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* Rockaway Beach Boulevard Rezoning

3. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
16DCP145Q	
ULURP REFERENCE NUMBER (if applicable)	**OTHER REFERENCE NUMBER(S) (if applicable)**
160219ZMQ, N160220ZRQ	(*e.g.*, legislative intro, CAPA)

4a. *Lead Agency Information*			**4b. *Applicant Information***		
NAME OF LEAD AGENCY			NAME OF APPLICANT		
Department of City Planning			Rockaway Beach Hotel LLC		
NAME OF LEAD AGENCY CONTACT PERSON			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON		
Robert Dobruskin			Equity Environmental Engineering LLC		
ADDRESS 120 Broadway, 30th Floor			ADDRESS 500 International Drive, Suite 150		
CITY New York	STATE NY	ZIP 10271	CITY Mount Olive	STATE NJ	ZIP 07828
TELEPHONE 212-720-3423	EMAIL rdobrus@planning.nyc.gov		TELEPHONE 973-527-7451	EMAIL james.heinemann@equityenvironmental.com	

5. *Project Description*

The applicant proposes a Zoning Map amendment to change the zoning from R5B/C1-3 to R6A/C2-5 and a Zoning Text Amendment to Appendix F to establish a Mandatory Inclusionary Housing Area (MIHA) for a full block located in Rockaway Beach, Queens, Community District 14 (Block 16180, Lots 1, 2, 3, 8, and 9). The proposed rezoning would facilitate the applicant's proposal to construct a four-story, 33-room transient hotel with an accessory eating and drinking establishment at 108-14/20 Rockaway Beach Boulevard (BLock 16180, Lots 1, 2, and 3). Lots 8 and 9 are currently improved with restaurant with accessory parking and will be included in a supplemental analysis. Detailed description is provided in the analysis text.

Project Location

BOROUGH Queens	COMMUNITY DISTRICT(S) 14	STREET ADDRESS 108-14/20 Rockaway Beach Boulevard
TAX BLOCK(S) AND LOT(S) Block 16180, Lots 1,2,3,8 and 9		ZIP CODE 11694

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS The proposed rezoning area consists of a single block (Block 16180), bounded by Rockaway Beach Boulevard to the north, Beach 108th Street to the east, Rockaway Beach Drive to the south, and Beach 109th Street to the west.

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY	ZONING SECTIONAL MAP NUMBER
R5B/C1-3	30B

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 Zoning Text Amendment pursuant to Appendix F, Inclusionary Housing Designated Areas

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: Jamaica Watershed Form

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:

***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.): 18,889
Waterbody area (sq. ft) and type: 0
Roads, buildings, and other paved surfaces (sq. ft.): 4,875
Other, describe (sq. ft.):

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

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 35,896
NUMBER OF BUILDINGS: 1
GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 35,896
HEIGHT OF EACH BUILDING (ft.): 40
NUMBER OF STORIES OF EACH BUILDING: 4

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: 11,545
The total square feet not owned or controlled by the applicant: 7,380

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: 11,545 sq. ft. (width x length)
VOLUME OF DISTURBANCE: 138,540 cubic ft. (width x length x depth)
AREA OF PERMANENT DISTURBANCE: 11,545 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.)		35,896		
Type (*e.g.,* retail, office, school)	units	UG 5 transient hotel with accessory eating and drinking establishment with cellar level parking		

Does the proposed project increase the population of residents and/or on-site workers? ☒ YES ☐ NO
If "yes," please specify:
NUMBER OF ADDITIONAL RESIDENTS: 0
NUMBER OF ADDITIONAL WORKERS: 88
Provide a brief explanation of how these numbers were determined: assume 2 hotel staff per room; 2 retail workers per 1,000 sf restaurant

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): 2019		
ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 18-24		
WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☒ YES ☐ NO		IF MULTIPLE PHASES, HOW MANY?
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: Construction of four-story hotel with accessory eating and drinking establishment and accessory parking in the cellar to begin in spring of 2017		
10. *Predominant Land Use in the Vicinity of the Project* (check all that apply) ☒ RESIDENTIAL ☐ MANUFACTURING ☒ COMMERCIAL ☐ PARK/FOREST/OPEN SPACE ☐ OTHER, specify:		

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. Section 1		
(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. Attachment 2		
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?	☐	☒
5. *SHADOWS*: CEQR Technical Manual Chapter 8		

	YES	NO
(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. Appendix A/Section 3		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	☒	☐
(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. Attachment 3		
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: Several stains, small pool of oil See Appendix B	☒	☐
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): 3,600		
○ 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): 5,176,059,000		
(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) Section 8	☐	☒
(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		

	YES	NO
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	☐	☒
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary.		
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. Section 10		
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.		

