: E.L.
CADD FILE No.: THE XU HOTEL & RES'S (#21043)

DWG. No.: A-501.00
16-OF-17
BSA USE ONLY

NYC DOB No. :

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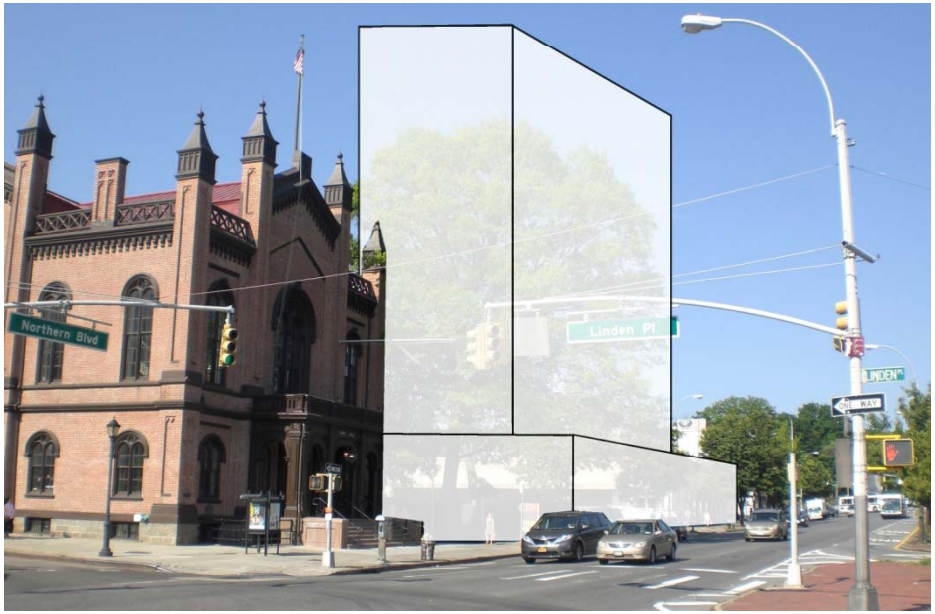
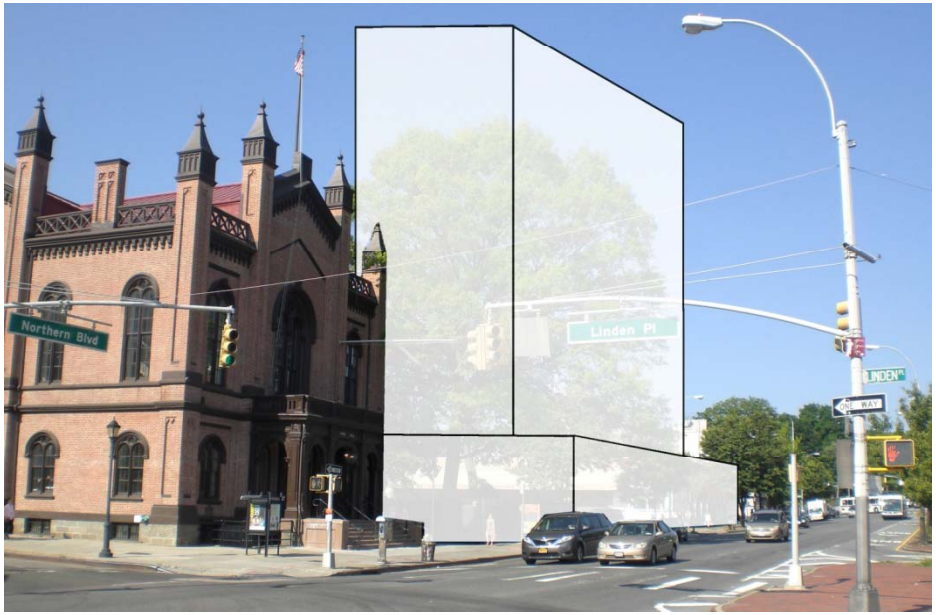
COMPARISON BETWEEN AS-OF-RIGHT & PROPOSED PROJECT



AS-OF-RIGHT/
NO ACTION SCENARIO



PROPOSED PROJECT/
WITH ACTION SCENARIO



SOUTHWEST BIRD'S-EYE VIEW

FOR ILLUSTRATIVE USE ONLY

FOR ILLUSTRATIVE USE ONLY

RAYMOND CHAN ARCHITECT PC
ARCHITECTS • PLANNERS

THE XU HOTEL AND RESIDENCES
137-61 NORTHERN BLVD,
FLUSHING, QUEENS, NY

NORTHERN BLVD.- SOUTHEAST VIEW

RAYMOND CHAN ARCHITECT PC.

12. HAZARDOUS MATERIALS

Introduction

A hazardous materials assessment is required for the proposed action for the following reasons based on the 2014 *CEQR Technical Manual*:

- Development within close proximity to a manufacturing zone (an M1-1 zone is located within 400 feet of the project site).
- Development where underground and/or aboveground storage tanks (USTs or ASTs) are (or were) located on or near the site.

Phase I Environmental Site Assessment (ESA)

Environmental Project Data Statements Company, Inc. (EPDSCO) has prepared a Phase I Environmental Site Assessment (ESA) dated May 2013 for the property at 137-61 Northern Boulevard in Flushing, Queens, NY.

The ESA was prepared in conformance with the scope and limitations of ASTM E 1527-05. The purpose of the ESA is to identify, to the extent feasible in accordance with ASTM E 1527, Recognized Environmental Conditions in connection with the site with regard to hazardous materials as defined by the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), and petroleum products. Additionally, several ASTM "Non-Scope" items including asbestos-containing materials, lead-based paints, and radon are also discussed. Recognized Environmental Conditions are identified through research into the history and uses of the site and surrounding area, an inspection of the subject property and a survey of adjoining and nearby uses, interviews and a review of available regulatory agency records and environmental databases.

The following summarizes the findings, conclusions, and recommendations of the Phase I ESA.

Site Description

The subject property consists of a rectangular shaped parcel, approximately 31,750 square feet in area. The property is improved with a 1-story (plus basement), masonry and steel frame commercial building occupied by GW Supermarket. The first floor of the building contains the retail area, offices and bathrooms, and the basement contains general storage areas and various mechanical systems for the building. Heat and hot water for the building are provided by gas-fired, rooftop HVAC systems. Exterior portions of the site consist of an asphalt paved parking lot on the west side of the site and a narrow, asphalt-paved loading area on the north side of the site.

Site History

Research into the history of the property indicates that the site was vacant land in 1892. From at least 1897 to at least 1916, the site was occupied by several 2½ story residential

dwellings. Sometime between 1916 and 1941, the site was developed with seven adjoining commercial/retail structures. Identified uses in the building from 1941 to 1986 include retail stores (including a Sears department store), auto sales (1941, 1943, 1951, 1963), auto service in the eastern-most building (1941 through 1986), a paint spray booth in the western-most building (1943, 1951 and 1963), and lubricating oil storage outside the north wall of the eastern-most building (1941 through 1986). From at least 2000 to 2005, a commercial printing company (Ace Printing) was located in one of the buildings at the site. In 2008, the four western most buildings were demolished and the existing parking lot was constructed. The rest of the buildings were gut renovated, reconfigured and combined into one building for the existing GW Supermarket.

The identified former uses at the site include businesses or operations that typically involve the storage or use of hazardous materials or petroleum products, such as lubricating oils, antifreeze, brake and transmission fluids, printing inks, solvents, paints and others. Any past spills, leaks or discharges of such materials would be a potential source of contamination to the site.

Drainage Structures

Lavatory structures such as toilets and sinks were observed in the building. In addition, several floor drains were observed in the supermarket and in the basement. It is likely that all of the drainage structures observed in the building discharge to the municipal sewer system. Several small storm drains were also observed in the parking area on the west side of the site. The drainage destination of these storm drains is not known; however, it is likely that they also discharge to the municipal sewer system. No staining or other visible indications of past spills or discharges of hazardous materials or petroleum products were observed around any of the drains at the site.

Asbestos/Lead Based Paints/PCBs

No suspected asbestos-containing building materials, lead based paints or electrical equipment suspected of containing PCBs were observed at the site.

