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

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

Part I: GENERAL INFORMATION

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

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

2. *Project Name* 35-01 Vernon Boulevard Rezoning

3. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
21DCP114Q	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
220050ZMQ, N220051ZRQ	

4a. *Lead Agency Information*			**4b. *Applicant Information***		
NAME OF LEAD AGENCY NYC Department of City Planning			NAME OF APPLICANT Agayev Holding, LLC		
NAME OF LEAD AGENCY CONTACT PERSON Stephanie Shelloe, Deputy Director, EARD			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON John Strauss for Hiram A. Rothkrug, Environmental Studies Corp.		
ADDRESS 120 Broadway, 31st Floor			ADDRESS 55 Water Mill Road		
CITY New York	STATE NY	ZIP 10271	CITY Great Neck	STATE NY	ZIP 11021
TELEPHONE 212-720-3328	EMAIL sshellooe@planning.nyc.gov		TELEPHONE 718-343-0026	EMAIL jstrauss@environmentalstudiescorp.com	

5. *Project Description*

The Applicant, Agayev Holding, LLC, seeks the following discretionary actions pertaining to the Project Area which consists of Block 328, Lots 20 and 23 and parts of Lots 16 and 33 in the Long Island City neighborhood area of Queens, Community District 1: 1) a Zoning Map Amendment to change the existing R5 zoning district mapped on the Project Area to an MX (R7A/M1-4) zoning district; and 2) a Zoning Text Amendment of Zoning Resolution ("ZR") Appendix F: Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing Areas for Community District 1, Queens to establish the Project Area as a Mandatory Inclusionary Housing ("MIH") Area.

As an MIH Area, the Proposed Actions defined above (Zoning Map and Zoning Text Amendments) would facilitate the development on the Applicant owned Projected Development Site 1 (Block 328, Lot 23) of a 9-story, sub-cellar, and cellar 209,538 gsf mixed-use building with approximately 32,157 gsf of commercial retail, office, and light manufacturing use on the first and second floors, 107 residential dwelling units on floors 3 through 9, and 77 accessory parking spaces. No new development would occur on the other lots within the Project Area.

Project Location

BOROUGH Queens	COMMUNITY DISTRICT(S) 1	STREET ADDRESS 35-01 Vernon Boulevard
TAX BLOCK(S) AND LOT(S) Block 328, Lot 20 & 23 and parts of Lots 16 & 33		ZIP CODE 11106
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS 35th Avenue, Vernon Boulevard, and 9th Street		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY R5		ZONING SECTIONAL MAP NUMBER 9a

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

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

☐ CITY MAP AMENDMENT	☐ ZONING CERTIFICATION	☐ CONCESSION
☐ ZONING MAP AMENDMENT	☐ ZONING AUTHORIZATION	☐ UDAAP
☒ ZONING TEXT AMENDMENT	☐ ACQUISITION—REAL PROPERTY	☐ REVOCABLE CONSENT
☐ SITE SELECTION—PUBLIC FACILITY	☐ DISPOSITION—REAL PROPERTY	☐ FRANCHISE

☐ HOUSING PLAN & PROJECT ☐ OTHER, explain:
☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☒ other); EXPIRATION DATE:
SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION ZR Appendix F

***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: Dept. of Buildings building permit

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

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

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

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

Physical Setting (both developed and undeveloped areas)
Total directly affected area (sq. ft.): 35,053
Waterbody area (sq. ft) and type: None
Roads, buildings, and other paved surfaces (sq. ft.): 35,053
Other, describe (sq. ft.): None

8. *Physical Dimensions and Scale of Project* (if the project affects multiple sites, provide the total development facilitated by the action)
SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 209,538
NUMBER OF BUILDINGS: 1
GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 209,538
HEIGHT OF EACH BUILDING (ft.): 95
NUMBER OF STORIES OF EACH BUILDING: 9

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: 26,049
The total square feet not owned or controlled by the applicant: 9,004

Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? ☒ YES ☐ NO
If "yes," indicate the estimated area and volume dimensions of subsurface permanent and temporary disturbance (if known):
AREA OF TEMPORARY DISTURBANCE: 26,049 sq. ft. (width x length)
VOLUME OF DISTURBANCE: 511,808 cubic ft. (width x length x depth)
AREA OF PERMANENT DISTURBANCE: 26,049 sq. ft. (width x length)

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

	Residential	***Commercial***	***Community Facility***	***Industrial/Manufacturing***
Size (in gross sq. ft.)	104,030	19,273	0	12,884
Type (*e.g.,* retail, office, school)	107 units	local retail, office	N/A	light manufacturing

Does the proposed project increase the population of residents and/or on-site workers? ☒ YES ☐ NO
If "yes," please specify:
NUMBER OF ADDITIONAL RESIDENTS: 273
NUMBER OF ADDITIONAL WORKERS: 83
Provide a brief explanation of how these numbers were determined: Residents: Based on average household size of 2.55 residents per dwelling unit for census tract 37, 39, 43, 45, 85 within 1/4-mile (2017 ACS data); Workers: assumes 3 workers per

1,000 gsf retail space (11,085 gsf), 4 workers per 1,000 gsf office space (8,188 gsf), 1 workers per 1,000 gsf light manufacturing space (12,884 gsf), .04 workers per dwelling unit (107 units)

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

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

If "yes," see Chapter 2, "Establishing the Analysis Framework" and describe briefly:

9. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2024

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:

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

☒ RESIDENTIAL ☒ MANUFACTURING ☐ COMMERCIAL ☐ PARK/FOREST/OPEN SPACE ☒ OTHER, specify: Parking, transportation & utility, warehouses

Part II: TECHNICAL ANALYSIS

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

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

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

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

	YES	NO
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☐	☒
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or generate contaminated stormwater in a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): 7,754		
○ Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	☐	☒
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	☐	☒
12. *ENERGY*: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs): 22,372,136		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☒
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☒	☐
(b) If "yes," conduct the screening analyses, attach appropriate back up data as needed for each stage and answer the following questions:		
○ Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☐	☒
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.*	☐	☐
○ Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	☐	☒
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line?	☐	☐
○ Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☒	☐
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?	☐	☒
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☐	☒
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☒	☐
○ If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed) See attached report.	☐	☒
(c) Does the proposed project involve multiple buildings on the project site?	☐	☒
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) If "yes" to any of the above, would the project require a GHG emissions assessment based on the guidance in Chapter 18?	☐	☐
16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	☒	☐
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☐	☒
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☐	☒
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☐	☒
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality;	☐	☒

	YES	NO
Hazardous Materials; Noise?		
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary.		
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	☒	☐
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary. A neighborhood character assessment is not warranted because the project does not have the potential to result in any significant adverse impacts to Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; or Noise as discussed in the relevant chapters of the narrative report attached to this form. In addition, the proposed project would not result in a combination of moderate effects to several of the above noted elements that cumulatively may affect neighborhood character. There were no moderate effects (defined as effects that are reasonably close to the significant adverse impact threshold for a particular technical analysis area) resulting from the Proposed Actions to Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; or Noise.		
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	DATE
John Strauss, Environmental Studies Corp.	December 30, 2021

SIGNATURE John Strauss

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? ☐ YES ☒ NO

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:

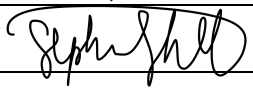
☐ **Positive Declaration**: If the lead agency has determined that the project may have a significant impact on the environment, and if a Conditional Negative Declaration is not appropriate, then the lead agency issues a *Positive Declaration* and prepares a draft Scope of Work for the Environmental 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
Director, Environmental Assessment and Review Division	NYC Dept of City Planning on behalf of the City Planning Commission
NAME	DATE
Stephanie Shellooe, AICP	December 30, 2021

SIGNATURE 

NEGATIVE DECLARATION

Statement of No Significant Effect

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

Reasons Supporting this Determination

The above determination is based on information contained in this EAS, which finds the proposed actions sought before the City Planning Commission would not have a significant adverse impact on the environment. Reasons supporting this determination are noted below.

Land Use, Zoning, and Public Policy

A detailed analysis of land use, zoning, and public policy is included in the EAS. The Applicant, Agayev Holding, LLC, seeks the following discretionary actions pertaining to the Project Area which consists of Block 328, Lots 20 and 23 and parts of Lots 16 and 33 in the Long Island City neighborhood area of Queens, Community District 1: 1) a Zoning Map Amendment to change the existing R5 zoning district mapped on the Project Area to an MX (R7A/M1-4) zoning district; and 2) a Zoning Text Amendment of Zoning Resolution ("ZR") Appendix F for Community District 1, Queens to establish the Project Area as a Mandatory Inclusionary Housing ("MIH") Area. The Proposed Actions would facilitate the development on the Applicant owned Projected Development Site 1 (Block 328, Lot 23) of a 9-story, sub-cellar, and cellar 209,538 gsf mixed-use building with approximately 32,157 gsf of commercial retail, office, and light manufacturing use on the first and second floors, 107 residential dwelling units on floors 3 through 9, and 77 accessory parking spaces. No new development would occur on the other lots within the Project Area. The Proposed Actions would permit a new development that would be compatible with the adjacent and nearby residential, commercial, and other uses. The Proposed Actions would permit the construction of housing, including affordable housing, in the area and provide locally oriented commercial retail and office space as well as light industrial floor area which would complement the surrounding neighborhood. The change in land use and zoning would not constitute a significant adverse impact.

Open Space

A detailed analysis related to Open Space is included in this EAS. The projected open space ratio in 2024 with the Proposed Actions would be 1.335 acres per 1,000 residents compared with the projected ratio of 1.361 acres in the study area in the future No Action condition. This represents a decrease of approximately 0.026 acres or 1.9 percent in the open space ratio. The open space project study area would have an active open space ratio of 0.449 acres per 1,000 residents with the Proposed Actions compared to 0.457 acres in the future No Action condition, a decrease of 0.008 acres. The study area would have a passive open space ratio of 0.887 acres per 1,000 residents with the Proposed Actions compared to 0.904 acres in the future No Action condition, a decrease of 0.017 acres. Relative to indirect impacts on open space resources, the proposed development would result in a decrease of 1.9 percent in the open space ratio in the project study area. At an open space ratio of 1.335 acres, the ratio in the project study area would be below the community district median of 1.5 acres per 1,000 population but would not be substantially below this ratio. The open space ratio would not decrease substantially relative to existing and Future No-Action conditions. Therefore, based on CEQR Technical Manual criteria, the proposed project would not result in a significant adverse impact on open space resources.

Hazardous Materials, Air Quality, and Noise

An (E) designation (E-645) related to hazardous materials, air quality, and noise would be established as part of the approval of the proposed actions. Refer to "Determination of Significance Appendix: (E) designation" for the applicable (E) designation requirements. The hazardous materials, air quality, and noise analyses conclude that with the (E) designation in place, the proposed actions would not result in a significant adverse impact related to hazardous materials, air quality, or noise.

No other significant effects upon the environment that would require the preparation of a Draft Environmental Impact Statement are foreseeable. This Negative Declaration has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law (SEQRA). Should you have any questions pertaining to this Negative Declaration, you may contact Stephanie Shellooe at 212-720-3328.

TITLE	LEAD AGENCY
Director, Environmental Assessment and Review Division	Department of City Planning on behalf of the City Planning Commission 120 Broadway, 31st Fl. New York, NY 10271 | 212.720.3328
NAME Stephanie Shellooe, AICP	DATE December 30, 2021
SIGNATURE	
TITLE Chair, City Planning Commission	
NAME Anita Laremont	DATE January 3, 2022
SIGNATURE	

Project Name: 35-01 Vernon Boulevard Rezoning
CEQR # 21DCP114Q
SEQRA Classification: Unlisted

Determination of Significance Appendix

The Proposed Action(s) were determined to have the potential to result in changes to development on the following site(s):

Development Site	Borough	Block and Lot
Projected Development Site 1	Queens	Block 328, Lot 23

(E) Designation Requirements

To ensure that the proposed actions would not result in significant adverse impacts related to hazardous materials, air quality, and noise an (E) designation (**E-645**) would be established as part of approval of the proposed actions on **Projected Development Site 1** as described below:

Development Site	Hazardous Materials	Air Quality	Noise
Projected Development Site 1	X	X	X

Hazardous Materials

The (E) designation requirements applicable to **Projected Development Site 1** for hazardous materials would apply as follows:

Task 1-Sampling Protocol

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

Task 2-Remediation Determination and Protocol

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

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

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

Project Name: 35-01 Vernon Boulevard Rezoning
CEQR # 21DCP114Q
SEQRA Classification: Unlisted

Air Quality

The (E) designation requirements for air quality would apply as follows:

Block 328, Lot 23 (Projected Development Site 1): *To preclude any potential significant adverse air quality impacts from custom woodworking or art frame industrial development pursuant to Section 74-962 of the Zoning Resolution of the City of New York, the emission stack must be located at the building's highest tier and at least 109 feet above grade, at least 152 feet from the eastern lot line facing 9th Street, 59 feet from the southern lot line abuts Lot 20 and facing 36th Ave, 46 feet from the western lot line facing Vernon Blvd, and 53 feet from the northern lot line facing 35th Ave. Prior to receipt of a temporary and/or final certificate of occupancy for the building areas targeted for industrial uses, in addition to the submission of an Air Quality Installation Report, a Site Management Plan shall be submitted to OER and included in a declaration of covenants and restrictions, recorded against the subject property, governing ongoing site management requirements. The Site Management Plan shall set forth the maximum emission rates for PM2.5, consistent with those for three custom woodworking facilities presented in Table 17-5 in Section 17 - Air Quality of the EAS, and shall require annual reporting to OER on compliance with such rates. Any other processes that require an New York City Department of Environmental Protection Certificate of Operation (C of O) must provide an air quality analysis to OER prior to obtaining a Notice of Satisfaction in order to demonstrate that such process would not cause a significant adverse air quality impact.*

In addition, a licensed architect or engineer must certify with the Department of Buildings that the manufacturing use on the above-referenced property will adhere to the following restrictions:

(a) The manufacturing use in the building does not have a New York City or New York State environmental rating of "A", "B" or "C" under Section 24–153 of the New York City Administrative Code for any process equipment requiring a New York City Department of Environmental Protection C of O or New York State Department of Environmental Conservation state facility air permit; and
(b) is not required, under the City Right-to-Know Law, to file a Risk Management Plan for Extremely Hazardous Substances.

Odor/vapor barrier and prevention: a mechanical ventilation system separate from the residential and commercial building will provide fresh air to and exhaust from the ground-floor and the second floor, with vents running above the roof line of the residential and commercial towers. An odor/vapor barrier would also be applied to the structural slab separating the manufacturing, residential and commercial spaces.

Noise

The (E) designation requirements for noise would apply as follows:

Block 328, Lot 23 (Projected Development Site 1): *To ensure an acceptable interior noise environment, future commercial office uses must provide a closed-window condition with a minimum of 26 dBA window/wall attenuation on the facades facing Vernon Boulevard and the facades facing 35th Avenue within 50 feet of Vernon Boulevard and the facades facing 36th Avenue within 50 feet of Vernon Boulevard to maintain an interior noise level not greater than 50 dBA for commercial office uses as illustrated in the EAS. 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, air conditioning.*

35-01 VERNON BOULEVARD REZONING

Project Description

INTRODUCTION

The Applicant, Agayev Holding, LLC, is proposing a Zoning Map Amendment to the New York City Zoning Map, section 9a, to rezone Block 328, Lots 20 and 23 and parts of Lots 16 and 33 in the Long Island City neighborhood of Queens, Community District 1 (the Project Area) from the existing R5 zoning district to an MX (R7A/M1-4) zoning district. The proposed Project Area is generally bounded by 35th Avenue to the north, Vernon Boulevard to the west, 9th Street to the east, and existing development to the south. The Applicant is also proposing a Zoning Text Amendment to amend ZR Appendix F to establish a Mandatory Inclusionary Housing Area (MIHA) coterminous with the proposed Project Area. The zoning text amendment would map Option 1 under the Mandatory Inclusionary Housing (MIH) Text Amendment provisions applicable to the Proposed Actions. Option 1 requires that 25% of the residential floor area be made affordable for residents with incomes averaging 60% Area Median Income (AMI). The Applicant would preliminarily comply with Option 1 through the provision of 26 affordable dwelling units (25%) for incomes averaging 60% AMI.

The proposed Zoning Map Change and Zoning Text Amendment approvals would facilitate a proposal by the Applicant to construct on the Applicant owned Projected Development Site 1 (Block 328, Lot 23) a 9-story, sub-cellar, and cellar 209,538 gsf mixed-use building with approximately 32,157 gsf of commercial retail, office, and light manufacturing uses, 107 residential dwelling units, 27 of which are intended to be affordable, and 77 accessory parking spaces. Under Option 1, there would be 26 dwelling units. The development would require the demolition of the existing warehouse structures on Projected Development Site 1. No new development would occur on the other lots within the Project Area.

ACTIONS NECESSARY TO FACILITATE THE PROPOSAL

The Applicant, Agayev Holding, LLC, proposes the following actions to rezone an existing R5 zoning district to an MX (R7A/M1-4) zoning district in the Long Island City neighborhood within Queens Community District 1.

I. A Zoning Map Amendment to ZR section 9a to change the existing R5 zoning district to an MX (R7A/M1-4) zoning district on Block 328, Lots 20 and 23 and parts of Lots 16 and 33; and

II. A Zoning Text Amendment of ZR Appendix F: Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing ("MIH") Areas for Community District 1, Queens to establish an MIH Area coterminous with the Project Area. Option 1 has been chosen under the MIH Text Amendment provisions applicable to the Proposed Actions. Under this option, 25% of the residential floor area must be for affordable housing units for residents with incomes averaging 60% AMI.

DESCRIPTION OF THE SURROUNDING AREA

The Project Area is located near the western edge of the Long Island City neighborhood of Queens, Community District 1 approximately one block from the East River. The neighborhood within 400 feet of the Project Area consists of a mixture of light industrial, warehouse, transportation and utility uses, residential development, community facility uses,

and parking and vacant land. The area between Vernon Boulevard and the East River is developed with four large lots on Blocks 322 and 327 occupied by Con Edison, Keyspan, a 17-story multi-family residential building, and a warehouse. The area south of the Project Area on Blocks 328, 329, and 330 is developed with a mixture of small light industrial and warehouse buildings, single- and two-family dwellings, several small walk-up multi-family dwellings, a few mixed-use residential and commercial buildings, and parking lots and garages. Uses directly east of the Project Area on Blocks 329 and 330 include a light industrial building and a warehouse. The area to the north of the Project Area on Blocks 323, 324, and 325 is primarily developed with single- and two-family dwellings, small walk-up multi-family dwellings, a few small light industrial and warehouse buildings, parking and vacant lots, and a Phoenix House residential and treatment facility.

The discussion below identifies a prior action in the immediate vicinity of the Project Area.

The block bounded by 34th and 35th Avenues between Vernon Boulevard and the East River (Block 322, Lot 118) diagonally to the northwest of the Project Area was rezoned from M1-1 to R7-1 on 7/19/2006 in order to facilitate the construction of two 19-story towers providing 350 units of housing (298,826 square feet) with approximately 20,000 square feet of ground floor community facility space connecting the two towers.

DESCRIPTION OF THE PROPOSED PROJECT AREA

The Project Area is located entirely within an R5 zoning district. R5 districts permit Use Groups 1-4 and allow for up to 1.25 floor area ratio (FAR) of residential use and 2.0 FAR of community facility use. The proposed Project Area encompasses the following properties totaling 35,053 sf in area:

1. Projected Development Site 1 (Block 328, Lot 23) – The Applicant owned property consists of 26,049 square feet of lot area located along 35th Avenue between Vernon Boulevard and 9th Street. The property has approximately 100 feet along Vernon Boulevard, approximately 200 feet along 9th Street, and approximately 160 feet along 35th Avenue. The property is currently developed with three interconnected 2-story buildings containing approximately 27,785 gsf of floor area and used as a warehouse.

2. Other Site 1 (Block 328, Lot 20) – This 6,000 square foot lot at 35-13 Vernon Boulevard is developed with one 5-story building containing approximately 21,925 gsf of floor area and occupied by 26 residential units (17,540 gsf) and 3 commercial units (4,385 gsf).

3. Other Site 2 (Block 328, Lot 16) – This 10,000 square foot lot at 35-21 Vernon Boulevard is developed with a 1.5-story, 10,712 gsf industrial building. The Project Area only includes a 15-foot wide strip along the 100.13-foot northern property line of the lot (1,501.95 sf).

4. Other Site 3 (Block 328, Lot 33) – This 10,019 square foot lot at 35-20 9th Street is developed with a 1.25-story, 11,484 gsf industrial building. The Project Area only includes a 15-foot wide strip along the 100.11-foot northern property line of the lot (1,501.65 sf).

DESCRIPTION OF THE PROPOSED DEVELOPMENT

As stated above, the Applicant intends to rezone the existing R5 district to an MX (R7A/M1-4 zoning district on Block 328, Lots 20 and 23 and parts of Lots 16 and 33, the proposed Project Area.

R7 districts are medium-density apartment house districts. The contextual Quality Housing regulations, which are mandatory in R7A districts, typically produce high lot coverage, seven-

to nine-story apartment buildings, blending with existing buildings in many established neighborhoods. The maximum residential and community facility FAR in R7A districts is 4.0. Above a base height of 40 to 65 feet, or 75 feet if providing a qualifying ground floor, the building must set back to a depth of 10 feet on a wide street and 15 feet on a narrow street before rising to a maximum height of 80 feet, or 95 feet if providing a qualifying ground floor. In order to preserve the traditional streetscape, the street wall of a new building can be no closer to the street line, than any adjacent street wall, but need not be farther than 10 feet. Buildings must have interior amenities for the residents pursuant to the Quality Housing Program. Off-street parking is not allowed in front of a building. Off-street parking is generally required for 50 percent of a building's dwelling units, but requirements are lower for income-restricted housing units (IRHU) and are further modified in certain areas, such as within the Transit Zone and the Manhattan Core, or for lots 10,000 square feet or less. Off-street parking requirements can be waived if 15 or fewer parking spaces are required. Higher maximum FAR and heights are available for buildings participating in the Inclusionary Housing Program or that provide certain senior facilities.

M1 districts include multi-story lofts and one- or two-story warehouses characterized by loading bays. M1 districts are often buffers between M2 or M3 districts and adjacent residential or commercial districts. M1 districts typically include light industrial uses, such as woodworking shops, repair shops, and wholesale service and storage facilities. Nearly all industrial uses are allowed in M1 districts if they meet the stringent M1 performance standards. Offices, hotels and most retail uses are also permitted. Certain community facilities, such as hospitals, are allowed in M1 districts only by special permit, but houses of worship are allowed as-of-right. The floor area ratio permitted in the M1-4 district is 2.0 for manufacturing and commercial uses and 6.5 for community facility uses. The M1-4 district permits a maximum building height of 60 feet. There are no yard and no parking requirements in the M1-4 zone. Parking is not required in Long Island City or in M1-4 districts.

The Special Mixed-Use District (MX) was established in 1997 to encourage investment in, and enhance the vitality of, existing neighborhoods with mixed residential and industrial uses in close proximity and create expanded opportunities for new mixed-use communities. New residential and non-residential uses (commercial, community facility and light industrial) can be developed as-of-right and be located side-by-side or within the same building. Residential uses are generally subject to the bulk controls of the governing residence district; commercial, industrial and community facility uses are subject to the M1 district bulk controls, except that community facilities are subject to residential FAR limits. Most light industrial uses are permitted in the MX district as-of-right, others are subject to restrictions and Use Group 18 uses are excluded altogether, except for small breweries.

The Proposed Actions would permit the development, on the Applicant owned Projected Development Site 1, of approximately 107 new housing units, including 26 affordable units, and 32,157 gsf of commercial retail, office, and light manufacturing use in a 9-story building. Option 1 has been chosen under the MIH Text Amendment provisions applicable to the Proposed Actions. Under this option, 25% of the residential floor area must be for affordable housing units for residents with incomes averaging 60% AMI.

The Proposed Actions would facilitate the development of a 9-story, sub-cellar, and cellar 209,538 gsf mixed-use building with approximately 32,157 gsf of commercial retail (11,085 gsf), office (8,188 gsf), and light manufacturing (12,884 gsf) use on the first and second floors, 107 residential dwelling units within 104,030 gsf on floors 3 through 9, and 77 accessory garage

parking spaces on the sub-cellar, cellar, and first floor levels of the building. The building's first and second floors would be used for non-occupiable residential space including the building's residential lobby plus commercial retail, office, and light manufacturing uses. Light manufacturing uses could include TAMI (technology, advertising, media, information, etc,), local metal working, woodworking, etc. Accessory parking would be located in the sub-cellar, cellar, and on the first floor.

The proposed Zoning Map Amendment would include rezoning the Proposed Development Site from its existing R5 district to the proposed MX (R7A/M1-4) zoning district which is required in order to develop the proposed residential, commercial, and light manufacturing uses and density on the property. It is required to allow the proposed bulk of the new buildings to be increased from the current permitted FAR of 1.25 for residential uses up to 4.6 as explained below. The proposed Zoning Map Amendment to establish an MX (R7A/M1-4) zoning district within the Project Area is necessary for the proposed development project and creates a transition between the existing R5 district mapped to the east and the M1-1 and R7 districts mapped to the west.

The proposed MX (R7A/M1-4) zoning would permit a residential and community facility development of up to 4.0 and a commercial/light manufacturing FAR of 2.0. Under the proposed MIH zoning, the maximum permitted residential FAR would be increased to 4.6. A maximum of 119,822 zoning square feet (zsf) of residential floor area, 104,193 zsf of community facility floor area, and 52,096 zsf of commercial floor area would be permitted on the lot. The proposed development on Projected Development Site 1 would total 117,524 zsf (4.51 FAR) including 87,023 zsf (3.34 FAR) of residential floor area, 9,430 zsf of retail floor area (0.36 FAR), 8,188 zsf of office floor area (0.31 FAR), and 12,884 zsf of light manufacturing floor area (0.49 FAR) which would comply with the maximum permitted development on the site.

Parking would be required for one-half of the market rate units while no parking would be required for the affordable units as the Project Area is located within a Transit Zone. The worst case assumption of 80 market rate residential dwelling units would require the provision of 40 parking spaces while 77 spaces would be provided. No parking would be required or provided for the proposed commercial retail, office, and light manufacturing uses. Additionally, the Applicant intends to provide outdoor recreational areas on the 2nd and 8th floors and on the roof of the building and an indoor recreational area on the 8th floor of the building totaling 12,980 square feet in size. The development would require the demolition of the existing warehouse structure on the property.

No new development would occur on the three Other Sites within the Project Area.

BUILD YEAR/PROJECT PHASING

It is assumed that the Proposed Actions would be approved by 2022. It would take less than 24 months to construct the proposed building on the Applicant's Projected Development Site 1. Therefore, the Project Build Year would be 2024.

PURPOSE AND NEED OF THE PROPOSED ACTIONS

The Proposed Actions would permit the development, on the Applicant owned Projected Development Site 1, of approximately 107 new housing units, including 26 affordable units, and 32,157 gsf of commercial retail, office, and light manufacturing use in the Long Island City neighborhood area of Queens on currently underutilized land. The Proposed Actions, including

the proposed rezoning from R5 to MX (R7A/M1-4), are needed according to the Applicant to provide sufficient residential and commercial floor area for the project to be economically feasible. The Applicant seeks to develop the zoning lot with affordable housing consistent with the standards of the Quality Housing Program as well as the Mandatory Inclusionary Housing (MIH) Program zoning regulations. The development of the building with affordable housing is consistent with the expressed desires of the City's current mayoral administration to substantially increase the amount of affordable housing. The Long Island City housing market is emerging as an affordable market rental option that is within close proximity to employment opportunities in Manhattan. In addition, there is a high demand for affordable housing within this neighborhood of Queens. This portion of Long Island City has a very mixed-use character and includes one-, two-, three- and multi-family dwellings, community facility uses, and light manufacturing and warehouse uses as well as nearby open space facilities. The proposed M1-4 component of the zoning would accommodate the commercial retail, office, and light manufacturing floor area proposed to be included on Projected Development Site 1 controlled by the Applicant.

NO-ACTION SCENARIO

Under the No-Action Scenario for the Project Build Year of 2024, it is assumed that the Project Area's existing R5 zoning would remain and the Area would not be rezoned to MX (R7A/M1-4). No new development would occur on the Development Site and the Other Sites within the Project Area. All existing uses in the Project Area would remain, including the existing commercial and manufacturing uses, which are legal nonconforming uses.

The following assumptions would apply to the four lots within the Project Area:

1. Projected Development Site 1 (Block 328, Lot 23) – No additional development would be anticipated on Projected Development Site 1 which is developed with a warehouse use at an FAR of 1.07. Even if the building were converted to a permitted residential or community facility use, it exceeds 50% of the maximum permitted residential FAR of 1.25 and community facility FAR of 2.0 and additional development would not be anticipated.

2. Other Site 1 (Block 328, Lot 20) - No additional development would be anticipated on Other Site 1 which is developed with a mixed-use residential and commercial building with an FAR of approximately 3.65. The site is currently overbuilt relative to the maximum permitted residential FAR of 1.25 and community facility FAR of 2.0. This site can remain overbuilt in the No-Action scenario as this lot is developed with a 5-story building built in 1931 which predates the Zoning Resolution and is therefore a legal non-conforming use. In addition, the building contains 26 residential units and 3 commercial units which would not be likely to be fully or partially demolished.

3. Other Site 2 (Block 328, Lot 16) – No additional development would be anticipated on Other Site 2 which is developed with an industrial building at an FAR of 1.07. Even if the building were converted to a permitted residential or community facility use, it exceeds 50% of the maximum permitted residential FAR of 1.25 and community facility FAR of 2.0 and additional development would not be anticipated. In addition, as the Project Area only includes a 15-foot wide strip of the 100.13-foot wide property, no additional development would occur.

4. Other Site 3 (Block 328, Lot 33) – No additional development would be anticipated on Other Site 3 which is developed with an industrial building at an FAR of 1.15. Even if the building

were converted to a permitted residential or community facility use, it exceeds 50% of the maximum permitted residential FAR of 1.25 and community facility FAR of 2.0 and additional development would not be anticipated. In addition, as the Project Area only includes a 15-foot wide strip of the 100.11-foot wide property, no additional development would occur.

Therefore, absent the Proposed Actions, the Project Area would contain a total of 26 market rate dwelling units, 4,385 gsf of local retail space, and 27,785 gsf of warehouse space.

WITH-ACTION SCENARIO

The With-Action Scenario includes a Zoning Map Amendment to rezone Block 328, Lots 20 and 23 and parts of Lots 16 and 33 (the Project Area) from R5 to MX (R7A/M1-4). The With-Action Scenario also includes a Zoning Text Amendment of ZR Appendix F: Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing ("MIH") Areas for Community District 1, Queens to establish an MIH Area coterminous with the Project Area. The Applicant is proposing to map Option 1 over the Project Area and is seeking to develop the proposed project on Projected Development Site 1 pursuant to MIH Option 1 which requires that 25% of the residential floor area be affordable to households with incomes averaging at or below 60% of AMI.

Therefore, under the With-Action Scenario for the Project Build Year of 2024, the proposed Zoning Map and Zoning Text Amendments would facilitate the development on the Applicant owned Projected Development Site 1 (Block 328, Lot 23) of a 9-story, sub-cellar, and cellar 209,538 gsf mixed-use building with approximately 32,157 gsf of commercial retail, office, and light manufacturing use, 107 residential dwelling units, 26 of which are assumed to be affordable, and 77 accessory garage parking spaces.

The RWCDS includes one Projected Development Site, Block 328, Lot 23. The With-Action Scenario for the Applicant property (Projected Development Site 1) has been determined based on the provisions of the proposed MX (R7A/M1-4) zoning and the Applicant's stated intent to develop the proposed 9-story, sub-cellar, and cellar 209,538 gsf mixed-use building. The 104,030 gsf of occupiable residential floor area would convert to 104 dwelling units at the standard conversion rate of 1,000 gsf/DU. As the Applicant's proposed number of dwelling units is greater than the 104 dwelling units at 1,000 gsf per unit, the 107 units will be assumed as the RWCDS for analysis purposes in the EAS. The building's first and second floors would be used for non-occupiable residential space including the building's residential lobby plus commercial retail, office, and light manufacturing uses. Light manufacturing uses could include TAMI (technology, advertising, media, information, etc,), local metal working, woodworking, etc. Accessory parking would be located in the sub-cellar, cellar, and on the first floor. The building's 107 residential dwelling units would be on floors 3 through 9. The building would have a height of 95' and an FAR of 4.5 based on 117,524 zsf on the 26,049 sf lot. This With-Action scenario maximizes the permitted FAR and height.

Parking would be required for one-half of the market rate units while no parking would be required for the affordable units as the Project Area is located within a Transit Zone. The worst case assumption of 80 market rate residential dwelling units would require the provision of 40 parking spaces while 77 spaces would be provided. No parking would be required or provided for the proposed commercial retail, office, and light manufacturing uses. Additionally, the Applicant intends to provide outdoor recreational areas on the 2nd and 8th floors and on the roof of the building and an indoor recreational area on the 8th floor of the building totaling 12,980

square feet in size.The development would require the demolition of the existing warehouse structure on the property.

No additional development would be anticipated on Other Sites 1, 2, or 3. No new development is anticipated on Other Site 1 as the property is already developed with 26 DUs and 3 commercial units in an existing 5-story building. This 21,925 square foot building is sited on a 6,000 square foot lot with an effective FAR of 3.65. The maximum FAR of 4.6 under the proposed MX (R7A/M1-4) zoning is not likely enough of an increase to generate new development on this lot. No new development is anticipated on Other Sites 2 or 3 as only a 15-foot strip of each lot would be included in the Project Area.

With the Proposed Actions, the Project Area[1] would contain a total of 133 dwelling units within 121,570 gsf, 23,658 gsf of local retail and office space, 12,884 gsf of light manufacturing space, and 77 accessory garage parking spaces.

INCREMENT

Under No-Action conditions, the Project Area[2] would be developed with 26 market rate dwelling units within 17,540 gsf, 4,385 gsf of local retail space, and 27,785 gsf of warehouse space.

Under With-Action conditions, the Project Area would be developed with 133 dwelling units within 121,570 gsf, 23,658 gsf of local retail and office space, 12,884 gsf of light manufacturing space, and 77 accessory garage parking spaces.

The increment between the No-Action and With-Action development scenarios would be 104,030 gsf of additional residential space for 107 additional dwelling units (with 81 market rate and 26 affordable units), 19,273 gsf of new commercial space, a decrease of 14,901 gsf of industrial space, and 77 new accessory parking spaces. In order to allow for the project, the existing warehouse structure on Projected Development Site 1 would be demolished.

Table No. 1 below presents a detailed summary of the existing conditions, Future No-Action, and Future With-Action scenarios in the Project Area and shows the incremental difference between the Future No-Action and Future With-Action scenarios.

Table 1

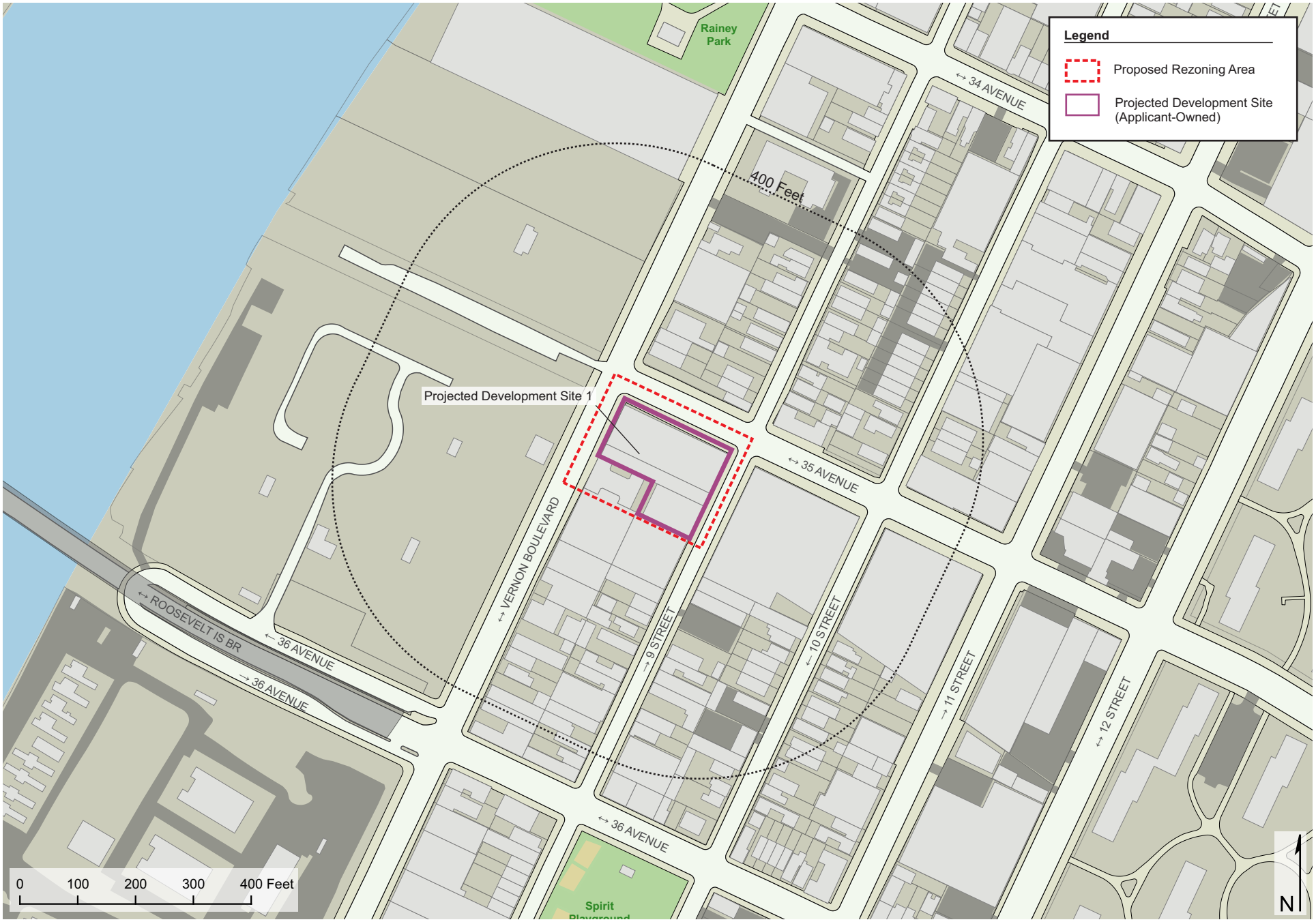
Summary of Existing Conditions, Future No-Action, and Future With-Action Scenarios[3]

Item	Existing	No-Action	With-Action	Increment
Gross SF	49,710	49,710	231,463	+181,753
DUs/(Afford)	26/(0)	26/(0)	133/(26)	+107/(26)
Residential SF	17,540	17,540	121,570	+104,030
Commercial SF	4,385	4,385	23,658	+ 19,273
Industrial SF	27,785	27,785	12,884	-14,901

[1] Does not include partial lots 16 and 33 where only approximately 1,500 sf of each lot is included.
[2] Does not include partial lots 16 and 33 where only approximately 1,500 sf of each lot is included.
[3] Does not include partial lots 16 and 33 where only approximately 1,500 sf of each lot is included.

No. of Stories[4]	2	2	9	+7
Building Ht[5]	26′	26′	95′	+69′
Access Pkg Spaces	0	0	77	+ 77

[4] Refers to Projected Development Site 1 only.
[5] Refers to Projected Development Site 1 only.


Legend
Proposed Rezoning Area
Projected Development Site (Applicant-Owned)
Projected Development Site 1
400 Feet
Rainey Park
Spirit Playground
34 AVENUE
35 AVENUE
36 AVENUE
VERNON BOULEVARD
9 STREET
10 STREET
11 STREET
12 STREET
ROOSEVELT IS BR
0 100 200 300 400 Feet
N



1. View of the Rezoning Area facing northeast from Vernon Boulevard.



2. View of Vernon Boulevard facing northeast (Rezoning Area at right).



3. View of the Rezoning Area facing southeast from Vernon Boulevard.





4. View of Vernon Boulevard facing northeast (Development Site at right).



5. View of the Development Site facing east from Vernon Boulevard.



6. View of the Development Site facing southeast from Vernon Boulevard.





7. View of 35th Avenue facing southeast from Vernon Boulevard (Development Site at right).



8. View of the Development Site facing south from the intersection of Vernon Boulevard and 35th Avenue.



9. View of Vernon Boulevard facing southwest from 35th Avenue (Development Site at left).





10. View of Vernon Boulevard facing northeast from 35th Avenue.



11. View of the Development Site facing south from 35th Avenue.



12. View of the Development Site facing west from 35th Avenue.





13. View of 9th Street facing southwest from 35th Avenue (Development Site at right).



14. View of the Development Site facing west from the intersection of 35th Avenue and 9th Street.



15. View of 35th Avenue facing northwest from 9th Street (Development Site at left).





16. View of the Development Site facing northwest from 9th Street.



17. View of the Development Site facing north from 9th Street.



18. View of 9th Street facing northeast (Development Site at left).





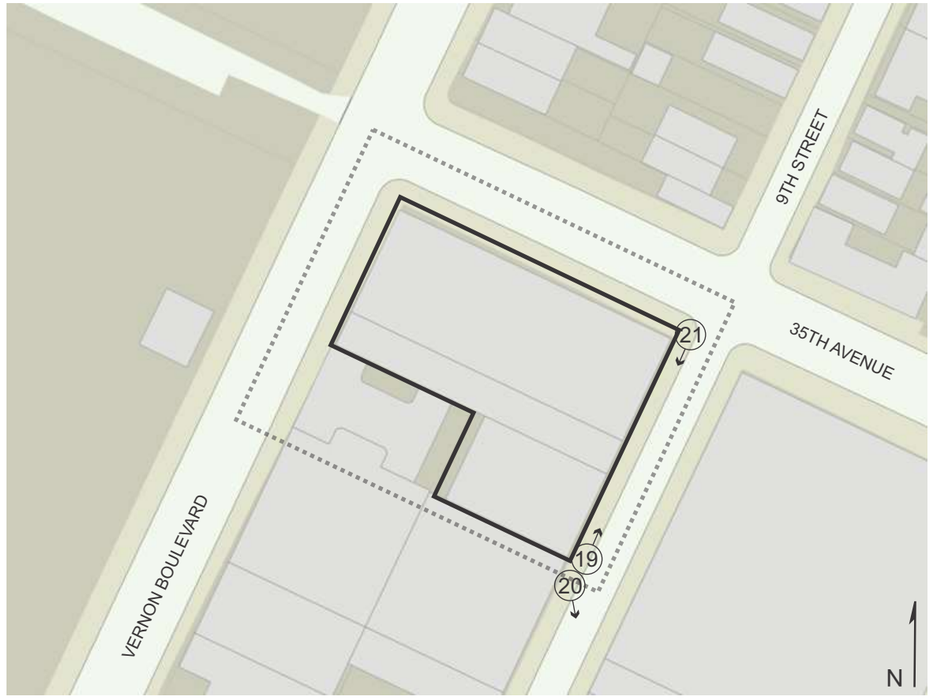
19. View of the sidewalk along the northwest side of 9th Street facing northeast toward 35th Avenue (Development Site at left).



20. View of the southeast side of 9th Street facing south from the Development Site.



21. View of the sidewalk along the northwest side of 9th Street facing southwest from 35th Avenue (Development Site at right).





22. View of the intersection of 35th Avenue and 9th Street facing east from Development Site.



23. View of the sidewalk along the southwest side of 35th Avenue facing northwest from 9th Street (Development Site at left).



24. View of the northeast side of 35th Avenue facing east from Development Site.





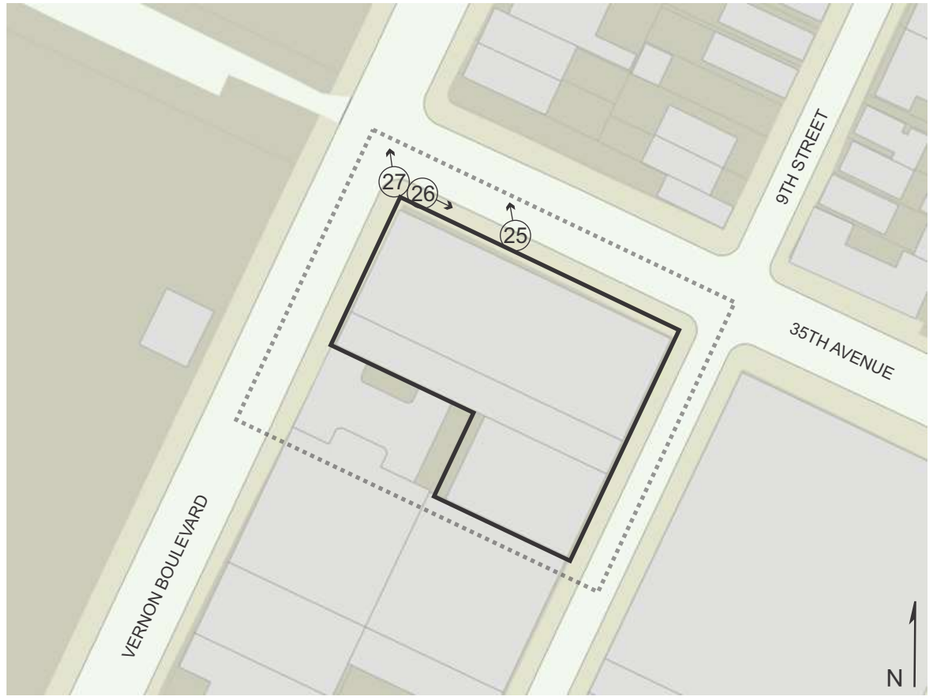
25. View of the northeast side of 35th Avenue facing north from the Development Site.



26. View of the sidewalk along the southwest side of 35th Avenue facing southeast from Vernon Boulevard (Development Site at right).



27. View of the northwest side of Vernon Boulevard facing north from the Development Site.





28. View of the sidewalk along the southeast side of Vernon Boulevard facing southwest from 35th Avenue (Development Site at left).

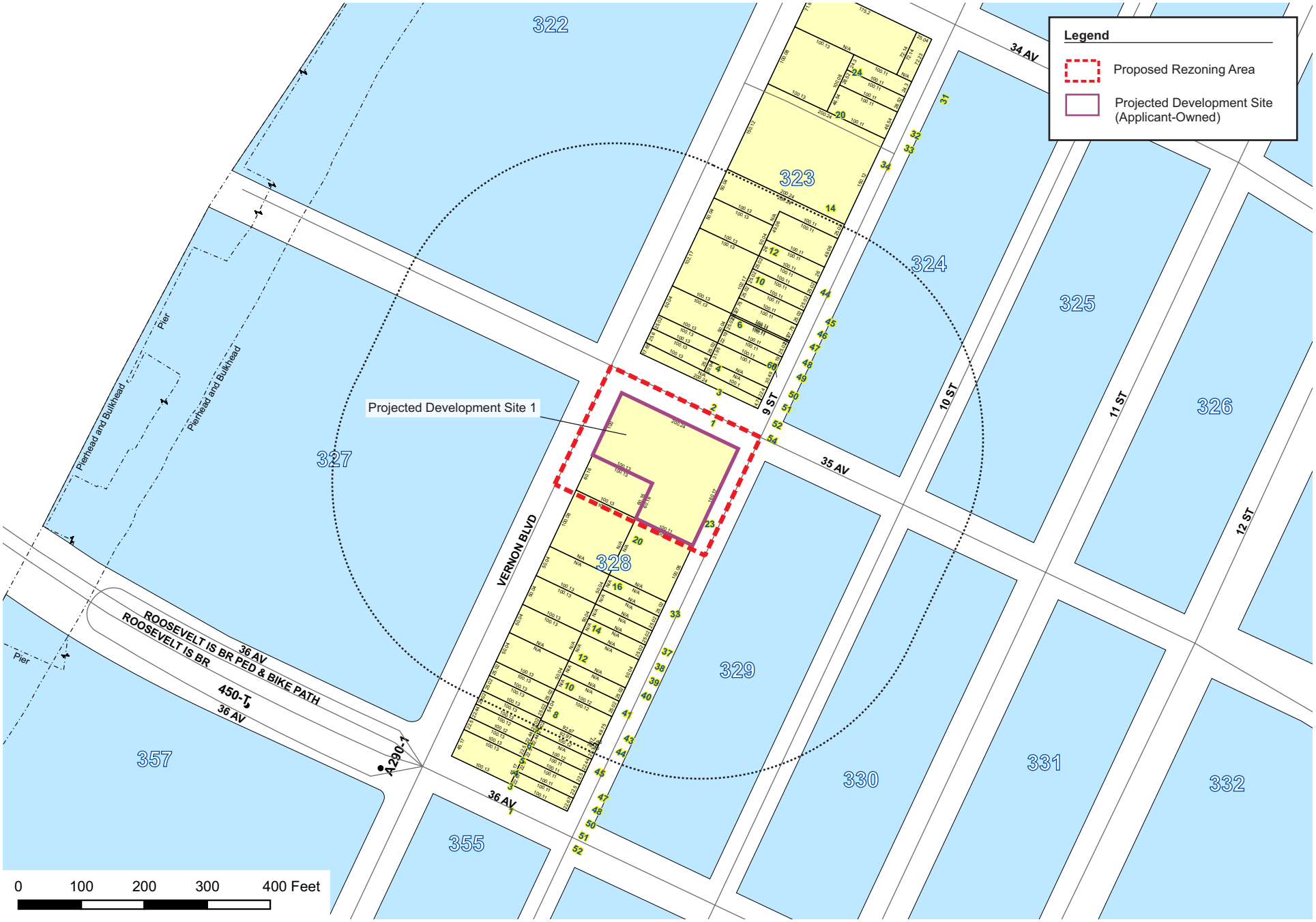


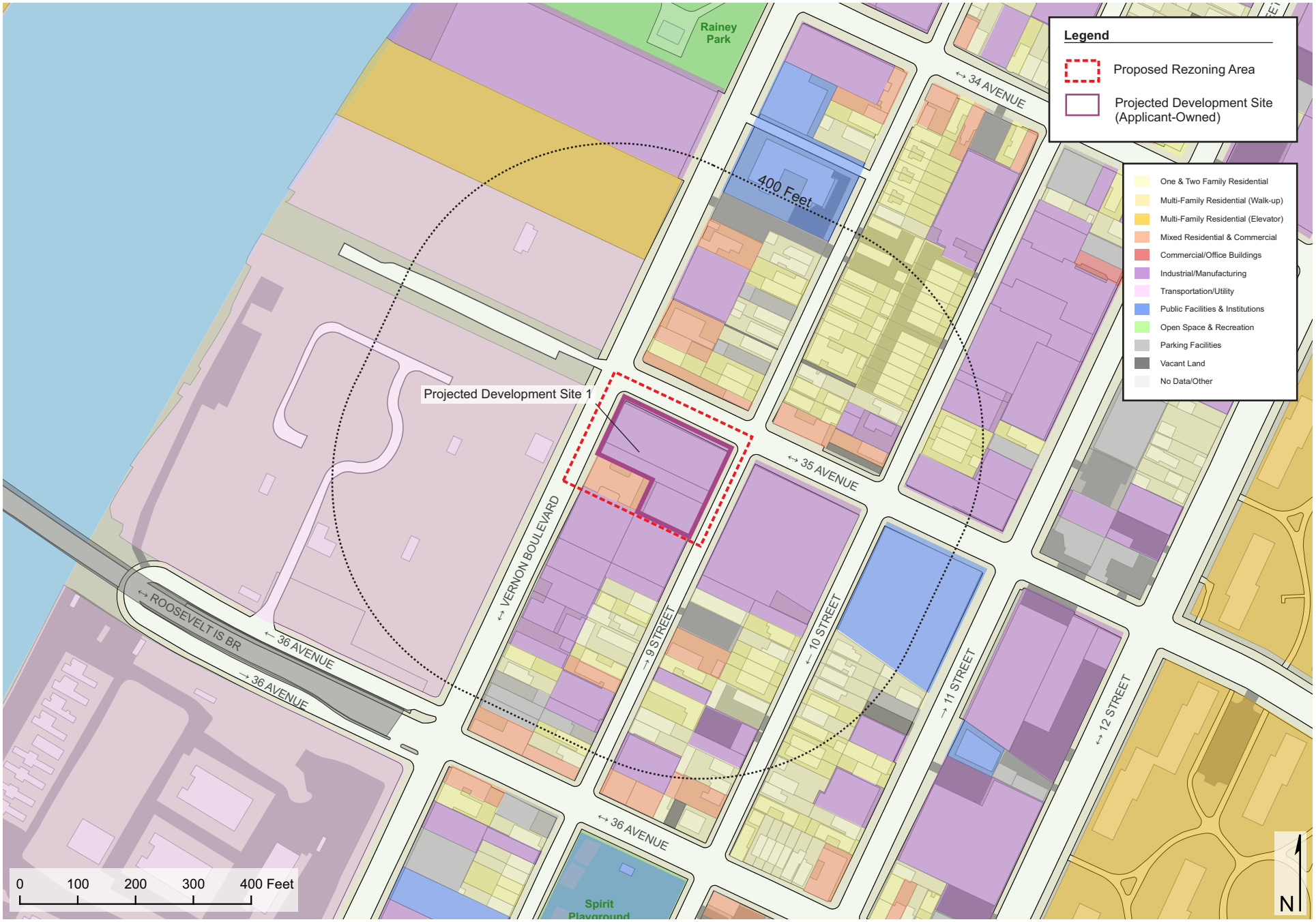
29. View of the sidewalk along the southeast side of Vernon Boulevard facing northeast (Rezoning Area at right).