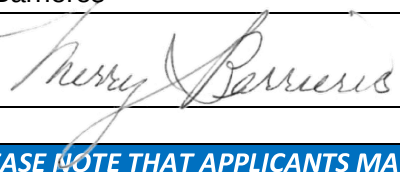
20. *APPLICANT'S CERTIFICATION*

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
Merry Barrieres	May 20, 2016

SIGNATURE



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

Part III: DETERMINATION OF SIGNIFICANCE (To Be Completed by Lead Agency)

INSTRUCTIONS: In completing Part III, the lead agency should consult 6 NYCRR 617.7 and 43 RCNY § 6-06 (Executive Order 91 or 1977, as amended), which contain the State and City criteria for determining significance.

1. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.

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
Deputy Director, Envionmental Assessment & Review Division	New York City Department of City Planning
NAME	**DATE**
Olga Abinader	May 20, 2016

SIGNATURE



Area Map

108-14 Rockaway Beach Boulevard, Queens
Block 16180, Lots 1,2,3

Project Information

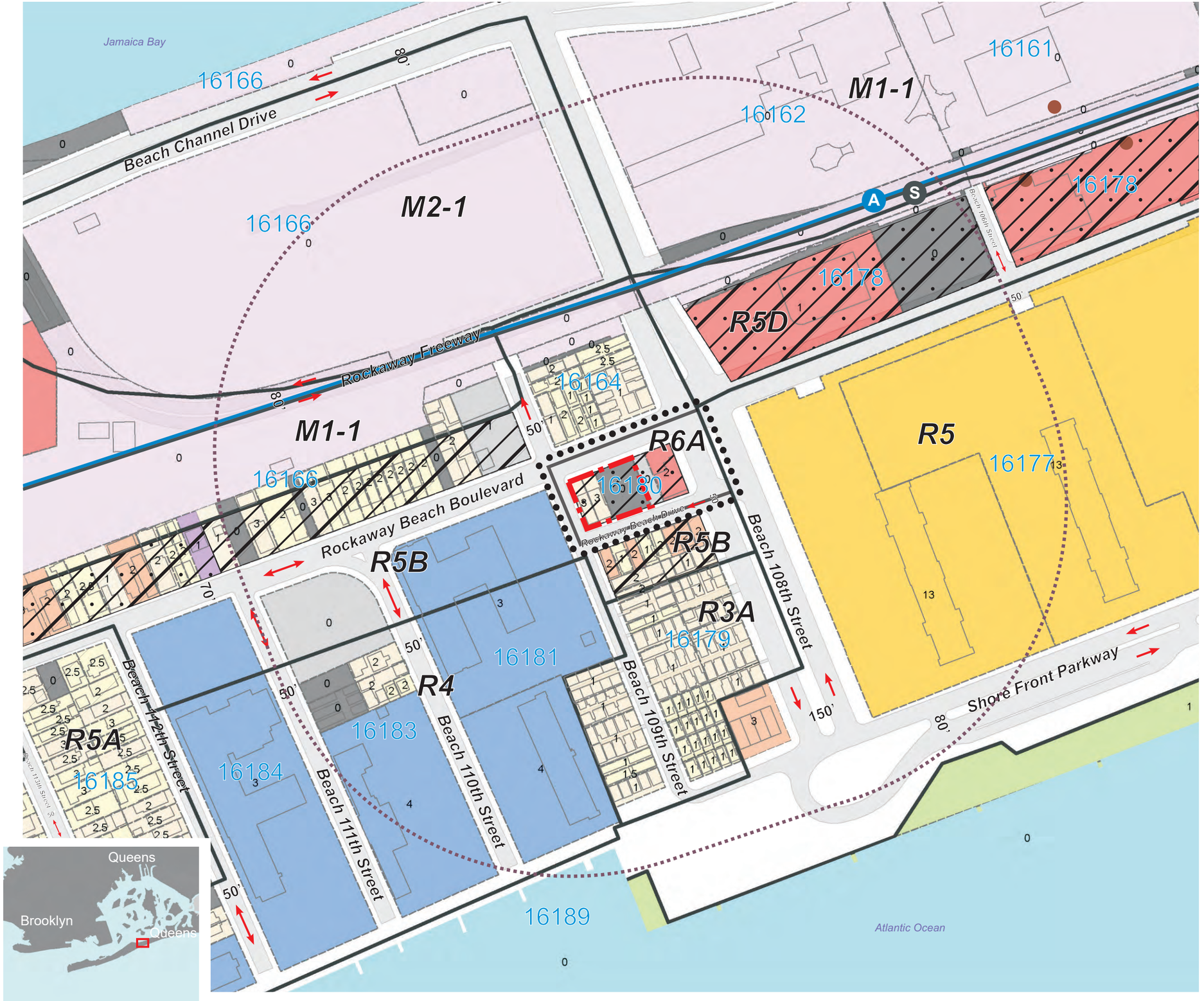
- 600' Radius
- Development Site
- Project Area
- Zoning Districts
- Special Districts

Existing Commercial Overlays

- C1-1
- C1-2
- C1-3
- C1-4
- C1-5
- C2-1
- C2-2
- C2-3
- C2-4
- C2-5
- Subway Entries
- 5037 Block Numbers
- Property Lines
- 5 Number of Floors