Petroleum Storage Tanks

A fuel oil tank vent line and a sealed fuel oil tank fillport were observed outside the northeast wall of the building. In addition, two 1-inch diameter pipes were observed in the northeast foundation wall in the basement. These pipes were cut off at the foundation and are most likely former fuel oil supply and return lines. Therefore, it is likely that there is or was an underground fuel oil tank located in the rear loading area of the site.

A Phase I Environmental Site Assessment Report prepared by Middleton Environmental, Inc. of North Babylon, New York (Middleton) in March of 2001, was provided to EPDSCO for review. The Middleton Phase I ESA also identified a potential out-of-service fuel oil tank in the rear loading area on the northeast portion of the property. This tank reportedly had a capacity of 1,000 gallons and was removed from service circa 1986. No information regarding the closure or removal of this tank, or tank tightness or soil testing results from around the tank, was obtained by or provided to EPDSCO for this report. Any past spills

or leaks from underground tanks at the site would be a potential source of contamination to the subject property.

No aboveground fuel oil tanks were observed during the site visit. The Middleton Phase I ESA report states there were five, aboveground, out-of-service 275-gallon fuel oil tanks in the individual basements of the buildings at that time. The report also states that the boiler for the heating system in the eastern most building at the site was located in the rear (north) side of the basement area, whereas the boilers for the buildings on the west side of the site were located in the front (south) sides of the basements. At the time of EPDSCO's site visit, a sealed fuel oil tank fillport was observed in the sidewalk outside the southwest corner of the building. This fillport was located within three inches of the building foundation. Given its close proximity to the building foundation, it is considered likely that this fillport was for one of the former aboveground fuel oil tanks in the basement of the building.

The subject property does not appear in the New York State Department of Environmental Conservation (NYSDEC) Petroleum Bulk Storage (PBS) database, which lists all registered facilities with a total combined petroleum storage capacity in excess of 1,100 gallons.

Regulatory Agency Database Information

A former occupant of the subject property is identified in the RCRA Hazardous Waste Generator database. The Sears Store #3244 at 137-61 Northern Boulevard is listed as a conditionally exempt small quantity generator of hazardous waste (Facility ID NYR000115717). According to information in the database report, approximately 170 gallons of non-listed ignitable wastes were generated in 2003, 600 pounds of non-listed ignitable wastes were generated in 2005, and 110 gallons of non-listed ignitable wastes were generated in 2006.

Off-Site Findings

The subject site is adjoined by residential uses to the north, and by Northern Boulevard to the south, beyond which is the Flushing Armory. The Flushing Town Hall is located adjacent and to the west of the site. Adjacent and to the east is Leavitt Street, beyond which is a commercial office building. Land uses in the area of the property are comprised of a mix of residential and commercial/retail uses. No heavy industrial uses were observed in the immediate area surrounding the site. There is a Mobil gasoline filling station located approximately 450 feet west of the project site.

A review of Sanborn historical maps shows that land uses in the area of the site have historically been comprised of residential and commercial/retail uses, and gasoline filling stations since at least the 1940s. Sanborn maps show that there were formerly four gasoline filling stations located within approximately 500 feet of the project site. However, there are not any identified spill incidents at these former gasoline stations which are considered likely to have impacted the project site.

There were not any potential off-site sources of contamination which are considered likely to have significantly impacted the environmental condition of the subject property identified in the regulatory agency database information reviewed.

Conclusions

EPDSCO has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E 1527-05 of 137-61 Northern Boulevard, Queens, N.Y., the property. This assessment has revealed no evidence of recognized environmental conditions in connection with the property, with the following exception:

- The possible presence of an out-of-service underground fuel oil tank in the rear loading area on the northeast portion of the site which has not been properly closed or removed in accordance with New York State Department of Environmental Conservation (NYSDEC) and/or New York City Fire Department (FDNY) requirements.

- The potential for site contamination from past spills or leaks from an underground fuel oil tank located in the rear loading area on the northeast portion of the site.

- The potential for site contamination from historical on-site uses including auto repairs, spray painting and printing operations.

Based on the evidence of recognized environmental conditions presented above, Phase II testing of the site would be required. However, it is not feasible to conduct subsurface testing at the present time as the site is currently occupied by an active supermarket. It is therefore recommended that an (E) designation be placed on the property to ensure that testing for and mitigation and/or remediation of any hazardous materials contamination of the property be completed prior to, or as part of, future development of the site.

An (E) designation related to hazardous materials will be assigned to the Applicant controlled property as described below.

To avoid any potential impacts associated with hazardous materials, the proposed action will place an (E) designation (E-355) for hazardous materials on the following property:

Block 4960, Lot 29

The text of the (E) designation is as follows:

Due to the possible presence of hazardous materials on the aforementioned designated site, there is potential for contamination of the soil and groundwater. To determine if contamination exists and perform the appropriate remediation, the following tasks must be undertaken by the fee owners of the lot restricted by this (E) designation prior to any demolition or disturbance of soil on the lot.

Task 1

The fee owners of the lot restricted by this (E) designation will be required to prepare a scope of work for any soil, gas, or groundwater sampling and testing needed to determine if contamination exists, the extent of the contamination, and to what extent remediation may be required. The scope of work will include all relevant supporting documentation,

including site plans and sampling locations. This scope of work will be submitted to the Mayor's Office of Environmental Remediation (OER) for review and approval prior to implementation. It will be reviewed to ensure that an adequate number of samples will be collected and that appropriate parameters are selected for laboratory analysis.

No sampling program may begin until written approval of a work plan and sampling protocol is received from the OER. The number and location of sample sites should be selected to adequately characterize the type and extent of the contamination, and the condition of the remainder of the site. 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 choosing sampling sites and performing sampling will be provided by OER upon request.

Task 2

A written report with findings and a summary of the data must be presented to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such test results, a determination will be provided 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 necessary according to test results, a proposed remediation plan must be submitted to OER for review and approval. The fee owners of the lot restricted by this (E) designation must perform such remediation as determined necessary by OER. After completing the remediation, the fee owners of the lot restricted by this (E) designation should provide proof that the work has been satisfactorily completed.

An OER-approved construction-related health and safety plan would be implemented during excavation and construction 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.

With the implementation of the above (E) designation, no significant adverse impacts related to hazardous materials would occur.

Therefore, there is no potential for the proposed action to result in significant adverse impacts related to hazardous materials.

Conclusion

The development that would be facilitated by the proposed rezoning would not have any potentially significant adverse hazardous materials impacts, and further assessment is not warranted.

16. TRANSPORTATION

Introduction

To determine the potential for the proposed action to result in significant adverse impacts to traffic and parking, screening analyses were performed pursuant to the methodologies identified in the 2014 *CEQR Technical Manual*. Based on the projected development scenario of a total net decrease of 29 dwelling units, a total net decrease of 25,881 gsf of community club space, a total net decrease of 21,820 gsf of local retail space, a total increase of 11,273 gsf of accessory local retail space, and a total net increase of 191 rooms or 103,554 gsf of hotel space, it was determined, as described below, that the proposed action would satisfy the *Level One Screening* for traffic, parking transit and pedestrians.

Reasonable Worst Case Development Scenario (RWCDS)

Future No-Action Scenario

In the future and absent the action, development on the project site would be governed by the provisions of the existing R6/C2-2 & R6 zoning district mapped on the property. A Future No-Action scenario has been developed for the project site and consists of an approximately 174,174 gsf (119,737 zoning square feet), 11-story with cellar and basement mixed-use building. The building would include approximately 72 dwelling units within 74,553 gsf of floor area, approximately 33,771 gsf of community facility space (non-profit club), and approximately 21,820 gsf of retail space (RWCDS). The development would also include 143 accessory attended parking spaces, plus 15 reservoir spaces, and one loading berth.

Future With-Action Scenario

In the future and with the proposed action, development on the project site would be governed by the provisions of the C4-3 zoning district proposed to be mapped on the property. The existing R6/C2-2 zoning mapped on the site would be removed. The proposed rezoning would facilitate the construction of an approximately 214,539 gsf (152,219 zoning square feet), eleven-story with cellar and basement mixed-use building. The building would include approximately 43 dwelling units within 40,299 gsf of floor area, 191 hotel rooms within 103,554 gsf of floor area, 11,273 gsf of accessory local retail space, and approximately 7,890 gsf of community facility space (non-profit club) [RWCDS]. The proposed development would also include 155 accessory attended parking spaces, plus 16 reservoir spaces, and one loading berth.