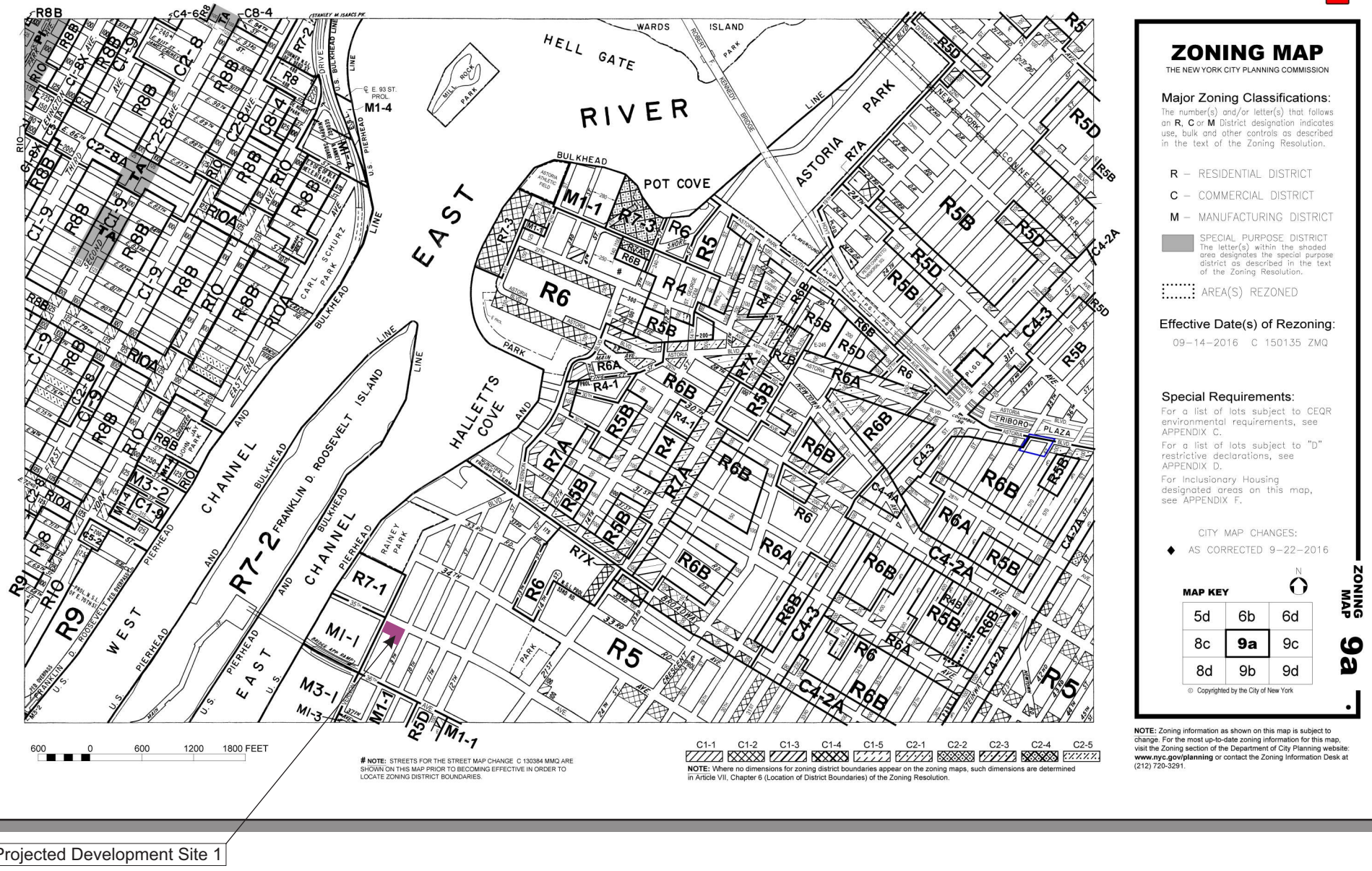


30. View of the northwest side of Vernon Boulevard facing west from the Rezoning Area.



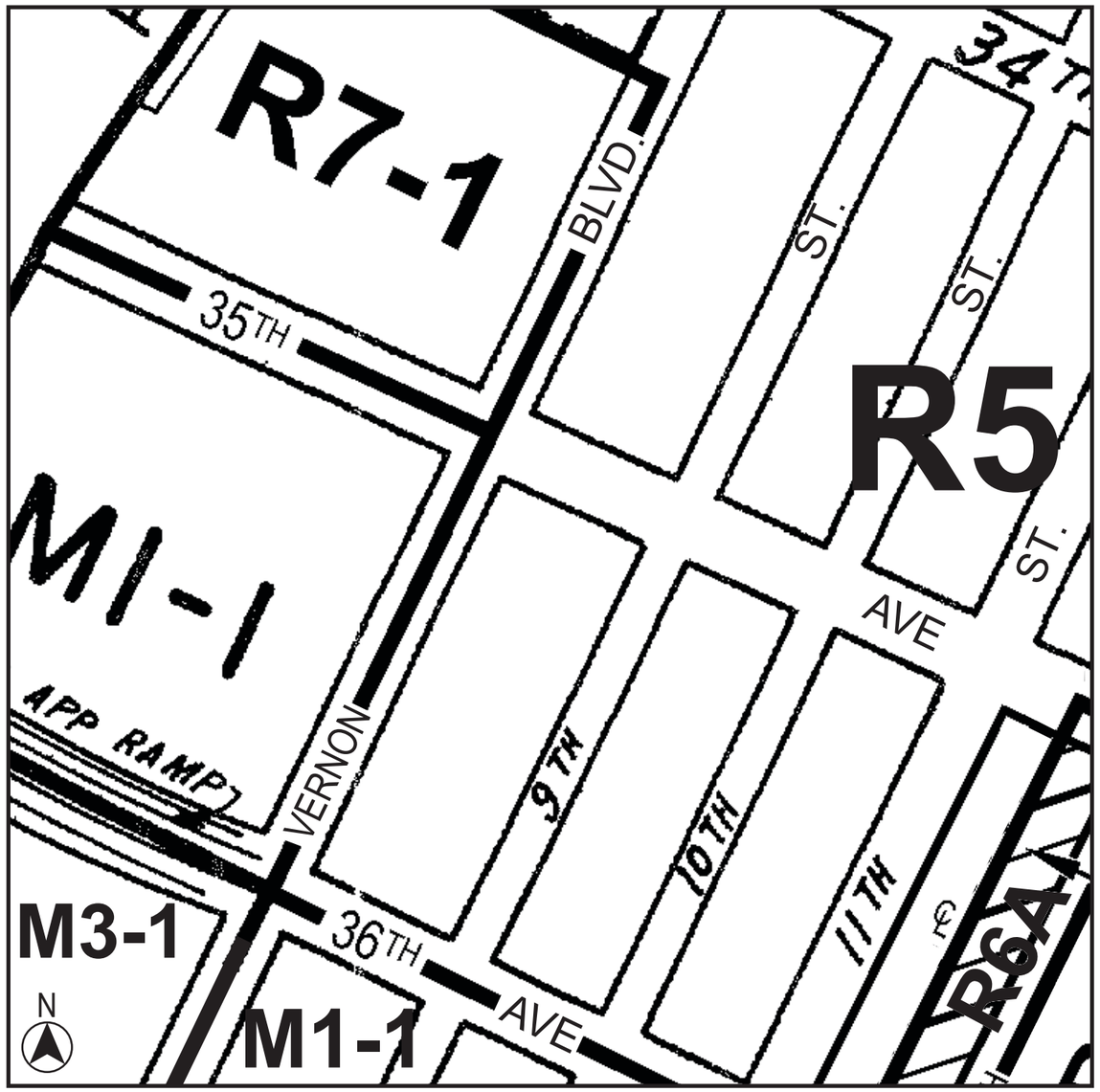

Legend
Proposed Rezoning Area
Projected Development Site (Applicant-Owned)
Projected Development Site 1
322
323
324
325
326
327
328
329
330
331
332
355
357
34 AV
35 AV
36 AV
9 ST
10 ST
11 ST
12 ST
VERNON BLVD
Pierhead and Bulkhead
Pierhead and Bulkhead
Pier
Pier
ROOSEVELT IS BR PED & BIKE PATH
ROOSEVELT IS BR
450-1
A290-1
0
100
200
300
400 Feet


Legend
Proposed Rezoning Area
Projected Development Site (Applicant-Owned)
One & Two Family Residential
Multi-Family Residential (Walk-up)
Multi-Family Residential (Elevator)
Mixed Residential & Commercial
Commercial/Office Buildings
Industrial/Manufacturing
Transportation/Utility
Public Facilities & Institutions
Open Space & Recreation
Parking Facilities
Vacant Land
No Data/Other
Rainey Park
400 Feet
Projected Development Site 1
34 AVENUE
35 AVENUE
36 AVENUE
VERNON BOULEVARD
9 STREET
10 STREET
11 STREET
12 STREET
ROOSEVELT IS BR
Spirit Playground
0 100 200 300 400 Feet
N

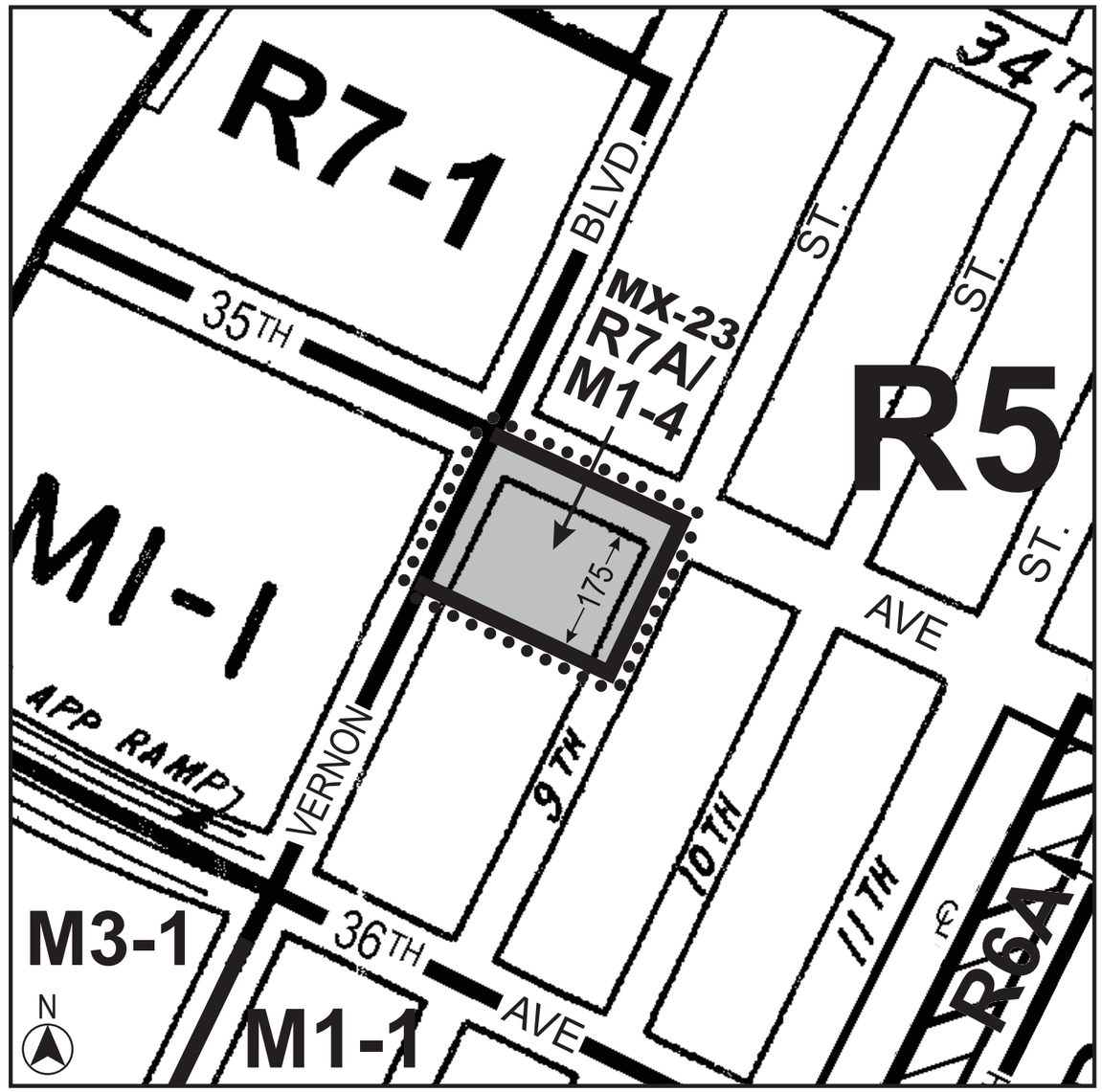

Click blue outline on map to view diagram of proposed zoning change
HELL GATE
RIVER
EAST
WARDS
ISLAND
ASTORIA PARK
POT COVE
HALLETTS COVE
CHANNEL
WEST
EAST
PIERHEAD
BULKHEAD
R7-2
R9
R10
M1-1
M1-4
M3-1
M3-2
R5D
R6
R5
R5B
R6A
R6B
R7A
R7X
R7-1
C4-2A
C4-3
C4-4A
C1-9
C2-8
C8-4
C4-6
R8B
R10A
R8
R7-2
R4
R4-1
R7-3
R5B
R5D
C4-2A
C4-3
C4-4A
C4-2A
R5B
R6B
R6A
R6
R5
R5D
M1-1
M3-1
M1-3
R7-1
R6B
R6A
R6
R5
C4-2A
C4-3
R6B
R6A
R6
R5
C4-2A
R6B
R6A
R6
R5
C4-2A
R6B
R6A
R6
R5
C4-2A


Legend
Proposed Rezoning Area
Projected Development Site (Applicant-Owned)
400 Feet
Projected Development Site 1
↔ 34 AVENUE
↔ 35 AVENUE
↔ VERNON BOULEVARD
↔ ROOSEVELT IS BR
← 36 AVENUE
→ 36 AVENUE
↔ 36 AVENUE
→ 9 STREET
← 10 STREET
→ 11 STREET
↔ 12 STREET
0 100 200 300 400 Feet
N

Zoning Change Map



Current Zoning Map (9a)



Proposed Zoning Map (9a) - Area being rezoned is outlined with dotted lines

Rezoning from R5 to R7A/M1-4 (MX-23)

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.

35-01 Vernon Boulevard
Community District 1, Queens

12/21/21

Matter underlined is new, to be added;
Matter ~~struck out~~ is to be deleted;
Matter within # # is defined in Section 12-10;
* * * indicates where unchanged text appears in the Zoning Resolution

* * *

APPENDIX F
Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing Areas

* * *

Queens

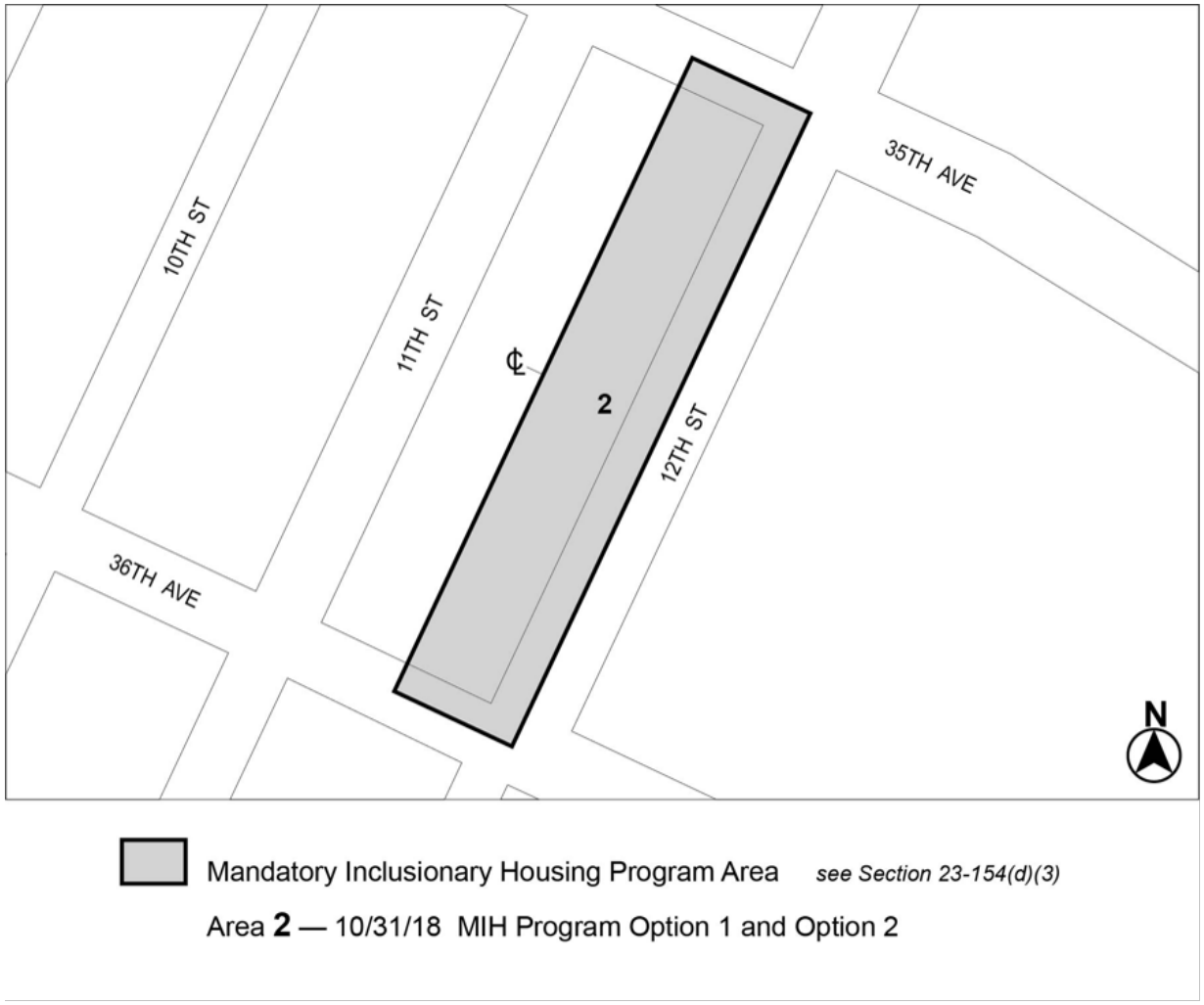
* * *

Queens Community District 1

* * *

Map 4 – [date of adoption]

[EXISTING MAP]



[PROPOSED MAP]



Mandatory Inclusionary Housing Area *see Section 23-154(d)(3)*

Area **2** — 10/31/18 MIH Program Option 1 and Option 2

Area **#** — [date of adoption] — MIH Program Option 1

Portion of Community District 1, Queens

* * *

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, open space, shadows, historic and cultural resources; urban design and visual resources, hazardous materials, transportation, air quality, noise, and construction as further detailed below. The subject heading numbers below correlate with the relevant chapters of the *CEQR Technical Manual*.

4. LAND USE, ZONING AND PUBLIC POLICY

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

The Proposed Actions include the following on Block 328, Lots 20 and 23 and parts of Lots 16 and 33 in Queens Community District 1:

- A Zoning Map Amendment to ZR section 9a to change the existing R5 zoning district to an MX (R7A/M1-4) zoning district on Block 328, Lots 20 and 23 and parts of Lots 16 and 33; and

- A Zoning Text Amendment of ZR Appendix F: Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing ("MIH") Areas for Community District 1, Queens to establish an MIH Area coterminous with the Project Area. Option 1 has been chosen under the MIH Text Amendment provisions applicable to the Proposed Actions. Under this option, 25% of the residential floor area must be for affordable housing units for residents with incomes averaging 60% AMI. Under MIH Option 1, 26 affordable dwelling units would be provided.

The proposed Zoning Map Change and Zoning Text Amendment approvals would facilitate a proposal by the Applicant to construct on the Applicant owned Projected Development Site 1 (Block 328, Lot 23) a 9-story, sub-cellar, and cellar 209,538 gsf mixed-use building with approximately 32,157 gsf of commercial retail, office, and light manufacturing uses, 107 residential dwelling units, 26 of which would be affordable, and 77 accessory parking spaces. The development would require the demolition of the existing warehouse structures on Projected Development Site 1. No new development would occur on the other lots within the Project Area. It is assumed that the Proposed

Actions would be approved by 2022. It would take approximately 24 months to construct the proposed building on the Applicant's Projected Development Site 1. Therefore, the Project Build Year would be 2024.

According to the *CEQR Technical Manual*, the appropriate study area for land use, zoning and public policy is related to the type and size of the project, as well as the location and context of the area that could be affected by the project. 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 proposed Project Area. The 400-foot radius study area is generally bounded on the north by an area between 34th and 35th Avenues, on the south by an area just north of 36th Avenue, on the east by an area between 10th and 11th Streets, and on the west by an area between Vernon Boulevard and the East River. 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.

LAND USE

Existing Conditions

Project Area

The Project Area (the area subject to the Zoning Map and Zoning Text Amendments) is identified as Tax Block 328, Lots 20 and 23 and parts of Lots 16 and 33 located along the southerly side of 35th Avenue between Vernon Boulevard and 9th Street in the Long Island City neighborhood of Queens. The proposed Project Area encompasses the following properties totaling 35,053 sf in area:

1. Projected Development Site 1 (Block 328, Lot 23) – The Applicant owned property consists of 26,049 square feet of lot area located along 35th Avenue between Vernon Boulevard and 9th Street. The property has approximately 100 feet along Vernon Boulevard, approximately 200 feet along 9th Street, and approximately 160 feet along 35th Avenue. The property is currently developed with three interconnected 2-story buildings containing approximately 27,785 gsf of floor area and used as a warehouse.

2. Other Site 1 (Block 328, Lot 20) – This 6,000 square foot lot at 35-13 Vernon Boulevard is developed with one 5-story building containing approximately 21,925 gsf of floor area and occupied by 26 residential units (17,540 gsf) and 3 commercial units (4,385 gsf).

3. Other Site 2 (Block 328, Lot 16) – This 10,000 square foot lot at 35-21 Vernon Boulevard is developed with a 1.5-story, 10,712 gsf industrial building. The Project Area only includes a 15-foot wide strip along the 100.13-foot northern property line of the lot (1,501.95 sf).

4. Other Site 3 (Block 328, Lot 33) – This 10,019 square foot lot at 35-20 9th Street is developed with a 1.25-story, 11,484 gsf industrial building. The Project Area only

includes a 15-foot wide strip along the 100.11-foot northern property line of the lot (1,501.65 sf).

400-Foot Radius Project Study Area

The Project Area is located near the western edge of the Long Island City neighborhood of Queens, Community District 1 approximately one block from the East River. The neighborhood within 400 feet of the Project Area consists of a mixture of light industrial, warehouse, transportation and utility uses, residential development, community facility uses, and parking and vacant land. The area between Vernon Boulevard and the East River is developed with four large lots on Blocks 322 and 327 occupied by Con Edison, Keyspan, a 17-story multi-family residential building, and a warehouse. The area south of the Project Area on Blocks 328, 329, and 330 is developed with a mixture of small light industrial and warehouse buildings, single- and two-family dwellings, several small walk-up multi-family dwellings, a few mixed-use residential and commercial buildings, and parking lots and garages. Uses directly east of the Project Area on Blocks 329 and 330 include a light industrial building and a warehouse. The area to the north of the Project Area on Blocks 323, 324, and 325 is primarily developed with single- and two-family dwellings, small walk-up multi-family dwellings, a few small light industrial and warehouse buildings, parking and vacant lots, and a Phoenix House residential and treatment facility.

Future No-Action Scenario

Project Area

Reasonable Worst-Case Development Scenario (RWCDS)

For the purposes of the environmental review, the No-Action RWCDS in the Project Area would be the same as the existing condition. Under the No-Action Scenario for the Project Build Year of 2024, no new development would occur on the Development Site and the Other Sites within the Project Area. All existing uses in the Project Area would remain, including the existing commercial and manufacturing uses, which are legal nonconforming uses. Therefore, absent the Proposed Actions, the Project Area would contain a total of 26 market rate dwelling units, 4,385 gsf of local retail space, and 27,785 gsf of warehouse space.

400-Foot Radius Project Study Area

No new development projects are identified for the 400-foot radius project study area based on a review of the NYC Department of City Planning's (DCP) ZAP Search of Zoning and Land Use Applications. However, there are several projects shown on the NYC Active Major Construction website as detailed below.

- 35-24 10th Street, located approximately 150 feet east of the Project Area, consist of a 2nd story addition to an existing one- two-family home adding one apartment unit to this building.

- 34-46 Vernon Boulevard, located approximately 230 feet northwest of the Project Area, consists of a new 18-story, cellar and sub-cellar apartment building.

- 34-31 9th Street, located approximately 370 feet north of the Project Area, consists of a new 3-story, 6-family apartment building.

No development plans are known to exist for any other undeveloped parcels, parking lots, or other uses within the project study area as identified above by the project build year of 2024.

Therefore, surrounding land uses within the immediate study area are expected to remain largely unchanged by the project build year of 2024.

Future With-Action Scenario

Project Area

Under the With-Action Scenario for the Project Build Year of 2024, the proposed Zoning Map and Zoning Text Amendments would facilitate the development on the Applicant owned Projected Development Site 1 (Block 328, Lot 23) of a 9-story, sub-cellar, and cellar 209,538 gsf mixed-use building with approximately 32,157 gsf of commercial retail, office, and light manufacturing use, 107 residential dwelling units, and 77 accessory garage parking spaces.

The RWCDS includes one Projected Development Site, Block 328, Lot 23. The With-Action Scenario for the Applicant property (Projected Development Site 1) has been determined based on the provisions of the proposed MX (R7A/M1-4) zoning and the Applicant's stated intent to develop the proposed 9-story, sub-cellar, and cellar 209,538 gsf mixed-use building. The 104,030 gsf of occupiable residential floor area would convert to 104 dwelling units at the standard conversion rate of 1,000 gsf/DU. As the Applicant's proposed number of dwelling units is greater than the 104 dwelling units at 1,000 gsf per unit, the 107 units will be assumed as the RWCDS for analysis purposes in the EAS. The building's first and second floors would be used for non-occupiable residential space including the building's residential lobby plus commercial retail and office and light manufacturing uses. Light manufacturing uses could include TAMI (technology, advertising, media, information, etc,), local metal working, woodworking, etc. Accessory parking would be located in the sub-cellar, cellar, and on the first floor. The building's 107 residential dwelling units would be on floors 3 through 9. The building would have a height of 95' and an FAR of 4.51 based on 117,525 zsf on the 26,049 square foot lot. This With-Action scenario maximizes the permitted FAR and height.

Parking would be required for one-half of the market rate units while no parking would be required for the affordable units as the Project Area is located within a Transit Zone. 81 market rate residential dwelling units would require the provision of 40 parking

spaces while 77 spaces would be provided. No parking would be required or provided for the proposed commercial retail, office, and light manufacturing uses. Additionally, the Applicant intends to provide outdoor recreational areas on the 2nd and 8th floors and on the roof of the building and an indoor recreational area on the 8th floor of the building totaling 12,980 square feet in size. The development would require the demolition of the existing warehouse structure on the property.

No additional development would be anticipated on Other Sites 1, 2, or 3. No new development is anticipated on Other Site 1 as the property is already developed with 26 DUs and 3 commercial units in an existing 5-story building. This 21,925 square foot building is sited on a 6,000 square foot lot with an effective FAR of 3.65. The maximum FAR of 4.6 under the proposed MX (R7A/M1-4) zoning is not likely enough of an increase to generate new development on this lot. No new development is anticipated on Other Sites 2 or 3 as only a 15-foot strip of each lot would be included in the Project Area.

With the Proposed Actions, the Project Area would contain a total of 133 dwelling units within 121,570 gsf, 23,658 gsf of local retail and office space, 12,884 gsf of light manufacturing space, and 77 accessory garage parking spaces.

400-Foot Radius Project Study Area

The Proposed Actions would not result in any changes in land use within the 400-foot radius project study area.

Analysis Framework

The CEQR analysis prepared for the Proposed Actions is based on the difference between the No-Action RWCDS and the Future With-Action RWCDS. The difference between the No-Action and With-Action Scenarios would be the development under the With-Action Scenario of an additional 104,030 gsf of residential space for 107 additional dwelling units (with 81 market rate and 26 affordable units), 19,273 gsf of new commercial space, a decrease of 14,901 gsf of industrial space, and 77 new accessory parking spaces. In order to allow for the project, the existing warehouse structure on Projected Development Site 1 would be demolished. Table No. 4-1 below presents a detailed summary of the existing conditions, Future No-Action, and Future With-Action scenarios in the Project Area and shows the incremental difference between the Future No-Action and Future With-Action scenarios.

Table 4-1
Summary of Existing Conditions, Future No-Action, and Future With-Action Scenarios[1]

Item	Existing	No-Action	With-Action	Increment
Gross SF	49,710	49,710	231,463	+181,753
DUs/(Afford)	26/(0)	26/(0)	133/(26)	+107/(26)
Residential SF	17,540	17,540	121,570	+104,030
Commercial SF	4,385	4,385	23,658	+ 19,273
Industrial SF	27,785	27,785	12,884	-14,901
No. of Stories[2]	2	2	9	+7
Building Ht[3]	26′	26′	95′	+69′
Access Pkg Spaces	0	0	77	+ 77

The difference between the No-Action and With-Action development scenarios would constitute a significant land use change in the Project Area but the Applicant believes this change would be beneficial as it would fully develop an underutilized property and would provide market rate and affordable housing, local retail and office space, light manufacturing space, and accessory parking. The projected development would replace a warehouse building within the Project Area but this impact would not be considered significant. The development of the building with affordable housing is consistent with the expressed desires of the City's current mayoral administration to substantially increase the amount of affordable housing. The Long Island City housing market is emerging as an affordable market rental option that is within close proximity to employment opportunities in Manhattan. In addition, there is a high demand for affordable housing within this neighborhood of Queens. The projected development could alter existing development patterns in the future, especially on the underdeveloped parcels in the vicinity of the site, by encouraging the development of additional residential and other uses. However, this would be in compliance with City policies to encourage the development of new housing, especially affordable housing, and accessory uses in underutilized areas of the City.

Based on the above analyses, it has been determined that no potentially significant adverse impacts related to land use are expected to occur as a result of the Proposed Actions. Therefore, further analysis of land use is not warranted.

[1] Does not include partial lots 16 and 33 where only approximately 1,500 sf of each lot is included.

[2] Refers to Projected Development Site 1 only.

[3] Refers to Projected Development Site 1 only.

ZONING

Existing Conditions

Project Area

The Project Area is shown on the December 15, 1961 zoning map 9a and all subsequent zoning maps as being located in an R5 district. The Applicant site, Projected Development Site 1, is developed with a legal nonconforming warehouse which was constructed in approximately 1931 and predates the R5 zoning district.

R5 zoning districts allow all housing types including detached, semi-detached, attached and multi-family residences. The maximum FAR for all housing types is 1.25. On blocks that are predominantly built up, a maximum FAR of 1.65 is permitted through the R5 infill provision. Detached residences are limited to lots with a minimum of 3,800 square feet in area and a minimum lot width of 40 feet. All other housing types are limited to lots with a minimum of 1,700 square feet in area and a minimum lot width of 18 feet. R5 districts require a minimum front yard depth of 10 feet, which is increased to 18 feet if front yard parking is provided. The maximum building height is 40 feet with a maximum perimeter wall height of 30 feet. Community facilities are permitted at an FAR of 2.0. Off-street parking in a grouped facility is required for at least 85 percent of the dwelling units.

The Food Retail Expansion to Support Health (FRESH) program is mapped over the entire Project Area. The City has established the FRESH program in response to the issues raised in neighborhoods that are underserved by grocery stores. FRESH provides zoning and financial incentives to promote the establishment and retention of neighborhood grocery stores in underserved communities throughout the five boroughs. The FRESH program is open to grocery store operators renovating existing retail space or developers seeking to construct or renovate retail space that will be leased by a full-line grocery store operator. Stores that benefit from the FRESH program must provide a minimum of 6,000 square feet of retail space for a general line of food and nonfood grocery products intended for home preparation, consumption and utilization. The Project Area is eligible for various tax incentives related to grocery store development and operation.

400-Foot Radius Project Study Area

The 400-foot radius project study area to the north, south, and east of the Project Area is zoned R5 which is discussed under the Project Area above. The project study area to the west is zoned R7-1 and M1-1.

The block bounded by 34th and 35th Avenues between Vernon Blvd and the East River (Block 322, Lot 118) diagonally to the northwest of the Project Area was rezoned from M1-1 to R7-1 on 7/19/2006 in order to facilitate the construction of two 19-story towers

providing 350 units of housing (298,826 square feet) with approximately 20,000 square feet of ground floor community facility space connecting the two towers.

The R7-1 district allows residential as well as community facility uses. The R7-1 zoning district permits a residential FAR ranging between 0.87 and 3.44, generally designed under the height factor (building height controlled by sky exposure plane) or quality housing (75-foot maximum building height) rules, and a community facility floor area ratio of up to 4.8. While a 30-foot rear yard is required, front and side yards are not. Off-street parking is required in R7 districts for 60% of dwelling units under height factor regulations and 50% of dwelling units under Quality Housing regulations.

The M1 district is often a buffer between M2 and M3 districts and adjacent residential or commercial districts. Light industries typically found in M1 areas include woodworking shops, auto storage and repair shops, and wholesale service and storage facilities. Offices, most retail uses, and some community facility uses are also permitted but residential uses are not allowed. Strict performance standards are common to all M1 districts. The M1-1 district permits a maximum FAR of 1.0 for manufacturing and commercial uses and 2.4 for Use Group 4 community facility uses. The M1-1 district permits a maximum building height of 30 feet before setback. No front or side yards are generally required but a standard rear yard of 20 feet is required in the M1-1 district. Parking is required based on the type of use and the size of the establishment.

The entire 400-foot radius project study area is located within the boundaries of the FRESH program described under the Project Area above. The project study area is eligible for various tax incentives related to grocery store development and operation.

Future No-Action Scenario

Project Area

In the future and absent the Proposed Actions, the Project Area would continue to be zoned R5. Based on a review of DCP's LUCATS listings for Queens Community District 1, no rezonings are proposed for the Project Area. No rezoning actions are presently being contemplated by the DCP, as indicated on the DCP website, for the Project Area by the project build year of 2024.

400-Foot Radius Project Study Area

In the future and absent the Proposed Actions, the Project Area would continue to be zoned a combination of R5, R7-1, and M1-1 districts. Based on a review of DCP's LUCATS listings for Queens Community District 1, the following zoning actions have been approved within the project study area. The sites not below are located diagonally across Vernon Boulevard from the Project Area to the northwest.

- 34-20 to 34-50 Vernon Boulevard – Certification for Waterfront Public Access and Visual Corridors to develop housing; approved July 2014.

- Vernon Boulevard Rezoning – Rezoning of 275,260 square feet of land area at 34-20 to 34-50 Vernon Boulevard from R5 to R7-1; approved June 2006.

No new zoning initiatives are proposed for the 400-foot radius project study area by the project build year of 2024. No rezoning actions are presently being contemplated by the DCP, as indicated on the DCP website, for the surrounding study area by the project build year.

Future With-Action Scenario

Project Area

The Applicant proposes a Zoning Map Amendment and a Zoning Text Amendment on Block 328, Lots 20 and 23 and parts of Lots 16 and 33 in Queens Community District 1. The Project Area includes a 15-foot wide strip along the 100.13-foot northern property line of Lot 16 (1,501.95 sf) and a 15-foot wide strip along the 100.11-foot northern property line of the Lot 33 (1,501.65 sf). The proposed Project Area would total 35,053 square feet in size. The Proposed Actions would rezone the Project Area from the current R5 district to an MX (R7A/M1-4) zoning district. The district will be mapped at a depth of 175 feet to the south of 35th Avenue. The Applicant also seeks a Zoning Text Amendment which would modify Appendix F of the NYC Zoning Resolution to make the newly mapped MX (R7A/M1-4) district an Inclusionary Housing designated area.

The Proposed Actions are necessary in order to allow the proposed development to proceed. The existing R5 zoning mapped on the Project Area typically produces three-story attached houses and small apartment buildings at a low residential FAR of 1.25. The Applicant proposes rezoning the Project Area to an MX (R7A/M1-4) district. The proposed rezoning would allow the Applicant to develop a higher density residential development with accessory commercial and light manufacturing space on Projected Development Site 1 which would not be allowed under the current zoning. The Proposed Actions would enable the Applicant to develop this currently underdeveloped parcel with an appropriate amount of residential, commercial, and light industrial floor area at an FAR of up to 4.6. The proposed M1-4 component of the zoning would accommodate the commercial retail, office, and light manufacturing floor area proposed to be included on Projected Development Site 1.

The Proposed Actions would serve the needs of this area of Queens for high quality residential dwellings, affordable housing, and retail, office, and light industrial 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 and other uses.

R7 districts are medium-density apartment house districts. The contextual Quality Housing regulations, which are mandatory in R7A districts, typically produce high lot coverage, seven- to nine-story apartment buildings, blending with existing buildings in

many established neighborhoods. The maximum residential and community facility FAR in R7A districts is 4.0. Above a base height of 40 to 65 feet, or 75 feet if providing a qualifying ground floor, the building must set back to a depth of 10 feet on a wide street and 15 feet on a narrow street before rising to a maximum height of 80 feet, or 95 feet if providing a qualifying ground floor. In order to preserve the traditional streetscape, the street wall of a new building can be no closer to the street line, than any adjacent street wall, but need not be farther than 10 feet. Buildings must have interior amenities for the residents pursuant to the Quality Housing Program. Off-street parking is not allowed in front of a building. Off-street parking is generally required for 50 percent of a building's dwelling units, but requirements are lower for income-restricted housing units (IRHU) and are further modified in certain areas, such as within the Transit Zone and the Manhattan Core, or for lots 10,000 square feet or less. Off-street parking requirements can be waived if 15 or fewer parking spaces are required. Higher maximum FAR and heights are available for buildings participating in the Inclusionary Housing Program or that provide certain senior facilities.

M1 districts include multi-story lofts and one- or two-story warehouses characterized by loading bays. M1 districts are often buffers between M2 or M3 districts and adjacent residential or commercial districts. M1 districts typically include light industrial uses, such as woodworking shops, repair shops, and wholesale service and storage facilities. Nearly all industrial uses are allowed in M1 districts if they meet the stringent M1 performance standards. Offices, hotels and most retail uses are also permitted. Certain community facilities, such as hospitals, are allowed in M1 districts only by special permit, but houses of worship are allowed as-of-right. The floor area ratio permitted in the M1-4 district is 2.0 for manufacturing and commercial uses and 6.5 for community facility uses. The M1-4 district permits a maximum building height of 60 feet. There are no yard and no parking requirements in the M1-4 zone. Parking is not required in Long Island City or in M1-4 districts.

The Special Mixed-Use District (MX) was established in 1997 to encourage investment in, and enhance the vitality of, existing neighborhoods with mixed residential and industrial uses in close proximity and create expanded opportunities for new mixed-use communities. New residential and non-residential uses (commercial, community facility and light industrial) can be developed as-of-right and be located side-by-side or within the same building. Residential uses are generally subject to the bulk controls of the governing residence district; commercial, industrial and community facility uses are subject to the M1 district bulk controls, except that community facilities are subject to residential FAR limits. Most light industrial uses are permitted in the MX district as-of-right, others are subject to restrictions and Use Group 18 uses are excluded altogether, except for small breweries.

As described above, the proposed Zoning Map Change and Zoning Text Amendment approvals would facilitate a proposal by the Applicant to construct on the Applicant

owned Projected Development Site 1 (Block 328, Lot 23) a 9-story, sub-cellar, and cellar 209,538 gsf mixed-use building with approximately 32,157 gsf of commercial retail, office, and light manufacturing uses, 107 residential dwelling units, 26 of which would be affordable , and 77 accessory parking spaces. This would be a net increase over the No-Action condition of 104,030 gsf of additional residential space for 107 additional dwelling units (with 81 market rate and 26 affordable units), 19,273 gsf of new commercial space, a decrease of 14,901 gsf of industrial space, and 77 new accessory parking spaces. The development would require the demolition of the existing warehouse structures on Projected Development Site 1. No new development would occur on the other lots within the Project Area.

The proposed residential, commercial, and light industrial development would be in conformance with the use provisions of the proposed MX (R7A/M1-4) zoning district. The proposed MX (R7A/M1-4) zoning would permit a residential and community facility development of up to 4.0 and a commercial/light manufacturing FAR of 2.0. Under the proposed MIH zoning, the maximum permitted residential FAR would be increased to 4.6. A maximum of 119,822 zoning square feet (zsf) of residential floor area, 104,193 zsf of community facility floor area, and 52,096 zsf of commercial floor area would be permitted on the lot. The proposed development on Projected Development Site 1 would total 117,525 zsf (4.51 FAR) including 87,023 zsf (3.34 FAR) of residential floor area, and 30,502 zsf of retail, office, and light manufacturing floor area (1.17 FAR) which would comply with the maximum permitted development on the site.

The proposed 95-foot and 9-story total height of the project on Projected Development Site 1 would comply with the maximum permitted height with a qualifying ground floor in the R7A district. The proposed 75-foot base height would also comply with the maximum base height of 75 feet in the R7A district.

Finally, the proposed development would comply with zoning requirements for parking. Parking would be required for one-half of the market rate units while no parking would be required for the affordable units as the Project Area is located within a Transit Zone. 81 market rate residential dwelling units would require the provision of 40 parking spaces while 77 spaces would be provided. No parking would be required or provided for the proposed commercial retail, office, and light manufacturing uses.

The proposed text amendment of ZR Appendix F is necessary to establish an MIH Area coterminous with the Project Area. Pursuant to the MIH program, a percentage of the new dwelling units in the proposed development must be affordable units, resulting in an affordable housing set-aside for 25 percent of the residential floor area at an average of 60 percent of AMI under the proposed Option 1 resulting in 26 permanently affordable units. The MIH program would ensure that development within the Project Area would address the need for low-income housing.

400-Foot Radius Project Study Area

The Proposed Actions would not result in any changes in zoning in the 400-foot radius project study area.

Conclusion

No significant impacts to zoning patterns in the area would be expected. The proposed Zoning Map and Zoning Text Amendment would only apply to the Project Area and would not affect lots beyond this area. The Proposed Actions would not result in any significant impacts to zoning patterns in the project study area as the proposed MX (R7A/M1-4) zoning district would create a transition between the existing R5 district mapped to the east and the M1-1 and R7 districts mapped to the west. The Proposed Actions would permit a new development that would be compatible with and beneficial to the adjacent and nearby residential, commercial, and other uses. Given the character and development of the immediate vicinity, the most appropriate contextual scenario for the Projected Development Site would be the proposed MX (R7A/M1-4) zoning and the associated development project.

The Proposed Actions would enable the property owner to develop a currently underdeveloped parcel with an appropriate amount of residential, commercial, and light industrial floor area. The Proposed Actions would permit the construction of much needed housing, including affordable housing, in the area and provide locally oriented commercial retail and office space as well as light industrial floor area which would serve to improve and revitalize the surrounding neighborhood.

The Proposed Actions would therefore not have a significant impact on the extent of conformity with the current zoning in the surrounding area, and 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 and planned for development on other sites in the neighborhood.

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

PUBLIC POLICY

Existing Conditions

According to the *CEQR Technical Manual*, a project that would be located within areas governed by public policies controlling land use, or that has the potential to substantially affect land use regulation or policy controlling land use, requires an analysis of public policy. Public policies applicable to the Project Area and 400-foot radius project study area are discussed below.

Project Area and 400-Foot Radius Project Study Area

FRESH Program

The Project Area and the entire 400-foot radius project study area are located within the boundaries of the City's FRESH Program. The City has established the Food Retail Expansion to Support Health (FRESH) program in response to the issues raised in neighborhoods that are underserved by grocery stores. FRESH provides zoning and financial incentives to promote the establishment and retention of neighborhood grocery stores in underserved communities throughout the five boroughs. The FRESH program is open to grocery store operators renovating existing retail space or developers seeking to construct or renovate retail space that will be leased by a full-line grocery store operator in FRESH-eligible areas that meet the following criteria:

- Provide a minimum of 6,000 square feet (sf) of retail space for a general line of food and non-food grocery products intended for home preparation, consumption and utilization;
- Provide at least 50 percent of a general line of food products intended for home preparation, consumption and utilization;
- Provide at least 30 percent of retail space for perishable goods that include dairy, fresh produce, fresh meats, poultry, fish, and frozen foods; and
- Provide at least 500 sf of retail space for fresh produce.

Financial incentives are available to eligible grocery store operators and developers to facilitate and encourage FRESH Food Stores in the designated area. These incentives include real estate tax reductions, sales tax exemptions, floor area bonuses, and mortgage recording tax deferrals. The Project Area and the 400-foot radius project study area are eligible for various tax incentives related to grocery store development and operation.

Long Island City Core Neighborhood Planning Study

The Project Area and the 400-foot radius project study area are located at the northern end of the Long Island City (LIC) Core Neighborhood Planning Study boundaries. The LIC Core Neighborhood Planning Study aims to examine key land use and zoning issues in the neighborhood, and take a broader, more comprehensive look at current and future community needs to identify a wide range of strategies and investments for LIC's growth and vitality. The Study is a part of *Housing New York*, the Mayor's housing plan to build and preserve affordable housing through community development initiatives and to foster a more equitable and livable New York City. Housing is considered "affordable" if a household spends no more than a third of its total income on housing costs. The Study plans to preserve and create affordable housing, foster jobs and economic opportunity, invest in services and infrastructure, and promote the growth of livable neighborhoods. The first public meeting on the Study was held on January 31, 2017. Public outreach and coordination with other city and state agencies is ongoing.

OneNYC

In April 2015, Mayor Bill de Blasio released OneNYC, a comprehensive plan for a sustainable and resilient city for all New Yorkers that speaks to the profound social, economic, and environmental challenges faced. OneNYC is the update to the sustainability plan for the City started under the Bloomberg administration, previously known as PlaNYC 2030: A Greener, Greater New York. Growth, sustainability, and resiliency remain at the core of OneNYC, but with the poverty rate remaining high and income inequality continuing to grow, the de Blasio administration added equity as a guiding principle throughout the plan. In addition to the focuses of population growth; aging infrastructure; and global climate change, OneNYC brings new attention to ensuring the voices of all New Yorkers are heard and to cooperating and coordinating with regional counterparts. Since the 2011 and 2013 updates of PlanNYC, the City has made considerable progress towards reaching original goals and completing initiatives. OneNYC includes updates on the progress towards the 2011 sustainability initiatives and 2013 resiliency initiatives and also sets additional goals and outlines new initiatives under the organization of four visions: growth, equity, resiliency, and sustainability.

PlaNYC

In 2011, the Mayor's Office of Long Term Planning and Sustainability released an update to PlaNYC: A Greener, Greater New York. PlaNYC represents a comprehensive and integrated approach to planning for New York City's future. It includes policies to address three key challenges that the City faces over the next twenty years: population growth; aging infrastructure; and global climate change. In the 2011 update, elements of the plan were organized into ten categories—housing and neighborhoods, parks and public space, brownfields, waterways, water supply, transportation, energy, air quality, solid waste, and climate change—with corresponding goals and initiatives for each category.

Other Public Policies

The Project Area is not located within the City's Coastal zone boundary. However, the 400-foot radius project study area to the west of the Project Area across Vernon Boulevard is located within the City's Coastal zone boundary. These radius areas are therefore subject to the provisions of the City's Waterfront Revitalization Program (WRP).

No Historic Districts or individually designated historic resources are located within the Project Area or the surrounding 400-foot radius study area.

No other public policies would apply to the Proposed Actions as the Project Area and the surrounding 400-foot radius study area are not located within the boundaries of any 197-a Community Development Plans or Urban Renewal Area plans, and also are not within a critical environmental area, a significant coastal fish and wildlife habitat, a wildlife refuge, or a special natural waterfront area.

Future No-Action Scenario

In the future, without the action, new development in the Project Area and within the 400-foot radius project study area would remain within the boundaries of the City's Coastal Zone (portion of project study area west of Vernon Boulevard only), the FRESH Program, and the LIC Core Neighborhood Planning Study Area, and would therefore remain subject to the provisions of the WRP, the FRESH Program and the LIC Core Study. No other public policy initiatives would pertain to the Project Area or to the 400-foot study area around the Area by the project build year of 2024. In addition, no changes are anticipated to any public policy documents relating to the Project Area or the surrounding study area by the project build year.

Future With-Action Scenario

Project Area

The Proposed Actions are consistent with the City's sustainability goals, including those outlined in OneNYC. Notably, the Proposed Actions would support OneNYC's land use goals of creating new housing for a range of incomes, including permanently affordable housing; redeveloping underutilized parcels with new active uses; and focusing development in areas that are served by mass transit. The Proposed Actions would not result in significant adverse impacts related to business displacement as the existing business to be displaced consists of a warehouse which exists in abundance in the surrounding area. Overall, the Proposed Actions would be supportive of the applicable goals and objectives of OneNYC.

PlaNYC

- The Proposed Actions would be consistent with PlaNYC's land use goals. The Proposed Actions would encourage increased development in an area well served by public transportation. The Proposed Actions would facilitate new affordable housing.

- The Proposed Actions would support PlaNYC's transportation goals by facilitating transit-oriented development in an area served by multiple public transportation options.

- The Proposed Actions would meet PlaNYC's air quality goals by promoting the use of mass transit through encouraging development in close proximity to existing transit stops.

- The Proposed Development facilitated by the Proposed Actions would have to comply with all applicable regulations regarding the implementation of low-flow, water efficient fixtures, as per the New York City Plumbing Code, Local Law 33 of 2007 and the United Stated Environmental Protection Agency's (EPA's) WaterSense Program. In addition, any development facilitated by the Proposed

Actions would comply with the City's laws and regulations. Therefore, the Proposed Actions are consistent with PlaNYC's water quality goals.

- Development facilitated by the Proposed Actions would be required to meet the more stringent green building practices established in the 2010 update to the New York City Building Code as part of the Greener, Greater Buildings Law. The updated Building Code requires energy audits and benchmarking for larger buildings, among other requirements. The 2011 Enterprise Green Communities Criteria constitute the only comprehensive green building framework designed for affordable housing and provide proven, cost-effective standards for creating healthy and energy- efficient homes.

- The Proposed Actions would not result in any significant adverse impacts to natural resources as such resources are not present in the Project Area or in the immediate surroundings.

- The Proposed Actions would not result in any significant adverse impacts to the City' solid waste system. The Proposed Development in the Project Area would be subject to mandatory recycling requirements. As such, the Proposed Actions would be consistent with PlaNYC's solid waste management goals.

- The Proposed Actions would not alter or conflict with the policies of the Industrial Action Plan. The Proposed Actions would not alter zoning within an IBZ.

- The Proposed Actions would not result in new development within an LPC designated and/or S/NR-listed historic districts.

The FRESH program would not be relevant to the Proposed Actions as a grocery store is not currently located on the Projected Development Site and is not proposed.

Any recommendations from the LIC Core Neighborhood Planning Study applicable to the Project Area will require further analyses and coordination with the NYC Department of City Planning (DCP), other involved city and state agencies, and stakeholders in the surrounding community. DCP will continue its dialogue with involved agencies and community stakeholders to facilitate implementation.

400-Foot Radius Project Study Area

The proposed development would not have any impact on the Coastal Zone, the FRESH Program, or the LIC Core Neighborhood Planning Study within a 400-foot radius of the Project Area.

Conclusion

No impact to public policies would occur as a result of the Proposed Actions. The action would be an appropriate development in the Project Area and would be a positive contribution to Queens Community District 1 and to the surrounding neighborhood.

The proposed project would meet the City's public policy goals as explained above as well as similar State and national public policy goals related to the provision of affordable housing.

Based on the above analyses, it has been determined that no potentially significant adverse impacts related to public policy are expected to occur as a result of the Proposed Actions. Therefore, further analysis of public policy is not warranted.

7. OPEN SPACE

Introduction

For the purpose of CEQR, open space is defined as publicly or privately owned land that is publicly accessible and has been designated for leisure, play, or sport; or land that is set aside for the protection and/or enhancement of the natural environment. Under CEQR, an open space analysis is conducted to determine whether or not a proposed action would have either a direct impact resulting from the elimination or alteration of open space or an indirect impact resulting from overtaxing the use of open space. The analyses focus only on officially designated existing or planned public open space. Open space may be public or private and may include active and/or passive areas. Active open space is the part of a facility used for active play such as sports or exercise and may include playground equipment, playing fields and courts, swimming pools, skating rinks, golf courses, lawns and paved areas for active recreation. Passive open space is used for sitting, strolling, and relaxation with benches, walkways, and picnicking areas. Certain spaces such as lawns, can be used for both active and passive recreation.

Open space analyses may be necessary when an action would potentially have a direct or indirect effect on open space. A direct impact would physically change, diminish or eliminate an open space or reduce its utilization or aesthetic value. An indirect impact could result from an action introducing a substantial new user population that would create or exacerbate an overutilization of open space resources.

Direct Effects

There are no open space resources located within the maximum shadows radius of the proposed development. The maximum height of the proposed development on Projected Development Site 1 is 105 feet and the maximum shadows that would be cast by this building would be 451.5 feet (4.3 times the maximum building height). A detailed discussion of potential shadows impacts of the Proposed Actions is presented in the Shadows section below.

Indirect Effects

Introduction

On the basis of *CEQR Technical Manual* criteria, the proposed development could potentially result in indirect effects to open space resources within the project study area and must be further assessed to determine whether significant indirect effects would be expected to occur. The Project Area is located within an open space area that is neither well served nor underserved. For projects located in such areas area, the *CEQR Technical Manual* requires that an open space assessment be conducted if that project would generate more than 200 residents or 500 workers.

The Proposed Actions would result in the development of 107 new dwelling units in the Project Area as well as 19,273 gsf of new commercial space, and a decrease of 14,901 gsf

of industrial space. These 107 dwelling units are expected to generate approximately 273 residents based on the 2017 American Community Survey (ACS) average household size of 2.55 persons per household for Census Tracts within ¼-mile of the Project Area including tracts 37, 39, 43, 45, and 85. The Proposed Actions would exceed the threshold number of 200 new residents and a preliminary quantitative analysis of indirect open space impacts is therefore required. The Proposed Actions would generate approximately 83 new employees and would therefore not exceed the threshold number of 500 new workers and a quantitative analysis of indirect open space impacts for employees would not be required.

Preliminary Assessment

Based on the methodologies presented in the *CEQR Technical Manual*, an initial quantitative open space assessment involves a determination of an area's open space ratio based on the population of the study area and the acreage of all publicly accessible open space resources within this study area. If an area's open space ratio decreases significantly as a result of a proposed action or if an area has a very low open space ratio, a more detailed assessment may be required.

Based on the calculation of the ratio of publicly accessible open space acres to the study area population, a determination of the adequacy of open space resources in the study area was quantified. The resultant computation for the study area was then compared with the median ratio for New York City, which is 1.5 acres per 1,000 residents, and with the City's planning goal as expressed in the CEQR Technical Manual of 2.5 acres per 1,000 population. Ideally, this would comprise 0.50 acres of passive space and 2.0 acres of active open space per 1,000 residents.

The *CEQR Technical Manual* considers an action to result in significant impacts to open space resources if it would decrease the open space ratio substantially, thereby reducing the availability of open spaces for an area's population. A decrease in the open space ratio of 5 percent or more is generally considered to be a significant adverse impact on open space resources. However, if the existing open space ratio is low even an open space ratio change of less than 1 percent may result in potential significant open space impacts.

The open space project study area exhibits a below average open space ratio of 1.416 acres per 1,000 residents, (based on 19.14 acres of existing open space divided by the 2017 ACS study area population as adjusted with a growth factor to the current year 2020 of 13,521 persons).

Existing Conditions

Study Area Population

The study area population was estimated using 2017 ACS data for the accessible census tracts[4] located fully or at least 50 percent within the one-half mile study area. As shown in Table 7-1, in 2017 the study area contained a total of 13,127 residents within the six relevant census tracts.

Table 7-1

Study Area Population

Census Tract	**Total Population (2017)[5]**
37	0
39	1,690
43	2,671
45	3,639
47	4,037
85	1,090
Study Area Total	**13,127**

In order to account for background growth over the three-year timeframe from 2017 to the current year 2020, an assumed ACS annual growth rate of 1.0% from 2017 to 2020 was assumed. Based on this assumption, the population of the ½-mile open space study area will have increased by 3.0% to approximately 13,521.

Study Area Open Space

The one-half mile open space study area is generally bounded by 31st Avenue on the north, an area between 40th and 41st Avenues on the south, Crescent Street on the east, and the East River on the west. Within the census tracts that are fully or at least 50 percent within this area, there are six publicly owned and accessible facilities **(See Figure 7-1, Open Space Facilities and Census Tracts and Table 7-2, Inventory of Open Space Resources)**, providing a total of 19.14 acres of open space resources. 6.43 acres or 33.6% of the open space resources are considered to be active open space and 12.71 acres or 66.4% of the open space resources are considered to be passive open space.

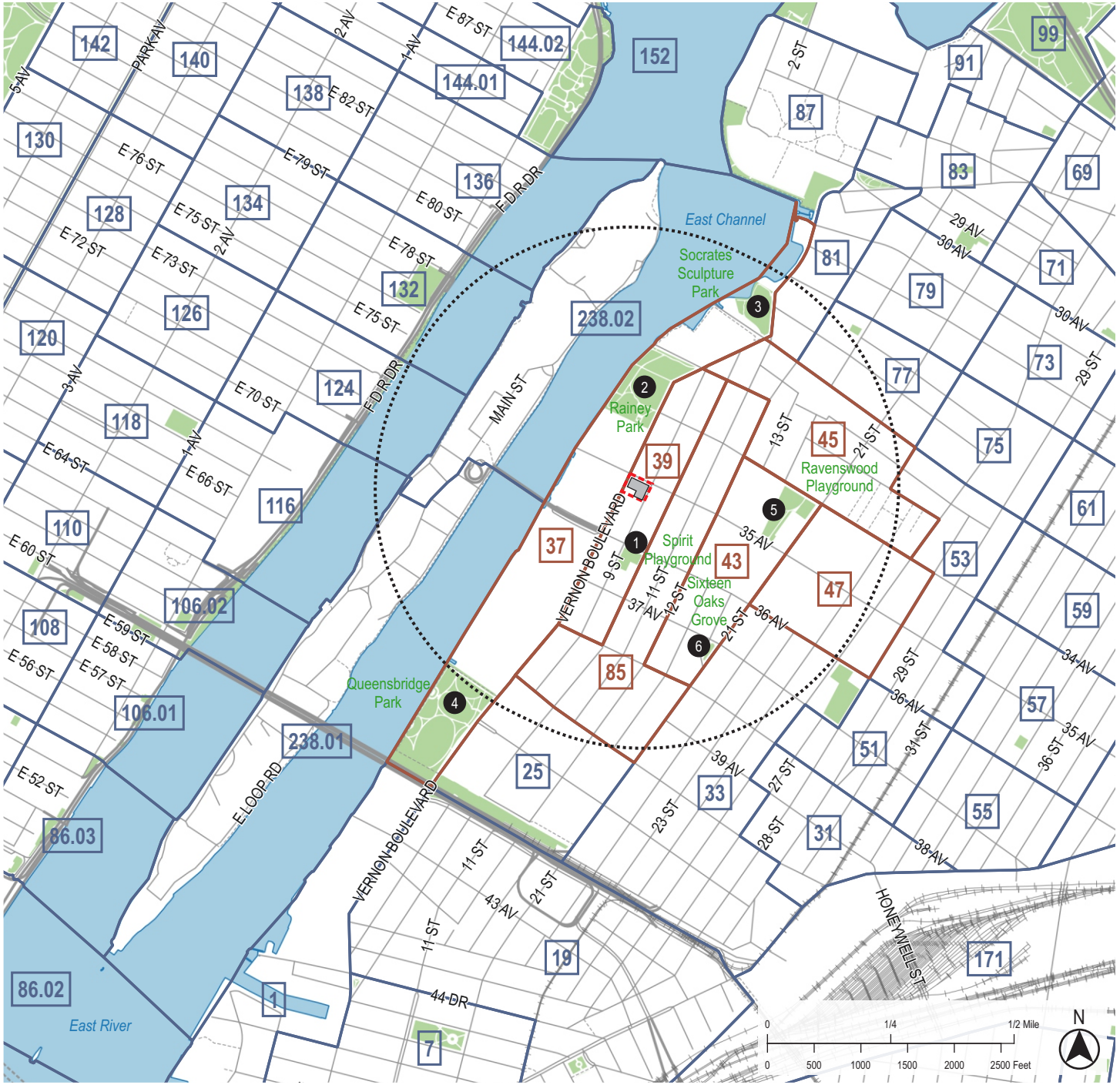
[4] Although the ½-mile radius area includes more than 50% of census tract 238.02, this tract is located on Roosevelt Island and is separated from the Project Area by the East River. It is therefore not considered accessible to the Project Area.

[5] Source: 2017 ACS data.

35-01 Vernon Boulevard, Queens

Figure 7-1: Open Space Facilities and Census Tracts

- Proposed Rezoning Area
- Projected Development Site (Applicant-Owned)
- 1/2-Mile Study Area
- Census Tract Boundaries
- 123 — 50% or More of Census Tract Within Study Area
- 123 — Less Than 50% of Census Tract Within Study Area
- 1 — Open Space Resources (see Table 7-1)



Urban Cartographics

Table 7-2

Inventory of Open Space Resources

Map Key	Open Space Name and Location	Size (acres)	Active (acres)	Passive (acres)
1	Spirit Playground	0.79	0.71 (90%)	0.08 (10%)
2	Rainey Park	8.09	3.24 (40%)	4.85 (60%)
3	Socrates Sculpture Park	6.28	0 (0%)	6.28 (100%)
4	Queensbridge Park[6]	1.0	0 (0%)	1.0 (100%)
5	Ravenswood Playground	2.76	2.48 (90%)	0.28 (10%)
6	Sixteen Oaks Grove	0.22	0 (0%)	0.22 (100%)
TOT		**19.14**	**6.43 (33.6%)**	**12.71 (66.4%)**

Assessment of Open Space Adequacy

The open space ratio was calculated based on the 2017 ACS study area population shown in Table 7-1 an updated with a growth factor to 2020 and the total open space acreage shown in Table 7-2. The resultant ratio is 1.416 acres per 1,000 residents. This ratio falls just below the citywide average of 1.5 acres and is less than the City's planning goal as expressed in the CEQR Technical Manual of 2.5 acres per 1,000 population, indicating that the area has a below average amount of public open space resources.

The project study area has an active open space ratio of 0.476 acres per 1,000 residents and a passive open space ratio of 0.94 acres per 1,000 residents. While this exceeds the ideal of 0.50 acres of passive open space noted in the *CEQR Technical Manual*, it falls below the ideal of 2.0 acres of active open space.

[6] The entire park consists of approximately 20.34 acres but only approximately 1.0 acre is located within a ½ mile radius of the Project Area.

Future No-Action Condition

Study Area Population

As stated above, the estimated 2020 population of the half-mile open space study area is 13,521. In order to account for background growth over the four-year timeframe to the 2024 project build year, an annual growth rate of 1.0% from 2020 to 2024 was assumed. Based on this assumption, the population of the ½-mile open space study area will increase by 4.0%.

Applying the 4.0% increase to the 2020 estimated population of 13,521 persons results in an estimated No-Action population in 2024 of 14,062 persons in the open space study area.

Study Area Open Space

There would be no increase or decrease in the 19.14 acres of existing open space area within the project study area by the project build year of 2024.

Assessment of Open Space Adequacy

The future no-action open space ratio within a ½ mile radius of the Project Area is 1.361 based on the area population of 14,062 persons in 2024 and the 19.14 acres of open space area. The open space project study area would have an active open space ratio of 0.457 acres per 1,000 residents and a passive open space ratio of 0.904 acres per 1,000 residents.

Future With-Action Scenario

Study Area Population

As discussed above, the project is expected to generate approximately 273 new residents based on the 2017 ACS average household size of 2.55 persons per household for Census Tracts within ¼-mile of the Project Area including tracts 37, 39, 43, 45, and 85. Adding these 273 residents to the future no-action population of 14,062 persons would result in a total population of 14,335 persons.

Study Area Open Space

There would be no increase or decrease in the 19.14 acres of existing open space area within the project study area by the project build year of 2024.

The Applicant intends to provide outdoor recreational areas on the 2nd and 8th floors and on the roof of the building and an indoor recreational area on the 8th floor of the building totaling 12,980 square feet in size. However, this recreational space would be for project residents only and has not been included in the quantative open space analysis.

Assessment of Open Space Adequacy

The projected open space ratio in 2024 with the Proposed Actions would be 1.335 acres per 1,000 residents compared with the projected ratio of 1.361 acres in the study area in the future without the project. This represents a decrease of approximately 0.026 acres or 1.9 percent in the open space ratio. The open space project study area would have an active open space ratio of 0.449 acres per 1,000 residents with the Proposed Actions compared to 0.457 acres in the future without the project, a decrease of 0.008 acres. The study area would have a passive open space ratio of 0.887 acres per 1,000 residents with the Proposed Actions compared to 0.904 acres in the future without the project, a decrease of 0.017 acres. Therefore, the community would continue to have a below average amount of open space compared to the City as a whole and would not meet DCP's open space planning goal.

Table 7-3 shows the calculation of open space ratios for the existing, Future No-Action, and Future With-Action Scenarios.

Figure 7-3

Existing and Future With-Action Open Space Ratios

	Existing Conditions (2016)	**Future No-Action**	**Future With-Action**
Publicly Accessible Open Space (Acreage)	19.14 -Total 6.43-Active 12.71-Passive	19.14 -Total 6.43-Active 12.71-Passive	19.14 -Total 6.43-Active 12.71-Passive
Study Area Population	13,521	14,062	14,335
Open Space Ratio (Acres/1,000 Residents)	1.416-Total 0.476-Active 0.94-Passive	1.361-Total 0.457-Active 0.904-Passive	1.335-Total (0.026 ac/1.9% decrease) 0.449-Active (0.008 ac/1.8% decrease) 0.887-Passive (0.017 ac/1.9% decrease)

Impact Significance

Quantitative Impact

The *CEQR Technical Manual* considers an action to result in significant impacts to open space resources if it would directly displace or alter an existing resource to the detriment of its users. The project development associated with the Proposed Actions would not result in the direct displacement of any parklands or recreational facilities.

The Proposed Actions would, however, reduce the open space ratio as further discussed below.

At 1.335 acres per 1,000 population, the amount of publicly accessible open space with the Proposed Actions would continue to be below the average of 1.5 acres per 1,000 population in community districts in the City and below the City's planning goal as expressed in the *CEQR Technical Manual* of 2.5 acres per 1,000 population. Nevertheless, it is recognized that this goal may not be feasible in many areas of the City, and it is not considered to be an impact threshold.

The *CEQR Technical Manual* considers an action to result in significant impacts to open space resources if it would decrease the open space ratio substantially, thereby reducing the availability of open spaces for an area's population. A decrease in the open space ratio of 5 percent or more is generally considered to be a significant adverse impact on open space resources if the area has an average open space ratio of 1.5 acres per 1,000 population or greater. In areas that are extremely lacking in open space, a reduction as small as 1 percent may be considered significant, depending on the area of the City.

Relative to indirect impacts on open space resources, the proposed development would result in a decrease of 1.9 percent in the open space ratio in the project study area. At an open space ratio of 1.335 acres, the ratio in the project study area would be below the community district median of 1.5 acres per 1,000 population but would not be substantially below this ratio. The open space ratio would not decrease substantially relative to existing and Future No-Action conditions. Therefore, based on *CEQR Technical Manual* criteria, the proposed project would not result in a significant adverse impact on open space resources.

A detailed open space assessment is not required as it has been determined that the project would not decrease the open space ratio by more than 5 percent. In addition, private open space would be provided in the Project Area which would serve to meet at least a portion of the open space needs of the project's residents.

Qualitative Impact

The Proposed Actions would result in the creation of new private open space. The proposed rezoning of the Project Area from R5 to an MX (R7A/M1-4) zoning district would include open space per the Quality Housing provisions applicable to the R7A district. Quality Housing requires the provision of open space equal to 3.3 percent of the residential floor area of the project, thereby requiring approximately 2,878 square feet or 0.066 acres of open space for the proposed 87,203 zsf of residential space.

The Applicant intends to provide approximately 12,980 square feet (0.3 acres) of recreational space area in thethe buildingthereby significantly exceeding the amount required under the Quality Housing provisions of the Zoning Resolution under which

this project would be developed. The Applicant would provide the following amenities which would be accessible to all tenants in the building: an approximately 8,000 square foot rooftop garden/landscaped terrace on the second floor; an approximately 3,200 square foot rooftop landscaped recreational area with seating areas; and an approximately 1,780 square foot exercise room/gym on the eighth floor.

As discussed above, approximately 1.0 of the 20.34 acres of Queensbridge Park is located within a ½ mile radius of the Project Area and has been included in the quantitative analysis. The 1.0-acre portion of the Park consists of passive open space. The remaining 19.34 acres of Queensbridge Park is characterized by a variety of facilities, including baseball fields, a soccer-football combination field, basketball, volleyball and handball courts, a playground with see-saws, swings and jungle gyms, a comfort station, picnic areas, sitting areas, walkways and bicycle paths, benches, greenery, and trees. The park contains a 6-foot wide waterfront promenade with benches, plantings, and a small wharf at its northern end. A new field house was recently completed and includes a community room, an office area for Parks staff, a public restroom, and storage space for the park's maintenance equipment. The new facility is surrounded by an outdoor plaza area complete with seating, bicycle racks, and drinking fountains. The *CEQR Technical Manual* considers an action to result in significant impacts to open space resources if it would significantly increase shadows, noise, air pollutant emissions, or odors on existing public open spaces resources compared to the future without the action conditions. The project development associated with the proposed rezoning would not significantly increase such impacts on existing public open spaces resources. Based on *CEQR Technical Manual* criteria and as explained further in the Shadows section below, the proposed project would not result in any significant shadows impacts on any open space or other shadow sensitive uses.

Conclusion

Due to the absence of direct impacts on any open space resource and the minimal decrease in the future with the action open space ratio, as well as the additional private open space to be provided on Projected Development Site 1 under the Proposed Actions, it is anticipated that the project would not have any potentially significant adverse open space impacts and further assessment is not 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 *CEQR Technical Manual*, a shadows assessment is not required unless the project would include a structure or an addition to a structure at least 50 feet in height or if it would contain shorter structures that might cast substantial new shadows on an adjacent park, historic resource, or an important natural resource. A shadows analysis is not required for this project since the Project Area is not located near any shadows sensitive open space or historic resources as further discussed below.

Preliminary Screening Assessment

Tier 1 Screening Assessment

There are no shadow sensitive resources in the vicinity of the Project Area including Historic Districts, individually designated historic resources, or open space facilities as illustrated on Figure 8-1, Tier 1 Screening Assessment.

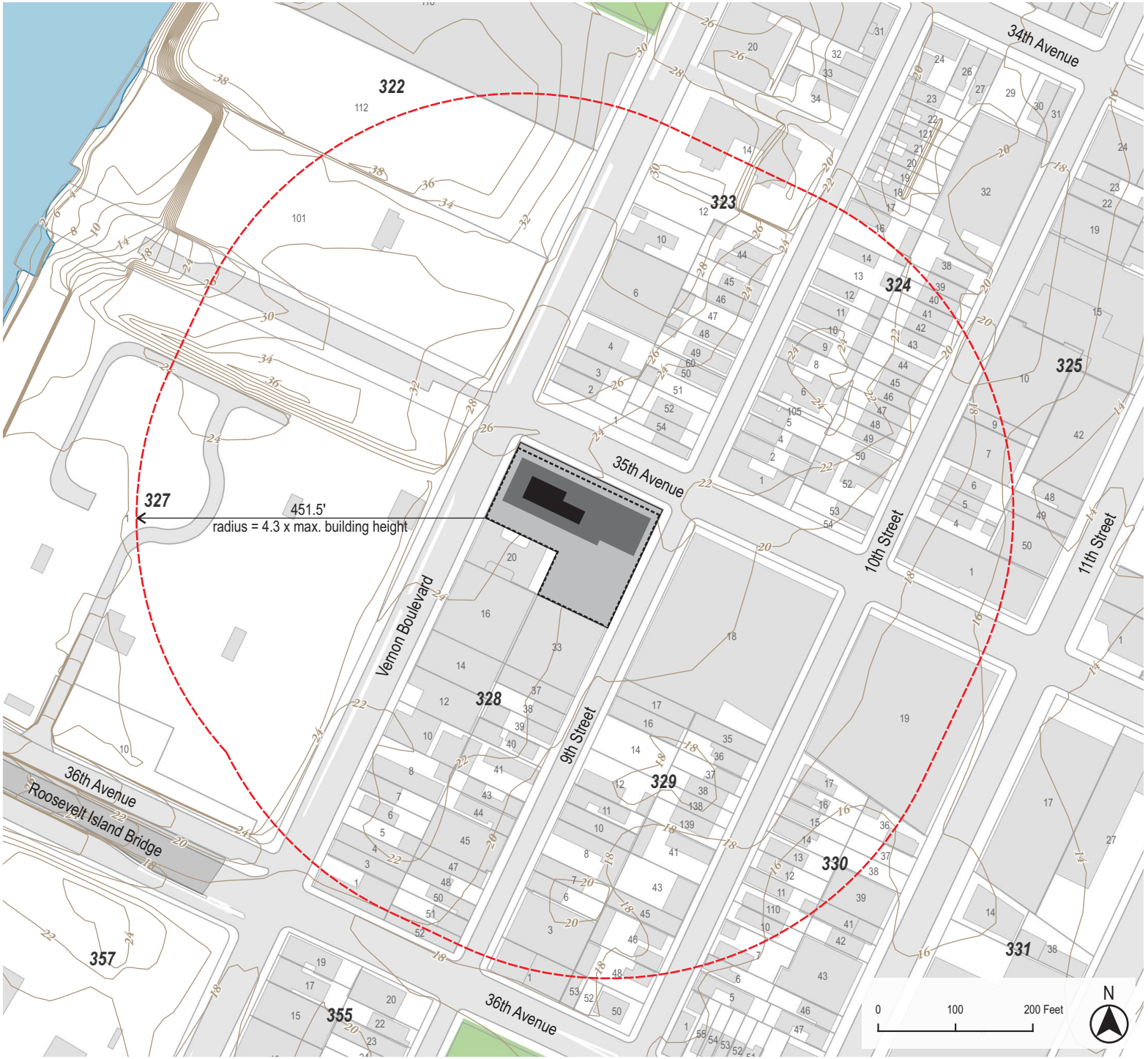
The longest shadow of 451.5 feet on the Tier 1 shadow assessment figure was calculated as 4.3 times the maximum proposed building height of 105 feet including bulkheads on the roof of proposed building on Projected Development Site 1.

The Proposed Actions would not result in any significant shadows impacts, and no further assessment is needed for the project.

35-01 Vernon Boulevard, Queens

Figure 8-1: Tier 1 Screening Assessment

- Project Site
- Projected Building Footprint
- Roof Above 9th Floor (95')
- Roof Above Bulkheads (105')
- Longest Shadow Study Area Boundary
- # Sunlight-Sensitive Open Space Resource (n/a)
- Potentially Affected Open Space Resource (n/a)



Urban Cartographics

9. HISTORIC AND CULTURAL RESOURCES

The 2020 *City Environmental Quality Review* (CEQR) *Technical Manual* identifies historic resources as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. This includes designated New York City Landmarks (NYCL); properties calendared for consideration as landmarks by the New York City Landmarks Preservation Commission (LPC); properties listed in the State/National Registers of Historic Places (S/NR) or contained within a district listed in or formally determined eligible for S/NR listing; properties recommended by the New York State Board for listing on the S/NR; National Historic Landmarks (NHL); and properties not identified by one of the programs listed above, but that meet their eligibility requirements. An assessment of historic/archaeological resources is usually needed for projects that are located adjacent to historic or landmark structures or within historic districts, or projects that require in-ground disturbance, unless such disturbance occurs in an area that has already been excavated.

The Project Area and the 400-foot radius project study area are not a Federal, State, or New York City designated Historic District and do not contain any individually designated historic resources. As such, a historic architectural analysis is not warranted for the Proposed Actions.

Under the Proposed Actions, new development is anticipated on Projected Development Site 1 resulting in new soils disturbance to areas that may not have previously been excavated.

By letter dated 4/23/18, the New York City Landmarks Preservation Commission (LPC) has determined that Projected Development Site 1 and the remainder of the Project Area do not have any historic or archaeological significance (see Historic and Cultural Resources Appendix).

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 Actions involve the request for a rezoning of the Project Area from its current R5 district to an MX (R7A/M1-4) zoning district. The maximum amount of floor area that could be built on Projected Development Site 1 in the future under its existing R5 zoning is approximately 52,098 square feet while under the proposed zoning would be approximately 119,825 square feet. The requested rezoning would allow the development on Projected Development Site 1 of 104,030 gsf of new residential space for 107 dwelling units, 19,273 gsf of new commercial retail and office space, a decrease of 14,901 gsf of industrial space, and 77 new accessory parking spaces compared to the future without the Proposed Actions development on the property. In order to allow for the project, the existing warehouse structure on Projected Development Site 1 would be demolished. The Proposed Actions would also permit the modification of the existing yard, height, and setback requirements relevant to the property. A preliminary urban design assessment is therefore required.

Preliminary Assessment

Existing Conditions

The proposed Project Area is identified as Tax Block 328, Lots 20 and 23 and parts of Lots 16 and 33 located along the southerly side of 35th Avenue between Vernon Boulevard and 9th Street in the Long Island City neighborhood of Queens. Under existing conditions, the Project Area would be developed with 26 market rate dwelling units, 4,385 gsf of local retail space, and 27,785 gsf of warehouse space. The proposed Project Area encompasses the following properties totaling 35,053 sf in area.

1. Projected Development Site 1 (Block 328, Lot 23) – The Applicant owned property consists of 26,049 square feet of lot area located along 35th Avenue between Vernon Boulevard and 9th Street. The property has approximately 100 feet along Vernon Boulevard, approximately 200 feet along 9th Street, and approximately 160 feet along 35th Avenue. The property is currently developed with three interconnected 2-story buildings containing approximately 27,785 gsf of floor area and used as a warehouse.

2. Other Site 1 (Block 328, Lot 20) – This 6,000 square foot lot at 35-13 Vernon Boulevard is developed with one 5-story building containing approximately 21,925 gsf of floor area and occupied by 26 residential units (17,540 gsf) and 3 commercial units (4,385 gsf).

3. Other Site 2 (Block 328, Lot 16) – This 10,000 square foot lot at 35-21 Vernon Boulevard is developed with a 1.5-story, 10,712 gsf industrial building. The Project Area only includes a 15-foot wide strip along the 100.13-foot northern property line of the lot (1,501.95 sf).

4. Other Site 3 (Block 328, Lot 33) – This 10,019 square foot lot at 35-20 9th Street is developed with a 1.25-story, 11,484 gsf industrial building. The Project Area only includes a 15-foot wide strip along the 100.11-foot northern property line of the lot (1,501.65 sf).

The neighborhood within 400 feet of the Project Area consists of a mixture of light industrial, warehouse, transportation and utility uses, residential development, community facility uses, and parking and vacant land. The area between Vernon Boulevard and the East River is developed with four large lots on Blocks 322 and 327 occupied by Con Edison, Keyspan, a 17-story multi-family residential building, and a warehouse. The area south of the Project Area on Blocks 328, 329, and 330 is developed with a mixture of small light industrial and warehouse buildings, single- and two-family dwellings, several small walk-up multi-family dwellings, a few mixed-use residential and commercial buildings, and parking lots and garages. Uses directly east of the Project Area on Blocks 329 and 330 include a light industrial building and a warehouse. The area to the north of the Project Area on Blocks 323, 324, and 325 is primarily developed with single- and two-family dwellings, small walk-up multi-family dwellings, a few small light industrial and warehouse buildings, parking and vacant lots, and a Phoenix House residential and treatment facility. There are no visual resources within 400 feet of the Project Area.

An aerial photograph of the project study area and ground level photographs of the Project Area and the immediate context are attached which show existing conditions in the Project Area and the surroundings. Zoning calculations of the existing conditions on Projected Development Site 1, 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 R5 zoning mapped on the Project Area would be the same as the existing conditions described above. No new development would occur on Projected Development Site 1 and the Other Sites within the Project Area. All existing uses in the Project Area would remain, including the existing commercial and manufacturing uses, which are legal nonconforming uses. Therefore,


Legend
Proposed Rezoning Area
Projected Development Site (Applicant-Owned)
400 Feet
Projected Development Site 1
↔ 34 AVENUE
↔ 35 AVENUE
↔ VERNON BOULEVARD
↔ ROOSEVELT IS BR
← 36 AVENUE
→ 36 AVENUE
↔ 36 AVENUE
→ 9 STREET
← 10 STREET
→ 11 STREET
↔ 12 STREET
0 100 200 300 400 Feet
N



1. View of the Rezoning Area facing northeast from Vernon Boulevard.



2. View of Vernon Boulevard facing northeast (Rezoning Area at right).



3. View of the Rezoning Area facing southeast from Vernon Boulevard.





4. View of Vernon Boulevard facing northeast (Development Site at right).



5. View of the Development Site facing east from Vernon Boulevard.



6. View of the Development Site facing southeast from Vernon Boulevard.





7. View of 35th Avenue facing southeast from Vernon Boulevard (Development Site at right).



8. View of the Development Site facing south from the intersection of Vernon Boulevard and 35th Avenue.



9. View of Vernon Boulevard facing southwest from 35th Avenue (Development Site at left).





10. View of Vernon Boulevard facing northeast from 35th Avenue.



11. View of the Development Site facing south from 35th Avenue.



12. View of the Development Site facing west from 35th Avenue.





13. View of 9th Street facing southwest from 35th Avenue (Development Site at right).



14. View of the Development Site facing west from the intersection of 35th Avenue and 9th Street.



15. View of 35th Avenue facing northwest from 9th Street (Development Site at left).





16. View of the Development Site facing northwest from 9th Street.



17. View of the Development Site facing north from 9th Street.



18. View of 9th Street facing northeast (Development Site at left).





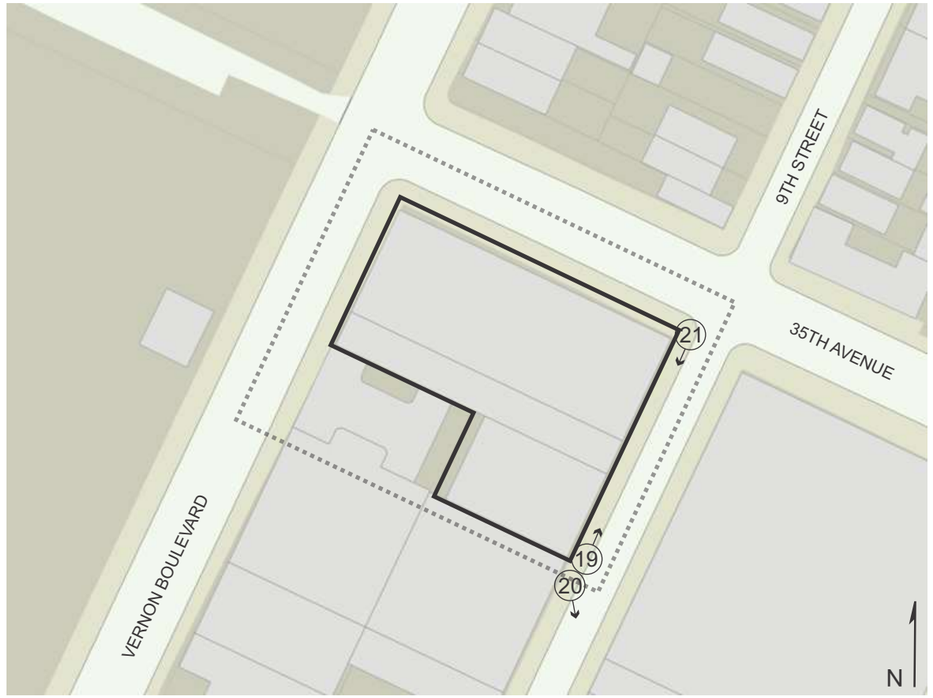
19. View of the sidewalk along the northwest side of 9th Street facing northeast toward 35th Avenue (Development Site at left).



20. View of the southeast side of 9th Street facing south from the Development Site.



21. View of the sidewalk along the northwest side of 9th Street facing southwest from 35th Avenue (Development Site at right).





22. View of the intersection of 35th Avenue and 9th Street facing east from Development Site.



23. View of the sidewalk along the southwest side of 35th Avenue facing northwest from 9th Street (Development Site at left).



24. View of the northeast side of 35th Avenue facing east from Development Site.





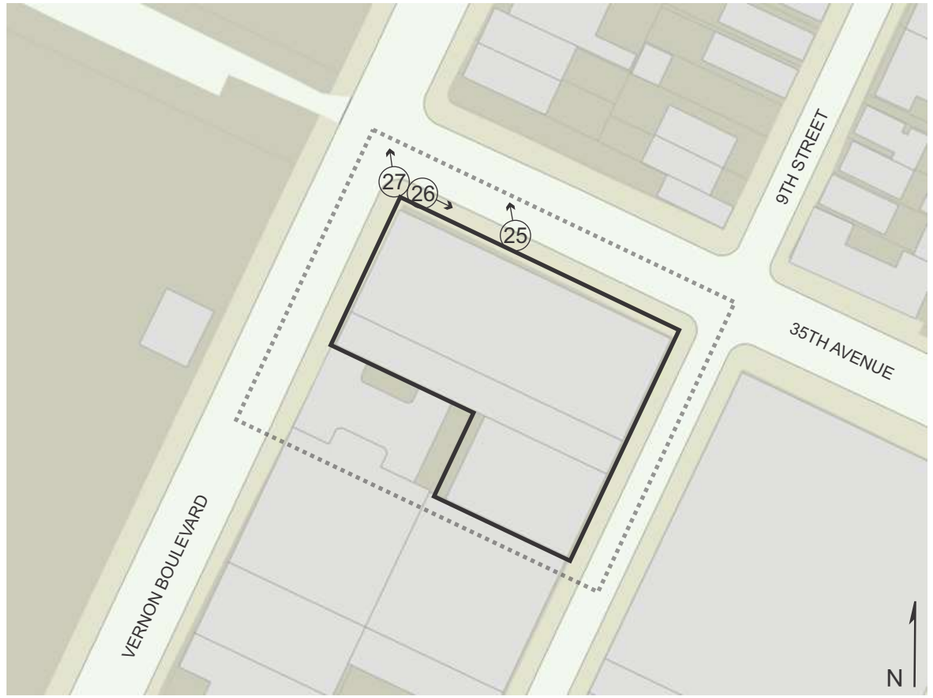
25. View of the northeast side of 35th Avenue facing north from the Development Site.



26. View of the sidewalk along the southwest side of 35th Avenue facing southeast from Vernon Boulevard (Development Site at right).



27. View of the northwest side of Vernon Boulevard facing north from the Development Site.





28. View of the sidewalk along the southeast side of Vernon Boulevard facing southwest from 35th Avenue (Development Site at left).



29. View of the sidewalk along the southeast side of Vernon Boulevard facing northeast (Rezoning Area at right).



30. View of the northwest side of Vernon Boulevard facing west from the Rezoning Area.



under No-Action conditions, the Project Area would be developed with 26 market rate dwelling units, 4,385 gsf of local retail space, and 27,785 gsf of warehouse space.

The future No-Action Development Scenario in the Project Area would not result in any changes to the existing urban design and visual character of the Area. The No-Action Development Scenario in the Project Area would not result in any impacts to visual resources.

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.

Future With-Action Scenario

The future With-Action Development Scenario in the Project Area would result in a denser development on the property as compared to the future No-Action Development Scenario. The With-Action Development Scenario would facilitate the development on the Applicant owned Projected Development Site 1 (Block 328, Lot 23) of a 9-story, sub-cellar, and cellar 209,538 gsf mixed-use building with approximately 32,157 gsf of commercial retail, office, and light manufacturing use, 107 residential dwelling units, and 77 accessory garage parking spaces. The development would require the demolition of the existing warehouse structure on the property. No changes would occur on the three other sites within the Project Area.

The difference between the No-Action and With-Action Scenarios would be the development under the With-Action Scenario of an additional 107 dwelling units, 19,273 gsf of new commercial space, a decrease of 14,901 gsf of industrial space, and 77 new accessory parking spaces. Building heights on Projected Development Site 1 would be greater under the With-Action Scenario but lot coverage would decrease.

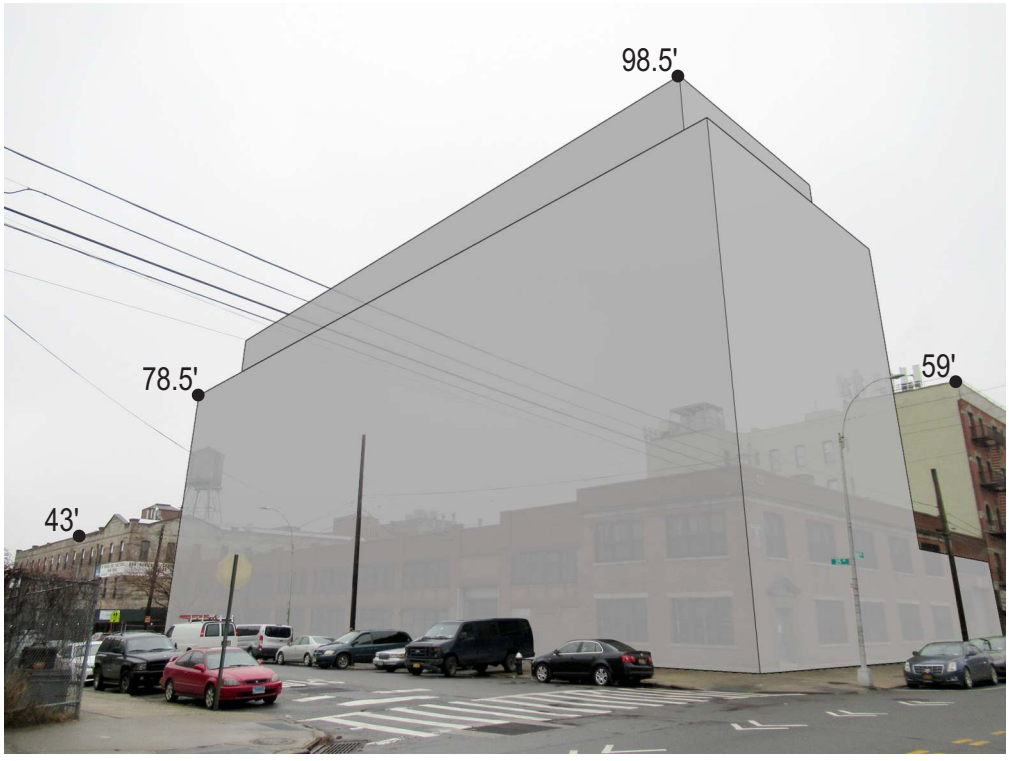
Zoning calculations of future With-Action conditions on the site, including floor area calculations, lot coverage, and building heights, are shown in Table 10-1 below. A three-dimensional representation of the future With-Action condition streetscape is also attached.

35-01 Vernon Boulevard, Queens
Urban Design Diagram

No-Action Scenario
Vernon Boulevard facing southeast (Site ahead)



With-Action Scenario
Vernon Boulevard facing southeast (Site ahead)



35-01 Vernon Boulevard, Queens
Urban Design Diagram

No-Action Scenario
Vernon Boulevard facing northeast (Site at right)



With-Action Scenario
Vernon Boulevard facing northeast (Site at right)



35-01 Vernon Boulevard, Queens
Urban Design Diagram

No-Action Scenario
35th Avenue facing west (Site at left)



With-Action Scenario
35th Avenue facing west (Site at left)



Table 10-1
Zoning Calculations Relevant to Urban Design Analysis

Item	Existing Conditions	No-Action Conditions	With-Action Conditions
Development Scenario	1 warehouse; 26 DUs & 3 retail uses in 1 bldg	1 warehouse; 26 DUs & 3 retail uses in 1 bldg	133 DUs in 2 bldgs; 23,658 gsf retail/office in 2 bldgs; 12,884 gsf lt indust in 1 bldg.; 77 parking spaces
Building Floor Area	49,710 gsf	49,710 gsf	231,463 gsf
Lot Coverage	31,049 sf (96.9%)	31,049 sf (96.9%)	21,715 sf (67.8%)
Building Heights	2-story, 26′; 5-story, 60′	2-story, 26′; 5-story, 60′	9-story, 95′; 5-story, 60′

Conclusion

The Proposed Actions would result in the development of residential, local retail and office, and light manufacturing uses on a site located in an area characterized by a mixture of light industrial, warehouse, transportation and utility uses, residential development, community facility uses, and parking and vacant land. The proposed mapping of an MX (R7A/M1-4) zone on the Project Area would create a transition between the existing R5 district mapped to the east and the M1-1 and R7 districts mapped to the west. The Proposed Actions would permit a new development that would be compatible with and beneficial to the adjacent and nearby residential, commercial, and light industrial uses. Given the character and development of the immediate vicinity, the most appropriate contextual scenario for Projected Development Site 1 would be the proposed MX zoning and the associated development project.

The With-Action Development Scenario in the Project Area would not result in any significant impacts to visual resources as no visual resources exist within the 400-foot project study area. The Proposed Actions 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. A detailed urban design analysis would not be required.

12. HAZARDOUS MATERIALS

Introduction

Environmental Studies Corp. has performed a Phase I Environmental Site Assessment (ESA) of the subject property located at 35-01 Vernon Boulevard, in the Borough of Queens, New York City, New York. This Phase I ESA was prepared in accordance with the latest ASTM Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM Designation E 1527-13).

The Standard Practice E 1527-13 defines good commercial and customary practice for conducting an environmental site assessment (ESA) of a parcel of commercial real estate with respect to the range of contaminants within the scope of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), and petroleum products. As such, the Practice is intended to permit a user to satisfy one of the requirements to qualify for the innocent landowner, contiguous property owner, or bona fide prospective purchaser limitations on CERCLA liability (referred to as landowner liability protections or LLPs); that is, the practice that constitutes all appropriate inquiries into the previous ownership and uses of the property consistent with good commercial and customary practice.

The goal of an ESA is to identify, to the extent feasible in accordance with ASTM E 1527-13, *Recognized Environmental Conditions (RECs)* in connection with the property. The term *Recognized Environmental Condition* means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. *De minimis* conditions are not *Recognized Environmental Conditions*. The term *de minimis* condition means a condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. The presence or likely presence of hazardous substances or petroleum products at a site includes any form, such as solid or liquid at the surface or subsurface, and vapor in the subsurface.

The Practice also defines two additional *RECs*; *Controlled Recognized Environmental Conditions* and *Historical Recognized Environmental Conditions*. The term *Controlled Recognized Environmental Conditions* means a *Recognized Environmental Condition* resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required

controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls).

The term *Historical Recognized Environmental Condition* means a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been address to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls).

Recognized Environmental Conditions are identified through a review of pertinent records for the project site and nearby properties, a site reconnaissance and interviews. The records review includes a review of *Standard Historical Sources* of information to determine the history of the property. Such sources include historical aerial photographs, fire insurance maps such as those published by the Sanborn Map Company, reverse telephone directories, building department records such as Certificates of Occupancy, building and demolition permits, etc., property tax records, recorded land title records, previous environmental reports and others. The records review also includes regulatory agency lists and databases of documented hazardous waste sites, spill incidents, registered storage tanks and others.

The non-invasive site reconnaissance is performed to identify potential sources of contamination at the project site and in the immediate vicinity of the site. Such potential sources of contamination include operations involving the storage or use of hazardous substances or petroleum products, the presence of petroleum storage tanks, drainage structures, chemical/oil staining, dead or dying vegetation and others.

Interviews are conducted, whenever possible, with site owners, operators, tenants, local government officials, and others with knowledge of the site and information regarding potential RECs at a property. Finally, several ASTM "Non-Scope" items including asbestos-containing materials, lead-based paints, and radon are also discussed.

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

Site Description

The subject property at 35-01 Vernon Boulevard, Queens, New York is an L-shaped parcel approximately 26,000 square feet in area. The site is occupied by E&Y Distributors, Inc., a wholesale, new auto-parts warehousing and distribution company. The lot contains three interconnected buildings. The northernmost and largest is a 1- and 2-story, masonry and wood-frame industrial/warehouse building (i.e., 35-01 through 35-07 Vernon Boulevard). This building has a footprint of 15,000+/- square feet, with a 2-story office area on the west side of the building, and open warehouse space in the rest of the

building. The central building (i.e., 35-09 Vernon Boulevard) is a 1-story (on slab) masonry and wood frame industrial warehouse building, approximately 5,000 square feet in area. The southeastern building is a 1-story (plus basement) industrial warehouse building with approximately 6,000 square feet of floor space. Each building contains a steel frame mezzanine throughout for auto parts storage.

Heat and hot water for the subject buildings are provided by gas-fired systems.