Analysis Framework

In general, the environmental analysis will be prepared to address the difference between the Future No-Action and Future With-Action development scenarios on the project site. The Future With-Action development would consist of an increase of approximately 40,365 gsf of total floor area, an increase of 191 hotel rooms within 103,554 gsf of floor area, an increase of 11,273 gsf of accessory local retail space, and 12 more accessory parking spaces relative to the Future No-Action development. However, the Future With-Action development would contain 29 fewer residential units within 34,254-gsf less

residential floor area, 25,881 gsf less community club space floor area, and 21,820 gsf less local retail floor area than the Future No-Action development on the property.

Level One Screening

To assess the potential effects of the proposed action on transportation conditions, the appropriate trip generation screening analyses, *Level One*, have been performed, based on the 2014 *CEQR Technical Manual*. The resulting conclusions are summarized below.

The proposed action would generate -102, -734, and -329 net person trip ends and 32, 36, and 47 net vehicle trip ends during the AM, MD, and PM peak hours, respectively. The proposed action would generate fewer than 200 peak hour net person trip ends and 50 peak hour net vehicle trip ends during the AM, MD, and PM peak hours. Thus, based upon the 2014 *CEQR Technical Manual Guidelines*, no further traffic, parking, transit, or pedestrian analysis is required.

Trip Generation Characteristics

The following assumptions were utilized in estimating likely future trips from each of the land uses resulting from the proposed action as summarized in Table 1.

Residential Development

The residential trip generation rates and temporal distribution are all based on the 2014 *CEQR Technical Manual, Table 16-2.* A rate of 8.075 daily person trips per dwelling unit is assumed for the project's residential component. The mode of transportation (modal split) is estimated based on journey-to-work (JTW) data from the 2007-2011 American Community Survey (ACS) for the census tract number 869 in Queens, directly affected by the proposed action. Based on the census tract, the modal split used is 34 percent autos, zero (0) percent taxi, 10 percent bus, 34 percent subway, 20 percent walk, and two (2) percent other, such as bicycle, as summarized in Table 1 and shown in Exhibits 1 and 2 for modal split data and vehicle occupancy rate for autos, respectively. Based on census data, the auto vehicle occupancy rate is estimated at 1.55; and for taxis, based on the Taxi Travel Survey, a rate of 1.4 is assumed for this development.

Local Retail Development

The retail space projected to occur as a ground-floor component of the action-induced development is local-type stores serving building occupants and the surrounding neighborhood. The local-type retail trip generation rates, temporal distribution, and modal split information are all based on the 2014 *CEQR Technical Manual, Table 16-2* and the *Jamaica Plan FEIS, Tables 16-10 and 16-10a.* The trip generation rate is estimated at 205 person trips per 1,000 square feet of space (Table 16-2). The modal split data is 2 percent autos, 3 percent taxi, 6 percent bus, 6 percent subway, and 83 percent walk, based on the *Jamaica Plan FEIS*. The vehicle occupancy rates of 2 and 2 are also based on the *Jamaica Plan FEIS* and selected for autos and taxis, respectively, as summarized in Table 1.

Accessory Local Retail Development

The accessory local retail space projected to occur as a ground-floor component of the action-induced development is serving building occupants only and it is projected to generate no external trips, as summarized in Table 1.

Community Facility (community club space) Development

The community facility (community club space) trip generation rates, peak hour temporal distribution, and modal split information are all based on the *Jamaica Plan FEIS,Table 16-10a.* The trip generation rates are estimated at 48 person trips per 1,000 square feet of community club space. The modal split data reported is 5 percent autos, one (1) percent taxi, six (6) percent bus, three (3) percent subway, and 85 percent walk. The vehicle occupancy rates are 1.65 and 1.40 for autos and for taxis, respectively, as summarized in Table 1.

Hotel Space

The hotel trip generation rates and temporal distribution are all based on the 2014 *CEQR Technical Manual, Table 16-2.* A rate of 9.4 daily person trips per room is assumed for the project's hotel component. The mode of transportation (modal split) is based on the *Jamaica Plan FEIS*. The modal split used is 30.1 percent autos, 12.3 percent taxi, 5.5 percent bus, 18.9 percent subway, and 33.2 percent walk, as summarized in Table 1. Also, based on the *Jamaica Plan FEIS*, the auto vehicle occupancy rate is 1.6; and for taxis, based on the Taxi Travel Survey, a rate of 1.4 is assumed for this development.

Delivery Vehicles

The rates of 0.06 per dwelling unit and 0.35 per 1,000 square feet of local retail are based on the 2014 *CEQR Technical Manual*, *Table 16-2*. The rates of 0.29 per 1,000 square feet of community club space and 0.1 per 1,000 square feet of hotel space (103,554 gsf) are based on the *Jamaica Plan FEIS, Tables 16-10 and 16-10a,* and they are utilized to estimate daily delivery vehicles for the proposed action, as summarized in Table 1.

Total Person Trips

The proposed action would collectively generate -102, -734, and -329 net person trip ends during the AM, Midday, and PM peak hours, respectively, as summarized in Table 2.

Total Vehicle Trips

The proposed action would collectively generate 32, 36, and 47 net vehicle trip ends during the AM, Midday, and PM peak hours, respectively, as summarized in Table 2.

The projected development sites would collectively generate fewer than 50 net vehicle trip ends during all peak hours, thus, based upon the 2014 *CEQR Technical Manual Guidelines*, the proposed action would satisfy the *Level One Screening* and no further traffic or parking analysis is required.

Bus Trips

The proposed action would collectively generate -8, -46, and -22 net bus trips during the AM, Midday, and PM peak hours, respectively, as summarized in Table 2.

The proposed action would generate fewer than 200 net bus trips as well as fewer than 50 net bus trips per direction per bus line during the AM, Midday, and PM peak hours, respectively, as summarized in Table 2. Thus, based upon the 2014 *CEQR Technical Manual Guidelines*, the proposed action would satisfy the *Level One Screening* and no further bus analysis is required.

Subway Trips

The proposed action would collectively generate 8, -11, and 6 net subway trips during the AM, Midday, and PM peak hours, respectively, as summarized in Table 2.

The proposed action would generate fewer than 200 net subway trips during the AM, Midday, and PM peak hours as summarized in Table 2. Thus, based upon the 2014 *CEQR Technical Manual Guidelines*, the proposed action would satisfy the *Level One Screening* and no further subway analysis is required.

Pedestrian Trips

The proposed action would collectively generate -102, -735, and -330 net pedestrian (bus, subway, walk, and other) trips during the AM, Midday, and PM peak hours, respectively, as summarized in Table 2.

Based on trip generation and mode split characteristics as described above, the proposed action would generate fewer than 200 net pedestrian trip ends, during the AM, Midday, and PM peak hours, respectively, as summarized in Table 2. Thus, based upon the 2014 *CEQR Technical Manual Guidelines*, the proposed action would satisfy the *Level One Screening* and no further pedestrian analysis is required.

Conclusion

The results of the transportation analysis indicate that the proposed project would generate fewer than 50 net vehicle trip ends during the peak AM, MD, and PM periods. No significant adverse impacts related to traffic and parking conditions are anticipated to occur. Similarly, no significant adverse impacts related to transit and pedestrians would be expected. No significant adverse impacts related to transportation would occur as a result of the proposed action, and no further assessment is warranted.