Site History

Research into the history of the project site shows that the property was undeveloped, vacant land in 1898. The southeastern building was constructed in 1914. The northern building was constructed sometime between 1915 and 1936, and the central building was constructed in 1955. The southeastern building was originally part of a larger cigar factory, and the northern building was originally occupied by a marble company. From the late 1930s to the 1960s the buildings were occupied by a company called Ledkote Products Company, which later became Lawrence Aviation Industries. During this time the operations in the building included the manufacturing of metal plates and lead casting operations, most likely for the aeronautics industry. From the 1970s to the 1980s, the building was used for display manufacturing. From the 1990s to the 2000s the building was occupied by Micro Tool and Fabricators, Inc., whose specific nature of operations is not known. From the 2000s to 2012, a part of the site was occupied by a company called Domoteck Interiors for stone cutting and fabrication operations. From 2012 to the present time the building has been occupied by E&Y Distributors for warehousing and distribution of new auto parts.

Given the historical manufacturing operations at the project site from the late 1930s to the 2000s, the potential for contamination at the project site exists from past spills, leaks or discharges of hazardous substances and/or petroleum products from these former manufacturing operations.

Site Drainage

Typical lavatory drainage structures such as sinks and toilets were present in the northern building. In addition, several circular floor drains and a linear trench drain was observed in this building. A circular floor drain was also observed in the basement of the southeast building. Finally, a square steel plate was present in the concrete floor of the central building. There is a drain reportedly located below this plate.

No chemical or oil staining, or other indications of past spills, leaks or discharges of hazardous substances or petroleum products were observed around any of the drainage structures at the project site. The drainage destination of these structures is not known; however, it is likely that they discharge to the municipal sewer system.

Petroleum Storage Tanks

An underground fuel oil tank fillport and vent line were observed outside the west wall of the central building, and in 2019, a search was performed to locate a tank below the west side of the central building. The search did not find any tanks in this area. No evidence of the presence of additional underground storage tanks (USTs), such as additional tank fillports or vent lines, associated mechanical equipment, etc., were observed at the site. No aboveground storage tanks (ASTs) were present at the site.

There were formerly two USTs registered at the project site with the New York State Department of Environmental Conservation (NYSDEC) Petroleum Bulk Storage (PBS) Program including a 3,000-gallon fuel oil UST and a 1,500-gallon fuel oil UST. The registration expired in 2007. The 3,000-gallon UST failed a tank tightness test in 1986, and the 1,500-gallon UST was closed in place in 2002. There was no additional information found regarding the closure or removal of USTs from the project site. Therefore, it is possible that there are two out-of-service USTs at the project site.

Any past spills or leaks of petroleum from USTs at the project site would be a potential source of contamination to the subject property.

Asbestos/Lead Based Paints/PCBs

Given the age of the subject buildings, it is possible that they contain asbestos-containing materials and lead-based paints. Potential asbestos-containing materials observed at the project site include surfacing materials, floor tiles, and roofing materials. No suspected asbestos-containing thermal system insulation materials were observed at the project site. No electrical transformers or other equipment suspected of containing PCBs were observed at the site.

Environmental Liens

No indications of the presence of Environmental Liens or Activity and Use Limitations at the project site were found in the information reviewed for this report.

Regulatory Agency Databases

The subject property is identified in the NYSDEC PBS and Spills databases. Spill Number 8603127 was assigned to the project site on 8/11/86 when a 3,000-gallon fuel oil UST failed a tightness test. There was not any information regarding additional investigation or remediation of this spill in the Spill report. This spill incident was closed by the NYSDEC on 8/21/87.

The property does not appear in the other regulatory agency databases reviewed, including the USEPA's Superfund or ERNS databases, the RCRA Hazardous Waste Generators or Treatment/Storage/Disposal Facilities lists, or the NYSDEC's Solid Waste Facilities database, Brownfield site database, Voluntary Cleanup Program list, or Registry of Inactive Hazardous Waste Disposal Sites.

Surrounding Land Uses

The project site is adjoined to the north by 35th Avenue, beyond which are residential apartment buildings and a storage lot. Adjacent and to the south of the site is a residential apartment building and a bakery (Pain D'Avignon). Adjacent and to the east of the site is 9th Street, beyond which is a 4-story industrial loft building which has been converted to office use. The property is adjoined to the west by Vernon Boulevard, beyond which is a lot under development, and a utility transformer yard, known as the Rainey Substation. Land uses in the immediate vicinity of the property (i.e., within approximately 500 feet of the site) are comprised of a mix of commercial and industrial uses, residential uses, warehouses, retail stores, and electric utility facilities.

A review of Sanborn maps shows that historical adjoining land uses have included industrial uses, commercial and retail businesses, and residential uses since at least the early 1900s. Adjacent uses identified on historical maps include a cigar factory, a rope and cordage factory, an apartment building, a marble company, residential dwellings, an oil storage terminal, a utility company transformer yard, and a warehouse.

There are 144 spill incidents identified within ½ mile of the project site, and 100 spill incidents located within 1/8 mile of the property. Given the off-site, potential sources of contamination identified in the immediate vicinity of the subject property, it is possible that the groundwater below the site has been impacted by these off-site sources of contamination.

Conclusions

Environmental Studies Corp. has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E 1527-13 of 35-01 Vernon Boulevard, Queens, N.Y., the property. This assessment has revealed no evidence of *Historical Recognized Environmental Conditions* or *Controlled Recognized Environmental Conditions* in connection with the property. This assessment has revealed no evidence of *Recognized Environmental Conditions* in connection with the property, with the following exceptions:

- The potential for contamination at the project site from past manufacturing operations, including the potential for a vapor encroachment condition to the existing and any future new buildings at the site.
- The potential for contamination at the subject property from former underground storage tanks at the site.
- The possible presence of two, out-of-service underground petroleum storage tanks at the site.

- The potential for groundwater contamination below the project site from off-site sources of contamination in the immediate vicinity of the subject property.

Additional investigations would be required to determine if the project site has been impacted by the *Recognized Environmental Conditions* identified.

NYC Department of Environmental Protection (NYCDEP) Review

The NYC Department of Environmental Protection (NYCDEP) reviewed the December 2020 Environmental Assessment Statement and the March 2020 Phase I Environmental Site Assessment (Phase I), and by letter to DCP-EARD dated March 23, 2021 (see Hazardous Materials Appendix), has determined that based on the historical on-site and/or surrounding area land uses, a Phase II Environmental Site Assessment (Phase II) is necessary to adequately identify/characterize the surface and subsurface soils, groundwater and soil vapor of the subject property, and to inform and disclose the measures necessary to avoid impacts from hazardous materials. As the subject property at 35-01 Vernon Boulevard is currently developed with three occupied warehouse buildings that cover most of the surface of the site, a Phase II report can only be prepared after these buildings have been vacated. The Applicant proposes an E-designation and commits to preparing a Phase II report for NYCDEP review prior to the construction of the proposed development on Projected Development Site 1.

In order to avoid any potential impacts associated with hazardous materials, an (E) designation (E-645) will be assigned for hazardous materials on the following property:

Block 328, Lot 23

The text for the (E) designation related to hazardous materials is as follows:

Task 1-Sampling Protocol

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

Task 2-Remediation Determination and Protocol

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

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

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

With this (E) designation in place, no significant adverse impacts related to hazardous materials are expected, and no further analysis is warranted. Therefore, there is no potential for the Proposed Actions to result in significant adverse impacts related to hazardous materials on Projected Development Site 1.

16. TRANSPORTATION

Pursuant to the guidance of the *2020 City Environmental Quality Review (CEQR) Technical Manual*, this section examines the potential effects of the Proposed Actions on the Project Area's transportation systems. Specifically, it compares conditions in the future with the Proposed Actions (the With-Action condition) with conditions in the future without the Proposed Actions (the No-Action condition). Based on the proposed mixed-use development increment trip generation (Tier 1) and pedestrian trip assignments (Tier 2) screening analyses results, it was determined that the Proposed Actions would result in no significant adverse transportation-related impacts as summarized below.

PROJECT AREA

Project Area at 35-01 Vernon Boulevard, Astoria, Queens, New York

The Project Area (Block 328, Lots 23, 20 and part of Lots 16 and 33) is located within a block bounded by 35th Avenue, a two-way eastbound/westbound roadway to the north; 9th Street, a one-way southbound roadway to the east; 36th Avenue, a two-way eastbound/westbound roadway to the south; and Vernon Boulevard, a two-way northbound/southbound roadway to the west, as is shown in **Figure 1.**

The proposed Project Area is shown in **Figure 1 (see Transportation Attachment).**

EXISTING CONDITIONS

Existing sites in the proposed Project Area currently include a total of 26 residential dwelling units (17,540 gsf), 4,385 gsf of local retail space, and 27,785 gsf of light industrial space, as is summarized below in **Table 1**.

NO-ACTION SCENARIO

Absent the Proposed Actions, existing sites in the proposed Project Area would remain the same as existing conditions, as summarized below in **Table 1**.

WITH-ACTION SCENARIO

With the Proposed Actions, the Project Area would include a total of 133 dwelling units (121,570 gsf), 15,470 gsf of commercial local retail space, 8,188 gsf of commercial office space, and 12,884 gsf of light industrial space, as is summarized in **Table 1**. With the Proposed Actions, the Project Area would also include an on-site accessory-parking garage containing 77 spaces with an egress and ingress via 9th Street, shown on the proposed Site Plan. The Proposed Site Plan also illustrates a loading bay for truck deliveries via Vernon Boulevard.

Table 1 below provides a summary of program assumptions under Existing/No-Action conditions as well as the Reasonable Worst-Case Development Scenario (RWCDS) With-Action conditions. The increment between the No-Action and With-Action development scenarios, which is the basis for the transportation analysis, is summarized in **Table 1.**

The transportation screening (Tiers 1 & 2) analyses, as detailed below, have been prepared based on the difference between the No-Action and With-Action scenarios, or the Increment, which would result in the development under the With-Action Scenario of an increase of 107 dwelling units (104,030 gsf) of residential development, 11,085 gsf of local retail space, 8,188 gsf of commercial office space, a total of 77 accessory parking spaces, and a decrease of 14,901 gsf of light industrial space, as summarized in **Table 1**.

Table 1 – Existing, No-Action, With-Action Scenarios and Increment

Land Use	Existing	No-Action	With-Action	Increment
Residential D.U. (gsf)	**26 d.u. (17,540 gsf)**	**26 d.u. (17,540 gsf)**	**133 d.u. (121,570 gsf)**	**+107 d.u. (104,030 gsf)**
Local Retail (gsf)	**4,385 gsf**	**4,385 gsf**	**15,470 gsf**	**+11,085 gsf**
Office (gsf)	**0 gsf**	**0 gsf**	**8,188 gsf**	**+8,188 gsf**
Light Industrial (gsf)	**27,785 gsf**	**27,785 gsf**	**12,884 gsf**	**-14,901 gsf**
Parking Spaces	**0**	**0 gsf**	**77**	**+77**
Total (gsf)[7]	**49,710**	**49,710**	**158,112**	**108,402**

Source: NYCDCP approved RWCDS.

PRINCIPAL CONCLUSIONS

The following detailed trip generation (Tier 1) and pedestrian trip assignments (Tier 2) screening analyses have been conducted for the Project Area, as is summarized and shown in **Tables 2 through 4 and Figures 2 through 4 (see Transportation Attachment)**. Based on the trip generation (Tier 1) and pedestrian trip assignments (Tier 2) screening analyses results, it was determined that the Proposed Actions would result in no significant adverse transportation-related impacts as summarized below.

Traffic and Parking

Based on the results of the trip generation screening analysis (Tier 1), the Proposed Actions would generate fewer than the *CEQR Technical Manual* 50-vehicle trip-ends threshold, as summarized in **Table 4 (see Transportation Attachment**) during any peak hour.

[7] Does not include parking, storage, and mechanical gsf.

Therefore, in accordance with the *CEQR Technical Manual* vehicle trip-ends threshold, the vehicular trip-ends generated by the Proposed Actions would not result in any conditions that would require a detailed assessment of traffic and parking impacts.

Transit

Based on the results of the trip generation screening analysis (Tier 1), the Proposed Actions would generate fewer than the *CEQR Technical Manual* 200-subway trip-ends and 50-bus trip-ends thresholds, as summarized in **Table 3** (**see Transportation Attachment**) during any peak hour.

Therefore, in accordance with the *CEQR Technical Manual* transit trip-ends thresholds, the transit trip-ends generated by the Proposed Actions would not result in any conditions that would require a detailed assessment of transit (subway or bus) impacts.

Pedestrian

Based on the results of the trip generation (Tier 1) and pedestrian trip assignments (Tier 2) screening analyses, the Proposed Actions would generate fewer than the *CEQR Technical Manual* 200-pedestrian trip-ends threshold at any pedestrian element, as summarized in **Table 3, and shown in Figures 2 through 4** (**see Transportation Attachment**) during any peak hour.

Therefore, in accordance with the *CEQR Technical Manual* pedestrian threshold, the pedestrian trip-ends generated by the Proposed Actions would not result in any conditions that would require a detailed assessment of pedestrian impacts.

BUILD YEAR/PROJECT PHASING

It is assumed that the Proposed Actions would be approved by 2022. Construction of the proposed building on the Applicant's Projected Development Site 1 would occur within less than 24 months. Therefore, the Project Build Year would be 2024.

PRELIMINARY ANALYSIS METHODOLOGY AND SCREENING ASSESSMENT

The *CEQR Technical Manual* recommends a two-tier screening procedure for the preparation of a "preliminary analysis" to determine if quantified analyses of transportation conditions are warranted. As discussed below, the preliminary analysis begins with a trip generation analysis (Level 1) to estimate the volume of person and vehicle trips attributable to the Proposed Actions. If the Proposed Actions are expected to result in fewer than 50 peak hour vehicle trip ends and fewer than 200 peak hour transit or pedestrian trip ends, further quantified analyses are not warranted. When these thresholds are exceeded, detailed trip assignments (Level 2) are performed to estimate the incremental trips at specific transportation elements and to identify potential locations for further analyses. If the trip assignments show that the Proposed Actions would result in 50 or more peak hour vehicle trip ends at an intersection, 200 or more peak hour subway trip ends at a station, 50 or more peak hour bus trip ends in one

direction along a bus route, or 200 or more peak hour pedestrian trip ends traversing a pedestrian element, then further quantified analyses may be warranted to assess the potential for significant adverse impacts on traffic, transit, pedestrians, and parking.

LEVEL 1 SCREENING ASSESSMENT

A Level 1 trip generation screening assessment was conducted to estimate the numbers of person and vehicle trip-ends by mode expected to be generated by the Proposed Actions during the Weekday AM, Midday, PM, and Saturday peak hours **(Tables 2 through 4, see Transportation Attachment)**. These estimates were then compared to the *CEQR Technical Manual* thresholds to determine if a Level 2 screening and/or quantified operational analyses would be warranted.

LEVEL 2 SCREENING ASSESSMENTS

A Level 2 screening assessment involves the distribution and assignment of projected trips to the transportation network and the determination of whether specific locations are expected to experience incremental trips exceeding *CEQR Technical Manual* thresholds. Typically, if the results of this analysis show that the Proposed Actions would result in 50 or more peak hour vehicle trip ends through an intersection, 50 or more peak hour bus trip ends on a bus route in a single direction, 200 or more peak hour subway trip ends per station, or 200 or more peak hour pedestrian trip ends per pedestrian element, further quantified analyses may be warranted to evaluate the potential for significant adverse traffic, transit, pedestrian, and parking impacts.

The Proposed Actions would generate a total of 127, 365, 255, and 284 person trip-ends; 16, 27, 24, and 30 vehicle trip ends; 41, 34, 51, and 49 subway trip ends; 8, 13, 12, and 13 bus trip ends; and 107, 320, 220, and 242 pedestrian trip ends, during the Weekday AM, Midday, PM and Saturday Midday peak hours, respectively. Based on the results of trips generated by the Proposed Actions, as summarized in **Tables 2 through 4**, a level-two pedestrian screening (trip assignment) would be required for Weekday Midday, PM, and Saturday Midday peak hours, as described below.

TRANSPORTATION PLANNING ASSUMPTIONS

Trip generation factors for the Proposed Actions were determined based on information from the *2020 City Environmental Quality Review (CEQR) Technical Manual,* U.S. Census Data, trip generation and modal split data provided by NYCDOT, and other approved EASs and EISs. The travel demand assumptions and trip generation sources are summarized in **Table 2 (see Transportation Attachment).**

Residential

2020 CEQR Technical Manual Table 16-2 is utilized for trip generation rates, including truck trips, and peak hour temporal distribution. Modal split information and auto occupancy rate are based on the 2015-2019 American Community Survey (ACS) Journey-

to Work (JTW) data for Census Tract #'s 37, 39, 45 and 85 in Queens, NY, as is summarized in **Exhibits 1 & 2** and **Table 2 (see Transportation Attachment).**

The estimated modal split data for residential use found that approximately 22% would travel by car, one (1) percent would travel by taxi, 8% would travel by bus, 49% would travel by subway, and 20% would travel by foot and other mode of travel, such as bicycle, as shown in **Exhibit 1 and Table 2**. The estimated auto occupancy rate would be at 1.11, as shown in Exhibit 2 and Table 2 (see Transportation Attachment).

Commercial Local Retail Space

2020 CEQR Technical Manual Table 16-2 was utilized for trip generation rates, including peak hour temporal distribution and truck trip rates. Modal split information was based on the NYCDOT survey result for a similar local retail space (Queens, Non Transit Zone), and vehicle occupancy rates are based on the *East New York FEIS*, as is summarized in **Table 2 (see Transportation Attachment).**

The estimated modal split results for local commercial retail use found that approximately 11% would travel by car, 0% would travel by taxi, 3% would travel by bus, 4% would travel by subway, and 82% would travel by foot, as shown in **Table 2.** Vehicle occupancy rates are at 2, based on the *East New York FEIS* **(see Transportation Attachment)**.

Commercial Office Space

2020 CEQR Technical Manual Table 16-2 was utilized for trip generation rates, including peak hour temporal distribution and truck trip rates. Modal split information and auto occupancy rate are based on the 2012-2016 American Community Survey (ACS) Reverse-Journey-to Work (RJTW) data for Census Tract #'s 37, 39, 45 and 85 in Queens, NY, as is summarized in **Exhibits 3 & 4** and **Table 2 (see Transportation Attachment).**

The estimated modal split results for commercial office use found that approximately 55% would travel by car, zero (0)% would travel by taxi, 7% would travel by bus, 26% would travel by subway, and 12% would travel by foot and other mode of travel, such as bicycle, as shown in **Exhibit 3 and Table 2.** The estimated auto occupancy rate would be at 1.09, as shown in Exhibit 4 and Table 2 (see Transportation Attachment).

Light Industrial Space

Trip generation rates, peak hour temporal distribution, truck trip rates, and taxi occupancy rates are all based on the approved *East New York Rezoning and Related Actions FEIS* Table 13.8. Modal split information and auto occupancy rate are based on the 2012-2016 American Community Survey (ACS) Reverse-Journey-to Work (RJTW) data for Census Tract #'s 37, 39, 45, and 85 in Queens, NY, as is summarized in **Exhibits 3 & 4 and Table 2 (see Transportation Appendix).**

The estimated modal split results for light industrial use found that approximately 55% would travel by car, zero (0)% would travel by taxi, 7% would travel by bus, 26% would travel by subway, and 12% would travel by foot and other mode of travel, such as bicycle, as shown in **Exhibit 3 and Table 2.** The estimated auto occupancy rate would be at 1.09, as shown in Exhibit 4 and Table 2 (see Transportation Attachment).

The above information is summarized in **Table 2 (see Transportation Attachment)**.

PERSON AND VEHICULAR TRIPS

Person Trips

The Proposed Actions would generate a total of 127, 365, 255, and 284 net person trip ends during the AM, Midday, PM, and Saturday Midday peak hour time periods, respectively, as summarized in **Table 3 (see Transportation Attachment)**.

Vehicle Trips

The Proposed Actions would generate a total of 16, 27, 24, and 30 net vehicle trip ends during the AM, Midday, PM, and Saturday Midday peak hour time periods, respectively, as summarized in **Table 4 (see Transportation Attachment).**

Based on the results of the trip generation screening analysis (Tier 1), the Proposed Actions would generate fewer than the *CEQR Technical Manual* 50-vehicle trip-ends threshold, as summarized in **Table 4** (**see Transportation Attachment**) during any peak hour. Therefore, in accordance with the *CEQR Technical Manual* vehicle trip-ends threshold, the vehicular trip-ends generated by the Proposed Actions would not result in any conditions that would require a detailed assessment of traffic and parking impacts.

PARKING

The Proposed Actions would provide an on-site accessory parking garage with 77 spaces. The proposed on-site accessory parking garage would include an ingress and egress point via 9th Street, as shown on the proposed Site Plan. The proposed project would screen for vehicular traffic as detailed below, and per the 2020 *CEQR Technical Manual,* no detailed parking assessment would be required.

TRANSIT

Bus

The Proposed Actions would generate a total of 8 and 12 net bus trip ends during the AM and PM peak hour time periods, respectively, as summarized in **Table 3** (**see Transportation Attachment**). Currently, there are two bus lines, bus lines Q103 and Q104. Bus Line Q103 operates along Vernon Boulevard, and bus line Q104 operates along 34th Avenue. The Proposed Actions would generate fewer than 50 bus trip-ends during any peak hour time period, and in accordance with the *CEQR Technical Manual* criteria, would

not result in any conditions that would typically trigger the need for a detailed assessment of bus impacts.

Subway

The Proposed Actions would generate a total of 41 and 51 net subway trip-ends during the AM and PM peak hour time periods, respectively, as summarized in **Table 3** (**see Transportation Attachment**). Currently, there is one subway station for the N and W trains. The 36th Avenue Subway Station for the N and W trains is located within a one-mile radius from the proposed Project Area (not located in the Transit Zone). The Proposed Actions would generate fewer than 200 subway trip ends per subway station during the AM, and PM peak hour time periods, and in accordance with the *CEQR Technical Manual* criteria, would not result in any conditions that would typically trigger the need for a detailed assessment of subway impacts.

PEDESTRIANS

The Proposed Actions would generate a total of 107, 320, 220, and 242 net pedestrian trip-ends during the AM, Midday, PM, and Saturday Midday peak hour time periods, respectively, as summarized in **Table 3** (**See Transportation Attachment).** Based on trip assignment (Tier 2), as shown in **Figures 2 through 4** (as presented in the Transportation Attachment) for the Weekday Midday, PM, and Saturday Midday peak hours, none of the pedestrian elements in the study areas would experience 200 or more pedestrian trip ends during the Weekday Midday, PM, and Saturday Midday peak hours. Therefore, in accordance with the *CEQR Technical Manual* 200 pedestrian trip end threshold, the pedestrian trip ends generated by the Proposed Actions would not result in any conditions that would require a detailed assessment of pedestrian impacts.

CONCLUSIONS

On the basis of the above screening analyses, the Proposed Actions would not have any potentially significant adverse transportation impacts on the neighborhood transportation systems, and further analyses would not be warranted.

17. AIR QUALITY

INTRODUCTION

Analysis Framework

Ambient air quality, or the quality of the surrounding air, may be affected by air pollutants produced by motor vehicles, referred to as "mobile sources"; by fixed facilities, usually referenced as "stationary sources"; or by a combination of both. Under CEQR, an air quality assessment determines both a proposed project's effects on ambient air quality as well as the effects of ambient air quality on the project. The analysis framework followed the guidance published in the *New York City Environmental Quality Review 2020 Technical Manual*.

Air Pollutants and Applicable Standards and Guidelines

Criteria Pollutants - National Air Quality Standards

The U.S. Environmental Protection Agency (EPA) has identified six pollutants, known as criteria pollutants, which are of concern nationwide. As required by the Clean Air Act, National Ambient Air Quality Standards (NAAQS) have been established for the criteria pollutants by EPA, and New York State has adopted the NAAQS as the State ambient air quality standards. Background concentrations were obtained from the New York State Department of Environmental Conservation (NYSDEC) monitoring station(s) annual report for 2019. The criteria pollutants, for which detailed analysis(es) was conducted, NAAQS and State threshold criterions, and background concentrations are presented in **Table 17-1.**

Table 17-1: Background Concentration at the NYSDEC Nearest Monitoring Station

Pollutant	Averaging Period	National and State Standards	Background Concentration	Monitoring Station
$PM_{2.5}$	24-Hour	35 µg/m^3	18.3 µg/m^3	JHS 45
	Annual	12 µg/m^3	7.5 µg/m^3	
PM_{10}	24-Hour	150 µg/m^3	33 µg/m^3	IS 52
SO_2	1-Hour	196 µg/m^3	14.6 µg/m^3	IS 52
	Annual(1)	80 µg/m^3	1.1 µg/m^3	
NO_2	1-Hour	188 µg/m^3	110.5 µg/m^3	
	Annual	100 µg/m^3	31.8 µg/m^3	
CO	1-Hour	35 ppm	1.87 ppm	CCNY
	8-Hour	9 ppm	1.30 ppm	

1. 6 CRR-NY 257-2.3 for annual SO_2 standard: "During any 12 consecutive months, the annual average of the 24-hour average concentrations shall not exceed 0.03 ppm."

NO_2 NAAQS

The 1-hour NO_2 NAAQS was promulgated in the United States in February 2010. This 1-hour standard is based on a percentile rank from the annual distribution of daily maximum 1-hour values, averaged across the number of years processed. The 1-hour NO_2 modeled design value is based on the 98th percentile, or 8th highest, of the daily maximum 1-hour values across the year. For typical multi-year modeling analysis based on 5 years of National Weather Service (NWS) meteorological data, the modeled design value is the 5-year average of the 8th highest values for NO_2.

Nitrogen oxide (NOx) emissions from combustion consist predominantly of nitric oxide (NO) at the source. The NOx in these emissions are then gradually converted to NO_2. For determining compliance with the 1-hour standard, the EPA has developed a three-tiered modeling approach: Tier 1, the most conservative approach, assumes a full (100%) conversion of NOx to NO_2; Tier 2 applies a conservative ambient NOx/NO_2 ratio to the NOx estimated concentration(s); and Tier 3, which is the most precise approach, employs AERMOD's Plume Volume Molar ratio Method (PVMRM) module. The PVMRM accounts for the chemical transformation of NO emitted from the stack to NO_2 within the source plume using hourly ozone background concentrations. When Tier 3 is utilized, AERMOD generates 8th highest daily maximum 1-hour NO_2 concentrations or total 1-hour NO_2 concentrations if hourly NO_2 background concentrations are added within the model.

For the Tier 3 approach, 2015-2019 ozone and 2017-2019 NO_2 hourly background concentrations were obtained from the nearest NYSDEC monitoring station(s)[8]. The NYSDEC DAR-10 guidance was used to fill incomplete data. The highest concentrations of the previous and subsequent hour concentrations were used to fill in single missing hour concentrations, and other ozone missing 1-hour concentrations were filled in with corresponding (exact day and hour) data from the Queens College monitoring station. Additional missing data was filled on a monthly basis with each month maximum ozone concentration for each hour-of-day. The 1-hour NO_2 3-year of data was obtained from the IS 52 monitoring station.

NYC Guidelines

In addition to the NAAQS, the *CEQR Technical Manual* requires that projects subject to CEQR apply a $PM_{2.5}$ and 8-hour CO averaging time significant impact criteria (based on concentration increments). These criteria, *de minimis*, are more stringent than the NAAQS and the state standards, as the *de minimis* thresholds set maximum increases of pollutants

[8] Data sets were obtained from the NYSDEC Division of Air Resources (NO_2 data set from the NYSDEC obtained through the NYC Department of City Planning).

concentrations that are below the national standard. $PM_{2.5}$ significant impact concentrations for stationary sources were evaluated as follows:

- Predicted 24-hour maximum $PM_{2.5}$ concentration increase of more than half the difference between the 24-hour background concentration and the 24-hour standard; or
- Predicted annual average $PM_{2.5}$ concentration increments greater than 0.3 $\mu g/m^3$ at any receptor location for stationary sources.

The $PM_{2.5}$ stationary source *de minimis* threshold concentrations are 24-hour $PM_{2.5}$ of 8.35 $\mu g/m^3$ and annual $PM_{2.5}$ of 0.3 $\mu g/m^3$.

Per the *CEQR Technical Manual*, CO significant impact concentration is:

- An increase of 0.5 parts per million (ppm) or more in the maximum 8-hour average CO concentration at a location where the predicted No-Action 8-hour concentration is equal to 8 ppm or between 8 ppm and 9 ppm; or
- An increase of more than half the difference between baseline (i.e., No-Action) concentrations and the 8-hour standard, when No-Action concentrations are below 8 ppm.

The CO *de minimis* threshold concentrations is 8-hour CO of 3.85 ppm.

Non-Criteria Pollutants

In addition, the NYSDEC has established guidelines for maximum allowable concentration of "noncriteria pollutants," which are potentially toxic or carcinogenic pollutants. The maximum allowable guidelines set a maximum 1-hour and annual averaging time concentrations and are published in the DAR-1 AGC/SGC Table, where AGC/SGC refers to Annual and Short-term Guideline Concentrations. The most recent DAR-1 guidelines were created on August 10, 2016. NYSDEC also regulates pollutants that produce discomfort due to odors, where significant discomfort is evaluated on quantity, characteristic, or duration.

MOBILE SOURCE

Introduction

Projects may result in significant mobile source impacts when they create mobile sources of pollutants, change traffic patterns, or add new uses near mobile sources of pollutants. Per CEQR guidelines, a detailed analysis is required to predict whether the Proposed Actions could potentially have a significant adverse air quality impact if certain threshold criterions are met or exceeded, while Proposed Actions that do not meet or exceed the

threshold criterions (screen out) are not expected to have a mobile source impact. Projects that require a detailed analysis, model the ambient air CO and PM concentrations, the mobile source pollutants of concern.

Mobile Source Screen

Project-Generated Traffic

Per the *CEQR Technical Manual*, localized increases in CO and $PM_{2.5}$ levels may result from increased vehicular traffic volumes and changes to traffic patterns in the study area as a consequence of the proposed project. For this area of the City the threshold volume requiring a detailed analysis of CO concentration, using MOVES2014 and CAL3QHC or AERMOD, is an increment of 170 vehicles. $PM_{2.5}$ threshold criterion is an increment of applied heavy-duty diesel vehicles (HDDVs) screen.

According to the transportation analysis for this project, the proposed project would generate a maximum of 30 vehicles (inbound and outbound combined) during the Saturday peak-hour period.

The project generated traffic, during the Saturday peak-hour period and by extension all other peak-hour periods, does not exceed the threshold of 170 vehicular trips (condition outlined in Sections 210 of Chapter 17 of *the CEQR Technical Manual*). Therefore, no CO detailed analysis was required.

The project-generated peak hour HDDVs traffic or its equivalent in vehicular emissions that would require a detailed $PM_{2.5}$ analysis depends on the type of road, where the thresholds incremental traffic per road type ranges from 12 to 23 HDDVs. Screening analyses were conducted for Vernon Boulevard (a minor arterial, 23 HDDVs), 35th Avenue (a major collector, 19 HDDVs), and 9th Street (a one-way local road, 12 HDDVs). As 9th Street is a one-way roadway, the maximum between the inbound and outbound project-generated traffic was assessed. In addition, all autos were assumed to be LDGT1 vehicles, based on New York City Department of City Planning guidance on similar projects. The RWCDS worst-case HDDVs or its equivalent in vehicular emissions would occur during the Saturday peak hour time period and would result in 8.2 equivalent trucks. **Table 17-2** shows the project-generated traffic and the *CEQR Technical Manual* Equivalent Truck Calculation.

Table 17-2: *CEQR Technical Manual* Equivalent Truck Calculations

Roadway	Roadway Classification (Threshold HDDVs screen)	Peak-Hour Period	Truck Per Hour	Auto Per Hour	Equivalent Truck	Pass / Fail
Vernon Boulevard	Arterial Roadway (23)	AM	0	16	0.7	Pass
		Midday	0	27	1.2	Pass
		PM	0	24	1.1	Pass
		Sat Midday	0	30	1.3	Pass
35th Avenue	Collector Roadway (19)	AM	0	16	3.2	Pass
		Midday	0	27	5.4	Pass
		PM	0	24	4.8	Pass
		Sat Midday	0	30	6.0	Pass
9th Street (1)	Paved Roadway (12)	AM	0	14	6.7	Pass
		Midday	0	14	6.7	Pass
		PM	0	17	8.2	Pass
		Sat Midday	0	16	7.7	Pass

Note:
1. Project-generated traffic on 9th Street corresponds to the maximum of inbound/outbound vehicles.

As seen in **Table 17-2**, the Proposed Actions equivalent in vehicular emissions pass the $PM_{2.5}$ HDDVs screening analysis. Therefore, no detailed analysis is required.

Parking Garage

Based on CEQR guidelines, the maximum capacity of a parking facility is evaluated with a threshold capacity to determine whether a detailed analysis is required. The threshold increment, per the NYC Department of City Planning (DCP), is 85 new off-street parking spaces. If the threshold is met or exceeded, a detailed analysis is warranted. The proposed project would result in an increment of 77 additional accessory parking spaces. Therefore, no analysis was required.

Existing Mobile Source of Pollutants

According to the *CEQR Technical Manual*, projects that would result in new sensitive uses within 200 feet of an atypical roadway or near other major mobile source of pollutants may result in significant adverse mobile source air quality impacts. The proposed project is not located near a highway or very large parking facility. Therefore, no detailed analysis was required.

HVAC SYSTEMS ANALYSIS

Introduction

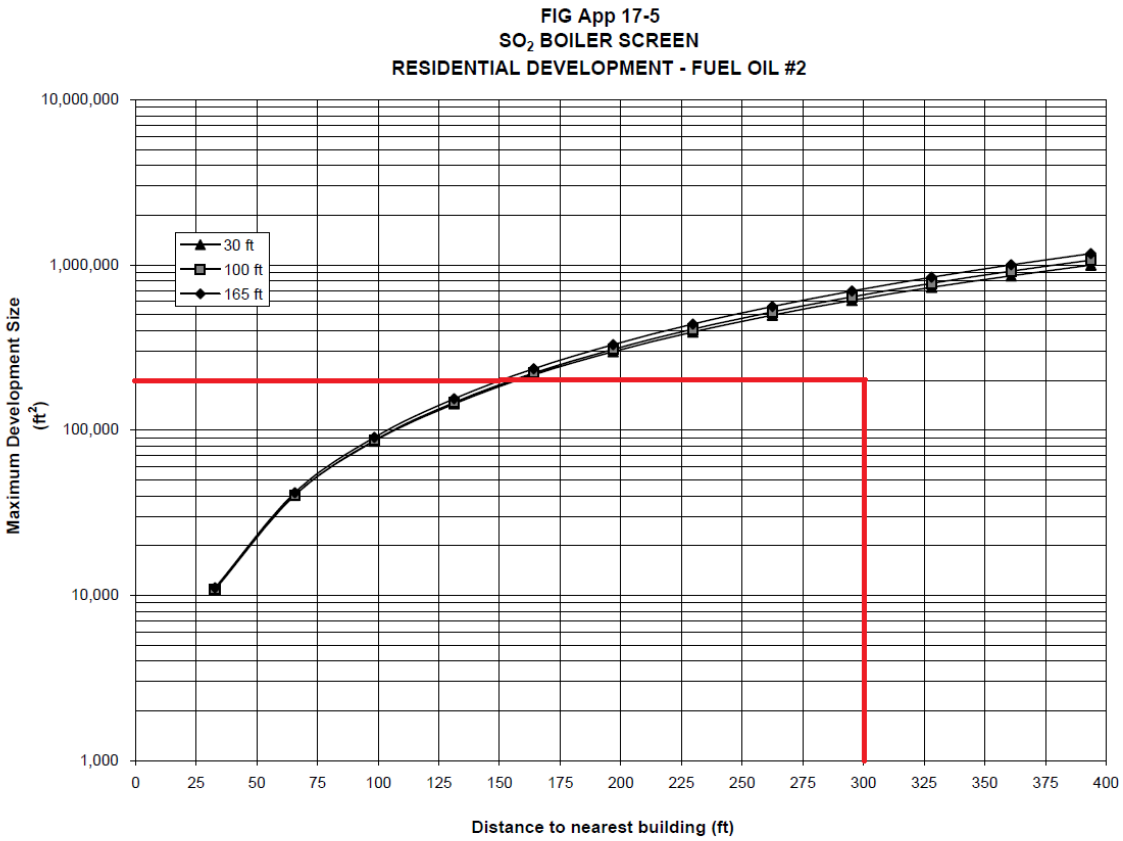
Per the *CEQR Technical Manual*, the HVAC analysis considers the potential for emissions from the HVAC system of the proposed project to significantly impact existing land uses (project-on-existing), and the potential of the proposed project to significantly impact each other (project-on-project). Based on CEQR guidelines, a preliminary screening analysis is to be conducted as a first step to predict whether the potential impacts of the heat and hot water system boiler emissions can be significant. The screening analysis determines the threshold of development size below which the action would not have a significant impact. This CEQR screening procedure is applicable to buildings that are not less than 30 feet from the nearest building of similar or greater height. Otherwise, a detailed dispersion analysis is required.

Screening Analysis

The potential for the heat and hot water system(s) to have a significant adverse impact on nearby receptors depends on the type of fuel that would be used by the HVAC system, the height of the stack venting the emissions, the distance to the nearest building, the building's residential or non-residential use, and the square footage of the development that would be served by the system. The *CEQR Technical Manual* provides a screening analysis based on these factors, which was utilized to determine the potential for significant impacts from the proposed building's HVAC system(s).

If the actual distance between the source building and the affected building is greater than the threshold distance for a building size, then that building passes the screening analysis (and no significant impact is predicted). However, if the actual distance is less than the threshold distance for a building, then there is a potential for a significant impact and a detailed analysis would be required. According to 15 RCNY 2-15, no new boiler or burner installations may use No. 6 or No. 4 fuel oils. Therefore, the highest-emitting fuel that could be used is No. 2 fuel oil. The following screening analysis was conducted:

1. Projected Development Site 1 (Block 328, Lot 23), a 95-foot tall mixed-use building, containing 209,538 gsf of floor area (assumed residential use floor area for the purpose of the HVAC screening analysis), potential impact on the nearest building of similar or greater height. Fuel oil #2 would be the type of fuel used in the HVAC system. A distance of 300 feet was applied, which is the distance between the Projected Development Site 1 (Block 328, Lot 23) and the 19-story building located at 34-46 Vernon Boulevard (Block 322, Lot 112). The CEQR nomograph depicted on Figure 17-5 of the *CEQR Technical Manual Appendices* was used for the screening analysis. Figure 17-1 (using Figure 17-5 of the *CEQR Technical Manual Appendices*) shows the screening analysis.



The screening analysis Figure 17-1 (using Figure 17-5 of the *CEQR Technical Manual Appendices*) shows that the line is just below the curve. As such, no detailed analysis was required.

No additional development would be anticipated on Other Site 1 (Block 328, Lot 20), Other Site 2 (Block 328, Lot 16), and Other Site 3 (Block 328, Lot 33). Therefore, no HVAC screening analysis, nor detailed analysis, were required within the scope of this analysis.

INDUSTRIAL SOURCES

Introduction

Per the *CEQR Technical Manual*, projects that would result in new uses (particularly schools, hospitals, parks, and residences) within 400 feet of manufacturing or processing facilities, or projects that would include operation(s) of manufacturing or processing facilities, may result in potentially significant adverse impacts related to stationary sources.

For existing sources, the analysis first determines if there are any existing manufacturing uses (in the 400-foot study area) with exhaust stacks, vents, or other emission sources that may have the potential to adversely affect the uses introduced by the project. An air dispersion analysis is then conducted for existing industrial sources located in the study area; otherwise no analysis is required.

The Proposed Actions would facilitate inclusion of 12,884 gsf of light manufacturing use on the first and second floors. Light manufacturing uses could include TAMI (technology, advertising, media, information, etc.), local metal working, woodworking, etc. Woodworking or metalworks uses were assumed as possible uses for analysis purpose.

Existing manufacturing uses with exhaust stacks, vents, or other emission sources that may have the potential to adversely affect the uses introduced by the project were identified by reviewing the New York City Department of Environmental Protection (DEP) online Clean Air Tracking System (CATS) database, the NYS Department of Environmental Conservation[9], and through field observation/site investigation.

Survey for Manufacturing Processing Facilities

The Project Area occupies part of Block 328, which is bounded by Vernon Boulevard to the west, 35th Avenue to the north, 9th Street to the east, and 36th Avenue to the south. The 400-foot study area encompasses parts of Blocks 322, 323, 324, 325, 327, 328, 329, and 330. Land uses in the study area include residential dwellings, retail stores, commercial businesses, warehouses, and parking lots, and light industrial uses. The following existing industrial processing emission sources were identified in the DEP CATS database:

- Active permits PA067482 and PA067582, expiration 12/21/2021, for emergency generators registered to the Con Edison Rainey Substation located at 35-58 Vernon Boulevard (Block 325, Lot 7). The equipment is used for emergency purposes; and therefore, exempt. As such, no analysis was required.

The following locations with expired DEP processing permit applications were identified in the CATS database search:

- Expired processing permit PA052581, registered to Drillco Equipment Co., for metal working (machining metal). The Drillco Equipment Co. facility is located at 10-05 35th Avenue (Block 325, Lot 1. The permit application PA052581 expired on 7/12/2003. An on-site inspection by the DEP determined that no toxics air emissions were noted at the facility, nor were there any processing equipment at the facility that generate emissions. Therefore, the facility was screened out.

[9] https://gisservices.dec.ny.gov/gis/dil/

- Expired processing permit PB001110 for woodworking processing activity, registered to Cutting Edge Wood Design located at 34-47 10th Avenue (Block 325, Lot 7). The entity Cutting Edge Wood Design Inc. is currently inactive (dissolution Dec. 23, 2010)[10]. As such, the woodworking facility was screened out.

The following light industrial uses were screened out in the field observation/site investigation:

- Keystone Metal Works Corp., located at 34-47 10th Street (Block 325, Lot 7) - Per the field observation/site investigation[11], an ironworks facility (Keystone Metal Works Corp.) currently operates from the building. The facility is located 375 feet from the Projected Development Site 1. No toxics air emission source was identified in the segment of the building located within 400 feet of the Projected Development Site 1 (fieldwork observation, satellite image, and street view image). As such, the facility was screened out.

- Allstate Sign, Inc. located at 35-11 9th Avenue (Block 329, Lot 18) - At the time of the site visit, the interior of Allstate Sign, Inc. was visible through the open overhead door and the interior contained large, digital printing machines. No offset printing machines were visible in this business. There are not any CATs permits on file for this operation. No visible emissions or odors were observed at this location during the site visit, and no manufacturing type uses at the facility were identified as possible toxic air emitter.

- Quality Stone Corp located at 35-27 Vernon Boulevard (Block 328, Lot 14) - The operations of Quality Stone Corp. consist of the warehousing, sale, and distribution of stone products. There are not any CATs permits on file for this operation. No visible emissions or odors were observed at this location during the site visit.

No other manufacturing processing emission sources were identified in the field observation/site investigation.

Air Dispersion Analysis – RWCDS Potential Emission Sources

The project could potently include operation(s) of manufacturing or processing facilities. Therefore, an analysis was required. Per the project sponsor, the types of manufacturing or processing facilities could include woodworking, which include spray booth(s), or ironworks facilities. These uses would be located on the building's ground or second

[10] https://appext20.dos.ny.gov/corp_public/CORPSEARCH.SELECT_ENTITY
[11] https://appext20.dos.ny.gov/corp_public/CORPSEARCH.SELECT_ENTITY

floor(s), occupying at most 12,884 gsf. The analysis assumed that the industrial use floor area could facilitate 3 woodworking facilities, each having its own spray booth.

The emissions associated with ironwork facilities are total particulate. Per the EPA AP-42 Manual, Section 12.19 *Electric Arc Welding*, most of the particulate matter produced by welding is submicron in size and, as such, is considered to be all PM_{10}. Woodworking processing operations consist of a greater proportion of $PM_{2.5}$ to total particulate emissions and in general woodworking facilities result in greater emissions than ironworks facilities. As such, an analysis was conducted for woodworking facilities.

The emissions associated with woodworking facilities are particulates from the processing of wood, and particulates and solvents from the spray paint processing activity. Generic emissions of woodworking facilities were obtained from the CEQR action *Industry City Final Environmental Impact Statement* (FEIS). The FEIS emission profiles relevant to the Proposed Actions are custom woodworking and art frame facilities. The analysis assumed that the Proposed Actions could potently include three custom woodworking facilities or 3 art frame facilities.

Emission Profile

The contaminants associated with spray painting are solids (particulates) and solvents. Solvents are the VOC (volatile organic compounds) which evaporate during the spraying activity and while the coating substance dries. The solids that bind to the sprayed item dries to a hard surface, while the over spray (the remaining amount) is emitted into the atmosphere. Each VOC contaminant is analyzed with the SGC/AGC guideline concentration. Particulates are fluid or solids particles grouped together. Particulates concentrations are collectively evaluated with the NAAQS or *de minimis* standards.

The maximum 1-hour and annual emission rates of the chemicals that make up the representative paint, along with their Chemical Abstract Service (CAS) number, are presented in **Table 17-3**.

Table 17-3: VOC Emission Rates from Spray Painting of Woodwork at Three Custom Woodworking or Three Art Frame Facilities

Contaminant Name	CAS No.	1-Hour	Annual
		lb/hr	lb/yr
Emission Profile of 3 Custom Woodworking Facilities			
Formadehyde	00050-00-0	0.003	3.7
Ethanol	00064-17-5	0.009	53.9
Methanol	00067-56-1	0.006	50.2
Isopropyl Alcohol	00067-63-0	0.06	338.2
Acetone	00067-64-1	0.03	263.5
Butyl Alcohol, N-	00071-36-3	0.018	127.1
Dibutyl Phalate	00084-74-2	0.012	92.6
Ethyl Benzene	00100-41-4	0.003	14.7
Propylene Glycol Methyl	00107-98-2	0.21	1591.1
Toluene	00108-88-3	0.12	919.5
Butoxyethyl Acetate	00112-07-2	0.003	12.5
Butyl Acetate	00123-86-4	0.18	1328.8
Ethyl Acetate	00141-78-6	0.009	57.8
Amyl Acetate, N-	00628-63-7	0.03	245.1
Xylene, M, O&P Mixt.	01330-20-7	0.009	62.7
Kaolin (Clay)	01332-58-7	0.024	174.4
Titanium Dioxide	13463-67-7	0.06	458.9
Talc	14807-96-6	0.024	172.2
Naphtha Light Aliphatic	64742-89-8	0.45	313.7
Emission Profile of 3 Art Frame Facilities			
Ethanol	00064-17-5	3.45	1200.0
Isopropyl Alcohol	00067-63-0	1.32	330.0
Acetone	00067-64-1	2.28	263.5
Methyl Ethyl Ketone	00078-93-3	2.64	660.0
Propylene Glycol Methyl Et	00107-98-2	0.18	42.0
Methyl Isobutyl Ketone	00108-10-1	1.98	495.0
Butyl Acetate	00123-86-4	5.7	90.0
Water Mist	07732-18-5	60	300.0
Dipropylene Glycol Methyl Ether	34590-94-8	0.09	21.0
Naphtha Light Aliphatic	64742-89-8	11.79	23580.0

The particulate emission in the FEIS was listed as particulates New York Identification Number NY075-00-0, which is PM_{10} and $PM_{2.5}$ combined. **Table 17-4** shows the total particulate emission rates.

Table 17-4: Particulate Emission Rates of Three Custom Woodworking or Three Art Frame Facilities

Facility	Emission Rate	
	lb/hr	lb/yr
Three Custom Woodworking	0.15	172.8
Three Art Frame	0.09	25.3

The particle size distribution corresponding to spray painting was obtained from the EPA AP-42, *Appendix B1, Table 4.2.2.8.* This particle size distribution corresponds to automobile surface coating which is a reasonable assumption. The particle size distribution of woodworking equipment equipped with fabric filter or cyclone were obtained from the EPA *AP-42, Appendix B1*-48. The analysis used the maximum particle size distribution, which corresponds to a cyclone control equipment.

PM_{10} and $PM_{2.5}$ short-term threshold standard concentrations (NAAQS or *de minimis*) design values are 24-hours. To calculate the particulate daily emission rates, the facilities were assumed to operate 8-hour per day. The PM_{10} and $PM_{2.5}$ emission rates are shown in Table 17-5.

Table 17-5: PM_{10}/$PM_{2.5}$ Emission Rates of Three Custom Woodworking or Three Art Frame Facilities

Facility	Contaminant	Emission Rate		Activity Rate	Fraction of Particle Size
		lb/day	lb/yr	hr/day	Percent
Three Custom Woodworking	$PM_{2.5}$	0.35	51.0	8	29.5
	PM_{10}	0.63	91.4		52.9
Three Art Frame	$PM_{2.5}$	0.21	7.5	8	29.5
	PM_{10}	0.38	13.4		52.9

Dispersion Analysis

The EPA's AERMOD modeling system version 19191 was used to predict pollutants' concentrations. In accordance with CEQR guidance, this analysis was conducted assuming stack tip downwash and elimination of calms. Models specified urban dispersion surface roughness with population of 2,253,858 (Queens County 2019 Census). The Building Profile Input Program (BPIP) was run with the downwash effect enabled. All analyses were conducted using the same meteorology data discussed in the Major Source Analysis section.

The potential emissions of the industrial uses at the ground or second floor of the RWCDS building were assumed to be exhaust by a stack located 4 feet above the bulkhead of the

building. The stack height above grade was specified in the E-Designation language. The bulkhead was assumed to rise 10 feet above the roof to 105 feet above grade. The *CEQR Technical Manual* default stack's diameter, exit velocity, and exit temperature of 0-meter, 0.001 meter per second, and 293 Kelvin, respectively, were assumed in the analysis. The pollutants' concentrations were predicted with a generic 1 gram per second emission rate.

Receptors on the receiving building, the RWCDS building, were placed all around the building envelope in 10-foot increments on all floor levels, and above the edge of the roof and in a 10 foot by 10 foot grid 6-feet above the roof top. The results of the noncriteria pollutants air dispersion analysis are displayed in **Table 17-6**.

Table 17-6: VOC Impact from the NY Custom Furnishing

Contaminant name	CAS No.	1-Hour	SGC	Annual	AGC
		µg/m³	µg/m³	µg/m³	µg/m³
Pollutants Concentrations - 3 Custom Woodworking Facilities					
Formadehyde	00050-00-0	8.5	30.0	0.02	0.06
Ethanol	00064-17-5	25.5	---	0.3	45000
Methanol	00067-56-1	17.0	33000.0	0.3	4000
Isopropyl Alcohol	00067-63-0	169.8	98000.0	1.9	7000
Acetone	00067-64-1	84.9	180000.0	1.5	30000
Butyl Alcohol, N-	00071-36-3	51.0	---	0.7	1500
Dibutyl Phalate	00084-74-2	34.0	---	0.5	12
Ethyl Benzene	00100-41-4	8.5	---	0.1	1000
Propylene Glycol Methyl	00107-98-2	594.5	36850.0	8.9	2000
Toluene	00108-88-3	339.7	37000.0	5.2	5000
Butoxyethyl Acetate	00112-07-2	8.5	---	0.1	310
Butyl Acetate	00123-86-4	509.5	95000.0	7.5	17000
Ethyl Acetate	00141-78-6	25.5	---	0.3	3400
Amyl Acetate, N-	00628-63-7	84.9	53000.0	1.4	630
Xylene, M, O&P Mixt.	01330-20-7	25.5	22000.0	0.4	100
Kaolin (Clay)	01332-58-7	67.9	---	1.0	4.8
Titanium Dioxide	13463-67-7	169.8	---	2.6	24
Talc	14807-96-6	67.9	---	1.0	4.8
Naphtha Light Aliphatic	64742-89-8	1273.9	---	1.8	3200
Pollutants Concentrations - 3 Art Frame Facilities					
Ethanol	00064-17-5	9766.3	---	6.74	45000
Isopropyl Alcohol	00067-63-0	3736.7	98000.0	1.9	7000
Acetone	00067-64-1	6454.2	180000.0	1.5	30000
Methyl Ethyl Ketone	00078-93-3	7473.3	13000.0	3.7	5000
Propylene Glycol Methyl Et	00107-98-2	509.5	36850.0	0.2	2000
Methyl Isobutyl Ketone	00108-10-1	5605.0	31000.0	2.8	3000
Butyl Acetate	00123-86-4	16135.5	95000.0	0.5	17000
Water Mist	07732-18-5	169847.9	---	1.7	---
Dipropylene Glycol Methyl Ether	34590-94-8	254.8	91000.0	0.1	1400
Naphtha Light Aliphatic	64742-89-8	33375.1	---	132.5	3200

As seen in **Tables 17--6,** the predicted noncriteria pollutants concentrations are within the SGC/AGC guidelines.

The results of the criteria pollutants are shown in **Table 17-7**.

Table 17-7: PM_{10} and $PM_{2.5}$ Concentrations

Criteria Pollutant and Averaging Time	Threshold Standard	Predicted Conc. ($\mu g/m^3$)	Background Conc. ($\mu g/m^3$)	Total Conc. ($\mu g/m^3$)	Threshold Criteria ($\mu g/m^3$)
Particulate Concentrations - 3 Custom Woodworking Facilities					
PM_{10} 24-Hour	NAAQS	7.7	33	**41**	**150**
$PM_{2.5}$ 24-Hour	*de minimis*	4.31	N.A.	**4.31**	**8.35**
$PM_{2.5}$ Annual	*de minimis*	0.29	N.A.	**0.29**	**0.3**
Particulate Concentrations - 3 Art Frame Facilities					
PM_{10} 24-Hour	NAAQS	4.6	33	**38**	**150**
$PM_{2.5}$ 24-Hour	*de minimis*	2.59	N.A.	**2.59**	**8.35**
$PM_{2.5}$ Annual	*de minimis*	0.04	N.A.	**0.04**	**0.3**

As seen in **Table 17-7**, the $PM_{2.5}$ predicted concentrations do not exceed the *de minimis* threshold concentrations, and the PM_{10} predicted concentrations do not exceed the NAAQS. Therefore, no significant adverse air quality impacts are predicted from industrial sources.

The E-Designation language for the RWCDS industrial source are as follows:

(E) Designation (E-645)

Block 328, Lot 23 (Projected Development Site 1): To preclude any potential significant adverse air quality impacts from custom woodworking or art frame industrial development pursuant to Section 74-962 of the Zoning Resolution of the City of New York, the emission stack must be located at the building's highest tier and at least 109 feet above grade, at least 152 feet from the eastern lot line facing 9th Street, 59 feet from the southern lot line abuts Lot 20 and facing 36th Ave, 46 feet from the western lot line facing Vernon Blvd, and 53 feet from the northern lot line facing 35th Ave. Prior to receipt of a temporary and/or final certificate of occupancy for the building areas targeted for industrial uses, in addition to the submission of an Air Quality Installation Report, a Site Management Plan shall be submitted to OER and included in a declaration of covenants and restrictions, recorded against the subject property, governing ongoing site management requirements. The Site Management Plan shall set forth the maximum emission rates for $PM_{2.5}$, consistent with those for three custom woodworking facilities presented in Table 17-5 in Section 17 - Air Quality of the EAS, and shall require annual reporting to OER on compliance with such rates. Any other processes that require an New York City Department of Environmental Protection Certificate of Operation (C of O) must provide an air quality analysis to OER prior to obtaining a Notice of

Satisfaction in order to demonstrate that such process would not cause a significant adverse air quality impact.

In addition, a licensed architect or engineer must certify with the Department of Buildings that the manufacturing use on the above-referenced property will adhere to the following restrictions:

(a) The manufacturing use in the building does not have a New York City or New York State environmental rating of "A", "B" or "C" under Section 24–153 of the New York City Administrative Code for any process equipment requiring a New York City Department of Environmental Protection C of O or New York State Department of Environmental Conservation state facility air permit; and

(b) is not required, under the City Right-to-Know Law, to file a Risk Management Plan for Extremely Hazardous Substances.

Odor/vapor barrier and prevention: a mechanical ventilation system separate from the residential and commercial building will provide fresh air to and exhaust from the ground-floor and the second floor, with vents running above the roof line of the residential and commercial towers. An odor/vapor barrier would also be applied to the structural slab separating the manufacturing, residential and commercial spaces.

MAJOR AND LARGE SOURCES

Introduction

Per the *CEQR Technical Manual*, projects that would introduce new uses near major sources, large sources, and odor producing facilities may result in potentially significant adverse air quality impacts. The study area considers major sources, large sources, and odor producing facilities within 1,000 feet of the proposed project. Major emission sources are identified as those sources located at Title V facilities that require Prevention of Significant Deterioration permits; large emission sources are identified as sources located at facilities which require a State facility permit. Solid waste or medical waste incinerators, asphalt and concrete plants, power generating plants, large boilers of large public facilities for example, and large industrial facilities are typical types of sources requiring these permits. Odor producing facilities are operations that have the potential to cause discomfort, such as: solid waste management facilities, water pollution control plants (i.e., sewage treatment plants), and incinerators.

The Ravenswood Generating Station and Ravenswood Steam Plant Title V facilities are located on Block 357. Block 357 is bounded by 36th Avenue to the north, Vernon Boulevard to the east, Queensbridge Park to the south, and the East River to the west. The emission points (stacks) associated with the Ravenswood Steam Plant, Title V permit 2-6304-01378/00002, are located near the East River and at least 1,350 feet from the Project Area; and therefore, outside the study area. The emission point associated with the

Ravenswood Generating Station, Title V permit 2-6304-00024/00039, is a 2,028 million Btu per hour GE S107FA combustion turbine. The 400-foot tall stack is situated 1,330 feet from the Project Area; and therefore, outside the study area.

Twenty-four emission units are associated with the Ravenswood Generating Station Title V permit 2-6304-00024/00035. The facility Title V certificate consists of three (3) steam boiler turbine/generator sets and seventeen (17) simple cycle combustion turbines with a combined nominal rating of 2,288 mw and three (3) emergency generators. Natural gas is the primary fuel for all units, with low-sulfur oil fuel used on a limited basis. The three (3) steam-electric boilers emit through 499-foot high stacks. These three 499-foot high stacks are located 1,500 to 2,000 feet from the Project Area; and therefore, outside the study area. A Freedom of Information Law (FOIL) request and subsequent information provided by the NYSDEC indicated that only Emission Units U-CT010 and U-CT011 operate in the 1,000 feet study area; the other Emission Units (stacks seen in satellite image) within the 1,000 feet study area were retired (the FOIL request information was included in the backup files for this project.) As such, an analysis was conducted for these two turbines (Emission Units U-CT010 and U-CT011).

U-CT010 and U-CT011 Analysis (Title V permit 2-6304-00024/00035)

U-CT010 and U-CT011 Emissions

Per the Title V permit 2-6304-00024/00035, Emission Units U-CT010 and U-CT011 consist of combustion turbines used to supply peak generation capacity, as required to support the NYC electric distribution system. Each emission unit has a 255 million Btu per hour (MMBtu/hr) design capacity, and each is capable of firing either natural gas or #1 or #2 distilled oils. However, natural gas is the primary fuel.

Hourly data for 2015-2019 of the two turbines were obtained from the EPA Air Market Program Data[12]. This data included the SO_2 and NOx hourly and annual emissions, the turbines' hours per year of operation, the turbines' average emission factor in pounds per heat input (lb/MMBtu), and other parameters. The hourly data shows no (0) SO_2 emissions from these units. Emission rates of NOx were calculated based on the average NOx emission rate of 0.43 lb/MMBtu in the database. Emission rates of PM and CO were calculated based on emission factors published in the EPA AP42 Manual for gas turbines. Per guidance for an analysis of a similar type of emission source, the turbines were assumed to operate at 115 percent heat capacities. The hourly data shows that the turbines operate between April and September. In the last 5-years (2015-2019), turbine CT0010 operated a maximum of 135 hours and CT0011 operated 168 hours. These annual activity rates coupled with the short-term emission rates were used to calculate each turbine

[12] https://ampd.epa.gov/ampd

annual emissions rates. **Table 17-8** shows the turbines' heat capacities, hours of operations, and pollutants' emission rates.

Table 17-8: Criteria Pollutants Emission Rates at 100% Operating Capacities

Emission Unit	Pollutant	Short-Term Emission Rate		Annual Emission Rate
		Emission Factor	(lb/hr)(1)	(lb/yr)(1)
U-CT0010 255 MMBtu Turbine (natural gas fueled).	NOx	0.43 (lb/MMBtu)	126.1	17,023
	$PM_{2.5}$	0.0066 (lb/MMBtu)	1.94	261
	PM_{10}	0.0066 (lb/MMBtu)	1.94	261
	CO	0.082 (lb/MMBtu)	24.0	3,246
	SO_2	0.0 (lb/MMBtu)	0.0	0.0
U-CT0010 255 MMBtu Turbine (natural gas fueled).	NOx	0.43 (lb/MMBtu)	126.1	21,184
	$PM_{2.5}$	0.0066 (lb/MMBtu)	1.94	325
	PM_{10}	0.0066 (lb/MMBtu)	1.94	325
	CO	0.082 (lb/MMBtu)	24.0	4,040
	SO_2	0.0 (lb/MMBtu)	0.0	0.0

1. Turbines were assumed to operate at 115% capacity (293 MMBtu/hr).

Emission rates with the equipment operating at 75 percent capacity were calculated as the 0.75 fraction of the emission rates corresponding to the equipment operating at 100% capacity (293 MMBtu/hr).

According to the Title V certificate, the stacks are 35 feet high and have an area corresponding to a 12.5 feet diameter disk. The stacks' exit temperatures of 750-degree Fahrenheit were assumed per information received in a FOIL request for the *Willow Avenue Rezoning EAS, CEQR No. 18DCP007X*, with the NYPA for a similar type of unit. The stacks flow rates were calculated according to the EPA Method 19 adjusted to the actual exit temperatures.

Air Dispersion Analysis

The EPA's AERMOD modeling system version 19191 was used to predict pollutants' concentrations. This analysis was conducted assuming stack tip downwash and elimination of calms. Models specified urban dispersion surface roughness with population of 2,253,858 (Queens population Census 2019). The latest five consecutive years of meteorological data (2015-2019) was used in the analysis. This meteorology data was obtained from and processed by the NYSDEC Division of Air Resources, BAQAR, Impact Assessment and Meteorology Section. The meteorology surface data is from LaGuardia Airport and upper air data is from Brookhaven station, New York. The meteorological data was processed using the latest versions of AERMINUTE, AERSURFACE and AERMET. These meteorological data provided hour-by-hour wind

speeds and directions, stability states, and temperature inversion elevations over the 5-year period.

The 1-hour NO_2 modeling was run with the actual emission rates and 8th highest cumulative concentration, where a Tier 3 approach was used for the units operating at 100 and 75 percent capacities. All other pollutants concentrations were modeled with generic emission rates of 1 gram per second and 1st highest concentrations outputs. The predicted concentrations with the generic emission rates were multiplied by the units' emission rates (for each emission point independently), and results added to assess the cumulative concentrations. The model specified stacks operating at 100 percent and 75 percent capacities.

USGS National Elevation Dataset (NED) 1/3 arc-second resolution (GeoTIFF dataset) is the terrain data set recommended by the US EPA for use in the United States for regulatory purposes. The dataset was used to process the base elevations of the buildings and ground level receptors. The base elevations of sensitive receptors located at buildings wall façade or rooftops were set to the buildings base elevations. Satellite imagery was used to horizontally locate the sources, receptors, and buildings. This satellite imagery is a map application of Lakes Environmental, Inc. AERMOD View. Receptors were placed on all floor levels around the development and mixed-use building Other Site 1. The roof height of Other Site 1 was obtained from the NYC Open Data Building Footprints shapefile[13].

Results of Dispersion Analyses

The results of the dispersion analysis are presented here. The 8-hour CO and $PM_{2.5}$ predicted concentrations were evaluated with the NYC Guideline *de minimis* thresholds. The PM_{10} and NO_2 predicted concentrations were added to the background (or included) concentrations, and the results evaluated with the NAAQS. Result of the dispersion analyses with the equipment operating at 100% capacity are shown in **Table 17-9.**

Table 17-9: Criteria Pollutants Dispersion Analysis Results – 100% Operating Capacity

Pollutant	Averaging Time	Modeled Concentration	Background Concentration	Evaluated Concentration	Threshold Criterion	Unit
NO_2	1-hour	110.5 (1)		**111**	**188**	($\mu g/m^3$)
	Annual	0.07	31.8	**32**	**100**	($\mu g/m^3$)
$PM_{2.5}$	24-hour	0.98	N.A.	**0.98**	**8.35**	($\mu g/m^3$)
	Annual	0.001		**0.001**	**0.3**	($\mu g/m^3$)
PM_{10}	24-hour	0.98	33	**34**	**150**	($\mu g/m^3$)
CO	1-hour	0.04	1.87	**1.91**	**35**	ppm

[13] https://data.cityofnewyork.us/Housing-Development/Building-Footprints/nqwf-w8eh/data.

	8-hour	0.02	N.A.	**0.02**	**3.85**	ppm

1. 1-hour NO_2 using a Tier 3 approach, with background concentrations evaluated within the model.

Result of the dispersion analyses with the equipment operating at 75% capacity are shown in **Table 17-10**.

Table 17-10: Criteria Pollutants Dispersion Analysis Results – 75% Operating Capacity

Pollutant	Averaging Time	Modeled Concentration	Background Concentration	Evaluated Concentration	Threshold Criterion	Unit
NO_2	1-hour	110.5		**111**	**188**	($\mu g/m^3$)
	Annual	0.07	31.8	**32**	**100**	($\mu g/m^3$)
$PM_{2.5}$	24-hour	1.08	N.A.	**1.08**	**8.35**	($\mu g/m^3$)
	Annual	0.001		**0.001**	**0.3**	($\mu g/m^3$)
PM_{10}	24-hour	1.8	33	**35**	**150**	($\mu g/m^3$)
CO	1-hour	0.04	1.87	**2.91**	**35**	ppm
	8-hour	0.02	N.A.	**0.02**	**3.85**	ppm

As seen in **Table 17-10**, the predicted concentrations at the development site are below the NAAQS and *de minimis* threshold criterions. Therefore, the emissions associated with the Ravenswood Generating Station Title V Facility, Permit ID: 2-6304-00024/00035 would not significantly impact the Projected Development Site.

CONCLUSION

The increases in traffic volumes associated with the Proposed Actions would not result in any significant adverse air quality impacts. The Proposed Actions would not create a new stationary air quality source that would adversely affect the surrounding area. Under the Proposed Actions, an (E) Designation (E-645) is proposed to avoid adverse air quality impacts on existing land uses with respect to heating systems sources. Under the Proposed Actions, an (E) Designation (E-645) is proposed to avoid adverse air quality impacts on Projected Development Site 1 (Block 328, Lot 23) with respect to new industrial uses.

Based on this assessment, including implementation of institutional or engineering control(s), there is no reason to believe that the conditions associated with the Proposed Actions would result in any significant adverse air quality impacts.

19. NOISE

Introduction

Environmental Studies Corp (ESC) conducted noise monitoring on Tuesday, February 25th, 2020 in support of a zoning map amendment to rezone an existing R5 zoning district to an MX (R7A/M1-4) zoning district. The Project Site is bound by 35th Avenue to the north, 9th Street to the east, and Vernon Boulevard to the west. The Project Site consists of Block 328, Lot 23 within Queens Community District 1.

35th Avenue is a two-way street with curbside parking. 9th Street in a one-way street with curbside parking. Vernon Boulevard is a two-way street with curbside parking and a bike lane. Local intersections are controlled by traffic signals and stop signs.

The Proposed Actions would create noise-sensitive residential and commercial office development. Therefore, an assessment of the potential for adverse effects on project occupants from ambient noise is warranted. The projected development would not create a significant stationary 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. Therefore, this noise assessment is limited to an assessment of ambient noise that could adversely affect occupants of the development. The predominant noise source at the Project Area is vehicular traffic on surrounding streets.

The Proposed Actions would effectuate a zoning map amendment from R5 to a Special Mixed-Use ("MX") District, which would consist of an R7A zoning district paired with an M1-4 zoning district.

As part of the zoning requirement for Special MX districts, "all new dwelling units shall be provided with a minimum 35 dB(A) of window wall attenuation to maintain an interior noise level of 45 dB(A) or less, with windows closed, and shall provide an alternate means of ventilation", as noted in Section 123-32 of Zoning Resolution (ZR) Article XII. Environmental Studies Corp conducted noise monitoring to determine site-specific attenuation requirements for the proposed development, pursuant to ZR 123-32.

<u>Framework of Noise Analysis</u>

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.

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 frequency weightings used are the A- and C-weightings. 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-weighting is the most commonly used for environmental measurements, 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.

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
Notes: A change in 3dB(A) is a just noticeable change in SPL. A change in 10 dB(A)Is perceived as a doubling or halving in SPL.	
Source: 2020 CEQR Technical Manual	

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.

- L_{eq} 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 L_{eq} than low noise levels. L_{eq} has an advantage over other descriptors because L_{eq} values from various noise sources can be added and subtracted to determine cumulative noise levels.
- Lmax is the highest SPL measured during a given period of time. It is useful in evaluating Leqs for time periods that have an especially wide range of noise levels.
- $L_{eq(24)}$ 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 (L_X). Examples include L_{10}, L_{50}, and L_{90}. L_{10} 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.

Noise Standards and Guidelines

In 1983, the New York City Department of Environmental Protection (NYCDEP) adopted the City Environmental Quality Review (CEQR) noise exposure guidelines for exterior noise levels. As shown in Table 19-2 below, noise standards classify noise exposure into four categories based on noise level limits and land use, for vehicular traffic, rail, and aircraft noise sources: Acceptable, Marginally Acceptable, Marginally Unacceptable and Clearly Unacceptable, Table 19-3 of the *CEQR Technical Manual* defines attenuation requirements for buildings based on exterior noise exposure levels. Recommended noise attenuation values for buildings are designed to maintain interior noise levels of 45 dBA (L_{10} *or Ldn, depending on the source*) or below.

Table 19-2: Noise Exposure Guidelines for Use in City Environmental Impact Review

Receptor Type	Time Period	Acceptable General External Exposure	Airport[3] Exposure	Marginally Acceptable General External Exposure	Airport[3] Exposure	Marginally Unacceptable General External Exposure	Airport[3] Exposure	Clearly Unacceptable General External Exposure	Airport[3] Exposure
1.Outdoor area requiring serenity and quiet[2]		$L_{10} \leq 55$ dBA	Ldn < 60 dBA		Ldn < 60 dBA		Ldn < 60 dBA		Ldn < 75 dBA
2. Hospital, Nursing Home		$L_{10} \leq 55$ dBA		55<$L_{10}\leq$65 dBA		65<$L_{10}\leq$80 dBA		L_{10}>80dBA	
3. Residence, residential hotel or motel	7 am to 10 pm	$L_{10}\leq$65dBA		65<$L_{10}\leq$70 dBA		70<$L_{10}\leq$80 dBA		L_{10}>80dBA	
	10 pm to 7 am	$L_{10}\leq$55dBA		55<$L_{10}\leq$70 dBA		70<$L_{10}\leq$80 dBA		L_{10}>80dBA	
4. School, museum, library, court house of worship, transient hotel or		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM –10 PM)	

5. Commercial or office		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM – 10 PM)		Same as Residential Day (7 AM-10 PM)	
6. Industrial, public areas only[4]	Note 4	Note 4		Note 4		Note 4		Note 4	

Source: New York City Department of Environmental Protection (adopted policy 1983).

Notes:

(i) In addition, any new activity shall not increase the ambient noise level by 3 dBA or more;

1 Measurements and projections of noise exposures are to be made at appropriate heights above site boundaries as given by American National Standards Institute (ANSI) Standards; all values are for the worst hour in the time period.

2 Tracts of land where serenity and quiet are extraordinarily important and serve an important public need and where the preservation of these qualities is essential for the area to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks or open spaces dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet. Examples are grounds for ambulatory hospital patients and patients and residents of sanitariums and nursing homes.

3 One may use the FAA-approved L_{dn} contours supplied by the Port Authority, or the noise contours may be computed from the federally approved INM Computer Model using flight data supplied by the Port Authority of New York and New Jersey.

4 External Noise Exposure standards for industrial areas of sounds produced by industrial operations other than operating motor vehicles or other transportation facilities are spelled out in the New York City Zoning Resolution, Sections 42-20 and 42-21. The referenced standards apply to M1, M2, and M3 manufacturing districts and to adjoining residence districts (performance standards are octave band standards).

Table 19-3 CEQR TM: Attenuation Values to Achieve Acceptable Interior Noise Levels

	Marginally Unacceptable				**Clearly Unacceptable**
Noise Level with Proposed Project	$70 < L_{10} \leq 73$	$73 < L_{10} \leq 76$	$76 < L_{10} \leq 78$	$78 < L_{10} \leq 80$	$80 < L_{10}$
Attenuation[1]	(i) 28 dB(A)	(ii) 31 dB(A)	(iii) 33 dB(A)	(iv) 35 dB(A)	$36 + (L_{10} - 80)^2$ dB(A)

Source: New York City of Environmental Protection

Notes:

1 The above composite window-wall attenuation values are for residential dwellings. Commercial office spaces and meeting rooms would be 5 dB(A) less in each category. All the above categories require a closed window situation
and hence an alternate means of ventilation.
2 Required attenuation values increase by 1 dB(A) increments for L10 values greater than 80 dBA.

Measurement Location and Equipment

Because the predominant noise sources in the area of the proposed project consist of vehicular traffic, noise monitoring was conducted during peak weekday vehicular travel periods (AM, Midday, PM) on a typical midweek day. Pursuant to *CEQR Technical Manual* methodology, three (3) measurements were collected for 20-minute periods: Location One (1) was at the frontage of the Project Site along Vernon Boulevard; Location Two (2) was at the frontage of the Project Site along 35th Avenue; Location Three (3) was at the frontage of the Project Site along 9th Street. The noise monitoring locations are shown in Figure 19-1 and Photos 19-1 through 19-3 below.

Noise monitoring was conducted using a using Type 1 Casella CEL-633 sound level meter with wind screen. The monitor was placed on a tripod at a height of approximately four feet above the ground, away from any other noise-reflective surfaces. The monitor was calibrated prior to and following each monitoring session. Periods of peak vehicular traffic around the Project Area constitute a worst-case condition for noise. Noise meter calibration certification and back up data are provided in the Noise Appendix to this document.

Photo 19-1: ***Noise Monitoring Location One (1)***

Vernon Boulevard



Photo 19-2: ***Noise Monitoring Location Two (2)***

35th Avenue



Photo 19-3: ***Noise Monitoring Location Three (3)***

9th Street




N
35 AVENUE
Location 1
Location 2
VERNON BOULEVARD
9 STREET
Location 3
Legend
35-01 Vernon Boulevard
Noise Monitoring Locations
0 20 40 80 120
US Feet
equity environmental engineering

Measurement Conditions

Monitoring was conducted during typical midweek conditions, on Tuesday, February 25th, 2020. The weather was dry and wind speeds were moderate during all monitoring periods. The sound meter was calibrated before and after each monitoring session.

Existing Conditions

Based on the noise measurements, the predominant source of noise is vehicular traffic.

Tables 19-4 through 19-6 *below contain the results for the measurements taken at the Project Site:*

Table 19-4

Noise Levels (dB) at Location 1

Tuesday, February 25th, 2020

Time	**7:30 am – 7:50 am**	**12:00 pm – 12:20 pm**	**4:30 pm – 4:50 pm**
L_{max}	84.0	80.1	79.4
L_{10}	**74.0**	**73.0**	**70.0**
L_{eq}	**71.0**	**70.4**	67.3
L_{50}	68.5	69.0	65.5
L_{90}	61.5	64.5	62.0
L_{min}	57.8	62.6	60.0

Note: **Bold** denotes L_{10} or L_{eq} noise level exceedances, according to Table 19-2 of the *CEQR Technical Manual.*

Table 19-5

Noise Levels (dB) at Location 2

Tuesday, February 25th, 2020

Time	**7:53 am – 8:13 am**	**12:22 pm – 12:42 pm**	**4:52 pm – 5:13 pm**
L_{max}	79.7	76.2	74.2
L_{10}	66.5	59.5	60.0
L_{eq}	64.3	58.0	57.7
L_{50}	61.5	55.0	55.0
L_{90}	58.0	52.5	53.0
L_{min}	52.6	51.5	51.3

Note: **Bold** denotes L_{10} or L_{eq} noise level exceedances, according to Table 19-2 of the *CEQR Technical Manual.*

Table 19-6 *Noise Levels (dB) at Location 3*			
Tuesday, February 25th, 2020			
Time	**8:17 am – 8:37 am**	**12:44 pm – 1:04 pm**	**5:14 pm – 5:35 pm**
L_{max}	76.5	87.2	81.5
L_{10}	63.0	64.0	63.0
L_{eq}	60.8	63.0	61.5
L_{50}	57.0	55.0	58.5
L_{90}	55.0	53.0	57.0
L_{min}	54.2	52.4	56.6

Note: **Bold** denotes L_{10} or L_{eq} noise level exceedances, according to Table 19-2 of the *CEQR Technical Manual.*

Tables 19-7 through 19-9 *below contain the traffic counts and vehicle classifications during each monitoring period for 20 minutes:*

Table 19-7 ***Location 1:*** *Traffic volumes and vehicle classifications*			
	7:30 am – 7:50 am	**12:00 pm – 12:20 pm**	**4:30 pm – 4:50 pm**
Car/ Taxi	82	76	79
Van/Light Truck/SUV	108	100	87
Medium Truck	10	7	10
Heavy Truck	5	3	5
Bus	11	4	9
Train	0	0	0

Table 19-8 ***Location 2:*** *Traffic volumes and vehicle classifications*			
	7:53 am – 8:13 am	**12:22 pm – 12:42 pm**	**4:52 pm – 5:13 pm**
Car/ Taxi	9	6	7
Van/Light Truck/SUV	8	4	7
Medium Truck	1	0	2
Heavy Truck	1	1	0
Bus	0	0	0
Train	0	0	0

Table 19-9 ***Location 3:*** *Traffic volumes and vehicle classifications*			
	8:17 am – 8:37 am	**12:44 pm – 1:04 pm**	**5:14 pm – 5:35 pm**
Car/ Taxi	8	7	10
Van/Light Truck/SUV	9	3	8
Medium Truck	0	2	1
Heavy Truck	0	0	1
Bus	0	0	0
Train	0	0	0

Conclusions

The 2020 *CEQR Technical Manual* Table 19-2 contains noise exposure guidelines. For a residential use such as would occur under the Proposed Actions, an L_{10} of between 65 and 70 dB(A) is identified as a marginally acceptable general external exposure. An L_{10} of between 70 and 80 dB(A) is identified as a marginally unacceptable general external exposure. The highest recorded L_{10} at Location One (1) of the subject property was 74.0 dB(A) during the morning monitoring period. The highest recorded L_{10} at Location Two (2) of the subject property was 66.5 dB(A) during the morning monitoring period. The highest recorded L_{10} at Location Three (3) of the subject property was 64.0 dB(A) during the midday monitoring period.

Based on the requirements of ZR 123-32, 35 dB(A) of attenuation would be required for all building facades on residential dwelling units. As this does not apply to commercial office uses and community facility uses without dwelling units, the following will be applied to those uses.

Based on the results of the noise monitoring, a window-wall attenuation would be required for the Vernon Boulevard façade of the Project Site (west), the façade facing 35th Avenue (north) within 50 feet of Vernon Boulevard, and the façade facing 36th Avenue (south) within 50 feet of Vernon Boulevard. No window-wall attenuation is required for the remainder of the Project Site. With this level of attenuation, there would be no potential for adverse impacts related to ambient noise.

To avoid any potential impacts associated with noise, the Proposed Actions will place an (E) designation (E-645) for noise on the following property:

Block 328, Lot 23

The text of the (E) designation is as follows and is illustrated on Figure 19-2:

> "To ensure an acceptable interior noise environment, future commercial office uses must provide a closed-window condition with a minimum of 26 dBA window/wall attenuation on the facades facing Vernon Boulevard and the facades facing 35th Avenue within 50 feet of Vernon Boulevard and the facades facing 36th Avenue within 50 feet of Vernon Boulevard to maintain an interior noise level not greater than 50 dBA for commercial office uses as illustrated in the EAS. 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, air conditioning."

The owner of the project site will record the above-referenced (E) designation related to noise with the Mayor's Office of Environmental Remediation (OER) prior to the City Planning Commission's approval of the Proposed Actions.

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

Therefore, the Proposed Actions would not result in any potentially significant adverse stationary or mobile source noise impacts, and further assessment is not warranted.

Figure 19-2: Noise Attenuation Requirements



22. CONSTRUCTION

Based on 2020 *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 construction of the proposed development may require the temporary closing of sidewalks adjacent to Projected Development Site 1 along Vernon Boulevard and 35th Avenue.

Projected Development Site 1 is not located along a major thoroughfare as both Vernon Boulevard and 35th Avenue are two-way streets with one travel lane in each direction with an adjacent parking lane. Traffic in the vicinity is relatively low as the block across Vernon Boulevard from the Site is developed with a Con Edison facility with no curb cuts along Vernon Boulevard. Only two small curb cuts are located across from Projected Development Site 1 on 35th Avenue serving small residential developments. The proposed development would not require closing, narrowing, or otherwise impeding moving lanes, roadways, key pedestrian facilities (*e.g.,* sidewalks, crosswalks, corners/corner reservoirs), parking lanes and/or parking spaces in on-site or nearby parking lots and garages, bicycle routes and facilities, bus lanes or routes, or access points to transit. The Site is relatively large consisting of 26,049 square feet of land area. As the proposed development would only cover approximately 21,715 square feet or 67.8% of the property, there would be ample space to store vehicles and materials and stage construction activities on the property without extending out onto the adjacent streets. Construction traffic traveling to and from the Site would typically occur outside of peak traffic hours on Vernon Boulevard and other streets. Construction traffic traveling to the Site would typically occur during early morning hours as most construction personnel would be on-site by 7AM, while construction traffic leaving the Site would typically leave in the mid- to late-afternoon around 3 PM before the evening peak hour traffic period.

The project's construction activities could temporarily close the sidewalks adjacent to the Site along Vernon Boulevard and 35th Avenue. This location is not particularly sensitive to such a closure as it is not an area with high pedestrian activity, is not located near sensitive land uses such as a school or hospital which are not located on the site block, and the sidewalks 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.

On the basis of the above, it is believed that the Proposed Actions would not have any potentially significant adverse construction impacts, and further analysis would not be warranted.

APPENDIX

Architectural Plans

NEW MIXED USE 9 STORY BUILDING
35-01 VERNON BLVD., QUEENS, NY, 11101



BUILDING PERSPECTIVE FROM
35TH AVE AND VERNON BLVD

THIS IS A SCHEMATIC DESIGN & SHALL SUBJECT TO REVIEW & INTERPRETATION BY NYC DEPT. OF BLDGS ON ZONING AND BUILDING CODES; PLANS SHALL ALSO SUBJECT TO REVIEW & COMMENTS BY DEPT. OF HOUSING PRESERVATION AND DEVELOPMENT AND ALL OF ITS PREDECESSOR AGENCIES.

NO.	DATE	DESCRIPTION

SHEET No: T-001

DRAWING: TITLE
SCALE: AS NOTED
DRAWN BY: BOH
DATE: 12/17/2021

PROJECT:
Proposed 9 -Story Mixed use Building
35-01 Vernon Blvd., Long Island City, 11101 New York

GKA DESIGN GROUP, Inc.
10-57 Jackson Avenue - Long Island City, New York - 11101
Tel: (718) 729-4100 - Fax: (718) 729-5707

NEW MIXED USE 9 STORY BUILDING
35-01 VERNON BLVD., QUEENS, NY, 11101



BUILDING PERSPECTIVE FROM
9TH STREET AND 35TH AVE

THIS IS A SCHEMATIC DESIGN & SHALL SUBJECT TO REVIEW & INTERPRETATION BY NYC DEPT. OF BLDGS ON ZONING AND BUILDING CODES; PLANS SHALL ALSO SUBJECT TO REVIEW & COMMENTS BY DEPT. OF HOUSING PRESERVATION AND DEVELOPMENT AND ALL OF ITS PREDECESSOR AGENCIES.

NO.	DATE	DESCRIPTION

SHEET No: T-002

DRAWING: TITLE

SCALE: AS NOTED

DRAWN BY: BOH

DATE: 12/17/2021

PROJECT:
Proposed 9 -Story Mixed use Building
35-01 Vernon Blvd., Long Island City, 11101 New York

GKA DESIGN GROUP, Inc.
10-57 Jackson Avenue - Long Island City, New York - 11101
Tel: (718) 729-4100 - Fax: (718) 729-5707

ZONING COMPARISON CHART

EXISTING ZONING R5

ITEMS	APPLICABLE SECTION	EXISTING ZONING R-5	ANALYSIS ON EXISTING ZONING
USES PERMIT'D	22-10	U.G. 1, 2, 3, 4	U.G. 17B, 6B NON CONF'G USE
FAR (LOT AREA - 26,049.18 SF)	23-141 - R5	1.25	32,561.5 SF. (MAX. ALLOWED)
		N.A.	44,067.0 SF (ESTIMATED)
MAX. LOT COVERAGE RESIDENTIAL (CORNER)	23-141 - R5	55%	100 % NON CONFORMING USE
DENSITY NUMBER OF D.U.'s	23-22 - R5	MAX. F.A. / 760 = #	NO RESIDENTIAL UNITS NON CONFORMING USE
FRONT YARD	23-45(a)- R5	10' FRONT YD	NO FRONT YD PROVIDED NON CONFORMING USE
SIDE YARD	23-461(b)-R5	NONE, 8'-0"	NO SIDE YD PROVIDED NON CONFORMING USE
REAR YARD	23-47 - R5	30'-0"	NO REAR YD PROVIDED NON CONFORMING USE
PERIM. WALL HT.	23-631 - R5	30'-0"	20.0' NON CONFORMING USE
INITIAL SETBACK		15'-0"	NO SETBACK NON CONFORMING USE
HT & SETBACK MIN. BASE HT MAX. BASE HT MAX. BUILDING HT	N.A.	N.A.	N.A.
ACC. OFF ST. PARK'G	25-23 - R5	NO DWELLING UNIT PROVIDED	NO PARKING PROVIDED NON CONFORMING USE
LOADING RETAIL USES			

PROPOSED ZONING R7A/M1-4 MX DISTRICT

ITEMS	APPLICABLE SECTION	PROPOSED ZONING COMM.	PROPOSED ZONING RESID'L	ANALYSIS ON PROPOSED ZONING
USES PERMITTED		U.G. 4 - 14, 16, 17	U.G. 1, 2, 3, 4	U.G. 6, 2
FAR : LOT - 26,048.22 SF	43-12 - M1-4	2.00		52,098.36 SF. (MAX ALLOWED FOR COMM.)
	23-154(b) - R7A		4.6	26,048.22 X 4.6 = 119,821.81 SF. (MAX RESI. R7A)
COMMERCIAL/MANUF. (M1-4) RESIDENTIAL (R7A)	SEE DIAGRAMS & PLANS			30,501.1 S.F. (1ST AND 2ND) < 52,098.36 S.F.
				87,023.2 S.F. (1ST - 9TH FL.) < 119,821.81 S.F.
TOTAL ZONING FLOOR AREA				*117,524.3* **S.F. < 119,821.81 SF**
TOTAL RETAIL U.G.-6 TOTAL BUSINESS LOBBY U.G.-6, 16/17 TOTAL OFFICE U.G.-6 TOTAL MANUF. AREA U.G.-16/17 TOTAL RESIDENTIAL AREA U.G.2 HOUSING UNIT AREA U.G.2				**7,923.0 S.F. Z.sf 9,578.12 G.sf (1ST)** **4,520.0 S.F. Z.sf 4,520.0 S.F. G.sf (1ST)** **9,011.95 S.F. Z.sf 9,011.95 S.F. G.sf (2ND)** **9,047.05 S.F Z.sf 9,047.05 S.F. G.sf (2ND)** **87,023.2 S.F. Z.sf (1ST THRU 9TH FL.)** **86,085.0 S.F. Z.sf (3RD THRU 9TH FL.)**
AFFORDABLE HOUSING 25%	23-664(a) (3) ii		25% OF 86,085.0	**21,521.25 S.F. <** 21,556.0 **S.F. SEE PRO004**
MAX. LOT COVERAGE (RESIDENTIAL)				
R7A (INTERIOR) - 6,039.00 S.F.	23-153 - R7A	N.A.	65 % (RES.)	3,049.55 S.F. (50% PROVIDED)
R7A (CORNER) - 20,009.22 S.F.	23-153 - R7A	N.A.	100 % (RES.)	13,665.38 S.F. (68% PROVIDED)
				TOTAL 16,714.93 S.F.
DENSITY NUMBER OF D.U.'s	23-22 R7A	N.A.	MAX. F.A. / 680 = # REGULAR D. UNITS AFFORDABLE H. UNITS	89,320.7 / 680 = 131.3 UNITS ALLOWED 81 REGULAR DWELLING UNITS 26 AFFORDABLE HOUSING UNITS **TOTAL 107 DWELLING UNITS PROVIDED**
FRONT YARD	123-651 - MX	NO FRONT YD. REQ.		0.00' PROVIDED
	23-45 - R7A		NO FRONT YD. REQ.	0.00' PROVIDED
SIDE YARD	43-25 - M1-4	NO SIDE YD. REQ.		0.00' PROVIDED
	43-301 - M1-4	15' SIDE YD. REQ.		0.00' PROVIDED / NOT APPLICABLE
	23-462(c) - R7A		NO SIDE YD. REQ.	40.00' PROVIDED
REAR YARD				
COMMERCIAL (CORNER)	43-311 - M1-4	NO REAR YD. REQ.		0.00' PROVIDED
COMMERCIAL (INTERIOR)	43-26 - M1-4	20.0' REAR YD. REQ.		0.00' PROVIDED (NO COMMERCIAL)
RESIDENTIAL (CORNER)	23-541 -R7A		NO REAR YD. REQ.	0.00' PROVIDED
RESIDENTIAL (INTERIOR)	23-47 - R7A		30' REAR YD. REQ.	40.00' PROVIDED
PERIMETER WALL HT. INITIAL SETBACK	N.A.	N.A.	N.A.	N.A.
HEIGHT & SETBACK MIN. BASE HEIGHT MAX. BASE HEIGHT MAX. BUILDING HEIGHT	123-662(b), 23-664(b) - M1-4 / R7A (MX)	40.0' 75.0' 95.0'		75.0' BASE WALL HEIGHT 95.0' BUILDING HEIGHT (W/ QUALIFIED 1ST FL.)
25' FROM R5 ZONING DIST.	23-693 - R7A	55.0'		55.0' PROVIDED
SETBACK (35TH ST, VERNON WIDE ST) (9TH ST, NARROW ST	23-664 - R7A	10.0' 15.0'		10.0' ALONG VERNON BLVD., 35TH AVE, 15.0' ALONG 9TH ST.
ACC. OFF STREET PARKING	44-21 - M1-4	NONE FOR UG-6		(0) REQUIRED / (0) PROVIDED
COMMERCIAL	44-21 - M1-4	NONE FOR UG-16		(0) REQUIRED / (0) PROVIDED
RESIDENTIAL	25-23 - R7A		1 PER 2 D'UNITS	107 UNITS / 2 = 54 PARKING REQ.
				77 PARKING SPACES PROVIDED (OK)
LOADING BERTH RETAIL USES COMMERCIAL	44-52 - M1-4	NONE PER 8,000 SF (1) PER NEXT 17,000 SF	N.A.	FOR UG-16/17 NONE REQUIRED FOR UG- 6 (1) REQUIRED (1) PROVIDED

THIS IS A SCHEMATIC DESIGN & SHALL SUBJECT TO REVIEW & INTERPRETATION BY NYC DEPT. OF BLDGS ON ZONING AND BUILDING CODES; PLANS SHALL ALSO SUBJECT TO REVIEW & COMMENTS BY DEPT. OF HOUSING PRESERVATION AND DEVELOPMENT AND ALL OF ITS PREDECESSOR AGENCIES.

NO.	DATE	DESCRIPTION

SHEET No: PRO-001

DRAWING: ZONING COMPARISON | SCALE: AS NOTED | DRAWN BY: BOH | DATE: 12/17/2021

PROJECT:
Proposed 9 -Story Mixed use Building
35-01 Vernon Blvd., Long Island City, 11101 New York

GKA DESIGN GROUP, Inc.
10-57 Jackson Avenue - Long Island City, New York - 11101
Tel: (718) 729-4100 - Fax: (718) 729-5707

PROPERTY INFORMATION

ADDRESS: 35-01 VERNON BLVD, QUEENS, N.Y. / AKA :35-08 9TH STREET, QUEENS, NY
BLOCK: 328
LOT: 23
MAP: 9A
EXISTING ZONING: R5
PROP. ZONING: M1-4/R7A MX SPECIAL DISTRICT
(MAX. COMMERCIAL FAR : 2.00)
(MAX. RESIDENTIAL FAR : 4.6 WITH INCLUSIONARY HOUSING)

LOT AREA: 26,048.22 SQ. FT.
MAX. COMMERCIAL/MANUFACTURE ALLOWABLE FLOOR AREA : 52,098.36 SQ.FT.
MAX. RESIDENTIAL ALLOWABLE FLOOR AREA : 119,821.81 SQ.FT.

** ALL DWELLING UNITS INCLUDING AFFORDABLE HOUSING UNITS ARE COMPLIED WITH QUALITY HOUSING REGULATION.

LEVEL OF BUILDING	PROPOSED USE	ZSF (RETAILS Q.H. AREA)	GSF BUILDING FL. AREA	RETAIL W. SALE BUSINESS	AFFORD. HOUSING SF.	1BED APT. MIN. +595 SF	2BED APT. MIN. +958SF	3BED APT. MIN. +1057SF	TOTAL	AFFORD. APT. MIN. +597 SF 1BED	2BED	3BED	TOTAL	REMARKS
SUB CELLAR	ACCESSORY STORAGE	-	2,214.61 SF											
	PARKING	-	23,375.77 SF											ENCLOSED 46 PARKING SPACES
CELLAR	MECH. SPACES STORAGE	-	9,693.12 SF											
	PARKING BICYCLE PARKING	-	15,897.26 SF											ENCLOSED 24 PARKING SPACES ENCLOSED 58 BICYCLE SPACES
FIRST FLOOR	RETAIL U.G.- 6, 16/17 / O.G.- B	7,923.0 SF	9,578.12 SF	7,923.0 SF										
	RESIDENTIAL LOBBY U.G.- 2 / O.G.- R-2	938.2 SF	-											
	BUSINESS LOBBY U.G.- 6, 16/17 / O.G.- B	4,520.0 SF	4,520.0 SF											ENTRANCE OF RESIDENTIAL LOBBY, CIRCULATION
	PARKING/ L.BERTH	-	12,736.8 SF											SCREENED 7 PARKING SPACES & 1 LOADING BERTH
SECOND FLOOR	COMM. MANUF. U.G.- 6 / O.G.- B U.G.-16/17 / O.G.- B	9,011.95 SF 9,047.05 SF	18,058.1 SF	18,058.1 SF										OUTDOOR REC. AREA 8,034.33 SF U.G. 6 OFFICE- 9,011.95 SF U.G. 16/17 MANUF. - 9,047.05 SF
THIRD FLOOR	DWELLING UNITS U.G.- 2 / O.G.- R-2	15,290.0 SF	17,627.69 SF		5,016.0 SF	8	4	1	13	3	2	1	6	19 DWEL.G UNITS AFFORDABLE H. 6 UNITS
FOURTH FLOOR	DWELLING UNITS U.G.- 2 / O.G.- R-2	15,290.0 SF	17,627.69 SF		5,016.0 SF	8	4	1	13	3	2	1	6	19 DWEL.G UNITS AFFORDABLE H. 6 UNITS
FIFTH FLOOR	DWELLING UNITS U.G.- 2 / O.G.- R-2	15,290.0 SF	17,627.69 SF		4,433.0 SF	9	4	1	14	2	2	1	5	19 DWEL. UNITS AFFORDABLE H. 5 UNITS
SIXTH FLOOR	DWELLING UNITS U.G.- 2 / O.G.- R-2	13,996.0 SF	16,140.2 SF		4,019.0 SF	6	4	2	12	3	2	-	5	17 DWEL. UNITS/ OUTDOOR REC. AREA AFFORDABLE H. 5 UNITS
SEVENTH FLOOR	DWELLING UNITS U.G.- 2 / O.G.- R-2	13,996.0 SF	16,140.2 SF		3,072.0 SF	7	4	2	13	2	2	-	4	17 DWEL. UNITS AFFORDABLE H. 4 UNITS
EIGHTH FLOOR	DWELLING UNITS U.G.- 2 / O.G.- R-2	5,956.0 SF	9,433.4 SF		-	4	4	-	8	-	-	-	-	8 DWEL. UNITS/ INDOOR REC. 1,782.4 SF AFFORDABLE H. 0 UNITS
NINETH FLOOR	DWELLING UNITS U.G.- 2 / O.G.- R-2	6,267.0 SF	9,433.4 SF		-	3	4	1	8	-	-	-	-	8 DWEL. UNITS/ INDOOR REC. 1,782.4 SF AFFORDABLE H. 0 UNITS
ROOF FLOOR	ACCESSORY UTILITY	-	9,433.4 SF		-									OUTDOOR REC. AREA MECHANICAL AREA
TOTAL FLOOR		117,524.3 SF	209,537.5 SF											ZSF. COMM. & MANUF. 30,501.1SF. ZSF. RESIDENTIAL 87,023.2SF.
# OF DWEL'G UNITS (3RD THRU 9TH FL.)		86,085.0 SF			21,556.0 SF	45	28	8	81	13	10	3	26	TOTAL 107 DWELLING UNITS, (54 PARK'G REQ.) 25% OF 107 DWELL'G UNITS = 26 UNITS
TOTAL PARKING PROVIDED														77 PARKING SPACES PROVIDED

THIS IS A SCHEMATIC DESIGN & SHALL SUBJECT TO REVIEW & INTERPRETATION BY NYC DEPT. OF BLDGS ON ZONING AND BUILDING CODES; PLANS SHALL ALSO SUBJECT TO REVIEW & COMMENTS BY DEPT. OF HOUSING PRESERVATION AND DEVELOPMENT AND ALL OF ITS PREDECESSOR AGENCIES.

NO.	DATE	DESCRIPTION

SHEET No: PRO-002

DRAWING: PROGRAM | SCALE: AS NOTED | DRAWN BY: BOH | DATE: 12/17/2021

PROJECT:
Proposed 9 -Story Mixed use Building
35-01 Vernon Blvd., Long Island City, 11101 New York

GKA DESIGN GROUP, Inc.
10-57 Jackson Avenue - Long Island City, New York - 11101
Tel: (718) 729-4100 - Fax: (718) 729-5707

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PRO-004	ZONING ANALYSIS	PRO-016	SECTION
PRO-005	PROPOSED SITE PLAN	PRO-017	SECTION
PRO-006	SUBCELLAR FLOOR	PRO-018	ELEVATION
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PROPERTY INFORMATION

ADDRESS: 35-01 VERNON BLVD, QUEENS, NY, 11106
35-08 9TH STREET, QUEENS, NY,11106

BLOCK: 328
LOT: 23
MAP: 9A
EXISTING ZONING: R5
PROP. ZONING: R7A/M1-4 (MX District)
(MAX. COMMERCIAL FAR : 2.00)
(MAX. RESIDENTIAL FAR : 4.6 WITH INCLUSIONARY HOUSING)
LOT AREA: 26,048.22 SQ. FT.
MAX. COMMERCIAL ALLOWABLE FLOOR AREA : 52,098.36 SQ.FT.
MAX. RESIDENTIAL ALLOWABLE FLOOR AREA : 119,821.81 SQ.FT.

ZONING ANALYSIS

EXISTING ZONING DISTRICT R5 IS PROPOSED TO BE **CHANGED TO A R7A/M1-4 (MX District)** AT AREA BOUNDED BY THE VERNON BOULEVARD, 35TH AND 36TH AVENUE AND 9TH STREET

PROPOSED ZONING R7A/M1-4 (MX District)
LOT AREA 26,048.22 SQ. FT.

SEE A-00 FOR ZONING ANALYSIS

SUBCELLAR = 25,590.38 S.F. (UTILITY, PARK'G, NOT CONSIDERED AS F.A.)
CELLAR = 25,590.38 S.F. (UTILITY, PARK'G, NOT CONSIDERED AS F.A.)
1ST FLOOR = 7,923.0 S.F. (COMMERCIAL)
4,520.0 S.F. (BUSINESS LOBBY)
938.2 S.F. (RESIDENTIAL, LOBBY)
12,736.8 SF (PARKING/LOADING SPACES, NOT CONSIDERED AS F.A.)
2ND FLOOR = 18,058.1 S.F. (U.G. 6 OFFICE - 7,433.0 SF / U.G. 16,17 MANUF. - 7,479.0 SF)
3RD FLOOR = 15,290.0 S.F. (Q.H) INCL. A.H. 5,016.0 SF
4TH FLOOR = 15,290.0 S.F. (Q.H) INCL. A.H. 5,016.0 SF
5TH FLOOR = 15,290.0 S.F. (Q.H) INCL. A.H. 4,433.0 SF
6TH FLOOR = 13,996.0 S.F. (Q.H.) INCL. A.H. 4,019.0 SF
7TH FLOOR = 13,996.0 S.F. (Q.H.) INCL. A.H. 3,072.0 SF
8TH FLOOR = 5,956.0 S.F. (Q.H.) INCL. A.H. 0.0 SF
9TH FLOOR = 6,267.0 S.F. (Q.H.) INCL. A.H. 0.0 SF
ROOF = (MECH. & INDOOR RECREATION AREA, NOT CONSIDERED AS F.A.)