Table 1 : Transportation Planning Factors

137-61 Northern Blvd,, Queens NY

Land Use:	Residential	Community	Accessory Local	Local Retail	Hotel Space
	d.u.	Club Space-sq.ft.	Local Space-sq.ft.	Space-sq.ft.	room
Size/Units:	-29	-25,881	11,273	-21,820	191
	(1)	**(3)**		**(1)**	**(1)**
Trip Generation:			**Generates**		
Weekday	8.075	48	**No external trips**	205	9.4
	per d.u.	per 1,000 sq.ft.		per 1,000 sq.ft.	per room
Linked-Trip:	-	-		-	-
Temporal Distribution:	**(1)**	**(3)**		**(1)**	**(1)**
AM Peak Hour	10%	7.1%		3%	8%
MD Peak Hour	5%	10.0%		19%	14%
PM Peak Hour	11%	7.2%		10%	13%
	(2)	**(3)**		**(3)**	**(3)**
Modal Split :	AM/MD/PM	AM/MD/PM		AM/MD/PM	AM/MD/PM
Auto	34%	5%		2%	30.1%
Taxi	0%	1%		3%	12.3%
Subway	34%	3%		6%	18.9%
Bus	10%	6%		6%	5.5%
Walk	20%	85%		83%	33.2%
Other	2%	0%		0%	0.0%
Total	100%	100%		100%	100.0%
	(3)	(3)		(3)	(3)
In/Out Splits:	In/Out	In/Out		In/Out	In/Out
AM Peak Hour	20/80	61/39		50/50	41/59
MD Peak Hour	51/49	55/45		50/50	68/32
PM Peak Hour	65/35	29/71		50/50	59/41
Vehicle Occupancy:	**(2)**	**(3)**		(3)	(3)
Auto	1.55	1.65		2	1.6
Taxi	1.40	1.4		2	1.4
	(1)	**(3)**		**(1)**	(3)
Truck Trip Generation:	0.06	0.29		0.35	0.1
	per d.u.	per 1,000 s.f.		per 1,000 s.f.	Per 1,000 s.f.
	(1)	**(3)**		**(1)**	(3)
AM Peak Hour	12%	9.6%		8%	12.2%
MD Peak Hour	9%	11%		11%	8.7%
PM Peak Hour	2%	1%		2%	0%
	(1)	**(3)**		**(1)**	(3)
AM/MD/PM	50/50	50/50		50/50	50/50

Sources:

(1)-2014 CEQR Technical Manual, Table 16-2.

(2)-2007-2011 American Community Survey (ACS) for tract number 869 in Queens, NY.

(3)-The Jamaica Plan FEIS, Tables 16-10 and 16-10a.

Table 2 : Estimated Person and Vehicular Trips

137-61 Northern Blvd., Queens NY

Land Use:	Residential	Community	Accessory Local	Commercial Retail	Hotel	Total Net
	d.u.	Club Space-sq.ft.	Local Space-sq.ft.	sq.ft.	Room	Demand
Size/Units:	-29	-25,881	11,273	-21,820	191	
Peak hour Trips						
AM	-23	-88	**Generates**	-134	144	-102
MD	-12	-124	**No external trips**	-850	251	-734
PM	-26	-89		-447	233	-329
Person Trips:						
AM						
Auto	-8	-4		-3	43	28
Taxi	0	-1		-4	18	13
Subway	-8	-3		-8	27	8
Bus	-2	-5		-8	8	-8
Walk	-5	-75		-111	48	-143
Other	0	0		0	0	0
Total	-23	-88		-134	144	-102
Midday						
Auto	-4	-6		-17	76	48
Taxi	0	-1		-25	31	4
Subway	-4	-4		-51	48	-11
Bus	-1	-7		-51	14	-46
Walk	-2	-106		-705	83	-730
Other	0	0		0	0	0
Total	-12	-124		-850	251	-734
PM						
Auto	-9	-4		-9	70	48
Taxi	0	-1		-13	29	14
Subway	-9	-3		-27	44	6
Bus	-3	-5		-27	13	-22
Walk	-5	-76		-371	77	-375
Other	-1	0		0	0	-1
Total	-26	-89		-447	233	-329
Vehicular Trips						
AM						
Auto (Total)	-5	-3		-1	27	18
Taxi	0	-1		-2	13	
Taxi (Balanced)	0	-2		-4	22	16
Truck	0	-1		-1	1	
Truck(Balanced)	0	-2		-2	2	-2
Total	-5	-7		-7	51	**32**
Midday						
Auto (Total)	-3	-4		-8	47	32
Taxi	0	-1		-13	22	
Taxi (Balanced)	0	-2		-22	30	6
Truck	0	-1		-1	1	
Truck(Balanced)	0	-2		-2	2	-2
Total	-3	-8		-32	79	**36**
PM						
Auto (Total)	-6	-3		-4	44	31
Taxi	0	-1		-7	21	
Taxi (Balanced)	0	-2		-12	34	20
Truck	0	-1		-1	0	
Truck(Balanced)	0	-2		-2	0	-4
Total	-6	-7		-18	78	**47**

Exhibit 1

Modal Split Information

ACS 5-YEAR 2007-2011 Journey-to-Work (JTW) for Census Tract number 869 in Queens NY

137-61 Northern Blvd., Queens New York

2011 ACS, Journey-to-Work:

Census Tract	Total Workers	Car or Van	Carpool	Bus	Street Car	Subway	R.R.	Ferry	Taxi	Motor cycle	Bicycle	Walked	Other Means	Worked @ Home	Total
869	1004	162	180	101	0	341	0	0	0	0	0	200	0	20	1,004
Total	1,004	162	180	101	0	341	0	0	0	0	0	200	0	20	1,004
		0.161	*0.179*	*0.101*	*0.00*	*0.340*	*0.000*	*0.00*	*0.00*	*0.00*	*0.00*	*0.199*	*0.00*	*0.020*	*1.00*

Exhibit 2

Vehicle Occupancy Information

Census Tract # 869 Queens, New York

2010 ACS, Vehicle Occupancy Rate:

Census Tract	Total	Drove alone	Total carpool	2person	3 Person	4 Person	5 or 6 persons	7 or more persons	Total
869	342	162	180	40	96	0	0	44	136
Total	342	162	180	40	96	0	0	44	136
		162		20	32	0	0	6	220

Vehicle Occupancy = **1.55**

Modal Split summary

Auto	**0.34**
Taxi	**0.00**
Bus	**0.10**
Subway	**0.34**
Walk	**0.20**
Other	**0.02**
Total	**1.00**

17. AIR QUALITY

Introduction

Under CEQR, two potential types of air quality impacts are examined. These are mobile and stationary source impacts. Potential mobile source impacts are those which could result from an increase in traffic in the area, resulting in greater congestion and higher levels of carbon monoxide (CO). Potential stationary source impacts are those that could occur from stationary sources of air pollution, such as major industrial processes or heat and hot water boilers of major buildings in close proximity to a proposed project. Both the potential impacts of a proposed project on surrounding buildings and potential impacts of uses in the environs of a proposed sensitive use, such as residences, schools, and hospitals, are considered in the assessment.

Mobile Source

Under guidelines contained in the 2014 *CEQR Technical Manual*, and in this area of New York City, projects generating fewer than 170 additional vehicular trips in any given hour are considered as highly unlikely to result in significant mobile source impacts, and do not warrant detailed mobile source air quality studies. As presented in the Transportation section above, the proposed development would generate fewer than 170 additional vehicle trips at any intersection in the study area during any peak hour. Therefore, no detailed mobile source air quality analysis would be required per the *CEQR Technical Manual,* and no significant mobile source air quality impacts would be generated by proposed action.

Parking Facilities

Based on the projected development scenario, there would be a total of 171 accessory parking spaces, an increase of 13 parking spaces from the no-action scenario (total of 158 parking spaces in no-action scenario), and below the *CEQR Technical Manual* threshold of 60 parking spaces, therefore no further analysis is warranted.

Stationary Source

A stationary source analysis is required for the proposed action as further discussed below.

A screening analysis was performed, using the methodology described in the 2014 *CEQR Technical Manual*, to determine if the proposed building would result in potential air quality impacts to another building in the area. This methodology determines the threshold of development size below which the action would not have a significant impact. The results of this analysis found that there would be no significant air quality impacts from the project's heating, ventilation, and air conditioning (HVAC) systems.