TOTAL NET COMM. AREA (1ST FL.AND 2ND) = 30,501.1 S.F. < 52,098.36 S.F.
TOTAL NET RESID. AREA (1ST THRU 9TH FL.)= 87,023.2 S.F.< 119,821.8 S.F.
25% OF NET RESID. AREA TO BE PROVIDED WITH AFFORDABLE HOUSING
RESIDENTIAL FLOOR AREA WITHIN THE PERIMETER WALLS OF AFFORDABLE
TOTAL HOUSING UNITS (ZSF 3RD FL. THRU 9TH FL.) AREA = 86,085.0 SF
21,556.0 **SF** PROVIDED TO BE AFFORDABLE HOUSING
TOTAL NET FLOOR AREA = **117,524.3 S.F.** (4.5) < 119,821.8 (4.6) S.F. OK

ZONING ANALYSIS

Z.R. 23-011 (a) QUALITY HOUSING PROGRAM
IN R7X DISTRICT, ANY #DEVELOPMENTT# OR #ENLARGEMENT# SHALL COMPLY WITH THE APPLICABLE DISTRICT #BULK# REGULATIONS AS SET FORTH IN THIS CHAPTER AND ANY #RESIDENTIAL DEVELOPMENT#, #ENLARGEMENT# OR CONVERSION SHALL ALSO COMPLY WITH REQUIREMENTS OF ARTICLE II, CHAPTER 8 (QUALITY HOUSING PROGRAM).

Z.R. 23-132 BALCONIES IN R6 - R10 DISTRICTS
IN THE DISTRICT INDICATED , BALCONIES MAY PROJECT INTO OR OVER ANY REQUIRED OPEN SPACE AREA WITHIN #URBAN PLAZA#, A #REAR YARD#, AN #INITIAL SETBACK DISTANCE#, ANY OPEN AREA SD NOT OCCUPIED BY #TOWERS#, ANY REQUIRED SIDE OR REAR SETBACK, OR ANY REQUIRED #OPEN SPACE#, PROVIDED THAT SUCH BALCONY:
(a) SHALL NOT PROJECT BY A DISTANCE GREATER THAN SEVEN FEET AS MEASURED FROM THE PLANE SURFACE OF THE BUILDING WALL FROM WHICH PROJECT.
(d) SHALL BE UNENCLOSED EXCEPT FOR A PARAPET NOT EXCEEDING 3 FEET, 8 INCHES IN HEIGHT OR RAILING NOT LESS THAN 50% OPEN AND NOT EXCEEDING 4 FEET, 6 INCHES IN HEIGHT. HOWEVER SUCH A BALCONIES MAY BE RECESSED INTO A BUILDING WALL UP TO A MAXIMUM DEPTH OF SIX FEET PROVIDED THAT AT LEAST 33% OF THE PERIMETER OF SUCH BALCONY IS UNENCLOSED EXCEPT FOR A PARAPET OR RAILING.
(e) SHALL BE LOCATED AT OR HIGHER THAN THE FLOOR LEVEL OF THE THIRD STORY OF A #BUILDING# OR AT LEAST 20 FEET ABOVE # CURB LEVEL#.
(f) SHAL HAVE AN AGGREGATE LENGTH, AT THE LEVEL OF ANY #STORY# NOT EXCEEDING 50% OF THE LENGHT AT THE LEVEL OF THE PLANE SURFACE OF THE BUILDING WALLFROM WHICH IT PROJECTS.

Z.R. 23-145 FOR RESIDENTIAL BUILDINGS DEVELOPED OR ENLARGED PURSUANT TO THE QUALITY HOUSING PROGRAM
SEE PAGE A-00, A-0

Z.R. 23-22 MAX. NUMBER OF DWELLING UNITS
IN ALL DISTRICTS, AS INDICATED, THE MAXIMUM NUMBER OF DWELLING UNITS OR #ROOMING UNITS# SHALL EQUAL TO THE MAXIMUM #RESIDENTIAL FLOOR AREA# PERMITTED ON THE #ZONING LOT# DIVIDED BY APPLICABLE FACTOR IN THE FOLLOWING TABLE.
FACTOR FOR DETERMINING MAX. NUMBER OF DWELLING UNITS IN R7
AREA PER DWELLING UNIT = 680 S.F.
MAX. F.A. 119,821.81 S.F. - COMMERCIAL AREA 30,501.1 S.F.
= 89,320.7 S.F. / 680 = 131.3
DWELLING UNITS PERMITTED 131
DWELLING UNITS PROVIDED 107 OK

Z.R. 23-24 SPECIAL PROVISIONS FOR BUILDING USED PARTLY FOR NON-RESIDENTIAL USES
IN ALL DISTRICT, AS INDICATED, IF A #BUILDING# IS USED PARTLY FOR #RESIDENCES# AND PARTLY FOR NON-RESIDENTIAL USES# (OTHER THEN #COMUNITY FACILITY USES#, THE PROVISIONS FOR WHICH ARE SET FORTH IN ARTICLE II, CHAPTER 4), THE MAXIMUM NUMBER OF #DWELLING UNITS# OR #ROOMING UNITS# PERMITTED ON THE #ZONING LOT# SHALL EQUAL THE TOTAL #RESIDENTIAL FLOOR AREA# PERMITTED ON THE #ZONING LOT# AFTER DEDUCTING ANY NON-RESIDENTIAL FLOOR AREA#, DIVIDED BY THE APPLICABLE FACTOR IN SECTION 23-22(MAXIMUM NUMBER OF DWELLING UNITS OR ROOMING UNITS).

Z.R. 23-44 PERMITTED OBSTRUCTIONS IN REQUIRED YARDS OR REAR YARD EQUIVALENTS
IN ALL #RESICDENCE DISTRICTS#THE FOLLOWING SHALL NOT BE CONSIDERED OBSTRUCTIONSWHAN LOCATED WITHINA REQUIRED #YARD# OR #REAR YARD EQUIVALENT#.
(a) WALLS, NOT EXCEEDING EIGHT FEET IN HEIGHT AND NOT ROOFED OR PART OF A #BUILDING#.

ZONING ANALYSIS

Z.R. 23-462 (C) SIDE YARDS FOR ALL OTHER RESIDENTIAL BUILDINGS
R6, R7, R8, R9, R10
IN THE DISTRICTS INDICATED, NO #SIDE YARDS# ARE REQUIRED.

Z.R. 43-301 REQUIRED YARDS ALONG DISTRICT BOUNDARY COINCIDENT WITH SIDE LOT LINE OF ZONING LOT IN AN R1, R2, R3, R4 OR R5 DISTRICT
M1-4 - 15'-0" SIDE YARD REQUIRED

Z.R. 23-52 SPECIAL PROVISIONS FOR SHALLOW INTERIOR LOT
R3, R4, R5, R6, R7, R8, R9, R10
IN THE DISTRICTS INDICATED, IF AN #INTERIOR LOT# CONSISTS ENTIRELY OF A TRACK OF LAND WHICH:
(b) IS LESS THAN 70 FEET DEEP AT ANY POINT,
THE DEPTH OF REQUIRED REAR YARD FOR SUCH #INTERIOR LOT# MAY BE REDUCED BY ONE FOOT PER EACH FOOT BY WHICH THE MAXIMUM DEPTH OF SUCH A #ZONING LOT# IS LESS THAN 70 FEET.

Z.R. 23-541 WITHIN ONE HUNDRED FEET OF CORNER
R1, R2, R3, R4, R5, R6, R7, R8, R9, R10
IN ALLL DISTRICTS, AS INDICATED, EXCEPT WITHIN #LOWER DENSITY GROWTH MANAGEMENT AREAS# AND R2A, R5A AND R5D DISTRICTS , NO #REAR YARD# SHALL BE REQUIRED WITHIN 100 FEET OF THE POINT OF INTERSECTION OF TWO #STREET LINES# INTERSECTING AT AN ANGLE OF 135 DEGREES OR LESS.

Z.R. 23-542 ALONG SHORT DIMENSION OF BLOCK
R1, R2, R3, R4, R5, R6, R7, R8, R9, R10
IN ALL DISTRICTS, AS INDICATED, EXCEPT WITHIN #LOWER DENSITY GROWTH MANAGEMENT AREAS# AND R2A, R5A AND R5D DISTRICTS, WHENEVER A #FRONT LOT LINE# OF A #ZONING LOT# COINCIDES WITH ALL OR PART OF A #STREET LINE# MEASURING LESS THAN 230FEET IN LENGHT BETWEEN TWO INTERSECTIONG #STREETS#, NO #REAQR YARD# SHALL BE REQUIRED WITHIN 100 FEET OF SUCH #FRONT LOT LINE#.

Z.R. 23-62 PERMITTED OBSTRUCTION
(2) ALL MECHANICAL EQUIPMENT SHALL BE SCREENED ON ALL SIDES;
a) BALCONIES, UNENCLOSED SUBJECT TO THE PROVISION OF SECTION 23-13
d) ELEVATORS OR STAIR BULKHEADS
f) PARAPET WALLS NOT MORE THAN FOUR FEET HIGH

123-651
SPECIAL YARD REGULATIONS FOR RESIDENTIAL BUILDINGS
NO #FRONT YARDS# OR #SIDE YARDS# ARE REQUIRED IN #SPECIAL MIXED USE DISTRICTS#. HOWEVER, FOR #RESIDENTIAL BUILDINGS# OTHER THAN #SINGLE-# OR #TWO-FAMILY RESIDENCES#, IF ANY OPEN AREA EXTENDING ALONG A #SIDE LOT LINE# IS PROVIDED AT ANY LEVEL, SUCH OPEN AREA SHALL HAVE A MINIMUM WIDTH OF EIGHT FEET.

Z.R. 123-662
(b) MEDIUM AND HIGH DENSITY CONTEXTUAL DISTRICTS IN #SPECIAL MIXED USE DISTRICTS# WHERE THE #RESIDENCE DISTRICT# DESIGNATION IS AN R6A, R6B, R7A, R7B, R7D, R7X,R8A, R8B, R8X, R9A, R9X, R10A OR R10X DISTRICT, THE HEIGHT AND SETBACK PROVISIONS OF SECTION 23-662 SHALL APPLY. HOWEVER, WHERE THE #RESIDENCE DISTRICT# DESIGNATION IS AN R6A, R6B, R7A, R7D, R8A OR R8X DISTRICT LOCATED OUTSIDE THE #MANHATTAN CORE#, FOR #BUILDINGS# WITH #QUALIFYING GROUND FLOORS# UTILIZING THE ADDITIONAL HEIGHTS SET FORTH IN PARAGRAPH (B) OF SECTION 23-662, THE SUPPLEMENTAL GROUND FLOOR PROVISIONS SET FORTH IN PARAGRAPH (B)(2) OF SUCH SECTION SHALL BE MODIFIED SO THAT ANY PERMITTED NON-#RESIDENTIAL USE# IN THE #MANUFACTURING DISTRICT# THAT IS PAIRED WITH SUCH #RESIDENCE DISTRICT# MAY BE UTILIZED TO SATISFY THE GROUND FLOOR #USE# AND DEPTH REQUIREMENTS OF SECTION 26-52 (GROUND FLOOR USE AND DEPTH REQUIREMENTS).

THIS IS A SCHEMATIC DESIGN & SHALL SUBJECT TO REVIEW & INTERPRETATION BY NYC DEPT. OF BLDGS ON ZONING AND BUILDING CODES; PLANS SHALL ALSO SUBJECT TO REVIEW & COMMENTS BY DEPT. OF HOUSING PRESERVATION AND DEVELOPMENT AND ALL OF ITS PREDECESSOR AGENCIES.

NO.	DATE	DESCRIPTION

SHEET No: PRO-003

DRAWING: ZONING ANALYSIS | SCALE: AS NOTED | DRAWN BY: BOH | DATE: 12/17/2021

PROJECT:
Proposed 9 -Story Mixed use Building
35-01 Vernon Blvd., Long Island City, 11101 New York

GKA DESIGN GROUP, Inc.
10-57 Jackson Avenue - Long Island City, New York - 11101
Tel: (718) 729-4100 - Fax: (718) 729-5707

ZONING ANALYSIS

Z.R. 23-633 STREET WALL LOCATION AND HEIGHT AND SETBACK REGULATIONS IN CERTAIN DISTRICTS
IN THE DISTRICTS, AS INDICATED, #STREET WALL# LCOATION AND HEIGHT AND SETBACK REGULATIONS ARE SET FORTH IN THIS SECTION. THE HEIGHT OF ALL BUILDINGS OR OTHER STRUCTURES SHALL BE MEASURED FROM THE #BASE PLANE#.

(a) #STREET WALL# LOCATION
R6A R7A R7D R7X R9D
(1) IN THE DISTRICTS INDICATED, FOR ALL #BUILDINGS#, AND FOR #QUALITY HOUSING BUILDINGS# ON #WIDE STREETS# IN R6 OR R7 DISTRICTS WITHOUT A LETTER SUFFIX, THE #STREET WALL# SHALL BE LOCATED NO CLOSER TO THE #STREET LINE# THAN THE CLOSEST #STREET WALL# OF AN EXISTING #BUILDING# TO SUCH #STREET LINE#, LOCATED ON THE SAME #BLOCK#, AND WITHIN 150 FEET OF SUCH #BUILDING#. HOWEVER, A #STREET WALL# NEED NOT BE LOCATED FURTHER FROM THE #STREET LINE# THAN 15 FEET. ON #CORNER LOTS#, THESE #STREET WALL# LOCATION PROVISIONS SHALL APPLY ALONG ONLY ONE #STREET LINE#.

b) SETBACK REGULATIONS
IN THE DISTRICTS INDICATED, AND FOR #BUILDINGS DEVELOPED# OR #ENLARGED# PURSUANT TO QUALITY HOUSING PROGRAM IN OTHER R6,R7,R8,R9 AND R10 DISTRICTS, SETBACKS ARE REQUIRED FOR ALL PORTIONS OF #BUILDINGS# THAT EXCEED THE MAXIMUM BASE HEIGHT SPECIFIED IN THE THE TABLE IN T HIS SECTION SUCH A SETBACKS SHALL BE PROVIDED IN ACCORDANCE WITH FOLLOWING REGULATIONS:
(1) AT A HEIGHT NOT LOWER THAN THE MINIMUM BASE HEIGHT OR HIGHER THAN THE MAXIMUM BASE HEIGHT A SETBACK WITH A DEPTH OR AT LEAST 10 FEET SHALL BE PROVIDED FROM ANY STREET WALL FRONTING ON A WIDE STREET AND A SETBACK WITH A DEPTH OF AT LEAST 15 FEET SHALL BE PROVIDED FROM ANY STREET WALL FRONTING OR A NARROW STREET.

c) MAXIMUM BUILDING HEIGHT
NO BUILDING OR OTHER STRUCTURE SHALL EXCEED THE MAXIMUM BUILDING HEIGHT SPECIFIED IN TABLE OF THIS SECTION.
MINIMUM BASE HEIGHT, MAXIMUM BASE HEIGHT AND MAXIMUM BUILDING HEIGHT

R7A/M1-4 (MX)
Z.R. 23-664 (a) (3) ADDITIONAL REGULATIONS
MINIMUM BASE HEIGHT = 40'
MAXIMUM BASE HEIGHT = 75'
MAXIMUM BUILDING HEIGHT = 95'
ACTUAL BUILDING HEIGHT = 95' OK

Z.R. 23-693 SPECIAL PROVISIONS APPLYING ADJACENT TO R1 THROUGH R6B DISTRICTS - R6 R7 R8 R9 R10
IN THE DISTRICTS INDICATED, WITHIN 25 FEET OF AN R1 THROUGH R5 DISTRICT OR AN R6B DISTRICT, THE HEIGHT OF A #DEVELOPMENT# OR #ENLARGEMENT# OF A #BUILDING#, OR PORTIONS THEREOF, SHALL NOT EXCEED THE HEIGHT SET FORTH IN THE TABLE BELOW FOR THE APPLICABLE DISTRICT.

R7A - 55' REQUIRED

Z.R. 23-86 MINIMUM DISTANCE BETWEEN LEGALLY REQUIRED WINDOWS AND WALLS OR LOT LINES

ZR 23-911 AFFORDABLE FLOOR AREA
LI= RESIDENTIAL FLOOR AREA WITHIN THE PERIMETER WALLS OF AFFORDABLE HOUSING UNITS
= 23,484.62 SF
MR = RESIDENTIAL FLOOR AREA WITHIN THE PERIMETER WALLS OF THE DWELLING UNITS, THAT ARE NOT AFFORDABLE HOUSING UNITS = 70,603.28 SF
RFA = TOTAL RESIDENTIAL FLOOR AREA = 117,573.8 SF
CA = TOTAL FLOOR AREA ATTRIBUTE TO COMMON AREA FOR WHICH A FEE IS CHARGED TO LOW INCOME HOUSHOLDS FOR THEIR USE = 0 SF
AHFA = TOTAL FLOOR AREA DEVOTED TO AFFORDABLE HOUSING
PROPOSED AFFORDABLE FOOR AREA (NET)
AHFA = LI + { LI X [RFA-(LI+MR)-CA]}
LI +MR
AHFA = 23,484.62 + { 23,484.62 X [117,573.8-(23,484.62+70,603.28)-0]}
23,484.62 +70,603.28
= 31,700.59 + (.25 X 23,458.92)
= 21,556.0 SF OF AFFORDABLE HOUSING PROVIDED

ZONING ANALYSIS

Z.R. 23-861 GENERAL PROVISIONS
R1, R2, R3, R4, R5, R6, R7, R8, R9, R10
IN ALL DISTRICTS AS INDICATED, EXCEPT AS OTHERWISE PROVIDED IN SECTION 23-862 OR 23-863 THE MINIMUM DISTANCE BETWEEN A #LEGALLY REQUIRED WINDOW# AND:
a) ANY WALL,
b) A #REAR LOT LINE#, OR VERTICAL PROJECTION THEREOF, OR
c) A #SIDE LOT LINE#, OR VERTICAL PROJECTION THEREOF,
SHALL BE 30 FEET, MEASURED IN A HORIZONTAL PLANE AT THE SILL LEVEL OF, AND PERPENDICULAR TO, SUCH WINDOW FOR THE FULL WIDTH OF THE ROUGH WINDOW OPENING, PROVIDED, HOWEVER, THAT A #LEGALLY REQUIRED WINDOW# MAY OPEN ON ANY #OUTER COURT# MEETING THE REQUIREMENTS OF SECTION 23-64.

ZR 23-96(d)
(d) SIZE OF AFFORDABLE HOUSING UNITS
(1) IN NEW CONSTRUCTION AFFORDABLE HOUSING AND SUBSTANTIAL REHABILITATION AFFORDABLE HOUSING, AN AFFORDABLE HOUSING UNIT IN A GENERATING SITE SHALL CONTAIN NOT LESS THAN:
(i) 400 SQUARE FEET OF FLOOR AREA WITHIN THE PERIMETER WALLS FOR A ZERO BEDROOM DWELLING UNIT ; OR
(ii) 575 SQUARE FEET OF FLOOR AREA WITHIN THE PERIMETER WALLS FOR A ONE BEDROOM DWELLING UNIT ; OR
(iii) 775 SQUARE FEET OF FLOOR AREA WITHIN THE PERIMETER WALLS FOR A TWO BEDROOM DWELLING UNIT ; OR
(iv) 950 SQUARE FEET OF FLOOR AREA WITHIN THE PERIMETER WALLS FOR A THREE BEDROOM DWELLING UNIT.

Z.R.25-23
REQUIREMENTS WHERE GROUP PARKING FACILITIES ARE PROVIDED
R1 R2 R3 R4 R5 R6 R7 R8 R9 R10
IN ALL DISTRICTS, AS INDICATED, WHERE #GROUP PARKING FACILITIES# ARE PROVIDED, FOR ALL NEW #RESIDENCES#, #ACCESSORY# OFF-STREET PARKING SPACES SHALL BE PROVIDED FOR AT LEAST THAT PERCENTAGE OF THE TOTAL NUMBER OF #RESIDENCES# SET FORTH IN THE FOLLOWING TABLE. SUCH SPACES SHALL BE KEPT AVAILABLE TO THE RESIDENTS OF THE #BUILDING#, IN ACCORDANCE WITH THE PROVISIONS OF SECTION 25-41 (PURPOSE OF SPACES AND RENTAL TO NON-RESIDENTS).
PROPOSED DWELLING UNITS - 106 DWELLING UNITS
50% OF 107 DWELLING UNITS - 58 PARKING REQ.

ZR 44-21
REQUIRED OFF-STREET PARKING SPACES FOR COMMERCIAL
NONE FOR OFFICE/MANUFACTURE - M1-4 (0) EA. REQ.

Z.R. 25-811 ENCLOSED BICYCLE PARKING SPACES
R1 R2 R3 R4 R5 R6 R7 R8 R9 R10

USE GROUP 2 1 PER 2 #DWELLING UNITS# (107) DWELLING UNITS PROVIDED - (53) BICYCLE SPACE REQ.
- (53) BICYCLE SPACES PROVIDED

Z.R. 28-12 STREET TREE PLANTING
ALL QUALITY HOUSING #DEVELOPMENTS# OR CONVERSION, AND #ENLARGEMENTS# OR #EXTENSIONS# THAT INCREASE THE EXISTING #RESIDENTIAL FLOOR AREA BY AT LEAST 20%, SHALL PROVIDE AND MAINTAIN ALONG ENTIRE #STREET# LENGHT OF THE #ZONING LOT#, ONE #STREET# TREE FOR EVERY 25 FEET OF #STREET# FRONTAGE OF THE #ZONING LOT#. SUCH TREES SHALL BE OF AT LEAST 3" CALIPER AT TIME OF PLANTING. - 11 TREE PROVIDED

ZONING ANALYSIS

Z.R. 28-21 SIZE OF DWELLING UNITS
A #DWELLING UNIT# SHALL HAVE AN AREA OF AT LEAST 400 SQUARE FEET OF #FLOOR AREA#.

Z.R. 28-22 WINDOWS
ALL WINDOWS IN THE #RESIDENTIAL# PORTION OF #DEVELOPMENT # OR #ENLARGEMENT# SHALL BE DOUBLE GLAZED.

Z.R. 28-23 REFUSE STORAGE AND DISPOSAL
#DEVELOPMENTS#, #ENLARGEMENTS#, #EXTENSIONS#, AND CONVERSIONS WITH NINE OR MORE #DWELLING UNITS# OR #ROOMING UNITS# PER #VERTICAL CIRCULATION CORE# SHALL COMPLY WITH THE PROVISIONS OF THIS SECTION.
THE STORAGE OF REFUSE SHALL OCCUR ENTIRELY WITHIN ENCLOSED AREA ON THE #ZONING LOT# SHALL BE DELINEATED FOR THIS PURPOSE: AT LEAST ONE FOR #RESIDENTIAL USES# AND AT LEAST ONE FOR COMMUNITY FACILITY# AND #COMMERCIAL USES#. #RESIDENTIAL# STORAGE AND REMOVAL LOCATIONS SHALL PROVIDE AT THE RATE OF 2.9 CUBIC FEET PER #DWELLING UNITS# OR 1.15 CUBIC FEET PER #ROOMING UNITS#. A REFUSE DISPOSAL ROOM OF NOT LESS THEN 12 SQUARE FEET WITH DIMENSION LESS THEN THREE FEET SHALL BE PROVIDED ON EACH #STORY# THAT HAS ENTRANCES TO #DWELLING UNITS# OR #ROOMING UNITS#. TWELVE SQUARE FEET OF SUCH REFUSE STORAGE ROOM SHALL BE EXCLUDED FROM THE DEFINITION OF #FLOOR AREA#.

Z.R. 28-24 LAUNDRY FACILITIES
IF THE #BUILDING# PROVIDES THE FOLLOWING, THEN THAT PORTION OF THE LAUNDRY ROOM WHICH IS USED TO MEET THESE MINIMUM REQUIREMENTS SHALL BE EXCLUDED FROM THE DEFINITION OF #FLOOR AREA#:
(a) AT LEAST ONE WASHING MACHINE PER 20 #DWELLING UNITS# OR #ROOMING UNITS# AND AT LEAST ONE DRYER PER 40 #DWELLING UNITS# OR #ROOMING UNITS#.
(b) SUCH MACHINES ARE LOCATED IN A ROOM OR ROOMS WITH AN ADDITIONAL THREE SQUARE FEET OF UNOBSTRUCTED FLOOR SPACE EQUIPPED WITH CHAIRS AND TABLES FOR FOLDING LAUNDRY FOR EACH MACHINE PROVIDED.
(c) SUCH A ROOM HAVE AT LEAST ONE EXTERIOR WALL WITH WINDOWS MEASURING NOT LESS THAN 9.5% OF THE TOTAL FLOOR SPACE OF THE ROOMS, AND
(d) SUCH WINDOWS MEET THE APPLICABLE REQUIREMENTS OF SECTION 24-60.

Z.R. 28-25 DAYLIGHT IN CORRIDORS
50% OF THE SQUARE FOOTAGE OF CORRIDOR MAY BE EXCLUDED FROM DEFINITION OF #FLOOR AREA# IF A WINDOW WITH CLEAR, NON-TINTED, GLAZED AREA OF AT LEAST 20 SQUARE FEET IS PROVIDED IN SUCH CORRIDOR, PROVIDED THAT SUCH WINDOW.

Z.R. 28-31 REQUIRED RECREATION SPACE
ALL #DEVELOPMENT#, #ENLARGEMENT#, #EXTENSIONS# OR CONVERSION WITH NINE OR MORE #DWELLING UNITS# OR #ROOMING UNITS#, SHALL PROVIDE AT LEAST TH E MINIMUM AMOUNT OF RECREATION SPACE AS SET FORTH IN FOLLOWING TABLE.
THE AMOUNT OF RECREATION SPACE REQUIRED IS EXPRESSED AS A PERCENTAGE OF THE TOTAL #RESIDENTIAL FLOOR AREA# OF THE #DEVELOPMENT#, ENLARGEMENT#, #EXTENSION# OR CONVERSION, AND MAY BE AGGREGATED IN ONE TYPE, INDOORS OR OUTDOORS.
THE FLOOR SPACE OF INDOOR RECREATION SPACE PROVIDED IN ACCORDANCE WITH THE STANDARDS SET FORTH IN SECTION 28-32, NOT EXCEEDING THE AMOUNT REQUIRED IN THE FOLLOWING TABLE, SHALL BE EXCLUDED FROM THE DEFINITION OF #FLOOR AREA#.

MIN. REQUIRED RECREATION SPACE IN R7 3.3% OF RESIDENTIAL FLOOR AREA
MAX. F.A.R. = 94,787.76 S.F. 3.3% = 3,128.0 S.F.
RECREATION SPACE PROVIDED 4,298.11S.F.

Z.R. 28-41 DENSITY PER CORRIDOR
IF THE NUMBER OF #DWELLING UNITS# OR #ROOMING UNITS# SERVED BY A #VERTICAL CIRCULATION CORE# AND CORRIDOR ON EACH #STORY# DOES NOT EXCEED THE NUMBER SET FORTH IN THE FOLLOWING TABLE, 50% OF THE SQUARE FEET OF THE CORRIDOR SERVING SUCH #DWELLING UNITS# OR #ROOMING UNITS# ON SUCH #STORY# MAY BE EXCLUDED FROM THE DEFINITION OF #FLOOR AREA#.

THIS IS A SCHEMATIC DESIGN & SHALL SUBJECT TO REVIEW & INTERPRETATION BY NYC DEPT. OF BLDGS ON ZONING AND BUILDING CODES; PLANS SHALL ALSO SUBJECT TO REVIEW & COMMENTS BY DEPT. OF HOUSING PRESERVATION AND DEVELOPMENT AND ALL OF ITS PREDECESSOR AGENCIES.

NO.	DATE	DESCRIPTION

SHEET No: PRO-004

DRAWING: ZONING ANALYSIS | SCALE: AS NOTED | DRAWN BY: BOH | DATE: 12/17/2021

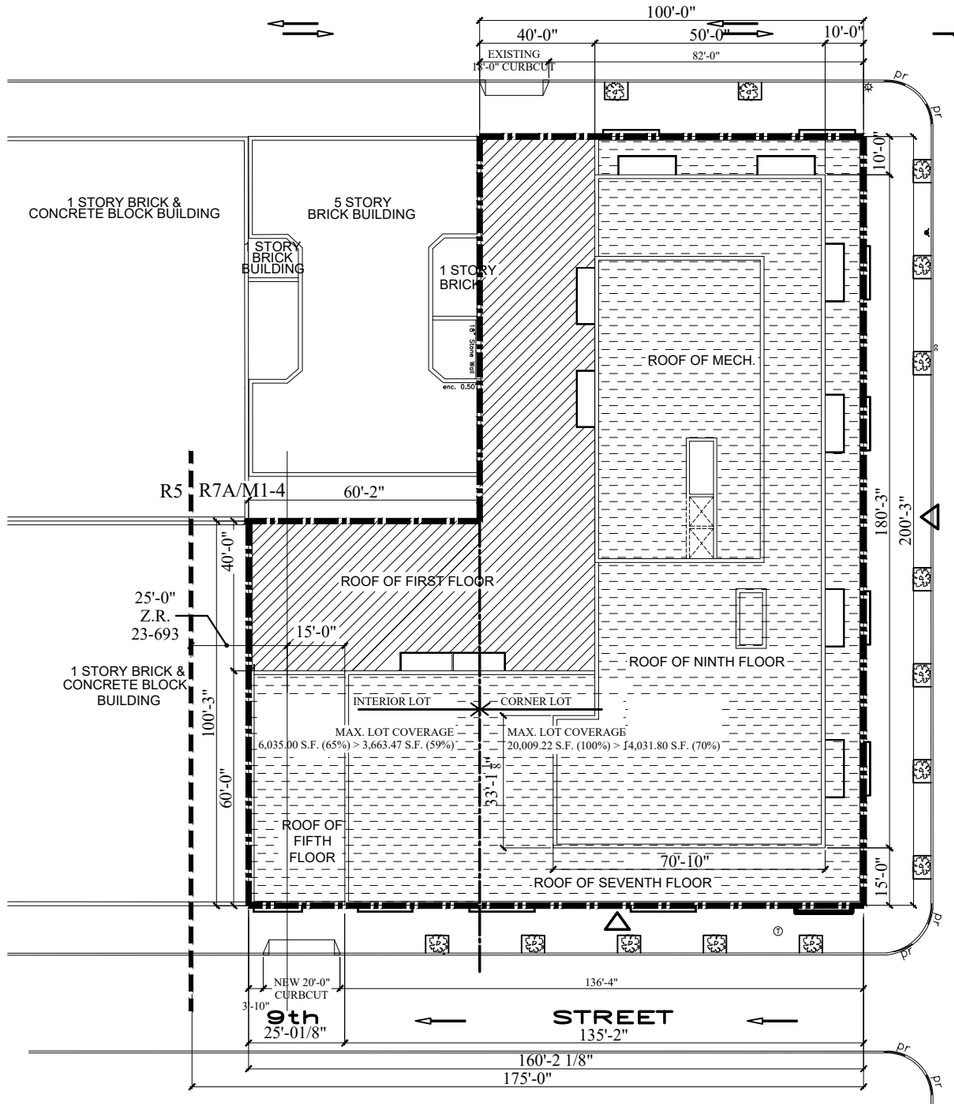
PROJECT:
Proposed 9 -Story Mixed use Building
35-01 Vernon Blvd., Long Island City, 11101 New York

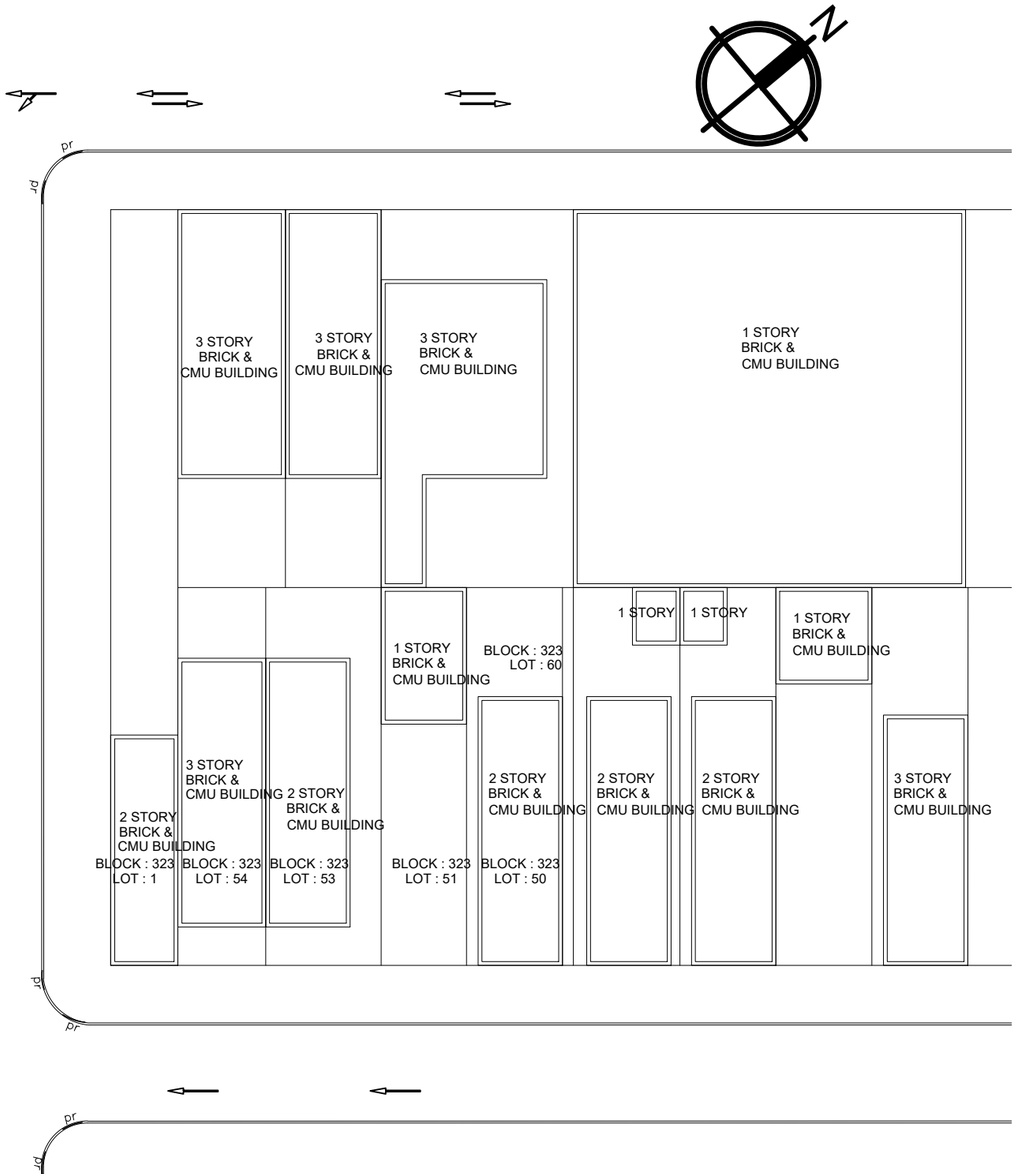
GKA DESIGN GROUP, Inc.
10-57 Jackson Avenue - Long Island City, New York - 11101
Tel: (718) 729-4100 - Fax: (718) 729-5707

OPENED TRANSPORTATION UTILITY

OPENED CONEDISON UTILITY

VERNON BOULEVARD





LEGEND

PROPERTY LINE

EXISTING BUILDINGS

R7A/M1-4 / R5 ZONING DISTRICT BOUNDARY

BUILDING ENTRY RES LOBBY

PROPOSED TREE

4 STORY BRICK & CONCRETE BLOCK BUILDING

THIS IS A SCHEMATIC DESIGN & SHALL SUBJECT TO REVIEW & INTERPRETATION BY NYC DEPT. OF BLDGS ON ZONING AND BUILDING CODES; PLANS SHALL ALSO SUBJECT TO REVIEW & COMMENTS BY DEPT. OF HOUSING PRESERVATION AND DEVELOPMENT AND ALL OF ITS PREDECESSOR AGENCIES.

NO.	DATE	DESCRIPTION

SHEET No: PRO-005

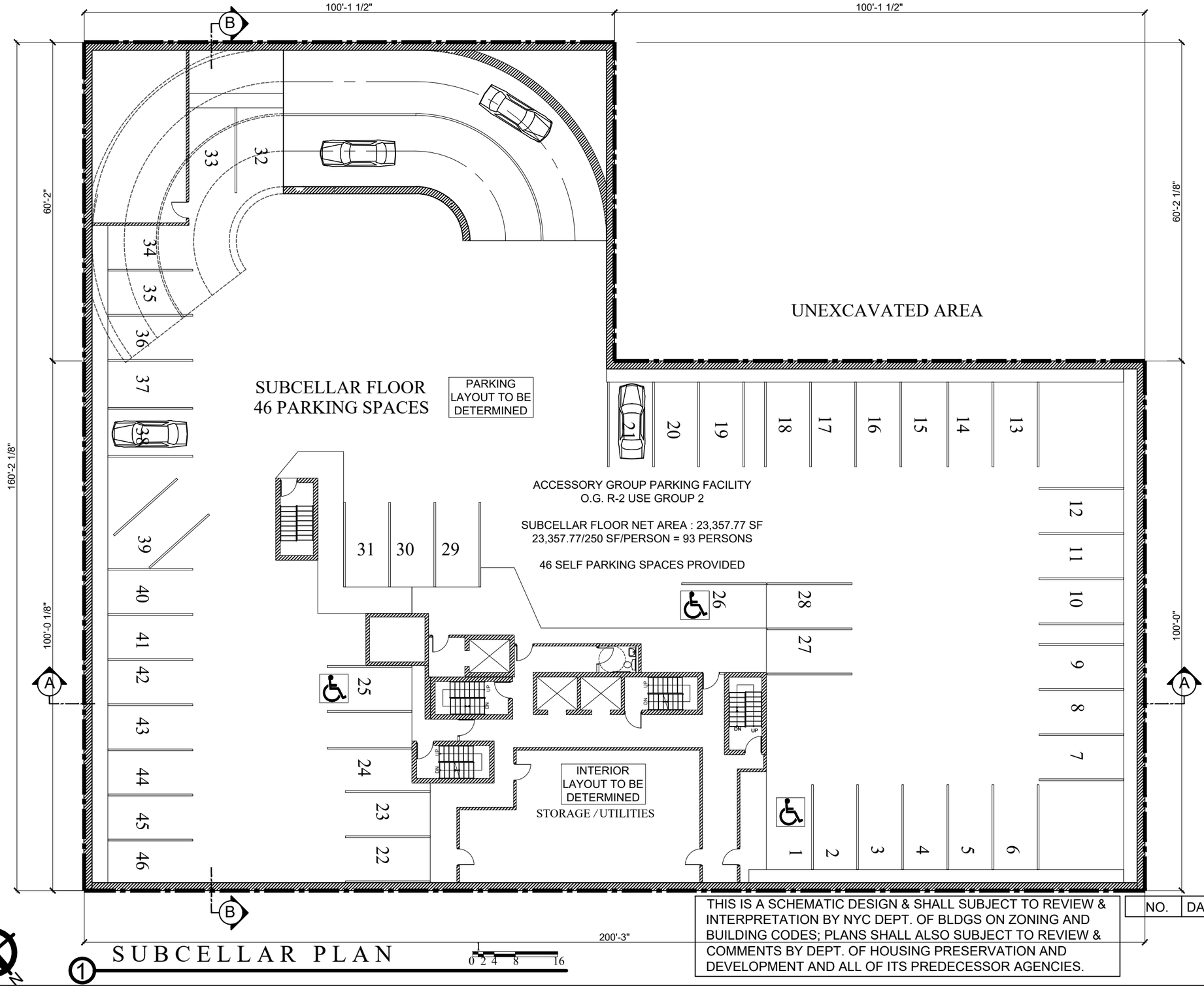
DRAWING: PROPOSED SITE PLAN | SCALE: AS NOTED | DRAWN BY: BOH | DATE: 12/17/2021

PROJECT:

Proposed 9 -Story Mixed use Building

35-01 Vernon Blvd., Long Island City, 11101 New York

GKA DESIGN GROUP, Inc.
10-57 Jackson Avenue - Long Island City, New York - 11101
Tel: (718) 729-4100 - Fax: (718) 729-5707



SUBCELLAR PLAN

1 — 0 2 4 8 16

THIS IS A SCHEMATIC DESIGN & SHALL SUBJECT TO REVIEW & INTERPRETATION BY NYC DEPT. OF BLDGS ON ZONING AND BUILDING CODES; PLANS SHALL ALSO SUBJECT TO REVIEW & COMMENTS BY DEPT. OF HOUSING PRESERVATION AND DEVELOPMENT AND ALL OF ITS PREDECESSOR AGENCIES.

NO.	DATE	DESCRIPTION

SHEET No: PRO-006

DRAWING: SUBCELLAR
SCALE: AS NOTED
DRAWN BY: BOH
DATE: 12/17/2021

PROJECT:
Proposed 9 -Story Mixed use Building
35-01 Vernon Blvd., Long Island City, 11101 New York

GKA DESIGN GROUP, Inc.
10-57 Jackson Avenue - Long Island City, New York - 11101
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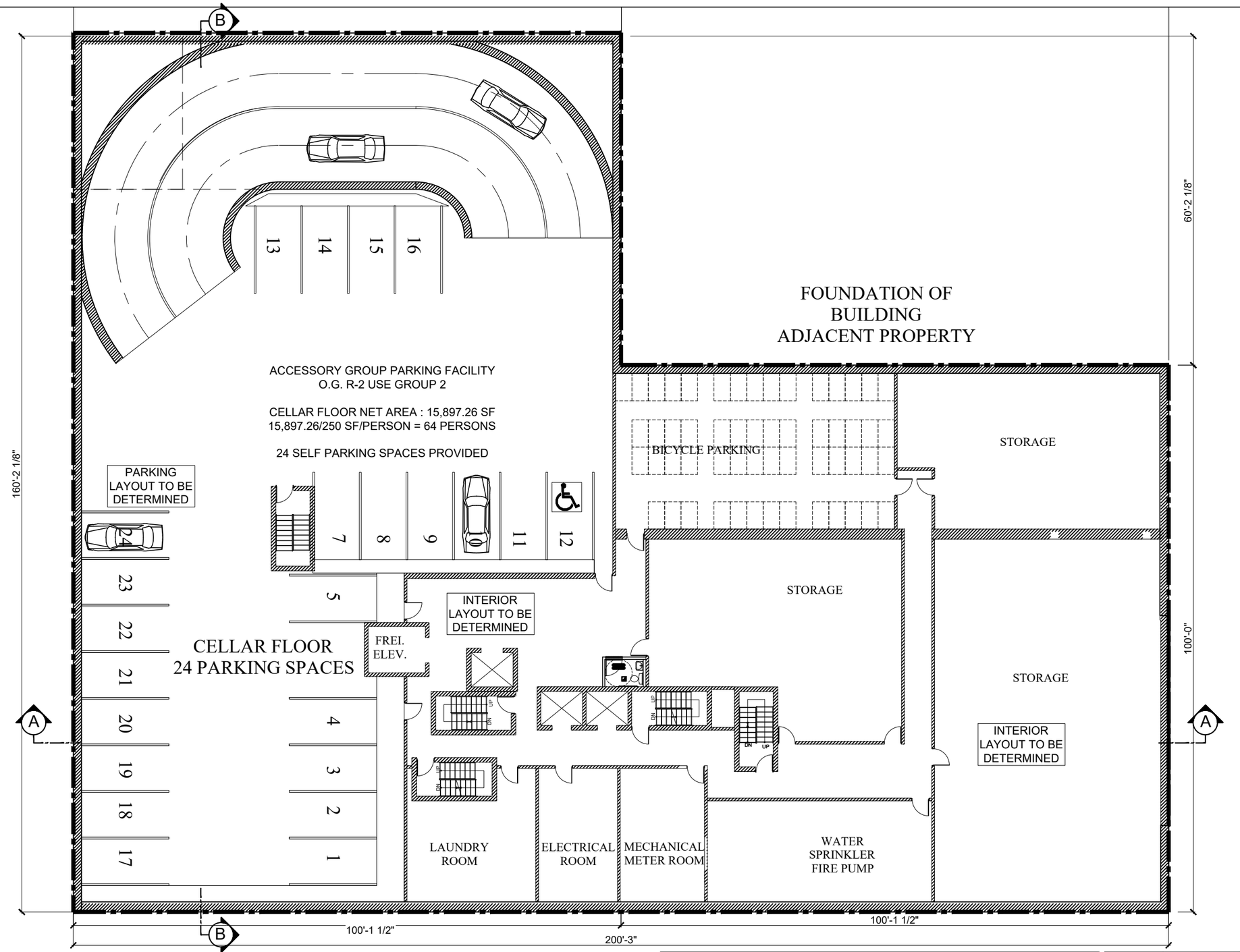

CELLAR PLAN

1 0 2 4 8 16

THIS IS A SCHEMATIC DESIGN & SHALL SUBJECT TO REVIEW & INTERPRETATION BY NYC DEPT. OF BLDGS ON ZONING AND BUILDING CODES; PLANS SHALL ALSO SUBJECT TO REVIEW & COMMENTS BY DEPT. OF HOUSING PRESERVATION AND DEVELOPMENT AND ALL OF ITS PREDECESSOR AGENCIES.

NO.	DATE	DESCRIPTION

SHEET No: PRO-007

DRAWING: CELLAR
SCALE: AS NOTED
DRAWN BY: BOH
DATE: 12/17/2021

PROJECT:
Proposed 9 -Story Mixed use Building
35-01 Vernon Blvd., Long Island City, 11101 New York

GKA DESIGN GROUP, Inc.
10-57 Jackson Avenue - Long Island City, New York - 11101
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1ST FLOOR
±0'-0" = 20.47

B

100'-1 1/2"

EXISTING 1 STY. BLDG ADJ. PROP.

100'-1 1/2"

M1-4
/R7A

ELEV
19.75

3'-10 1/8"

NEW 20'-0"
CURBCUT

INTERIOR LOT

CORNER LOT

160'-2 1/8"

136'-4"

1ST FLOOR
±0'-0" = 24.00

1 2 3 4

EXISTING
5 STORY
BUILDING
ADJACENT PROPERTY

60'-0 7/8"

1ST FLOOR
±0'-0" = 24.98

100'-2"

VERNON BOULEVARD
(75' WIDE)

ELEV
24.41

ACCESSORY GROUP PARKING FACILITY
O.G. R-2 USE GROUP 2

1ST FLOOR NET AREA : 9,710.79 SF
12,736.8/250 SF/PERSON = 51 PERSONS

7 SELF PARKING SPACES PROVIDED

PARKING
LAYOUT TO BE
DETERMINED

1ST FLOOR
±0'-0" = 24.00

GROUND FLOOR
7 PARKING SPACES

UNOBSTRUCTED
AREA FOR
LOADING BERTH
50'L X 12'W X 14'H

EXISTING
18'-0" CURBCUT

5

6

7

1ST FLOOR
±0'-0" = 24.00

RETAIL 1
OCCUP. GROUP - B
UG. -6
2,494.0 SF

100'-0"

82'-0"

DN UP

FREIGHT.
ELEV.

COMPACTOR

RETAIL 3
OCCUP. GROUP - B
UG. -16/17
2,557.0 SF

ARCADE

A

MAIL

BUSINESS
LOBBY
4,520.0 SF

RES.
LOBBY
938.2 SF

1ST FLOOR
±0'-0" = 24.00

INTERIOR
LAYOUT TO BE
DETERMINED

RETAIL 2
OCCUP. GROUP - B
UG. -6
2,872.0 SF

ELEV
24.00

ELEV
24.00

ELEV
24.00

ARCADE

ELEV
25.35

200'-3"

ELEV
20.79

B

ELEV
24.00

MAIN ENTRY

ELEV
23.81

1
0 2 4 8 16

FIRST FLOOR PLAN

THIS IS A SCHEMATIC DESIGN & SHALL SUBJECT TO REVIEW & INTERPRETATION BY NYC DEPT. OF BLDGS ON ZONING AND BUILDING CODES; PLANS SHALL ALSO SUBJECT TO REVIEW & COMMENTS BY DEPT. OF HOUSING PRESERVATION AND DEVELOPMENT AND ALL OF ITS PREDECESSOR AGENCIES.

NO.	DATE	DESCRIPTION

SHEET No: PRO-008

DRAWING: 1ST FLOOR
SCALE: AS NOTED
DRAWN BY: BOH
DATE: 12/17/2021

PROJECT:
Proposed 9 -Story Mixed use Building
35-01 Vernon Blvd., Long Island City, 11101 New York

GKA DESIGN GROUP, Inc.
10-57 Jackson Avenue - Long Island City,
New York - 11101
Tel: (718) 729-4100 - Fax: (718) 729-5707

EXISTING 1 STY. BLDG ADJ. PROP.

100'-1 1/2"

60'-1 1/2"

100'-1 1/2"

LIGHT
MANUFACTURE
2E
OCCUPANCY : B
USE :16/17
2,394.0 SF

LIGHT
MANUFACTURE
2F
OCCUPANCY : B
USE :16/17
2,634.0 SF

40'-0"

EXISTING
5 STORY
BUILDING
ADJACENT PROPERTY

60'-2 1/8"

86'-8 1/4"

8'-4"

2ND FLOOR
U.G. 6 OFFICE - 9,011.95 SF
U.G. 16/17 MANUF. - 9,047.05 SF

ROOF OF FIRST FLOOR
OUT DOOR RECREATION AREA
8,034.33 SF

40'-0"

40'-0"

20'-11 1/2"

119'-2"

STORAGE

DN

UP

FREI.
ELEV.

LOBBY

ELEV.

OFFICE
2 B
OCCUPANCY : B
USE :6
3,077.0 SF

A

73'-9 3/8"

CABLE

STORAGE

UP

DN

UP

DN

CORRIDOR

A

60'-0"

LIGHT
MANUFACTURE
2D
OCCUPANCY : B
USE :16/17
2,451 SF

UP

DN

OFFICE
2C
OCCUPANCY : B
USE :6
2,406.0 SF

OFFICE
2A
OCCUPANCY : B
USE : 6
1,960.0 SF

43'-1"

90'-11 1/4"

65'-2 1/2"

B

200'-3"

N

SECOND FLOOR PLAN

1

0 2 4 8 16

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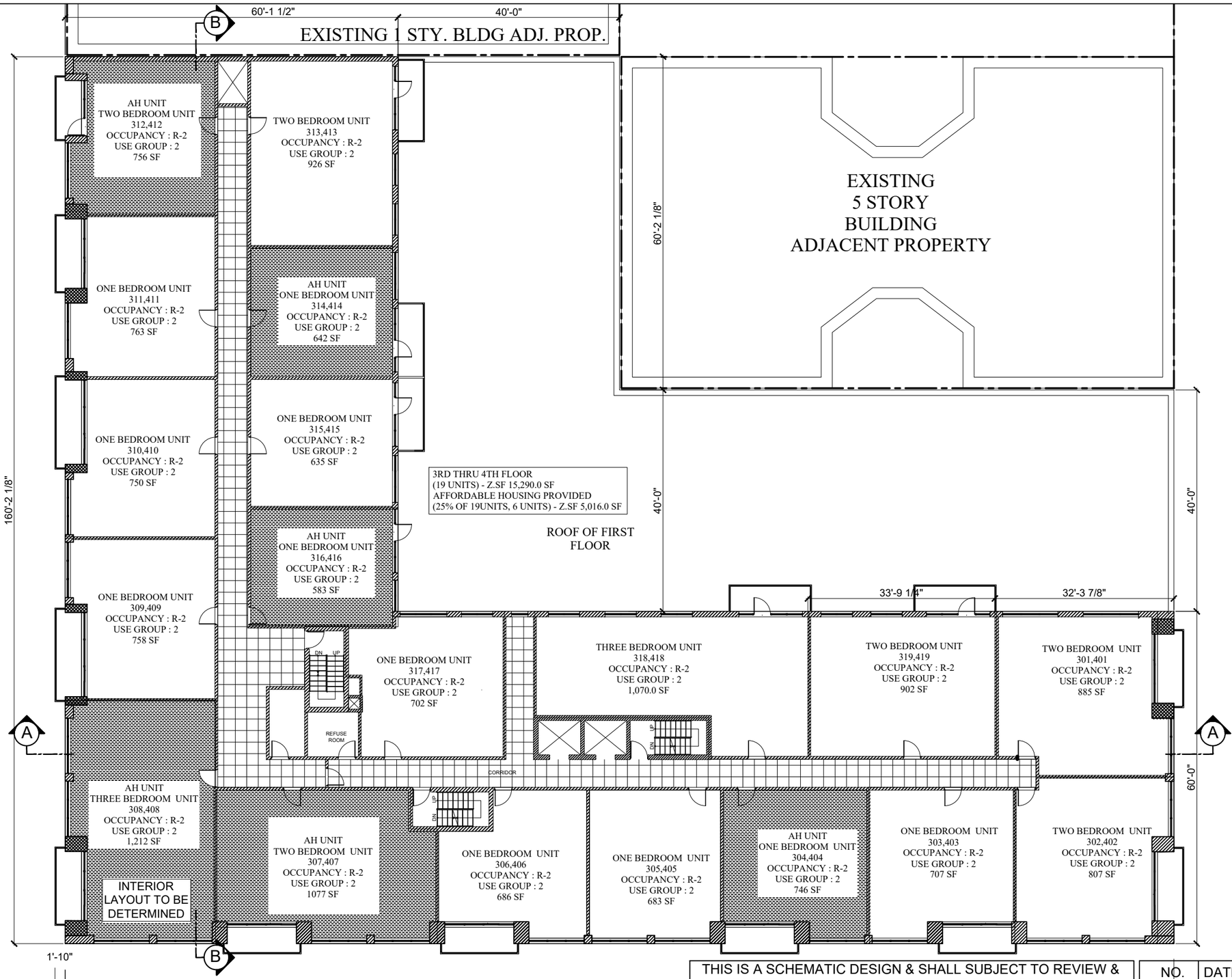
NO.	DATE	DESCRIPTION

SHEET No: PRO-009

DRAWING: 2ND FLOOR
SCALE: AS NOTED
DRAWN BY: BOH
DATE: 12/17/2021

PROJECT:
Proposed 9 -Story Mixed use Building
35-01 Vernon Blvd., Long Island City, 11101 New York

GKA DESIGN GROUP, Inc.
10-57 Jackson Avenue - Long Island City,
New York - 11101
Tel: (718) 729-4100 - Fax: (718) 729-5707



THIRD THRU FOURTH FLOOR PLAN

1

THIS IS A SCHEMATIC DESIGN & SHALL SUBJECT TO REVIEW & INTERPRETATION BY NYC DEPT. OF BLDGS ON ZONING AND BUILDING CODES; PLANS SHALL ALSO SUBJECT TO REVIEW & COMMENTS BY DEPT. OF HOUSING PRESERVATION AND DEVELOPMENT AND ALL OF ITS PREDECESSOR AGENCIES.

NO.	DATE	DESCRIPTION

SHEET No: PRO-010

DRAWING: THIRD THRU FIFTH FL.
SCALE: AS NOTED
DRAWN BY: BOH
DATE: 12/17/2021

PROJECT:
Proposed 9 -Story Mixed use Building
35-01 Vernon Blvd., Long Island City, 11101 New York

GKA DESIGN GROUP, Inc.
10-57 Jackson Avenue - Long Island City, New York - 11101
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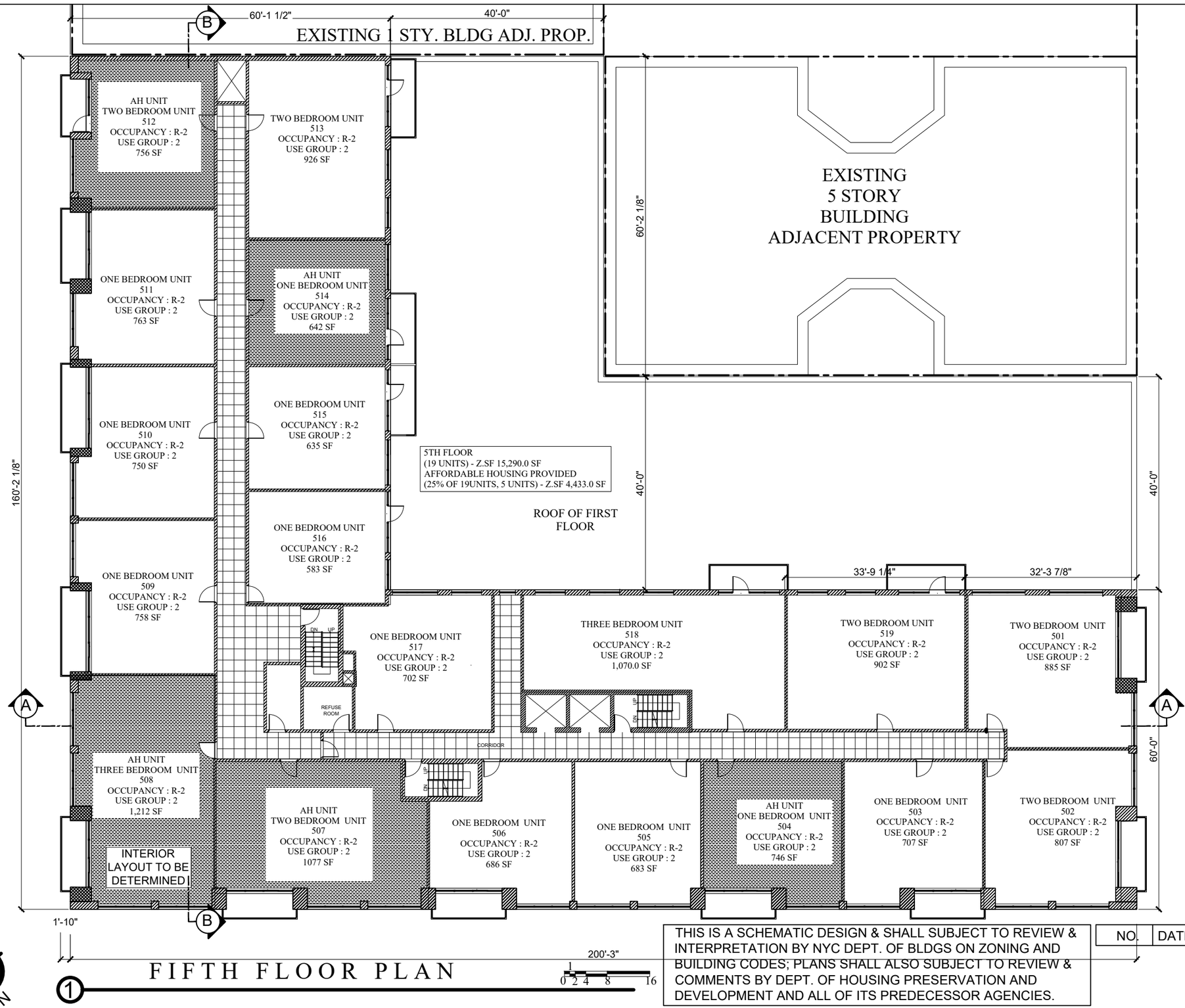

FIFTH FLOOR PLAN

1

THIS IS A SCHEMATIC DESIGN & SHALL SUBJECT TO REVIEW & INTERPRETATION BY NYC DEPT. OF BLDGS ON ZONING AND BUILDING CODES; PLANS SHALL ALSO SUBJECT TO REVIEW & COMMENTS BY DEPT. OF HOUSING PRESERVATION AND DEVELOPMENT AND ALL OF ITS PREDECESSOR AGENCIES.

NO.	DATE	DESCRIPTION

SHEET No: PRO-011

DRAWING: THIRDTHRU FIFTH FL.
SCALE: AS NOTED
DRAWN BY: BOH
DATE: 12/17/2021

PROJECT:
Proposed 9 -Story Mixed use Building
35-01 Vernon Blvd., Long Island City, 11101 New York

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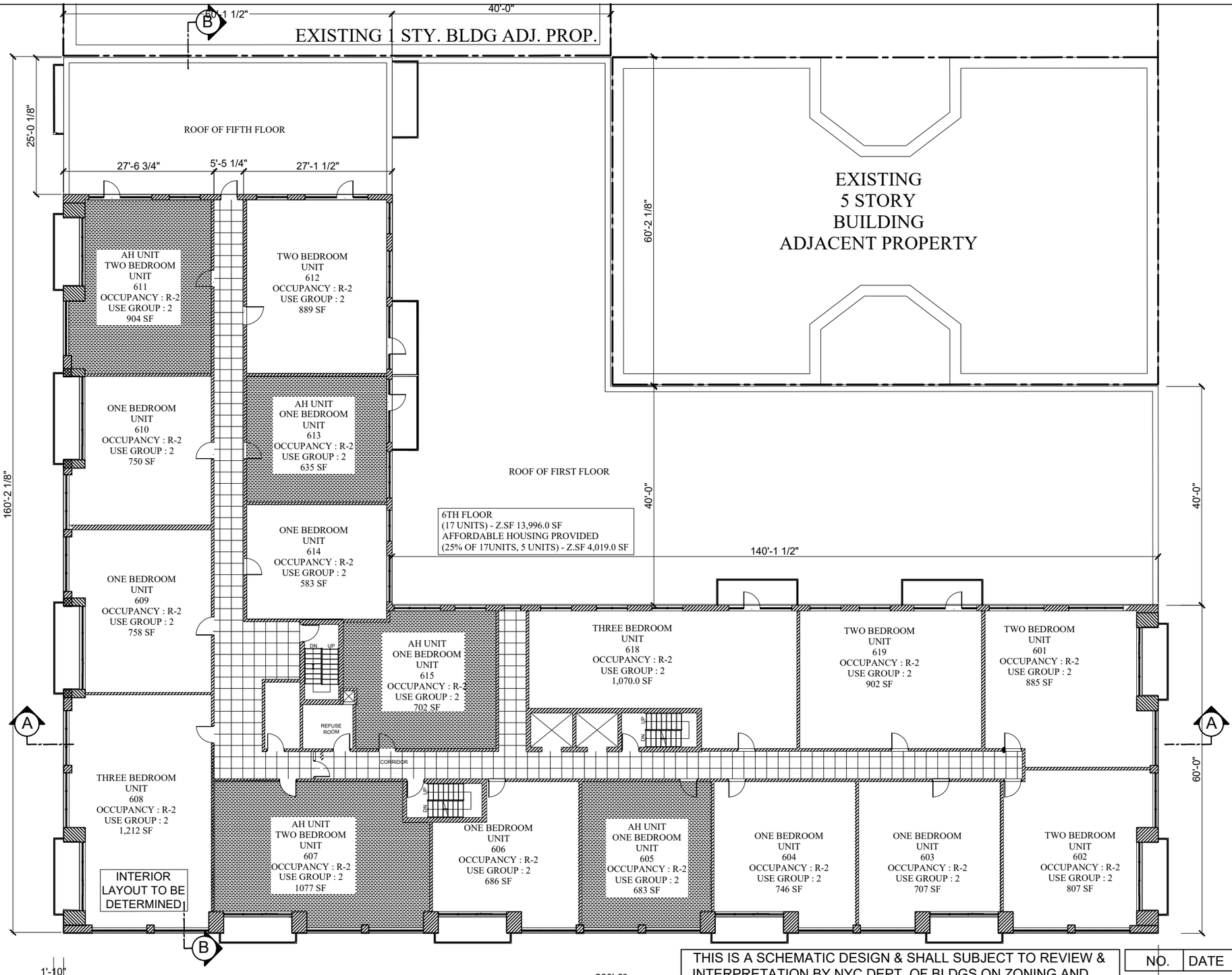

SIXTH FLOOR PLAN

THIS IS A SCHEMATIC DESIGN & SHALL SUBJECT TO REVIEW & INTERPRETATION BY NYC DEPT. OF BLDGS ON ZONING AND BUILDING CODES; PLANS SHALL ALSO SUBJECT TO REVIEW & COMMENTS BY DEPT. OF HOUSING PRESERVATION AND DEVELOPMENT AND ALL OF ITS PREDECESSOR AGENCIES.

NO.	DATE	DESCRIPTION

SHEET No: PRO-012

DRAWING: SIXTH FL.
SCALE: AS NOTED
DRAWN BY: BOH
DATE: 12/17/2021

PROJECT:
Proposed 9 -Story Mixed use Building
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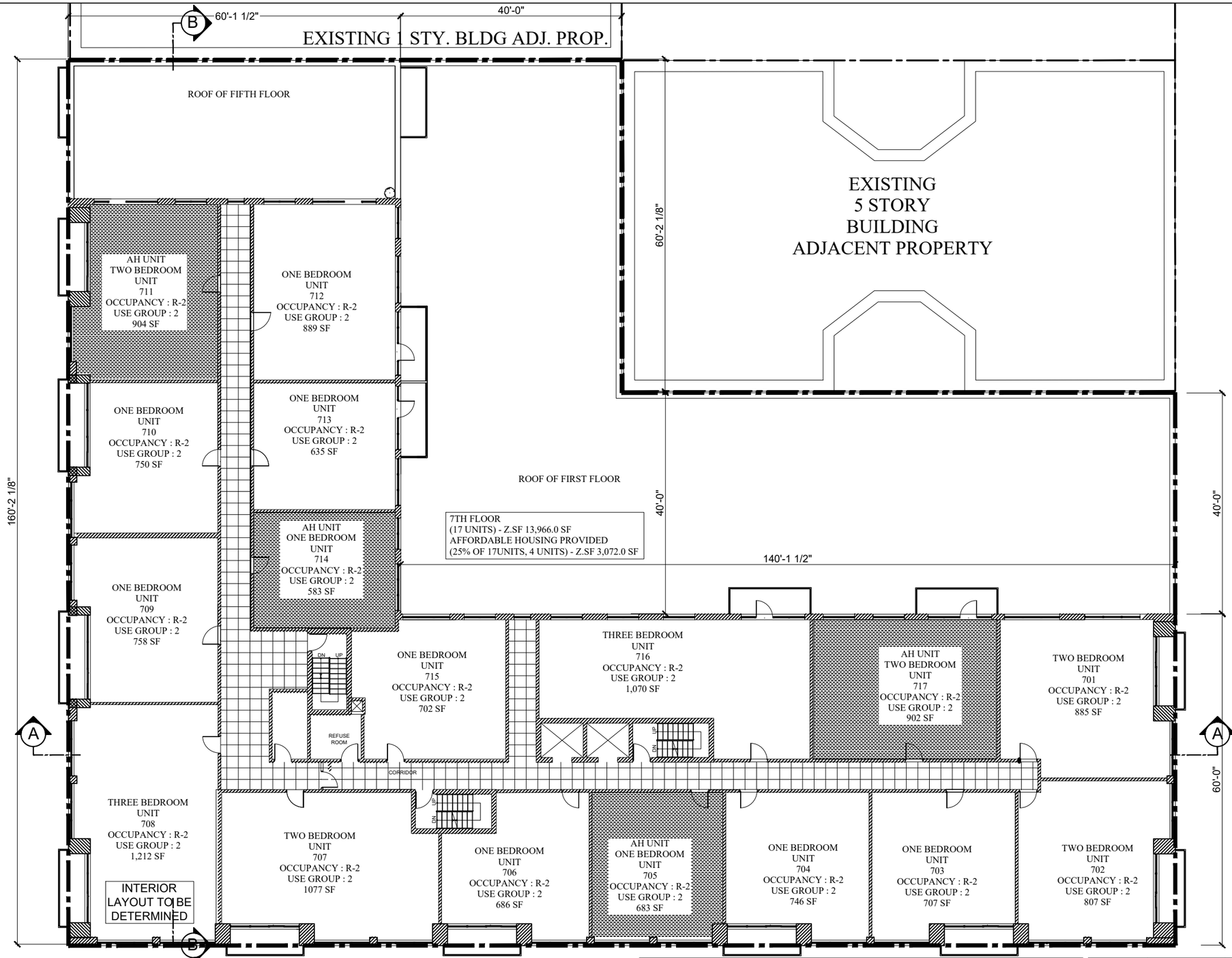


SEVENTH FLOOR PLAN

1 — 0 2 4 8 16

THIS IS A SCHEMATIC DESIGN & SHALL SUBJECT TO REVIEW & INTERPRETATION BY NYC DEPT. OF BLDGS ON ZONING AND ~~BUILDING CODES, PLANS SHALL ALSO SUBJECT TO REVIEW &~~ COMMENTS BY DEPT. OF HOUSING PRESERVATION AND DEVELOPMENT AND ALL OF ITS PREDECESSOR AGENCIES.

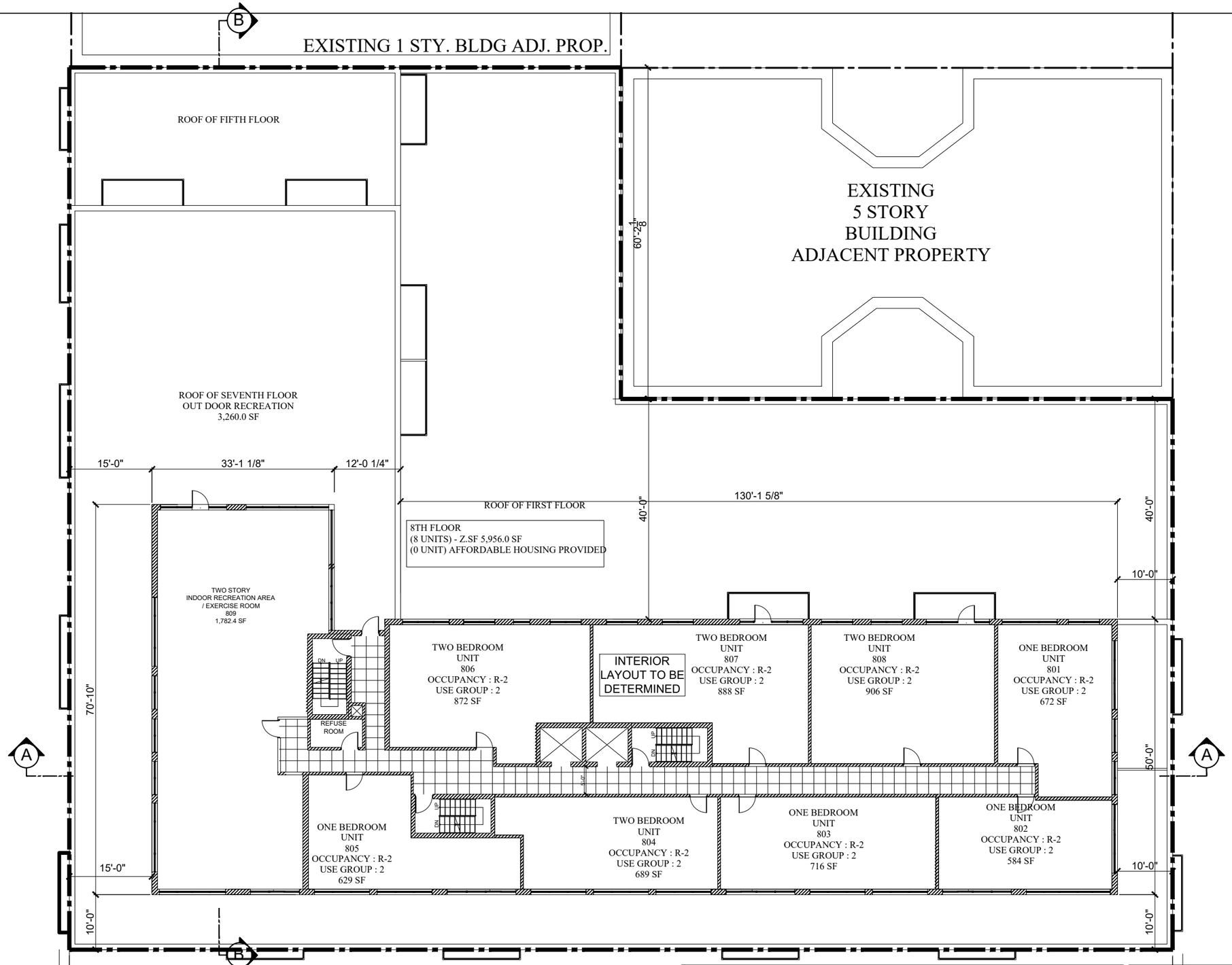
NO.	DATE	DESCRIPTION

SHEET No: PRO-013

DRAWING: SEVENTH FL.
SCALE: AS NOTED
DRAWN BY: BOH
DATE: 12/17/2021

PROJECT:
Proposed 9 -Story Mixed use Building
35-01 Vernon Blvd., Long Island City, 11101 New York

GKA DESIGN GROUP, Inc.
10-57 Jackson Avenue - Long Island City, New York - 11101
Tel: (718) 729-4100 - Fax: (718) 729-5707



EIGHTH FLOOR PLAN

1 — 0 2 4 8 16

THIS IS A SCHEMATIC DESIGN & SHALL SUBJECT TO REVIEW & INTERPRETATION BY NYC DEPT. OF BLDGS ON ZONING AND BUILDING CODES; PLANS SHALL ALSO SUBJECT TO REVIEW & COMMENTS BY DEPT. OF HOUSING PRESERVATION AND DEVELOPMENT AND ALL OF ITS PREDECESSOR AGENCIES.

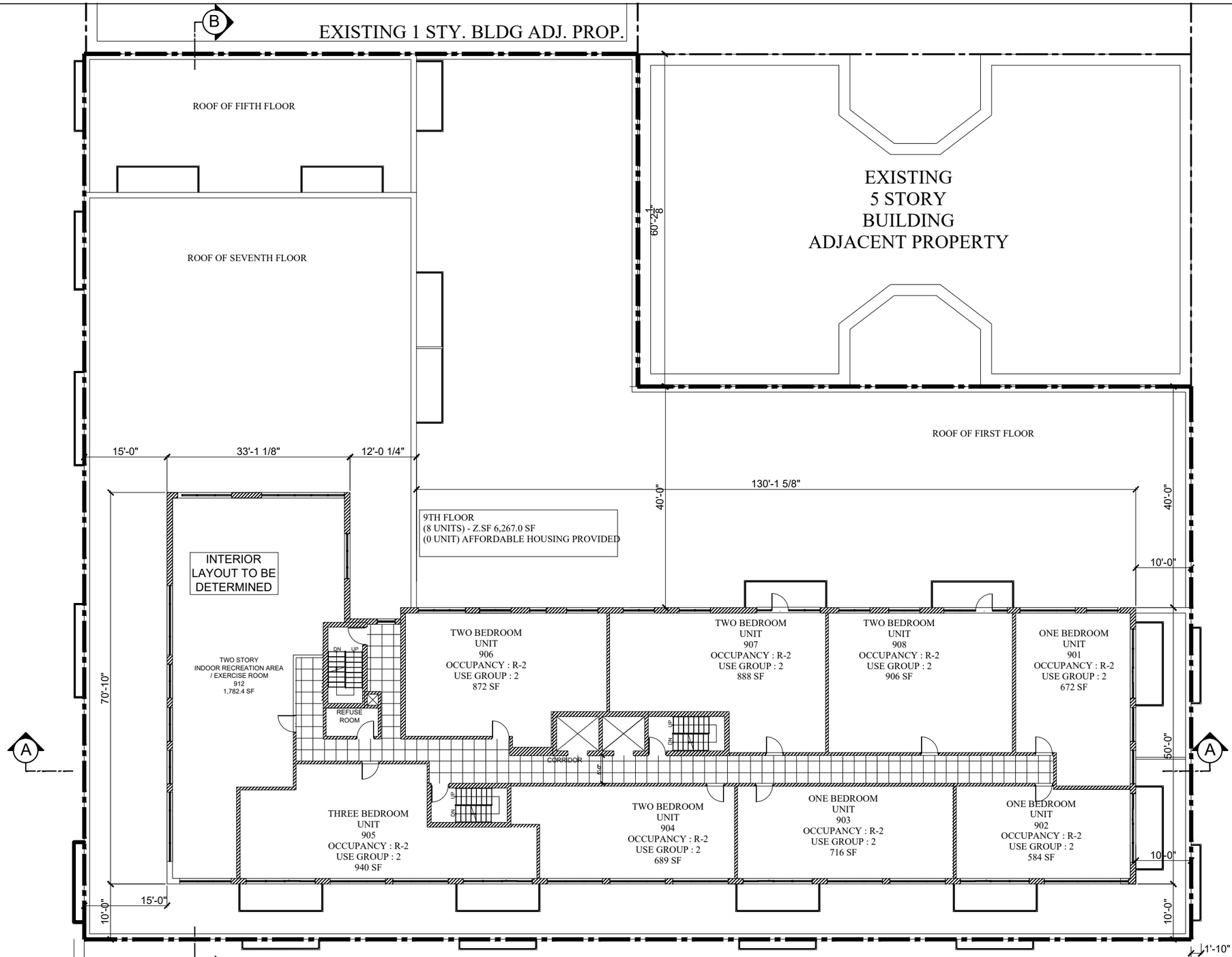
NO.	DATE	DESCRIPTION

SHEET No: PRO-014

DRAWING: EIGHTH FL.
SCALE: AS NOTED
DRAWN BY: BOH
DATE: 12/17/2021

PROJECT:
Proposed 9 -Story Mixed use Building
35-01 Vernon Blvd., Long Island City, 11101 New York

GKA DESIGN GROUP, Inc.
10-57 Jackson Avenue - Long Island City, New York - 11101
Tel: (718) 729-4100 - Fax: (718) 729-5707



1 NINTH FLOOR PLAN

1/16" = 1'-0"

THIS IS A SCHEMATIC DESIGN & SHALL SUBJECT TO REVIEW & INTERPRETATION BY NYC DEPT. OF BLDGS ON ZONING AND BUILDING CODES; PLANS SHALL ALSO SUBJECT TO REVIEW & COMMENTS BY DEPT. OF HOUSING PRESERVATION AND DEVELOPMENT AND ALL OF ITS PREDECESSOR AGENCIES.

NO.	DATE	DESCRIPTION

SHEET No: PRO-015

DRAWING: NINTH FL.
SCALE: AS NOTED
DRAWN BY: BOH
DATE: 12/17/2021

PROJECT:
Proposed 9 -Story Mixed use Building
35-01 Vernon Blvd., Long Island City, 11101 New York

GKA DESIGN GROUP, Inc.
10-57 Jackson Avenue - Long Island City, New York - 11101
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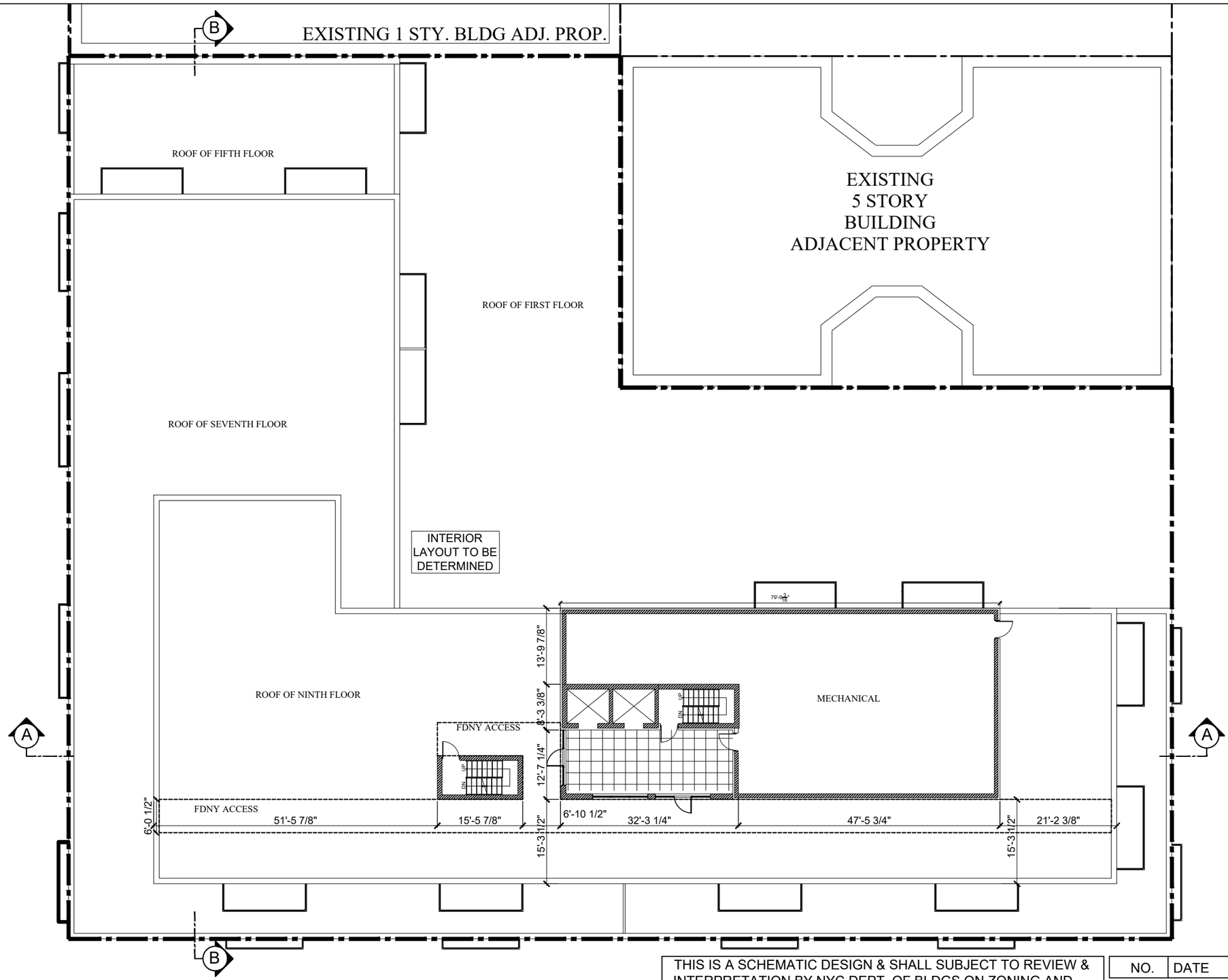


1 BULKHEAD FLOOR PLAN

0 2 4 8 16

THIS IS A SCHEMATIC DESIGN & SHALL SUBJECT TO REVIEW & INTERPRETATION BY NYC DEPT. OF BLDGS ON ZONING AND BUILDING CODES; PLANS SHALL ALSO SUBJECT TO REVIEW & COMMENTS BY DEPT. OF HOUSING PRESERVATION AND DEVELOPMENT AND ALL OF ITS PREDECESSOR AGENCIES.

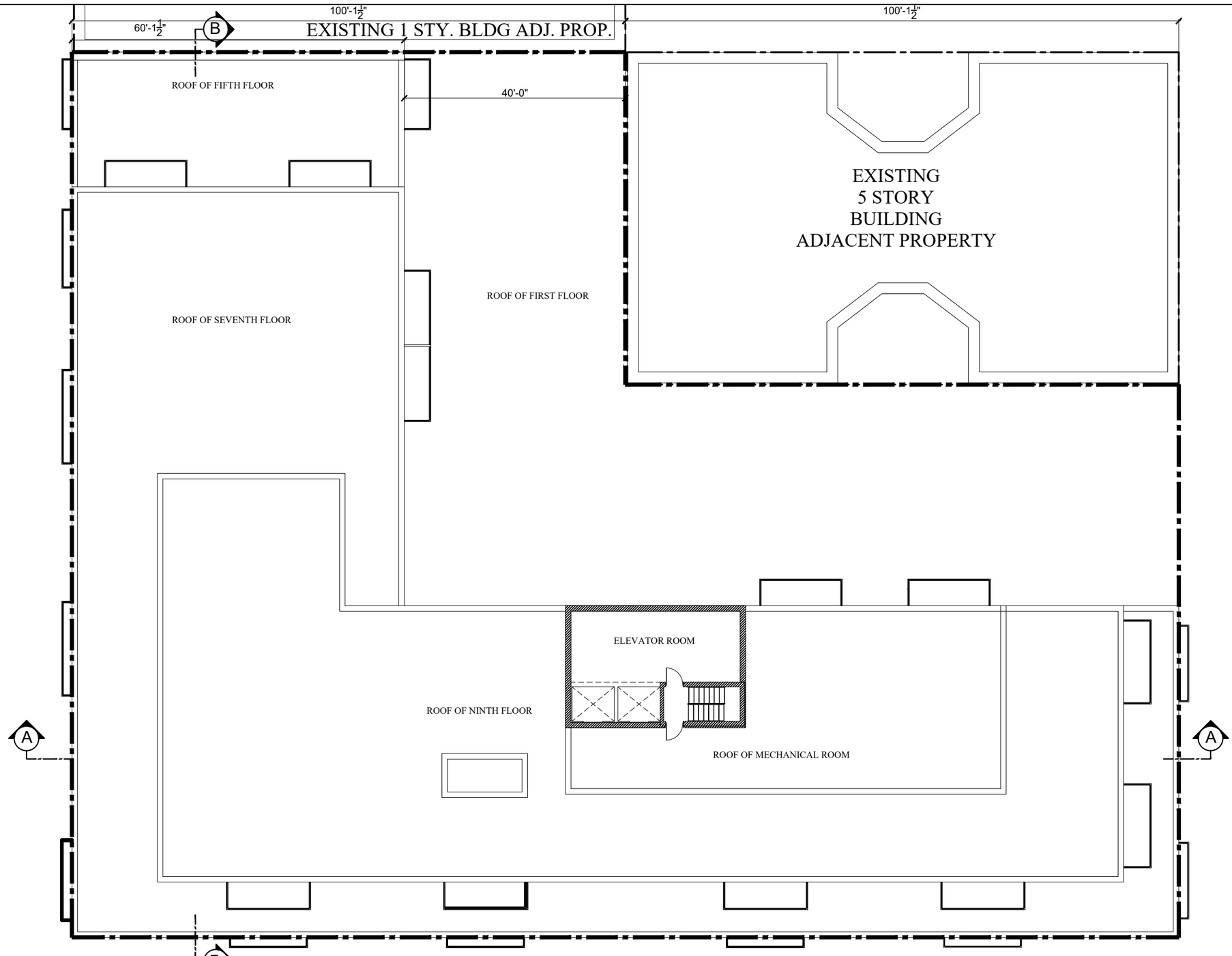
NO.	DATE	DESCRIPTION

SHEET No: PRO-016

DRAWING: BULKHEAD
SCALE: AS NOTED
DRAWN BY: BOH
DATE: 12/17/2021

PROJECT:
Proposed 9 -Story Mixed use Building
35-01 Vernon Blvd., Long Island City, 11101 New York

GKA DESIGN GROUP, Inc.
10-57 Jackson Avenue - Long Island City, New York - 11101
Tel: (718) 729-4100 - Fax: (718) 729-5707



ROOF FLOOR PLAN

1 0 2 4 8 16

THIS IS A SCHEMATIC DESIGN & SHALL SUBJECT TO REVIEW & INTERPRETATION BY NYC DEPT. OF BLDGS ON ZONING AND BUILDING CODES; PLANS SHALL ALSO SUBJECT TO REVIEW & COMMENTS BY DEPT. OF HOUSING PRESERVATION AND DEVELOPMENT AND ALL OF ITS PREDECESSOR AGENCIES.

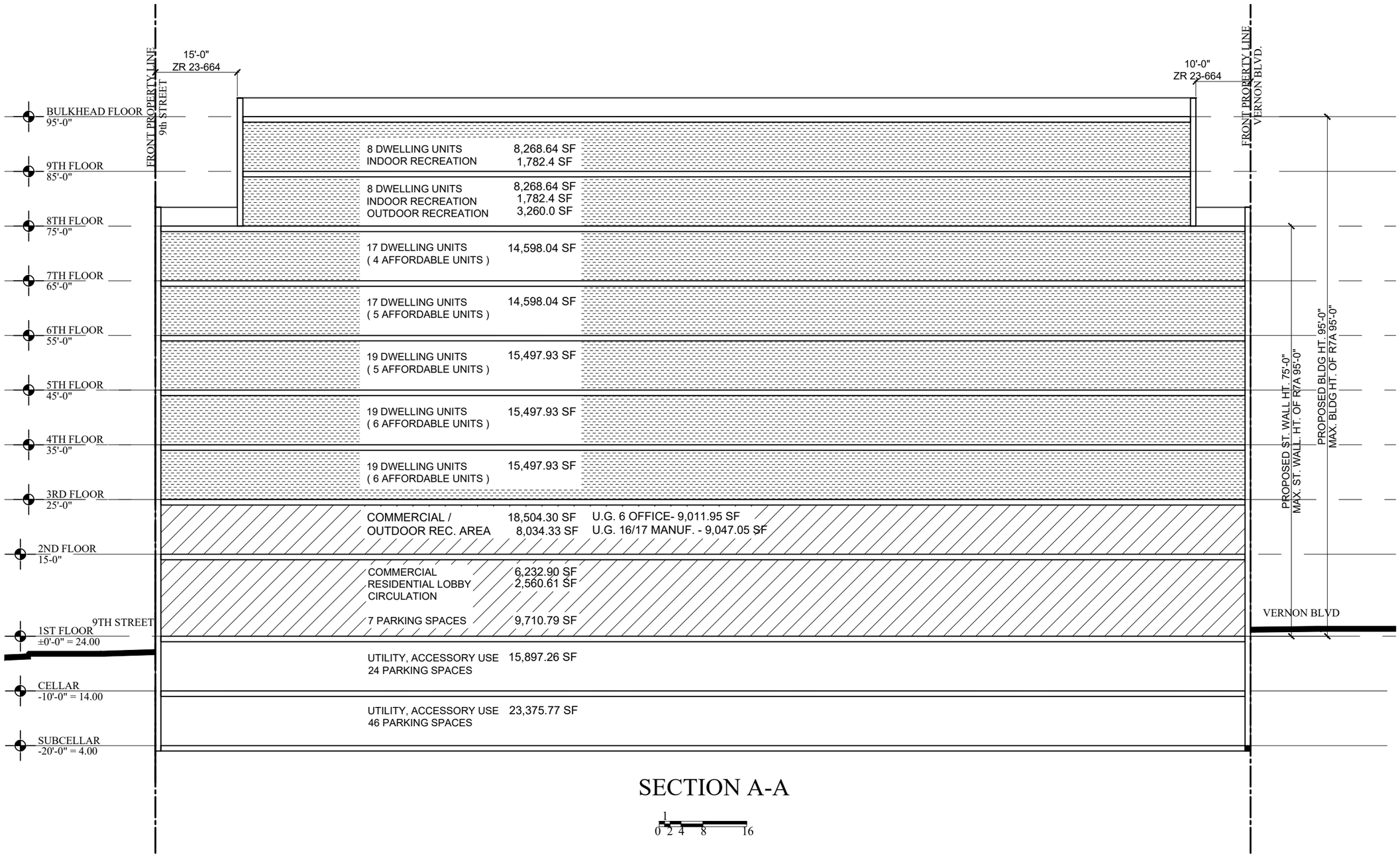
NO.	DATE	DESCRIPTION

SHEET No: PRO-017

DRAWING: BULKHEAD
SCALE: AS NOTED
DRAWN BY: BOH
DATE: 12/17/2021

PROJECT:
Proposed 9 -Story Mixed use Building
35-01 Vernon Blvd., Long Island City, 11101 New York

GKA DESIGN GROUP, Inc.
10-57 Jackson Avenue - Long Island City, New York - 11101
Tel: (718) 729-4100 - Fax: (718) 729-5707



SECTION A-A

1
0 2 4 8 16

THIS IS A SCHEMATIC DESIGN & SHALL SUBJECT TO REVIEW & INTERPRETATION BY NYC DEPT. OF BLDGS ON ZONING AND BUILDING CODES; PLANS SHALL ALSO SUBJECT TO REVIEW & COMMENTS BY DEPT. OF HOUSING PRESERVATION AND DEVELOPMENT AND ALL OF ITS PREDECESSOR AGENCIES.

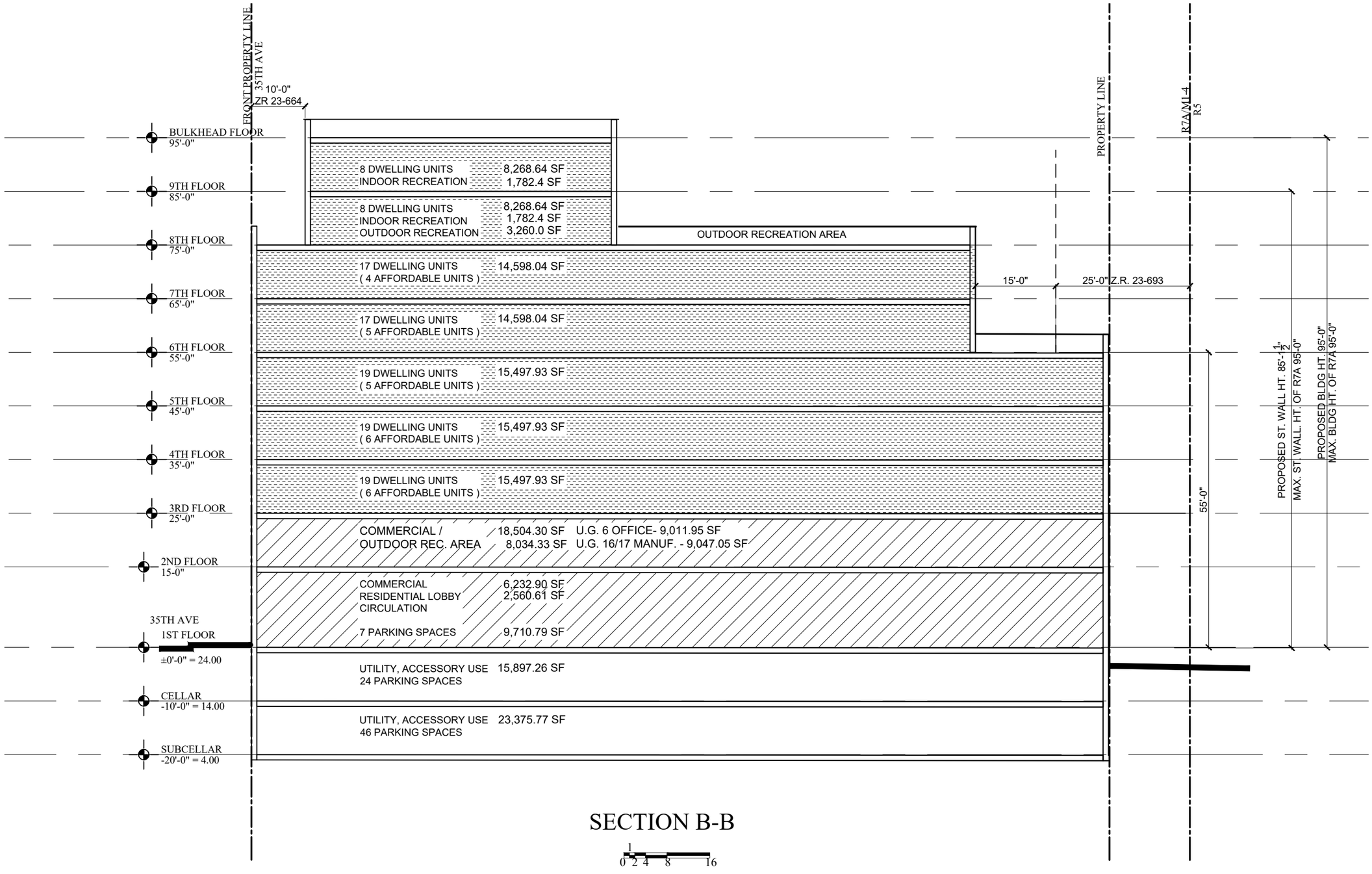
NO.	DATE	DESCRIPTION

SHEET No: PRO-018

DRAWING: SECTION
SCALE: AS NOTED
DRAWN BY: BOH
DATE: 12/17/2021

PROJECT:
Proposed 9 -Story Mixed use Building
35-01 Vernon Blvd., Long Island City, 11101 New York

GKA DESIGN GROUP, Inc.
10-57 Jackson Avenue - Long Island City, New York - 11101
Tel: (718) 729-4100 - Fax: (718) 729-5707



SECTION B-B

1
0 2 4 8 16

THIS IS A SCHEMATIC DESIGN & SHALL SUBJECT TO REVIEW & INTERPRETATION BY NYC DEPT. OF BLDGS ON ZONING AND BUILDING CODES; PLANS SHALL ALSO SUBJECT TO REVIEW & COMMENTS BY DEPT. OF HOUSING PRESERVATION AND DEVELOPMENT AND ALL OF ITS PREDECESSOR AGENCIES.

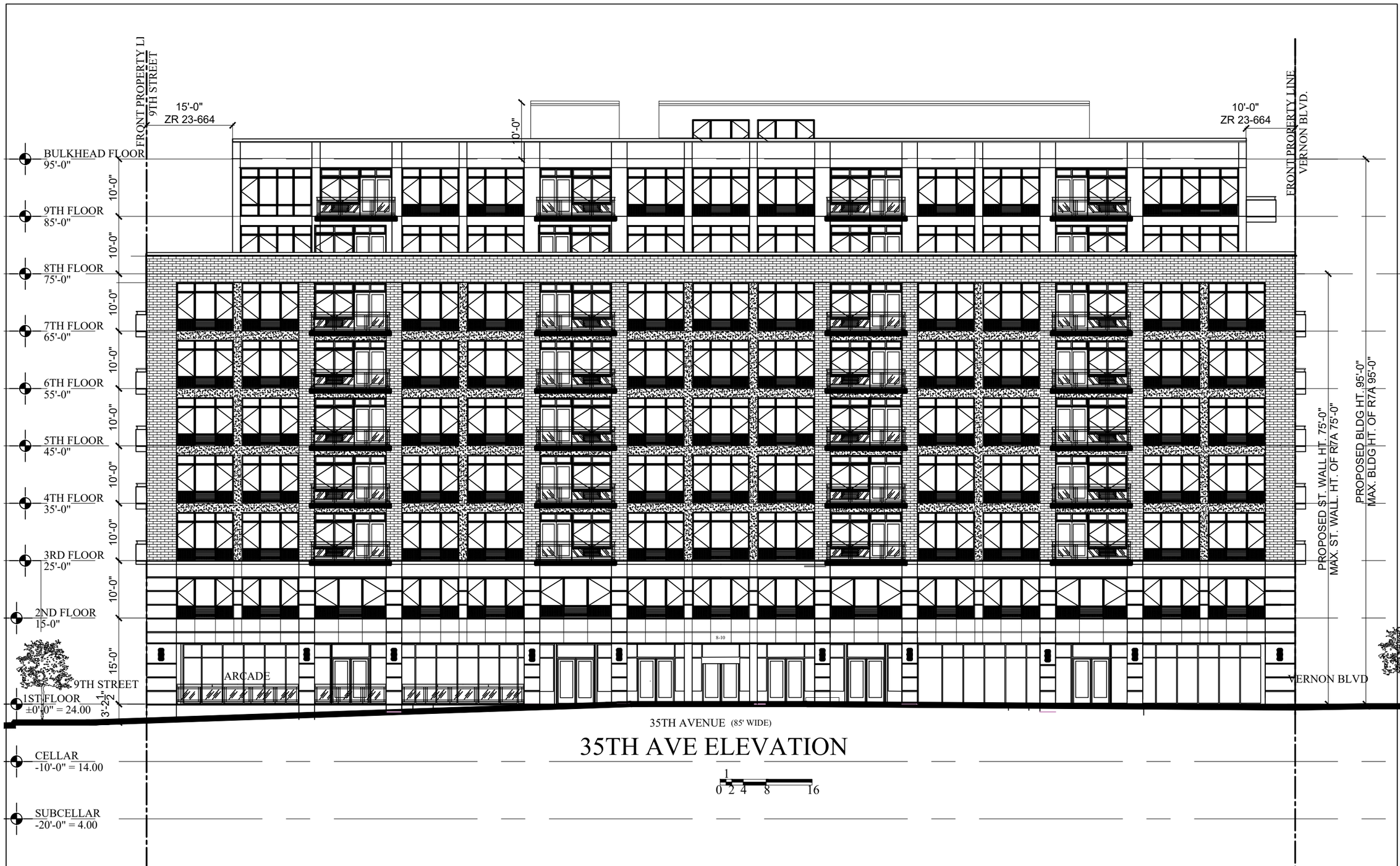
NO.	DATE	DESCRIPTION

SHEET No: PRO-019

DRAWING: SECTION
SCALE: AS NOTED
DRAWN BY: BOH
DATE: 12/17/2021

PROJECT:
Proposed 9 -Story Mixed use Building
35-01 Vernon Blvd., Long Island City, 11101 New York

GKA DESIGN GROUP, Inc.
10-57 Jackson Avenue - Long Island City, New York - 11101
Tel: (718) 729-4100 - Fax: (718) 729-5707



35TH AVE ELEVATION

1
0 2 4 8 16

THIS IS A SCHEMATIC DESIGN & SHALL SUBJECT TO REVIEW & INTERPRETATION BY NYC DEPT. OF BLDGS ON ZONING AND BUILDING CODES; PLANS SHALL ALSO SUBJECT TO REVIEW & COMMENTS BY DEPT. OF HOUSING PRESERVATION AND DEVELOPMENT AND ALL OF ITS PREDECESSOR AGENCIES.