Impacts from boiler emissions are a function of fuel type, stack height, minimum distance from the source to the nearest building of similar or greater height, and the square footage size of the building. The proposed building would contain a stack for the building's heat and hot water boiler system that would be located on the roof of the structure. The analysis of whether the proposed building would result in potential air quality impacts to another building in the area that is of similar or greater height was based on the proposed 214,539 square foot, eleven-story, 123'-0" tall mixed-use building. As shown on the attached Area Map, there is only one building within 400 feet of the project site of similar or greater than eleven-stories and 123 feet in height. This eleven-story, 108-foot tall building is located at 36-25 Union Street (Block 5010, Lot 7502) along the east side of Union Street south of Northern Boulevard. Only a corner of the building lies within 400 feet of the project site at a distance of approximately 375 feet from the proposed development. The *CEQR Technical Manual* Stationary Source Screen graph Figure 17-5 was used assuming the use of fuel oil #2 and a 375-foot distance for the analysis. As shown on the attached Figure 17-5, the plotted point is below the curve, and no stationary source impacts would be generated by the project. (See attached Site Plan and Aerial Map)

Therefore, the potential for significant adverse impacts due to boiler stack emissions from the proposed project is unlikely, and a detailed analysis of stationary source impacts is not required.

Air Toxics

There are no automotive repair uses with spray booths or other facilities requiring air permits and there are no dry cleaners within 400 feet of the project site based on a review of Google Earth photos and field work of the area conducted on June 26, 2014.

Conclusion

The project development would not result in any violations of the ambient air quality standards. Therefore, the action would not result in any potentially significant adverse stationary or mobile source air quality impacts, and further assessment is not warranted.

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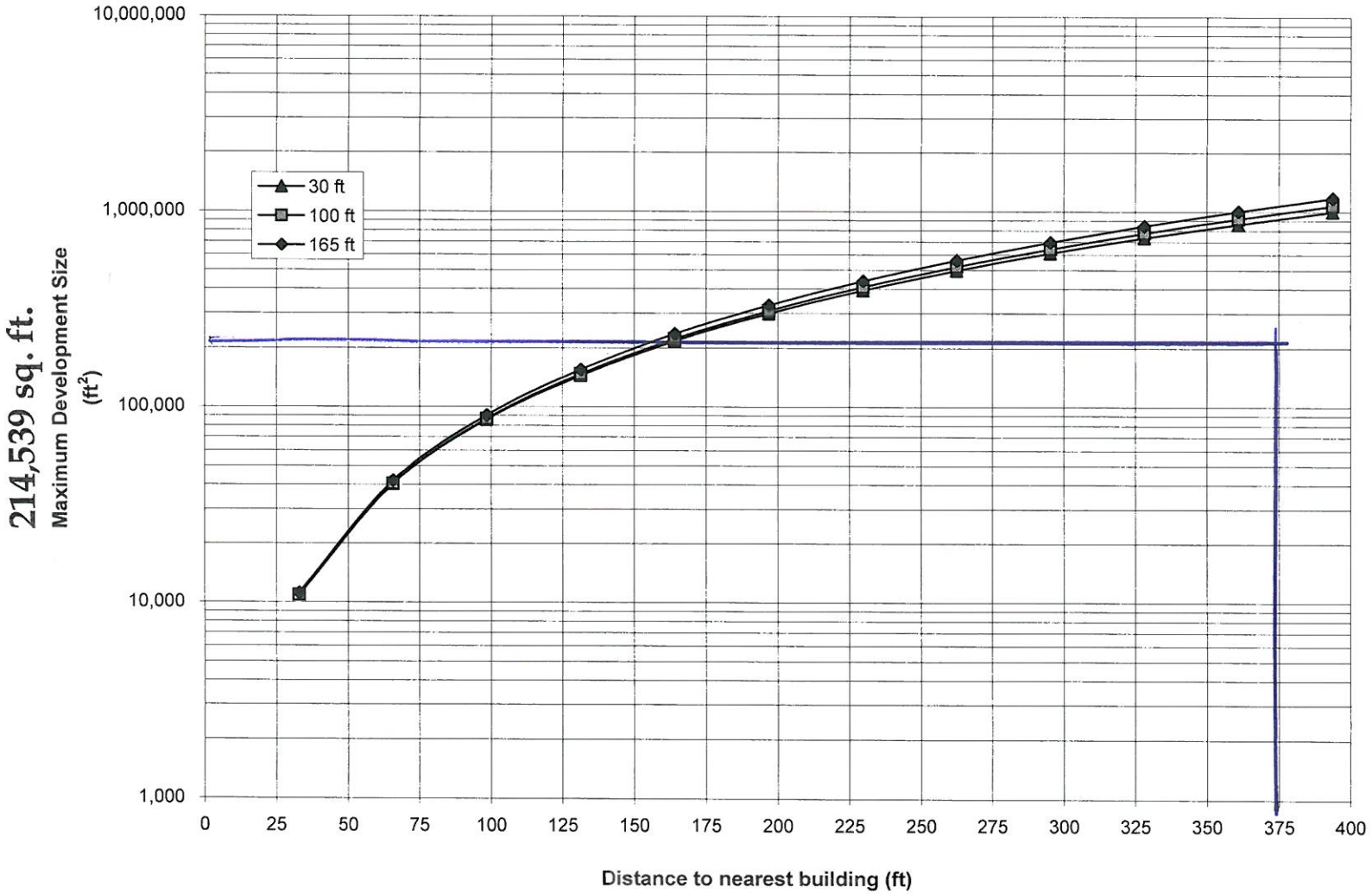
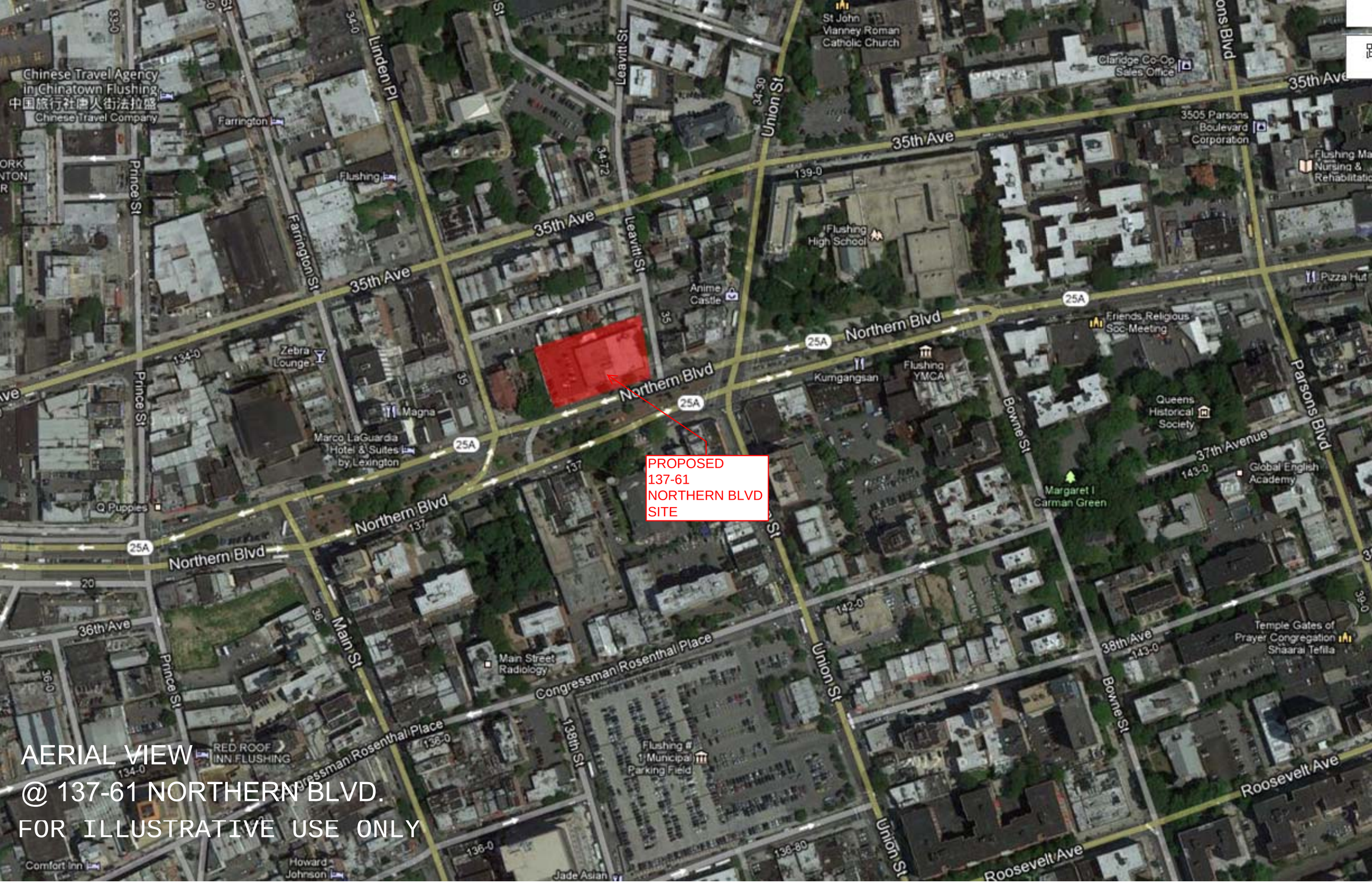
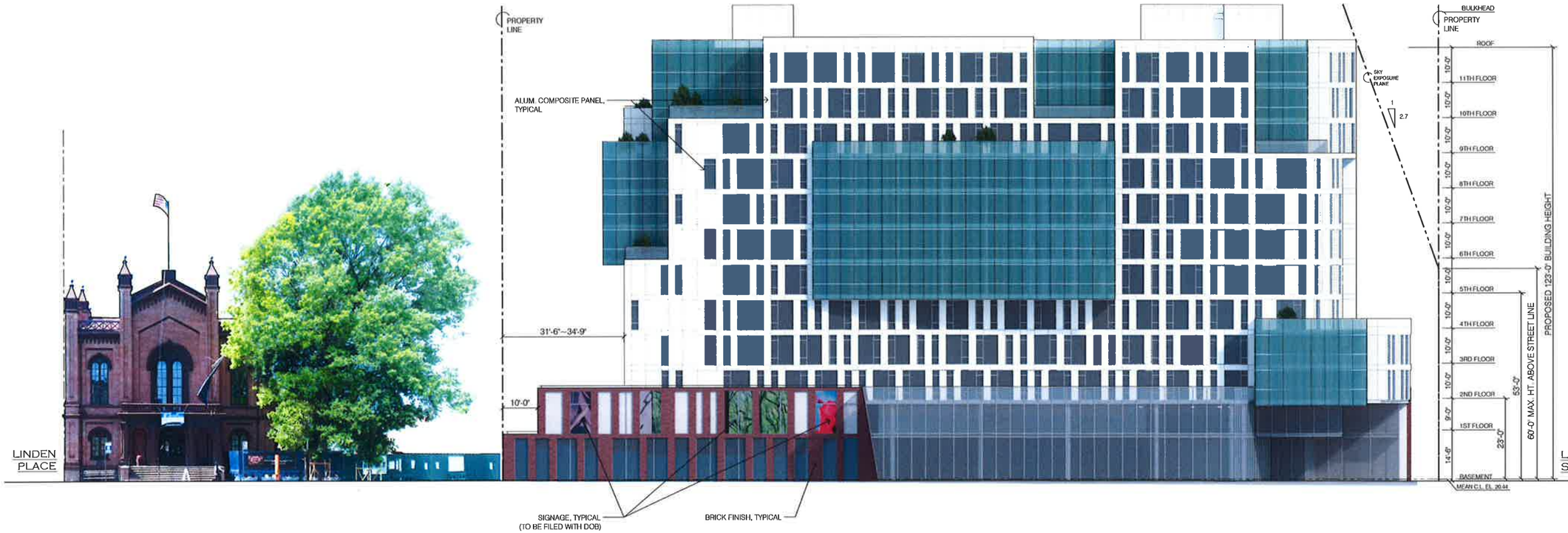
FIG App 17-5
SO_2 BOILER SCREEN
RESIDENTIAL DEVELOPMENT - FUEL OIL #2