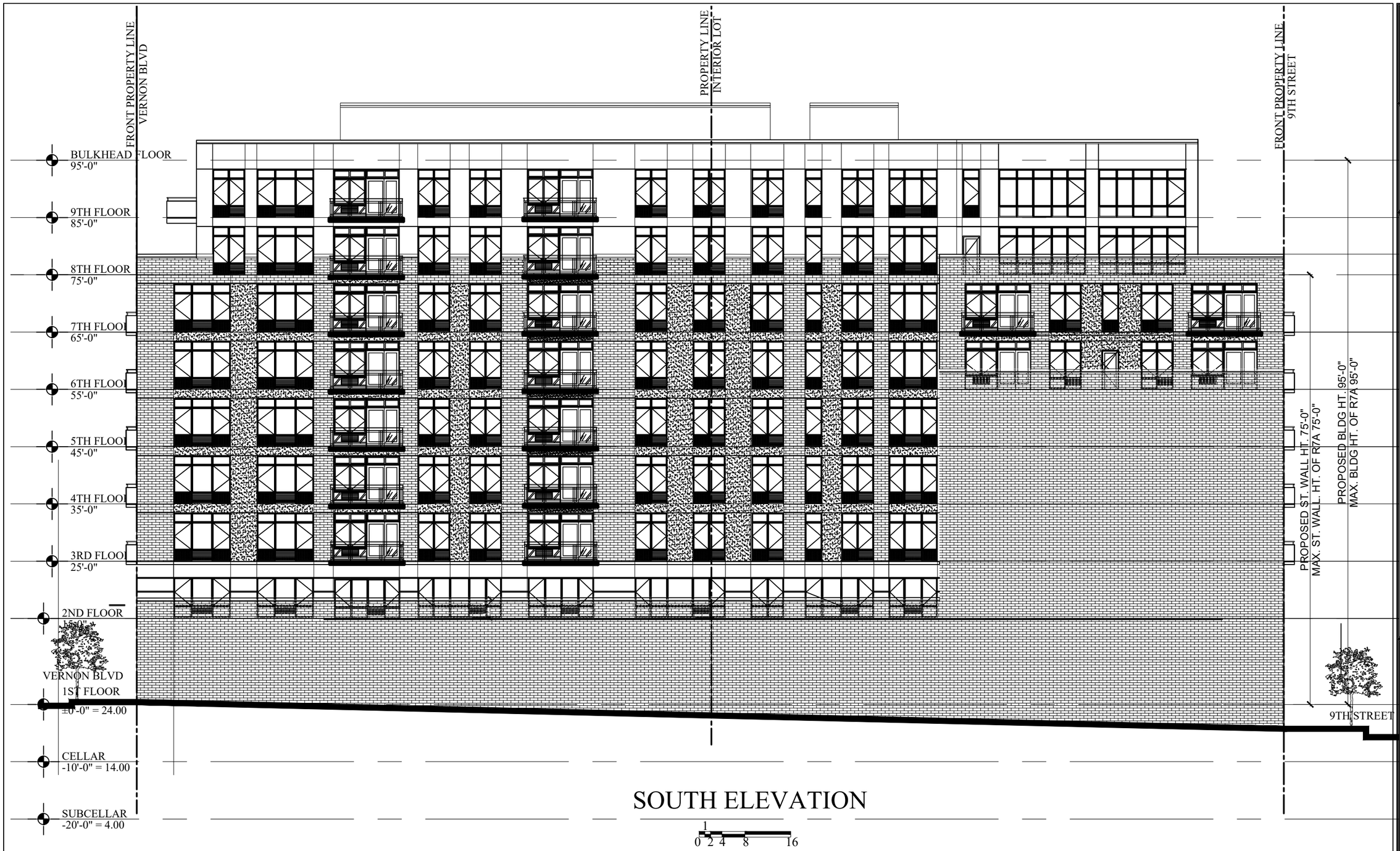
NO.	DATE	DESCRIPTION

SHEET No: PRO-020

DRAWING: ELEVATION
SCALE: AS NOTED
DRAWN BY: BOH
DATE: 12/17/2021

PROJECT:
Proposed 9 -Story Mixed use Building
35-01 Vernon Blvd., Long Island City, 11101 New York

GKA DESIGN GROUP, Inc.
10-57 Jackson Avenue - Long Island City,
New York - 11101
Tel: (718) 729-4100 - Fax: (718) 729-5707



SOUTH ELEVATION

1
0 2 4 8 16

THIS IS A SCHEMATIC DESIGN & SHALL SUBJECT TO REVIEW & INTERPRETATION BY NYC DEPT. OF BLDGS ON ZONING AND BUILDING CODES; PLANS SHALL ALSO SUBJECT TO REVIEW & COMMENTS BY DEPT. OF HOUSING PRESERVATION AND DEVELOPMENT AND ALL OF ITS PREDECESSOR AGENCIES.

NO.	DATE	DESCRIPTION

SHEET No: PRO-021

DRAWING: ELEVATION
SCALE: AS NOTED
DRAWN BY: BOH
DATE: 12/17/2021

PROJECT:
Proposed 9 -Story Mixed use Building
35-01 Vernon Blvd., Long Island City, 11101 New York

GKA DESIGN GROUP, Inc.
10-57 Jackson Avenue - Long Island City, New York - 11101
Tel: (718) 729-4100 - Fax: (718) 729-5707



VERNON BLVD ELEVATION

THIS IS A SCHEMATIC DESIGN & SHALL SUBJECT TO REVIEW & INTERPRETATION BY NYC DEPT. OF BLDGS ON ZONING AND BUILDING CODES; PLANS SHALL ALSO SUBJECT TO REVIEW & COMMENTS BY DEPT. OF HOUSING PRESERVATION AND DEVELOPMENT AND ALL OF ITS PREDECESSOR AGENCIES.

NO.	DATE	DESCRIPTION

SHEET No: PRO-022

DRAWING: ELEVATION
SCALE: AS NOTED
DRAWN BY: BOH
DATE: 12/17/2021

PROJECT:
Proposed 9 -Story Mixed use Building
35-01 Vernon Blvd., Long Island City, 11101 New York

GKA DESIGN GROUP, Inc.
10-57 Jackson Avenue - Long Island City, New York - 11101
Tel: (718) 729-4100 - Fax: (718) 729-5707



9TH STREET ELEVATION

1
0 2 4 8 16

THIS IS A SCHEMATIC DESIGN & SHALL SUBJECT TO REVIEW & INTERPRETATION BY NYC DEPT. OF BLDGS ON ZONING AND BUILDING CODES; PLANS SHALL ALSO SUBJECT TO REVIEW & COMMENTS BY DEPT. OF HOUSING PRESERVATION AND DEVELOPMENT AND ALL OF ITS PREDECESSOR AGENCIES.

NO.	DATE	DESCRIPTION

SHEET No: PRO-023

DRAWING: ELEVATION
SCALE: AS NOTED
DRAWN BY: BOH
DATE: 12/17/2021

PROJECT:
Proposed 9 -Story Mixed use Building
35-01 Vernon Blvd., Long Island City, 11101 New York

GKA DESIGN GROUP, Inc.
10-57 Jackson Avenue - Long Island City,
New York - 11101
Tel: (718) 729-4100 - Fax: (718) 729-5707

HISTORIC AND CULTURAL RESOURCES APPENDIX

NYC Landmarks Preservation Commission

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

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

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / LA-CEQR-Q
Project: VERNON BLVD MIH
Date received: 4/20/2018

Properties with no Architectural or Archaeological significance:

1) ADDRESS: 35 13 Vernon Boulevard, BBL: 4003280020
2) ADDRESS: 35 01 9 Street, BBL: 4003280023
3) ADDRESS: 34 64 9 Street, BBL: 4003230001
4) ADDRESS: 34 61 Vernon Boulevard, BBL: 4003230002
5) ADDRESS: 34 59 Vernon Boulevard, BBL: 4003230003
6) ADDRESS: 34 55 Vernon Boulevard, BBL: 4003230004
7) ADDRESS: 34 56 9 Street, BBL: 4003230050
8) ADDRESS: 34 58 9 Street, BBL: 4003230051
9) ADDRESS: 34 60 9 Street, BBL: 4003230052
10) ADDRESS: 34 62 9 Street, BBL: 4003230054

Gina Santucci

4/23/2018

SIGNATURE DATE

Gina Santucci, Environmental Review Coordinator

File Name: 33276_FSO_DNP_04232018.doc

HAZARDOUS MATERIALS APPENDIX

Vincent Sapienza, P.E.
Commissioner

Angela Licata
Deputy Commissioner of Sustainability

59-17 Junction Blvd.
Flushing, NY 11373

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

March 23, 2021

Diane McCarthy
Senior Team Leader
Environmental Assessment and Review Division
New York City Department of City Planning
120 Broadway, 31st Floor
New York, NY 10271

Re: 35-01 Vernon Boulevard Rezoning
Block 328, Lots p/o 16, 20, 23 & p/o 33
CEQR # 21DCP114Q

Dear Ms. McCarthy:

The New York City Department of Environmental Protection, Bureau of Sustainability (DEP) has reviewed the December 2020 Environmental Assessment Statement and the March 2020 Phase I Environmental Site Assessment (Phase I) prepared by Environmental Studies Corporation, on behalf of Agayev Holding LLC., (applicant), for the above referenced project located between 35th Avenue and 36th Avenue in the Long Island City neighborhood of Queens Community District 1. It is our understanding that the applicant is seeking:

1. A zoning map amendment from the New York City Department of City Planning (DCP) to rezone Block 328, Lots p/o 16, 20, 23 and p/o 33 from a R5 zoning district to a R7A/M1-4 zoning district.
2. A zoning text amendment to Appendix F of the Zoning Resolution to designate the project area as a Mandatory Inclusionary Housing Area.

The proposed actions would facilitate the redevelopment of Block 328, Lot 23 (Projected Development Site 1) with a new 9-story, 200,179 gross square feet (gsf), mixed-use building containing 101,849 gsf of residential space (118 dwelling units), 18,041 gsf of commercial space, 10,041 gsf of manufacturing space and 77 accessory parking spaces. The applicant-owned Projected Development Site 1 is currently developed with three industrial buildings, while the remainder of the project area not controlled by the applicant, Block 328, Lots p/o 16, 20 and p/o 33, is currently developed with three multi-story buildings and is not anticipated to be redeveloped in the Reasonable Worst-Case Development Scenario.

Projected Development Site 1: Block 328, Lot 23

The March 2020 Phase I report revealed that historical on-site and surrounding area land uses consists of residential and industrial uses including Hidalgo Mexican Deli, Prospero De Nobili Cigar Factory, A. R. Zicha Marble Company, Ledkote Products Company, Lawrence Aviation Industries, a metal plate manufacturer, a metal stamping and lead casting facility, Micro Tools and Fabrications Inc., a stone cutting and fabrication facility, an auto repair shop, an auto parts warehouse and distributor, a neon sign manufacturer, Pain D'Avignon bakery, Con Edison utility company, a transformer yard, a rope and cordage factory, an oil storage terminal, as well as several residential buildings. Regulatory databases such as the New York State Department of

Environmental Conservation SPILLS, Leaking Underground Storage Tank, Leaking Storage Tanks (LTANKS), Resource Conservation and Recovery Act Generators, and Petroleum Bulk Storage (PBS) Underground Storage Tanks (USTs) and PBS Aboveground Storage Tanks (ASTs) identified several sites in close proximity to the project site. The SPILLS database reported 100 SPILLS within a 1/8-mile radius of the project site and the LTANKS database reported 45 LTANKS within a 1/2-mile radius of the project site. The PBS USTs and the PBS ASTs databases reported 15 USTs and 13 ASTs within a 1/4-mile radius of the project site. The Phase I also reported one Historical Cleaner and four Historical Auto Stations within a 1/8-mile radius of the project site. Based on the age of the buildings that currently occupies the project site, asbestos containing materials and lead based paint could be present in the structures.

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

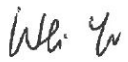
Projected Development Site 1: Block 328, Lot 23 (Site under the control or ownership of the applicant)

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

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

Future correspondence and submittals related to this project should include the following CEQR # **21DCP114Q**. If you have any questions, you may contact Ms. Cassandra Scantlebury at (718) 595-6756.

Sincerely,



Wei Yu
Deputy Director, Hazardous Materials

cc: R. Weissbard
T. Estesen
C. Scantlebury
M. Wimbish
R. Lucas
O. Abinader – DCP

TRANSPORTATION APPENDIX

35-01 Vernon Boulevard, LIC Queens NY EAS

Transportation Attachment

Aug. 26, 2021

35-01 Vernon Boulevard, Queens NY



Projected Sites

Projected Sites & Traffic Direction

Figure 1

Table 2 : Transportation Planning Factors-*Revised(2)*

35-01 Vernon Blvd. Astoria, Queens NY

Land Use:	Residential	Local Retail		Office	Light Intustrial	
	d.u.	gsf	gsf		gsf	
Size/Units:	107	11,085	8,188		-14,901	
	(1)	**(1)**	**(1)**		**(3)**	
Trip Generation:						
Weekday	8.075	205	18		14.7	
Saturday	9.6	240	3.9		2.2	
	per d.u.	per 1,000 gsf	per 1,000 gsf		per 1,000 gsf	
Linked-Trip:	0%	25%	0%		0%	
Temporal Distribution:	**(1)**	**(1)**	**(1)**		**(3)**	
AM Peak Hour	10%	3%	12%		13.2%	
MD Peak Hour	5%	19%	15%		11%	
PM Peak Hour	11%	10%	14%		14.2%	
Sat. MD Peak Hour	8%	10%	17%		10.7%	
	(2)	**(4)**	**(2a)**	**(3)**	**(2a)**	**(3)**
Modal Split :	all	all	AM/PM/Sat	**Midday**	AM/PM/Sat	**Midday**
Auto	22%	11%	55%	**2%**	55%	**2%**
Taxi	1%	0%	0%	**3%**	0%	**3%**
Subway	49%	4%	26%	**6%**	26%	**6%**
Bus	8%	3%	7%	**6%**	7%	**6%**
Walk/Other	20%	82%	12%	**83%**	12%	**83%**
Total	100%	100%	**100%**	**100%**	100%	**100%**
	(3)	**(3)**	**(3)**		**(3)**	
In/Out Splits:	In/Out	In/Out	In/Out		In/Out	
AM Peak Hour	15/85	50/50	96/4		88/12	
MD Peak Hour	50/50	50/50	39/61		50/50	
PM Peak Hour	70/30	50/50	5/95		12/88	
Sat. MD Peak Hour	50/50	55/45	60/40		47/53	
Vehicle Occupancy:	**(2&3)**	**(3)**	**(2a&3)**		**(2a&3)**	
Auto	1.11	2	1.09		1.09	
Taxi	1.30	2	1.2		1.2	
Truck Trip Generation:	**(1)**	**(1)**	**(1)**		**(3)**	
Weekday	0.06	0.35	0.32		0.67	
Saturday	0.02	0.04	0.01		0.67	
	per d.u.	per 1,000 gsf	per 1,000 gsf		per 1,000 gsf	
	(1)	**(1)**	**(1)**		**(3)**	
AM Peak Hour	12%	8%	10%		14%	
MD Peak Hour	9%	11%	11%		9%	
PM Peak Hour	2%	2%	2%		1%	
Sat. MD Peak Hour	9%	11%	11%		0%	
AM/MD/PM/Sat. MD	50/50	50/50	50/50		50/50	

Sources:

(1)-2020 CEQR Technical Manual, Table 16-2.

(2)-2015-2019 American Community Survey (ACS) 5-Year Journey-to-Work (JTW) for Census Tract #'s 37, 39, 45 & 85 Queens NY.

(2a)-2012-2016 American Community Survey (ACS) 5-Year Reverse- Journey-to-Work (RJTW) for Census Tract #'s 37, 39, 45 & 85 Que

(3)-East New York FEIS, Table 13-8.

(4)-Modal split information is provided by NYCDOT.

Table 3 : Estimated Person Trips_*Revised(2)*

35-01 Vernon Blvd. Astoria, Queens NY

Land Use:	Residential	Local Retail	Office	Light Intustrial	Total Net	Subway
	d.u.	gsf	gsf	gsf	Demand	Bus
Size/Units:	107	11,085	8,188	-14,901		Walk
Peak hour Trips						Pedestrian
AM Peak Hour	86	51	18	-29	126	Volumes
Midday Peak Hour	43	324	22	-24	365	
PM Peak Hour	95	170	21	-31	255	
Sat. MD Peak Hour	82	200	5	-4	284	
Person Trips:						
AM Peak Hour						
Auto	19	6	10	-16	19	
Taxi	1	0	0	0	1	
Subway	42	2	5	-8	41	41
Bus	7	2	1	-2	8	8
Walk/Other	17	42	2	-3	58	58
Total	86	52	18	-29	127	107
Midday Peak Hour						
Auto	10	36	**0**	**0**	45	
Taxi	0	0	**1**	**-1**	0	
Subway	21	13	**1**	**-1**	34	34
Bus	3	10	**1**	**-1**	13	13
Walk/Other	9	266	**18**	**-20**	273	273
Total	43	324	**22**	**-24**	365	320
PM Peak Hour						
Auto	21	19	11	-17	34	
Taxi	1	0	0	0	1	
Subway	47	7	5	-8	51	51
Bus	8	5	1	-2	12	12
Walk/Other	19	140	2	-4	158	158
Total	95	170	21	-31	255	220
Sat. MD Peak Hour						
Auto	18	22	3	-2	41	
Taxi	1	0	0	0	1	
Subway	40	8	1	-1	49	49
Bus	7	6	0	0	13	13
Walk/Other	16	164	1	0	180	180
Total	82	200	5	-4	284	242

Table 4 : Estimated Vehicular Trips_*Revised(2)*

35-01 Vernon Blvd. Astoria, Queens NY

Land Use:	Residential	Local Retail	Office	Light Intustrial	Total Net
	d.u.	gsf	gsf	gsf	Demand
Size/Units:	107	11,085	8,188	-14,901	
Vehicular Trips					
AM Peak Hour					
Auto (Total)	17	3	9	-15	14
Taxi	1	0	0	0	1
Taxi (Balanced)	2	0	0	0	2
Truck	1	0	0	-1	0
Truck(Balanced)	2	0	0	-2	0
Total	21	3	9	-17	16
Inbound/Outbound Trips	***5/16***	***2/1***	***9/0***	***-14/-3***	***2/14***
Midday Peak Hour					
Auto (Total)	9	18	0	0	27
Taxi	0	0	1	-1	0
Taxi (Balanced)	0	0	2	-2	0
Truck	1	0	0	-1	0
Truck(Balanced)	2	0	0	-2	0
Total	11	18	2	-4	27
Inbound/Outbound Trips	***6/5***	***9/9***	***1/1***	***-2/-2***	***14/13***
PM Peak Hour					
Auto (Total)	19	9	10	-16	22
Taxi	1	0	0	0	1
Taxi (Balanced)	2	0	0	0	2
Truck	0	0	0	0	0
Truck(Balanced)	0	0	0	0	0
Total	21	9	10	-16	24
Inbound/Outbound Trips	***14/7***	***4/5***	***1/9***	***-2/-14***	***17/7***
Saturday Midday Peak Hour					
Auto (Total)	16	11	3	-2	28
Taxi	1	0	0	0	1
Taxi (Balanced)	2	0	0	0	2
Truck	0	0	0	0	0
Truck(Balanced)	0	0	0	0	0
Total	18	11	3	-2	30
Inbound/Outbound Trips	***9/9***	***6/5***	***2/1***	***-1/-1***	***16/14***

NYC PLANNING (http://www1.nyc.gov/site/planning/index.page) **Population FactFinder (/)**

Census Block | Census Tract | Neighborhood (NTA) | PUMA



Draw

Select individual census tracts to add them to the profile.

Polygon Radius

View Profile
4 Tracts

Advanced Options

Clear Selection

Exhibit 1

Modal Split Information

2015-2019 ACS 5-YEAR Journey-to-Work (JTW) for Census Tract #'s 37, 39, 45 and 85 in Queens

35-01 Vernon Blvd. Astoria, Queens New York

2015-2019 ACS 5-Year, Journey-to-Work:

Census Tract	Total Workers	Car or Van Drive-Alone	Carpool	Bus	Street Car	Subway	R.R.	Ferry	Taxi	Motor cycle	Bi cycle	Walk	Other Means	Worked @ Home	Total
37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39	677	129	16	79	0	304	0	0	7	0	18	75	8	41	677
45	1482	232	65	92	0	857	12	10	9	8	21	103	18	55	1482
85	415	123	10	23	0	102	15	4	0	0	49	62	12	15	415
Total	2,574	484	91	194	0	1,263	27	14	16	8	88	240	38	111	2,574
		0.188	*0.035*	*0.075*	*0.00*	*0.491*	*0.010*	*0.01*	*0.01*	*0.00*	*0.03*	*0.093*	*0.01*	*0.043*	*1.00*

Exhibit 2

Vehicle Occupancy Information

Census Tract #'s 37, 39, 45 and 85 Queens, New York

2015-2019 ACS-5 Year, Vehicle Occupancy Rate:

Census Tract	Total	Drove alone	Total carpool	2person	3 Person	4 Person	5 or 6 Perso	7 or mor Person	Total
37	0	0	0	0	0	0	0	0	0
39	145	129	16	16	0	0	0	0	16
45	297	232	65	19	46	0	0	0	65
85	133	123	10	0	4	0	6	0	10
	575	484		18	17	0	1	0	519
Vehicle Occupancy =			1.11						

Modal Split summary

Auto	**0.22**
Taxi	**0.01**
Bus	**0.08**
Subwa	**0.49**
Walk	**0.09**
Other	**0.11**
Total	**1.00**

Exhibit 3

Modal Split Information

2012-2016 ACS 5-YEAR Reverse-Journey-to-Work (R JTW) for Census Tract #'s 37, 39, 45 and 85 in Queens, NY

35-01 Vernon Boulevard, Queens New York

2012-2016 ACS 5-Year, Reverse-Journey-to-Work:

Census Tract	Total Workers	Car or Van Drive-Alone	Carpool	Bus	Street Car	Subway	R.R.	Ferry	Bicycle	Walk	Taxi	Motor cycle	Other Means	Worked @ Home	Total
37	**620**	**355**	**40**	**30**	**0**	**145**	**20**	**0**	**0**	**30**	**0**	**0**	**0**	**0**	620
39	**869**	**385**	**30**	**15**	**0**	**320**	**10**	**0**	**45**	**4**	**0**	**0**	**15**	**45**	869
45	**705**	**230**	**85**	**35**	**0**	**150**	**15**	**0**	**50**	**55**	**0**	**0**	**0**	**85**	705
85	**1425**	**720**	**140**	**160**	**0**	**270**	**20**	**0**	**15**	**35**	**10**	**0**	**55**	**0**	1,425
Total	3,619	1,690	295	240	0	885	65	0	110	124	10	0	70	130	3,619
		0.467	***0.082***	***0.066***	***0.00***	***0.245***	***0.018***	***0.00***	***0.03***	***0.03***	***0.00***	***0.000***	***0.02***	***0.036***	***1.00***

Exhibit 4

Vehicle Occupancy Information

Census Tract #'s 37, 39, 45 and 85 in Queens New York

2012-2016 ACS-5 Year (RJTW), Vehicle Occupancy Rate:

Census Tract	Total	Drove alone	Total carpool	2person	3 Person	4 Person	5 or 6 Perso	7 or more Person	Total
37	395	355	40	40	0	0	0	0	40
39	415	385	30	30	0	0	0	0	30
45	315	230	85	60	0	15	10	0	85
85	860	720	140	105	20	0	15	0	140
persons	1,985	1,690	295	235	20	15	25	0	295
Autos		1690		118	7	4	5	0	1,822
Auto Occupancy Rate			1.09						

Modal Split summary

Auto	**0.55**
Taxi	**0.00**
Bus	**0.07**
Subway	**0.26**
Walk	**0.03**
Other	**0.09**
Total	**1.00**

East New York Rezoning Proposal

Final Environmental Impact Statement (FEIS)



CEQR No. 15DCP102K
ULURP Nos.: C160035ZMK, N160036ZRK, C160037HUK,
C160042HDK, and N160050ZRK

Lead Agency:
City Planning Commission, City of New York
Carl Weisbrod, Chairman

February 12, 2016

TABLE 13-8
Transportation Planning Factors

Land Use:	Local Retail	Office	Residential (Market Rate)	Residential (Affordable)	Hotel	Light Industrial	Restaurant	Auto Repair	Auto Dealership	Warehouse	FRESH (Supermarket)	Pre-K (Student) (14,23)
Size/Units:	681,436 gsf	132,695 gsf	2,954 DU	3,538 DU	-418 Rooms	-27,035 gsf	51,400 gsf	-118,365 gsf	-10,000 gsf	-73,170 gsf	20,000 gsf	263 Students
Trip Generation:	(1)	(1)	(1)	(1)	(1)	(2)	(5)	(2)	(6)	(7)	(9,10)	(12)
Weekday	205	18.0	8.075	8.075	9.4	14.7	173.0	19.42	2.63	4.87	205	2
Saturday	240	3.9	9.600	9.600	9.4	2.2	139.0	19.42	2.63	1.68	271	0
	per 1,000 sf	per 1,000 sf	per DU	per DU	per room	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per Student
Temporal Distribution:	(1)	(1)	(1)	(1)	(1)	(2)	(5)	(2)	(6)	(7,8)	(9,11)	(12)
AM	3.0%	12.0%	10.0%	10.0%	8.0%	13.2%	1.0%	13.2%	12.0%	11.8%	3.0%	50.0%
MD	19.0%	15.0%	5.0%	5.0%	14.0%	11.0%	13.7%	11.0%	12.0%	11.0%	12.0%	0.0%
PM	10.0%	14.0%	11.0%	11.0%	13.0%	14.2%	7.7%	14.2%	9.0%	12.6%	10.0%	5.0%
SatMD	10.0%	17.0%	8.0%	8.0%	9.0%	10.7%	11.6%	10.7%	12.0%	10.6%	12.0%	0.0%
	(2)	(3) (20)	(4)	(4)	(2)	(3) (20)	(5)	(2)	(6)	(8)	(9)	(12)
Modal Splits:	All Periods	AM/PM/SAT MD	All Periods	All Periods	All Periods	AM/PM/SAT MD	All Periods	All Periods	All Periods	All Periods	All Periods	AM/MD/SAT PM
Auto	5.0%	45.3% 2.0%	30.7%	16.3%	30.1%	45.3% 2.0%	30.0%	85.0%	100.0%	51.0%	4.0%	15.0% 56.3%
Taxi	1.0%	0.4% 3.0%	0.9%	0.4%	12.3%	0.4% 3.0%	5.0%	5.0%	0.0%	2.0%	3.0%	0.0% 0.0%
Subway/Railroad	3.0%	26.9% 6.0%	54.3%	58.4%	18.8%	26.9% 6.0%	15.0%	1.0%	0.0%	28.0%	5.0%	3.3% 12.4%
Bus	6.0%	15.4% 6.0%	8.9%	17.9%	5.5%	15.4% 6.0%	15.0%	1.0%	0.0%	7.0%	5.0%	1.7% 6.4%
School Bus	0.0%	0.0% 0.0%	0.0%	0.0%	0.0%	0.0% 0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	55.0% 0.0%
Walk/Other	85.0%	12.0% 83.0%	5.2%	7.1%	33.3%	12.0% 83.0%	35.0%	8.0%	0.0%	12.0%	83.0%	25.0% 25.0%
	100.0%	100.0% 100%	100.0%	100.0%	100.0%	100.0% 100%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0% 100.0%
	(2)	(2)	(2)	(2)	(2)	(2)	(5)	(2)	(6)	(8)	(9,11)	(12)
In/Out Splits:	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
AM	50% 50%	96.0% 4.0%	15.0% 85.0%	15.0% 85.0%	41% 59%	88% 12%	94% 6%	65% 35%	67% 33%	88% 12%	45% 55%	100% 0%
MD	50% 50%	39.0% 61.0%	50.0% 50.0%	50.0% 50.0%	68% 32%	50% 50%	65% 35%	50% 50%	50% 50%	50% 50%	46% 54%	0% 0%
PM	50% 50%	5.0% 95.0%	70.0% 30.0%	70.0% 30.0%	59% 41%	12% 88%	65% 35%	50% 50%	15% 85%	12% 88%	47% 53%	0% 100%
Sat MD	55% 45%	60.0% 40.0%	50.0% 50.0%	50.0% 50.0%	56% 44%	47% 53%	63% 37%	50% 50%	50% 50%	50% 50%	46% 54%	0% 0%
			(2,4,19)	(2,4,19)								
Vehicle Occupancy:	(2)	(2,3)	AM/PM MD/SMD	AM/PM MD/SMD	(2)	(2)	(5)	(2)	(6)	(8)	(9,11)	(12)
Auto	2.00	1.12	1.065 1.49	1.064 1.49	1.60	1.20	2.2	1.30	1.30	1.30	1.65	1.30
Taxi	2.00	1.20	1.30 1.30	1.30 1.30	1.40	1.20	2.3	1.30	1.50	1.30	1.40	1.30
School Bus												35.00
Truck Trip Generation:	(1)	(1)	(1)	(1)	(21)	(2)	(5)	(2)	(6)	(8)	(9,11)	(15)
Weekday	0.35	0.32	0.06	0.06	0.06	0.67	3.60	0.89	0.15	0.67	0.35	0.03
Saturday	0.04	0.01	0.02	0.02	0.01	0.67	3.60	0.89	0.15	0.67	0.04	0.03
	per 1,000 sf	per 1,000 sf	per DU	per DU	per room	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per Student
	(1)	(1)	(1)	(1)	(21)	(2)	(5)	(2)	(6)	(8)	(9,11)	(15)
AM	8.0%	10.0%	12.0%	12.0%	12.0%	14.0%	6.0%	14.0%	9.6%	14.0%	10.0%	9.6%
MD	11.0%	11.0%	9.0%	9.0%	9.0%	9.0%	6.0%	9.0%	11.0%	9.0%	8.0%	11.0%
PM	2.0%	2.0%	2.0%	2.0%	2.0%	1.0%	1.0%	1.0%	1.0%	1.0%	5.0%	1.0%
Sat MD	11.0%	11.0%	9.0%	9.0%	9.0%	0.0%	0.0%	0.0%	11.0%	0.0%	10.0%	0.0%
	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
AM/MD/PM	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%

This table has been revised for the FEIS.

TABLE 13-8 (continued)
Transportation Planning Factors

Land Use:	Pre-K (Staff) (23)	Pre-K (Parent) (13,14,23)	Day Care Center	Community Center	House of Worship	Medical Office	PS/IS School (Grade K-4 Students)	PS/IS School (Grade 5-7 Students)	PS/IS School (Grade 8	PS/IS School (Staff)	PS/IS School (Parents) (13,14)
Size/Units:	24 Staff	46 Parents	28,302 gsf	223,318 gsf	7,873 gsf	91,981 gsf	463 Students	318 Students	101 Students	82 Staff	122 Parents
Trip Generation:	(12)	(12)	(15)	(1)	(16)	(17)	(12)	(12)	(12)	(12)	(12)
Weekday	2	4	33	44.7	19.18	127	2	2	2	2	4
Saturday	0	0	2	26.1	21.83	127	0	0	0	0	0
	per Staff	per Student	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per Student	per Student	per Student	per Staff	per Student
Temporal Distribution:	(12), (22)	(12)	(15)	(1)	(16)	(17)	(12)	(12)	(12)	(12)	(12)
AM	50.0%	50.0%	16.0%	4.0%	7.9%	4.0%	50.0%	50.0%	50.0%	50.0%	50.0%
MD	0.0%	0.0%	5.0%	9.0%	4.0%	11.0%	0.0%	0.0%	0.0%	0.0%	0.0%
PM	5.0%	5.0%	19.0%	5.0%	7.2%	12.0%	5.0%	5.0%	5.0%	50.0%	5.0%
SatMD	0.0%	0.0%	12.0%	9.0%	15.8%	11.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	(12)	(12)	(18)	(16)	(18)	(17)	(12)	(12)	(12)	(12)	(12)
Modal Splits:	All Periods	All Periods	All Periods	All Periods	All Periods	All Periods	AM/MD/SAT PM	AM/MD/SAT PM	All Periods	All Periods	All Periods
Auto	42.0%	0.0%	5.0%	5.0%	5.0%	30%	15.0% 56.3%	15.0% 30.0%	15.0%	42.0%	0.0%
Taxi	0.0%	0.0%	1.0%	1.0%	1.0%	2%	0.0% 0.0%	0.0% 0.0%	0.0%	0.0%	0.0%
Subway/Railroad	39.0%	0.0%	3.0%	3.0%	3.0%	33%	3.3% 12.4%	6.7% 13.4%	40.0%	39.0%	0.0%
Bus	19.0%	0.0%	6.0%	6.0%	6.0%	18%	1.7% 6.4%	3.3% 6.6%	20.0%	19.0%	0.0%
School Bus	0.0%	0.0%	0.0%	0.0%	0.0%	0%	55.0% 0.0%	25.0% 0.0%	0.0%	0.0%	0.0%
Walk/Other	0.0%	100.0%	85.0%	85.0%	85.0%	17%	25.0% 25.0%	50.0% 50.0%	25.0%	0.0%	100.0%
	100.0%	100.0%	100.0%	100.0%	100.0%	100%	100.0% 100.0%	100.0% 100.0%	100.0%	100.0%	100.0%
	(12)	(12)	(15)	(16)	(16)	(17)	(12)	(12)	(12)	(12)	(12)
In/Out Splits:	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
AM	100% 0%	50% 50%	53% 47%	61% 39%	54% 46%	89% 11%	100% 0%	100% 0%	100% 0%	100% 0%	50% 50%
MD	0% 0%	0% 0%	50% 50%	55% 45%	50% 50%	51% 49%	0% 0%	0% 0%	0% 0%	0% 0%	0% 0%
PM	0% 100%	50% 50%	47% 53%	29% 71%	52% 48%	48% 52%	0% 100%	0% 100%	0% 100%	0% 100%	50% 50%
Sat MD	0% 0%	0% 0%	47% 53%	49% 51%	71% 29%	41% 59%	0% 0%	0% 0%	0% 0%	0% 0%	0% 0%
						(17)					
Vehicle Occupancy:	(12)		(15)	(16)	(16)	Wkdy Sat	(12)	(12)	(12)	(12)	
Auto	1.20	N/A	1.65	1.65	1.65	1.50 2.60	1.30	1.30	1.30	1.20	N/A
Taxi	1.20	N/A	1.40	1.30	1.40	1.50 2.60	1.30	1.30	1.30	1.20	N/A
School Bus							35.00	35.00	35.00		
Truck Trip Generation:			(15)	(16)	(16)	(16)	(15)	(15)	(15)		
Weekday	N/A	N/A	0.07	0.29	0.29	0.29	0.03	0.03	0.03	N/A	N/A
Saturday	N/A	N/A	0.00	0.29	0.29	0.29	0.03	0.03	0.03	N/A	N/A
	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per Student	per Student	per Student		
			(15)	(16)	(16)	(16)	(15)	(15)	(15)		
AM	N/A	N/A	9.6%	9.6%	9.6%	3.0%	9.6%	9.6%	9.6%	N/A	N/A
MD	N/A	N/A	11.0%	11.0%	11.0%	11.0%	11.0%	11.0%	11.0%	N/A	N/A
PM	N/A	N/A	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	N/A	N/A
Sat MD	N/A	N/A	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	N/A	N/A
	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
AM/MD/PM	N/A N/A	N/A N/A	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0%	50.0%	50.0% 50.0%	N/A N/A	N/A N/A

This table has been revised for the FEIS.

TABLE 13-8 (continued)
Transportation Planning Factors

Notes:

(1) Based on data from *City Environmental Quality Review (CEQR) Technical Manual*, 2014.
(2) Based on data from *Broadway Triangle FEIS*, 2009.
(3) Based on AASHTO CTPP Reverse Journey to Work 5-Year data for tracts 365.02, 367, 908, 1144, 1146, 1150, 1152, 1166, 1168, 1170, 1172.01, 1174, 1178, 1184, 1192, 1194, 1196 and 1198.
(4) Based on ACS-PUMA data 2008-2012 Journey to Work 5-Year data for PUMA 2007.
(5) Based on data from *Brooklyn Bridge Park Project FEIS*, 2005.
(6) Based on data from *West 57th Street Rezoning FEIS*, 2001.
(7) Based on data from *ITE Trip Generation Handbook, 9th Edition,* Land Use Code 150 (Warehousing); Person Trip Rate=ITE Trip Rate x 1.3/0.95.
(8) Based on data from *Greenpoint-Williamsburg Rezoning FSEIS*, 2005.
(9) Based on data from *The Food Retail Expansion to Support Health (FRESH) Food Store Program*, 2009.
(10) Assumes a 32% increase in peak hour trips on Saturday; based on ratio between weekday and Saturday rates for supermarket use provided by the *CEQR Technical Manual*, 2014.
(11) Assumes for Saturday the same temporal distribution, modal split, directional split, and vehicle occupancy as the weekday midday.
(12) Based on data from Brownsville Ascend Charter School Assessment, 2011.
(13) Assumes a student to parent ratio of 1 to 0.7 based on data from a November 2012 survey conducted at PS 35 in Queens.
(14) Assumes 205 students attend the Pre-K only school, 72 attend the PS/IS school, and a 5% absentee rate. Parents are assumed for students in grade 5 and lower.
(15) Based on data from *No. 7 Subway Extension - Hudson Yards Rezoning and Development Program FGEIS*, 2004.
(16) Based on data from *Jamaica Plan Rezoning FGEIS*, 2007.
(17) Based on data provided by NYCDOT.
(18) Community Center use modal splits applied to Day Care Center and House of Worship uses.
(19) Midday and Saturday vehicle occupancy determined by applying a multiplier (1.4) to the AM/PM rate.
(20) Based on data provided by NYCDCP.
(21) Based on data from the 2006 *Atlantic Yards Arena and Redevelopment FEIS.*
(22) PM temporal distribution for staff is assumed to be the same as for the students.
(23) Includes students from the proposed Pre-K facilities on Site 24 and Site 66.

This table has been revised for the FEIS.

NOISE
APPENDIX

Casella CEL Ltd.

Report On CEL-63X

Instrument Model	**CEL-633C**			
Serial Number	1274486	LAS 10%	70 dB	Result
LASmax	79.4 dB	LAS 50%	65.5 dB	
LASmin	60 dB	LAS 90%	62 dB	
Start Date & Time	2/25/2020 4:30:43 PM	Calibration (Before) Date	2/25/2020 4:29:50 PM	
Duration	00:20:02 HH:MM:SS	Calibration (After) Date	2/25/2020 4:51:26 PM	
LAeq	67.3 dB	Calibration Drift	0.3 dB	
End Date & Time	2/25/2020 4:50:45 PM	Battery Low	No	
Notes				

Instrument Model	**CEL-633C**			
Serial Number	1274486	LAS 10%	73 dB	Result
LASmax	80.1 dB	LAS 50%	69 dB	
LASmin	62.6 dB	LAS 90%	64.5 dB	
Start Date & Time	2/25/2020 12:00:28 PM	Calibration (Before) Date	2/25/2020 12:00:10 PM	
Duration	00:20:02 HH:MM:SS	Calibration (After) Date	2/25/2020 12:20:54 PM	
LAeq	70.4 dB	Calibration Drift	0.1 dB	
End Date & Time	2/25/2020 12:20:30 PM	Battery Low	No	
Notes				

Instrument Model	**CEL-633C**			
Serial Number	1274486	LAS 10%	74 dB	Result
LASmax	84 dB	LAS 50%	68.5 dB	
LASmin	57.8 dB	LAS 90%	61.5 dB	
Start Date & Time	2/25/2020 7:30:43 AM	Calibration (Before) Date	2/25/2020 7:29:03 AM	
Duration	00:20:02 HH:MM:SS	Calibration (After) Date	2/25/2020 7:51:19 AM	
LAeq	71 dB	Calibration Drift	0.4 dB	
End Date & Time	2/25/2020 7:50:45 AM	Battery Low	No	
Notes				

Casella CEL Ltd.

Report On CEL-63X

Instrument Model	**CEL-633C**			
Serial Number	1274486	LAS 10%	66.5 dB	Result
LASmax	79.7 dB	LAS 50%	61.5 dB	
LASmin	52.6 dB	LAS 90%	58 dB	
Start Date & Time	2/25/2020 7:53:11 AM	Calibration (Before) Date	2/25/2020 7:51:25 AM	
Duration	00:20:04 HH:MM:SS	Calibration (After) Date	2/25/2020 8:13:50 AM	
LAeq	64.3 dB	Calibration Drift	0.0 dB	
End Date & Time	2/25/2020 8:13:15 AM	Battery Low	No	
Notes				

Instrument Model	**CEL-633C**			
Serial Number	1274486	LAS 10%	59.5 dB	Result
LASmax	76.2 dB	LAS 50%	55 dB	
LASmin	51.5 dB	LAS 90%	52.5 dB	
Start Date & Time	2/25/2020 12:22:33 PM	Calibration (Before) Date	2/25/2020 12:21:03 PM	
Duration	00:20:06 HH:MM:SS	Calibration (After) Date	2/25/2020 12:43:41 PM	
LAeq	58 dB	Calibration Drift	0.1 dB	
End Date & Time	2/25/2020 12:42:39 PM	Battery Low	No	
Notes				

Instrument Model	**CEL-633C**			
Serial Number	1274486	LAS 10%	60 dB	Result
LASmax	74.2 dB	LAS 50%	55 dB	
LASmin	51.3 dB	LAS 90%	53 dB	
Start Date & Time	2/25/2020 4:52:56 PM	Calibration (Before) Date	2/25/2020 4:51:34 PM	
Duration	00:20:10 HH:MM:SS	Calibration (After) Date	2/25/2020 5:14:10 PM	
LAeq	57.7 dB	Calibration Drift	0.0 dB	
End Date & Time	2/25/2020 5:13:06 PM	Battery Low	No	
Notes				

Casella CEL Ltd.

Report On CEL-63X

Instrument Model	**CEL-633C**			
Serial Number	1274486	LAS 10%	64 dB	Result
LASmax	87.2 dB	LAS 50%	55 dB	
LASmin	52.4 dB	LAS 90%	53 dB	
Start Date & Time	2/25/2020 12:44:25 PM	Calibration (Before) Date	2/25/2020 12:43:53 PM	
Duration	00:20:02 HH:MM:SS	Calibration (After) Date	2/25/2020 1:05:14 PM	
LAeq	63 dB	Calibration Drift	0.1 dB	
End Date & Time	2/25/2020 1:04:27 PM	Battery Low	No	
Notes				

Instrument Model	**CEL-633C**			
Serial Number	1274486	LAS 10%	63 dB	Result
LASmax	81.5 dB	LAS 50%	58.5 dB	
LASmin	56.6 dB	LAS 90%	57 dB	
Start Date & Time	2/25/2020 5:14:52 PM	Calibration (Before) Date	2/25/2020 5:14:18 PM	
Duration	00:20:13 HH:MM:SS	Calibration (After) Date	2/25/2020 5:35:55 PM	
LAeq	61.5 dB	Calibration Drift	0.1 dB	
End Date & Time	2/25/2020 5:35:05 PM	Battery Low	No	
Notes				

Instrument Model	**CEL-633C**			
Serial Number	1274486	LAS 10%	63 dB	Result
LASmax	76.5 dB	LAS 50%	57 dB	
LASmin	54.2 dB	LAS 90%	55 dB	
Start Date & Time	2/25/2020 8:17:04 AM	Calibration (Before) Date	2/25/2020 8:14:00 AM	
Duration	00:20:08 HH:MM:SS	Calibration (After) Date	2/25/2020 8:37:46 AM	
LAeq	60.8 dB	Calibration Drift	0.0 dB	
End Date & Time	2/25/2020 8:37:12 AM	Battery Low	No	
Notes				

Certificate of Conformity and Calibration



Instrument Model:-	**CEL-633C**		
Serial Number	1274486		
Firmware revision	V006-03		
Microphone Type:-	**CEL-251**	**Preamplifier Type:-**	**CEL-495**
Serial Number	2467	Serial Number	003570
Instrument Class/Type:-	**1**		

Applicable standards:-

IEC 61672: 2002 / EN 60651 (Electroacoustics - Sound Level Meters)
IEC 60651 1979 (Sound Level Meters), ANSI S1.4: 1983 (Specifications For Sound Level Meters)

Note:- *The test sequences performed in this report are in accordance with the current Sound level meter Standard - IEC61672. The combination of tests performed are considered to confirm the products electro-acoustic performance to all applicable standards including superceeded Sound Level Meter Standards - IEC60651 and IEC60804.*

Test Conditions:-	24.3 °C	**Test Engineer:-**	Malcolm Neale
	52.4 %RH	**Date of Issue:-**	July 11, 2019
	1007 mBar		

Declaration of conformity:-

This test certificate confirms that the instrument specified above has been successfully tested to comply with the manufacturer's published specifications. Tests are performed using equipment traceable to national standards in accordance with Casella's ISO 9001:2008 quality procedures. This product is certified as being compliant to the requirements of the CE Directive.

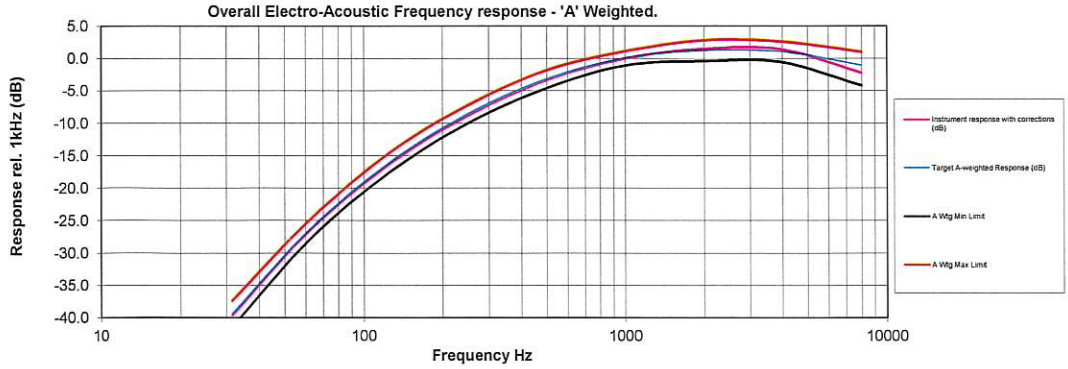
Test Summary:-

Self Generated Noise Test	**All Tests Pass**
Electrical Signal Test Of Frequency Weightings	**All Tests Pass**
Frequency & Time Weightings At 1 kHz	**All Tests Pass**
Level Linearity On The Reference Level Range	**All Tests Pass**
Toneburst Response Test	**All Tests Pass**
C-peak Sound Levels	**All Tests Pass**
Overload Indication	**All Tests Pass**
Acoustic Tests	**All Tests Pass**

Combined Electro-Acoustic Frequency Response - *A Weighted*

Combined Electro-Acoustic Frequency Response - A Weighted (IEC 61672-3:2006)

The following A-Weighted frequency response graph shows this instruments overall frequency response based upon the application of multi-frequency pressure field calibrations. The microphones Pressure to Free field correction coefficients are applied to pressure response. Reference level taken at 1kHz.



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Tested to CEL-63X test sheet TP444 revision 01-00

CASELLA

Certificate of Conformity and Calibration

Customer:	Equity Environmental
Instrument:	CEL-120/1
Serial Number:	3574248
Job Number:	19468
Date of Issue:	11-Jul-2019
Engineer:	M Neale

Traceable Equipment:

Reference Calibrator	EQ11205
DVM type Fluke 45	EQ00318

Test Conditions:

Ambient Temperature	24.1	°C
Ambient Humidity	52.7	%RH
Ambient Pressure	1007	mBar

Results:

	Level 1	Level 2	Frequency
Initial Reading	113.92 dB	93.93 dB	1.0000 kHz
Final Reading	114.00 dB	93.99 dB	1.0000 kHz

Uncertainty:

Level	±	0.15	dB
Frequency	±	0.5	Hz

This test certificate confirms that the instrument specified above has been successfully tested to comply with the manufacturer's published specifications.
Tests are performed using equipment traceable to national standards in accordance with Casella's ISO 9000:2015 quality procedures.
The reported expanded uncertainty is based on a standard uncertainty multiplied by a coverage factor k=2, providing a level of confidence of approximately 95%.
This certificate may not be reproduced other than in full, except with prior written approval of the issuing laboratory.

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CASELLA

Certificate of Conformance and Calibration for

CEL-120 Acoustic Calibrator

Applicable Standards :-IEC 60942: 2003 & ANSI S1.40: 2006

CEL-120/1 Class 1 ☑

CEL-120/2 Class 2 ☐

Serial No: 1090999

Firmware: 04

Temperature: 22.8 °C Pressure: 997.9 mb %RH 48.8

Frequency = 1.00kHz ± 2Hz T.H.D. = < 1%	Calibration Level
SPL @ 114.0dB Setting	114.01 dB
SPL @ 94.0dB Setting (CEL-120/1 only)	93.94 dB/N.A

Engineer :- S. Cole Date :- 27 SEP 2019

Company test equipment and acoustic working standards, used for conformance testing, are subject to periodic calibration, traceable to UK national standards, in accordance with the company's ISO9001 Quality System.

DECLARATION OF CONFORMITY

This certificate confirms that the instrument specified above has been produced and tested to comply with the manufacturer's published specifications and the relevant European Community CE directives.

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