PROPOSED
137-61
NORTHERN BLVD
SITE
35th Ave
Northern Blvd
Union St
Leavitt St
Prince St
Farrington St
Linden Pl
Main St
Parsons Blvd
Roosevelt Ave
37th Avenue
38th Ave
36th Ave
Congressman Rosenthal Place
138th St
Browne St
Chinese Travel Agency in Chinatown Flushing 中国旅行社唐人街法拉盛
Chinese Travel Company
Farrington
Flushing
St John Vianney Roman Catholic Church
Claridge Co-Op Sales Office
3505 Parsons Boulevard Corporation
Flushing High School
Anime Castle
Zebra Lounge
Magna
Marco LaGuardia Hotel & Suites by Lexington
Kumgangsan
Flushing YMCA
Friends Religious Soc Meeting
Pizza Hut
Queens Historical Society
Global English Academy
Margaret I Carman Green
Q Puppies
Main Street Radiology
Flushing # 1 Municipal Parking Field
RED ROOF INN FLUSHING
Comfort Inn
Howard Johnson
Jade Asian
Temple Gates of Prayer Congregation Shaarai Tefilla
AERIAL VIEW
@ 137-61 NORTHERN BLVD.
FOR ILLUSTRATIVE USE ONLY

No.	DATE	DESCRIPTION



1 SOUTH ELEVATION
SCALE: 1/16" = 1'-0"

REGISTERED ARCHITECT
RAYMOND SUN MAN CHAN
15817
STATE OF NEW YORK

PROPOSED

PROJECT:

The Xu Hotel & Residences
137-61 NORTHERN BLVD
FLUSHING, NEW YORK

DRAWING TITLE:

1 SOUTH ELEVATION
SCALE: 1/16"=1'-0"

MEP ENGINEER:

STRUCTURAL ENGINEER:

SEAL & SIGNATURE:

RAYMOND CHAN ARCHITECT P.C.
ARCHITECTS • PLANNERS
136-40 39TH AVENUE FLUSHING, NEW YORK 11354
Tel: (718) 445-2345 Fax: (718) 359-8809
Email: info@raymondchanarchitect.com
Web: www.raymondchanarchitect.com

DATE: 09/29/2014
PROJECT No.: 21043
PROJECT MANAGER: RCA
DRAWN BY: E.L.
CADD FILE No.: THE XU HOTEL & RES'S (#21043)

DWG. No.: A-501.00
16-OF-17
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19. NOISE

Introduction

Two types of potential noise impacts are considered under CEQR. These are potential mobile source and stationary source noise impacts. Mobile source impacts are those which could result from a proposed project adding a substantial amount of traffic to an area. Potential stationary source noise impacts are considered when a proposed action would cause a stationary noise source to be operating within 1,500 feet of a receptor, with a direct line of sight to that receptor, or if the project would introduce a receptor in an area with high ambient noise levels resulting from stationary sources, such as unenclosed manufacturing activities or other loud uses.

Mobile Source

Relative to mobile source impacts, a noise analysis would be required if a proposed project would be located near a heavily trafficked thoroughfare or if it would at least double existing passenger car equivalent (PCE) traffic volumes along a street on which a sensitive noise receptor (such as a residence, a park, a school, etc.) is located. The project site is located at the corner of Northern Boulevard and Leavitt Street. Existing receptors include a high school located one block to the east of the site along Northern Boulevard and residences located along Leavitt Street.

Vehicles would primarily travel to and from the site along Northern Boulevard with a small number travelling along Leavitt Street. Vehicles utilizing the underground parking in the building would enter and exit the building via a driveway ramp located near the corner of Northern Boulevard and Leavitt Street. Few vehicles would travel along Leavitt Street other than to enter and exit the garage and travel along Northern Boulevard.

There would be an increase in vehicular traffic along Northern Boulevard resulting from the proposed development, but this increment would be a small portion of total traffic volumes on the boulevard. The results of the transportation analysis above indicate that the proposed project would generate fewer than 50 net vehicle trip ends during the peak AM, MD, and PM periods based on the difference between the No-Action and With-Action scenarios. Significant traffic already travels along Northern Boulevard, which is a major arterial road serving the northern Queens. Pursuant to 2014 *CEQR Technical Manual* methodology, no mobile source noise impacts from the proposed project would be anticipated since traffic volumes would not double along Northern Boulevard due to the proposed action. Therefore, the proposed project would not result in a mobile source noise impact.

Stationary Source

The proposed action would not cause a substantial stationary source, such as unenclosed mechanical equipment for building ventilation purposes or a playground, to be operating within 1,500 feet of a receptor, with a direct line of sight to that receptor. The proposed

project would not include any unenclosed heating or ventilation equipment that could adversely impact other sensitive uses in the surrounding area. The outdoor open space areas that would be part of the proposed project are passive use areas with seating and would not contain active recreational amenities that could potentially generate noise impacts on other uses in the area.

The proposed action would not introduce a receptor in an area with high ambient noise levels resulting from stationary sources, such as unenclosed manufacturing activities or other loud uses. No such uses are located within 400 feet of the project site.

Therefore, the proposed action would not have any potentially adverse stationary source noise impacts.

Ambient Noise Study

An ambient noise study was conducted on March 5 and March 6, 2014.

Project Site

The proposed action would allow new residential development at a site located at the corner of Northern Boulevard and Leavitt Street. Northern Boulevard is a major thoroughfare, and therefore the proposed development warrants an assessment of the potential for adverse effects on project occupants from ambient noise. The proposed residential use is not a significant noise generator. Additionally, project-generated traffic would not double vehicular traffic on nearby roadways, and therefore would not result in a perceptible increase in vehicular noise. This noise assessment is limited to an assessment of ambient noise that could adversely affect occupants of the development.

The project site is identified as Tax Block 4960, Lot 29 located at the northwest corner of Northern Boulevard and Leavitt Street in the downtown Flushing area of Queens. The project site consists of approximately 31,712 square feet of land area and has approximately 250 feet of frontage along Northern Boulevard and 125 feet of frontage along Leavitt Street. The property is developed with a one-story approximately 25,300 square foot supermarket and an accessory parking lot containing approximately 38 parking spaces. Vehicular access to the parking lot is provided via curb cuts onto Northern Boulevard and Leavitt Street. Leavitt Street is a one-way southbound street with a single moving lane. It typically carries light volumes of traffic. A T-intersection with Northern Boulevard is controlled by a stop sign. Northern Boulevard is a major regional east-west route that is a bus route and carries significant passenger vehicle and truck traffic.

Framework of Noise Analysis

Noise is defined as any unwanted sound, and sound is defined as any pressure variation that the human ear can detect. Humans can detect a large range of sound pressures, from 20 to 20 million micropascals, but only those air pressure variations occurring within a particular set of frequencies are experienced as sound. Air pressure changes that occur between 20 and 20,000 times a second, stated as units of Hertz (Hz), are registered as sound.

Because the human ear can detect such a wide range of sound pressures, sound pressure is converted to sound pressure level (SPL), which is measured in units called decibels (dB). The decibel is a relative measure of the sound pressure with respect to a standardized reference quantity. Because the dB scale is logarithmic, a relative increase of 10 dB represents a sound pressure that is 10 times higher. However, humans do not perceive a 10-dB increase as 10 times louder. Instead, they perceive it as twice as loud. The following Table Noise-1 lists some noise levels for typical daily activities.

Table Noise-1: Noise Levels of Common Sources

Table 19-1 Noise Levels of Common Sources	
Sound Source	**SPL (dB(A))**
Air Raid Siren at 50 feet	120
Maximum Levels at Rock Concerts (Rear Seats)	110
On Platform by Passing Subway Train	100
On Sidewalk by Passing Heavy Truck or Bus	90
On Sidewalk by Typical Highway	80
On Sidewalk by Passing Automobiles with Mufflers	70
Typical Urban Area	60-70
Typical Suburban Area	50-60
Quiet Suburban Area at Night	40-50
Typical Rural Area at Night	30-40
Isolated Broadcast Studio	20
Audiometric (Hearing Testing) Booth	10
Threshold of Hearing	0
Source: 2014 CEQR Technical Manual	

Sound is often measured and described in terms of its overall energy, taking all frequencies into account. However, the human hearing process is not the same at all frequencies. Humans are less sensitive to low frequencies (less than 250 Hz) than mid-frequencies (500 Hz to 1,000 Hz) and are most sensitive to frequencies in the 1,000- to 5,000-Hz range. Therefore, noise measurements are often adjusted, or weighted, as a function of frequency to account for human perception and sensitivities. The most common weighting networks used are the A- and C- weighting networks. These weight scales were developed to allow sound level meters, which use filter networks to approximate the characteristic of the human hearing mechanism, to simulate the frequency sensitivity of human hearing. The A-weighted network is the most commonly used, and sound levels measured using this weighting are denoted as dBA. The letter "A" indicates that the sound has been filtered to reduce the strength of very low and very high frequency sounds, much as the human ear does. C-weighting gives nearly equal emphasis to sounds of most frequencies. Mid-range frequencies approximate the actual (unweighted) sound level, while the very low and very high frequency bands are significantly affected by C- weighting.

The following is typical of human response to relative changes in noise level:

- 3-dBA change is the threshold of change detectable by the human ear;
- 5-dBA change is readily noticeable; and
- 10-dBA change is perceived as a doubling or halving of the noise level.

The SPL that humans experience typically varies from moment to moment. Therefore, various descriptors are used to evaluate noise levels over time. Some typical descriptors are defined below.

- Leq is the continuous equivalent sound level. The sound energy from the fluctuating SPLs is averaged over time to create a single number to describe the mean energy, or intensity, level. High noise levels during a measurement period will have a greater effect on the Leq than low noise levels. Leq has an advantage over other descriptors because Leq values from various noise sources can be added and subtracted to determine cumulative noise levels.
  - Leq(24) is the continuous equivalent sound level over a 24-hour time period.

The sound level exceeded during a given percentage of a measurement period is the percentile- exceeded sound level (LX). Examples include L10, L50, and L90. L10 is the A-weighted sound level that is exceeded 10% of the measurement period.

The decrease in sound level caused by the distance from any single noise source normally follows the inverse square law (i.e., the SPL changes in inverse proportion to the square of the distance from the sound source). In a large open area with no obstructive or reflective surfaces, it is a general rule that at distances greater than 50 feet, the SPL from a point source of noise drops off at a rate of 6 dB with each doubling of distance away from the source. For "line" sources, such as vehicles on a street, the SPL drops off at a rate of 3 dBA with each doubling of the distance from the source. Sound energy is absorbed in the air as a function of temperature, humidity, and the frequency of the sound. This attenuation can be up to 2 dB over 1,000 feet. The drop-off rate also will vary with both terrain conditions and the presence of obstructions in the sound propagation path.

Measurement Location and Equipment

Because the predominant noise source in the area of the proposed project is vehicular traffic, noise monitoring was conducted during peak vehicular travel periods, 8-9:00 a.m., 12:00 pm-1 p.m., and 5-6 p.m. Pursuant to 2014 *CEQR Technical Manual* methodology, readings were conducted for 20-minute periods during each peak hour. The subject site is at the northeast corner of Northern Boulevard and Leavitt Street. Noise monitoring was conducted using a Type 2 Larson- Davis LxT2 sound meter, with wind screen. The monitor was placed on a tripod at a height of approximately three feet above the ground, away from any other surfaces. The monitor was calibrated prior to and following each

monitoring session. Monitoring was conducted on both the Northern Boulevard and Leavitt Street frontages of the subject site.

Measurement Conditions

Monitoring was conducted during typical weekday conditions. The midday and evening monitoring was conducted on Wednesday, March 5, and the morning monitoring was conducted on Thursday, March 6, 2014 Weather on both days was dry, with moderate wind speeds. Traffic volumes and vehicle classification were documented during the noise monitoring. The sound meter was calibrated before and after each monitoring session.

Noise monitoring was conducted at the approximate midpoint of the sidewalks adjacent to the site on its Northern Boulevard and Leavitt Street frontages.

Existing Conditions

Based on the noise measurements taken at the project site, the predominant source of noise at the site is vehicular traffic on Northern Boulevard. Air traffic associated with nearby LaGuardia Airport also contributed to ambient noise. Traffic on Leavitt Street at the project site is very light. Table Noise-2 contains the results for the measurements taken at the subject site.

Table Noise-2: Noise Levels at Leavitt Street frontage

	8:00-8:20 am	12:03-12:23 pm	5:02-5:22 pm
Lmax	84.6	89.4	87.1
L5	73.4	76.4	70.6
L10	**69.6**	**73.0**	**69.4**
Leq	67.7	71.0	67.8
L50	64.4	64.8	64.5
L90	62.7	58.8	59.9
Lmin	60.3	56.1	56.4

Table Noise-2 (cont): Noise Levels at Northern Boulevard frontage

	8:22-8:42 am	12:25-12:45 pm	5:26-5:46 pm
Lmax	88.1	87.6	80.6
L5	77.0	76.2	75.3
L10	**75.6**	**74.8**	**74.0**
Leq	74.0	71.7	70.2
L50	73.0	69.6	67.8
L90	70.7	62.9	61.9
Lmin	69.7	57.8	57.8

Table Noise-3: Traffic Volumes and Vehicle Classifications (20-minute counts for duration of each monitoring session)

	AM		Mid-day		PM	
	Leavitt	Northern	Leavitt	Northern	Leavitt	Northern
Car/Taxi	130	1,021	57	755	79	918
Van/Light Truck	13	84	4	79	4	77
Heavy Truck	3	42	3	32	1	11
Bus	2	15	0	14	0	16
Mini Bus	2	3	0	3	0	5

Conclusions

The 2014 *CEQR Technical Manual* Table 19-2 contains noise exposure guidelines. For a residential use such as would occur under the proposed action, an L10 of between 70 and 80 dB(A) is identified as marginally unacceptable. The highest recorded L10 at the approximate midpoint of the sidewalk adjacent to the site on its Northern Boulevard frontage was 75.6 during the morning period. The highest recorded L10 at the approximate midpoint of the sidewalk adjacent to the site on its Leavitt Street frontage was 73.0 during the midday period.

Table 19-3 of the 2014 *CEQR Technical Manual* identifies required attenuation levels to achieve acceptable interior noise levels. According to this table, an L10 of up to and including 73 dB(A) would require attenuation of 28 dB(A), while an L10 up to and including 76 dB(A) would require 31 dB(A) of attenuation. Therefore, a window-wall attenuation value of 28 dB(A) would be required for the project's Leavitt Street façade, and an attenuation value of 31 dB(A) would be required for the project's Northern Boulevard façade.

With this level of window-wall noise attenuation incorporated into the project design, there would be no adverse impacts related to noise.

To preclude the potential for significant adverse impacts related to noise, an (E) designation (E-355) would be incorporated into the rezoning proposal for the following property:

Block 4960, Lot 29

The text for the (E) designations is as follows:

In order to ensure an acceptable interior noise environment, future residential uses must provide a closed window condition with a minimum window-wall attenuation of 31 dB(A) along the project's Northern Boulevard façade and 28 dB(A) on other

building facades in order to maintain an interior noise level of 45 dB(A). In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning or air conditioning sleeves containing air conditioners.

With the placement of the (E) designation for noise, no impacts related to noise are expected and no further analysis is warranted.

Conclusion

The development that would be facilitated by the proposed rezoning would not have any potentially significant adverse mobile or stationary source noise impacts, and further assessment is not warranted.

21. NEIGHBORHOOD CHARACTER

The project would not have the potential to result in any significant adverse impacts to the following analysis areas related to neighborhood character as further discussed below.

A. Land Use, Zoning, and Public Policy – As stated in the conclusion to this section above, the proposed action would not result in significant adverse impacts related to land use, zoning or public policy.

B. Socioeconomic Conditions – As indicated in Part 2, Item 2 of the EAS Form, the proposed action would screen out relative to socioeconomic conditions and therefore would not result in any significant adverse socioeconomic impacts.

C. Open Space - As indicated in Part 2, Item 4 of the EAS Form, the proposed action would screen out relative to open space and therefore would not result in any significant adverse open space impacts.

D. Historic and Cultural Resources - As stated in the conclusion to this section above, the proposed action would not result in any significant adverse impacts to historic or archaeological resources.

E. Urban Design and Visual Resources - As stated in the conclusion to this section above, the proposed action would not result in a significant adverse impact to urban design and visual resources.

F. Shadows - As stated in the conclusion to this section above, the proposed action would not result in any significant adverse shadows impacts.

G. Transportation - As stated in the conclusion to this section above, no significant adverse impacts related to transportation would occur as a result of the proposed action.

H. Noise - The proposed action required a detailed noise analysis due to ambient noise levels in the vicinity of the project site that could have a potentially adverse impact on future residents and hotel guests in the project. As discussed in the noise section above, window-wall noise attenuation will be incorporated into the project design and therefore there would be no adverse impacts related to noise for project occupants. In addition, no potential significant adverse noise impacts would be generated by the proposed project on the surrounding area.

The proposed action would not have moderate effects on elements that define a neighborhood's character as the differences between the Future No-Action and Future With-Action developments on the project site would not be significant. The Future With-Action development would consist of an increase of approximately 40,365 gsf of total floor area, an increase of 191 hotel rooms within 103,554 gsf of floor area, and 12 more accessory parking spaces relative to the Future No-Action development. However, the Future With-

Action development would contain 29 fewer residential units within 34,254 gsf less residential floor area, 25,881 gsf less community facility floor area, and 10,547 gsf less retail floor area than the Future No-Action development on the property. Both scenarios would result in the construction of 11-story structures that would essentially cover the entire project site and would include a mixture of residential, commercial, and community facility uses as well as accessory parking. Both developments would be appropriate for the busy mixed-use area of downtown Flushing and would not result in a neighborhood character impact from a combination of moderate effects in relevant technical areas.

22. CONSTRUCTION IMPACTS

Based on 2014 *CEQR Technical Manual* guidelines, where the duration of construction is expected to be short-term (less than two years), any impacts resulting from construction generally do not require detailed assessment. Construction of the proposed project is expected to be completed within less than 24 months. A screen of construction impacts resulting from the project has been prepared since the proposed development would be located along Northern Boulevard, which is an arterial roadway/major thoroughfare, and the construction of the proposed development may require the temporary closing of sidewalks adjacent to the project site along Northern Boulevard and/or Leavitt Street. In addition, construction activities on the site would be occurring within 400 feet of a historic or cultural resource, including Flushing Town Hall on the adjacent lot to the west, Flushing High School and Campus located approximately 280 feet to the east, and the Friends Meeting House located approximately 300 feet to the southwest.

The project's construction activities could temporarily impede moving traffic lanes, close sidewalks, and remove on-street parking spaces. However, changes to moving traffic lanes, if any, would be of limited duration and the temporary removal of on-street parking spaces would likely be limited to the sections of Northern Boulevard and Leavitt Street adjacent to the project site. These locations would not be particularly sensitive to such a closure as they are not areas with high pedestrian activity, are not located near sensitive land uses such as a school or hospital, and the sidewalks and roadways affected by the proposed construction would not be considered to be near capacity. Any potential closure of the sidewalks adjacent to the site would be considered a routine closure that would be addressed by a permit and pedestrian access plan issued by NYC DOT Office of Construction Mitigation and Coordination at the time of closure.

An analysis of transportation impacts from construction of the project is not required as most construction traffic would take place earlier than the AM and PM traffic peak hours in the vicinity of the site. In addition, the construction peak would generate fewer vehicle trips than the operational project peak and, as discussed above, the project has been determined not to produce the potential for significant adverse traffic impacts.

The *CEQR Technical Manual* indicates that construction impacts may occur to historic and cultural resources if in-ground disturbances or vibrations associated with project construction could undermine the foundation or structural integrity of nearby resources. A construction assessment may be needed for historic and cultural resources if the project involves construction activities within 400 feet of a historic resource. LPC will require that certain protective measures be implemented during construction of the proposed building to assure that no adverse effects occur to adjoining structures or to any other historic resources within 400 feet of the project site. No adverse construction impacts would occur to the historic character of any adjacent buildings as construction procedures and methods employed would be as approved by the LPC. In addition, construction procedures would

comply with the NYC Department of Buildings memorandum Technical Policy and Procedure Notice # 10/88 and with the site safety requirements of the 2008 NYC Building Code, as amended, which stipulate that certain procedures be followed for the avoidance of damage to historic and other structures resulting from adjacent construction.

On the basis of the above analysis, the proposed action would not have any potentially significant adverse construction impacts, and further analysis would not be warranted.