Land Uses

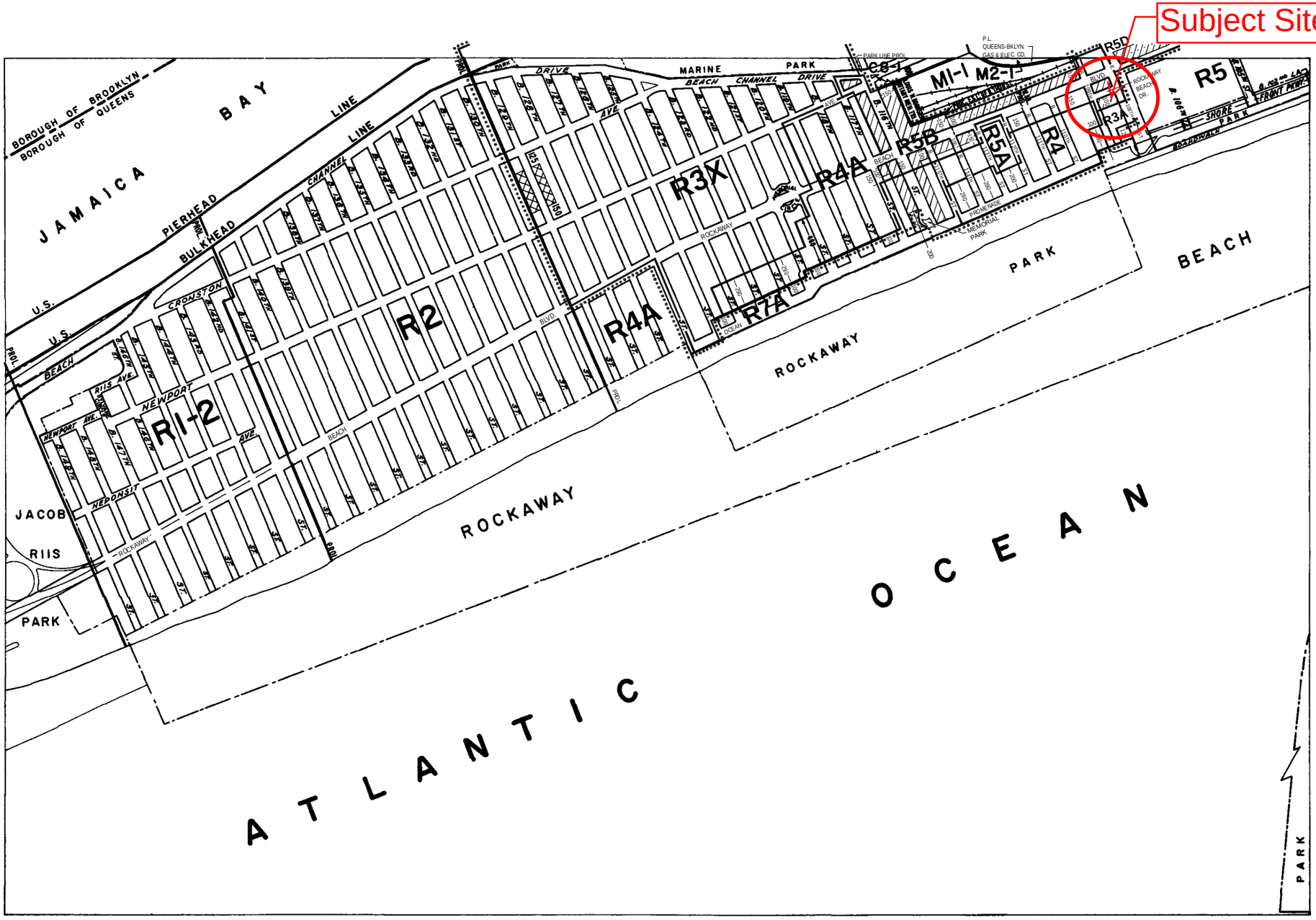
- One & Two Family Residential Buildings
- Multi-Family Residential Buildings (Walk-up)
- Multi-Family Residential Buildings (Elevator)
- Mixed Residential & Commercial Buildings
- Commercial/Office Buildings
- Industrial/Manufacturing
- Transportation/Utility
- Public Facilities & Institutions
- Open Space
- Parking Facilities
- Vacant Land



North

0 200 400 600 Feet

Prepared by Urban Cartographics December 2015



600 0 600 1200 1800 FEET

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

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

ZONING MAP

THE NEW YORK CITY PLANNING COMMISSION

Major Zoning Classifications:

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

R – RESIDENTIAL DISTRICT

C – COMMERCIAL DISTRICT

M – MANUFACTURING DISTRICT

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

AREA(S) REZONED

Effective Date(s) of Rezoning:

08–14–2008 C 080371 ZMQ

Special Requirements:

For a list of lots subject to CEQR environmental requirements, see APPENDIX C.

For a list of lots subject to "D" restrictive declarations, see APPENDIX D.

For Inclusionary Housing designated areas on this map, see APPENDIX F.

MAP KEY

N

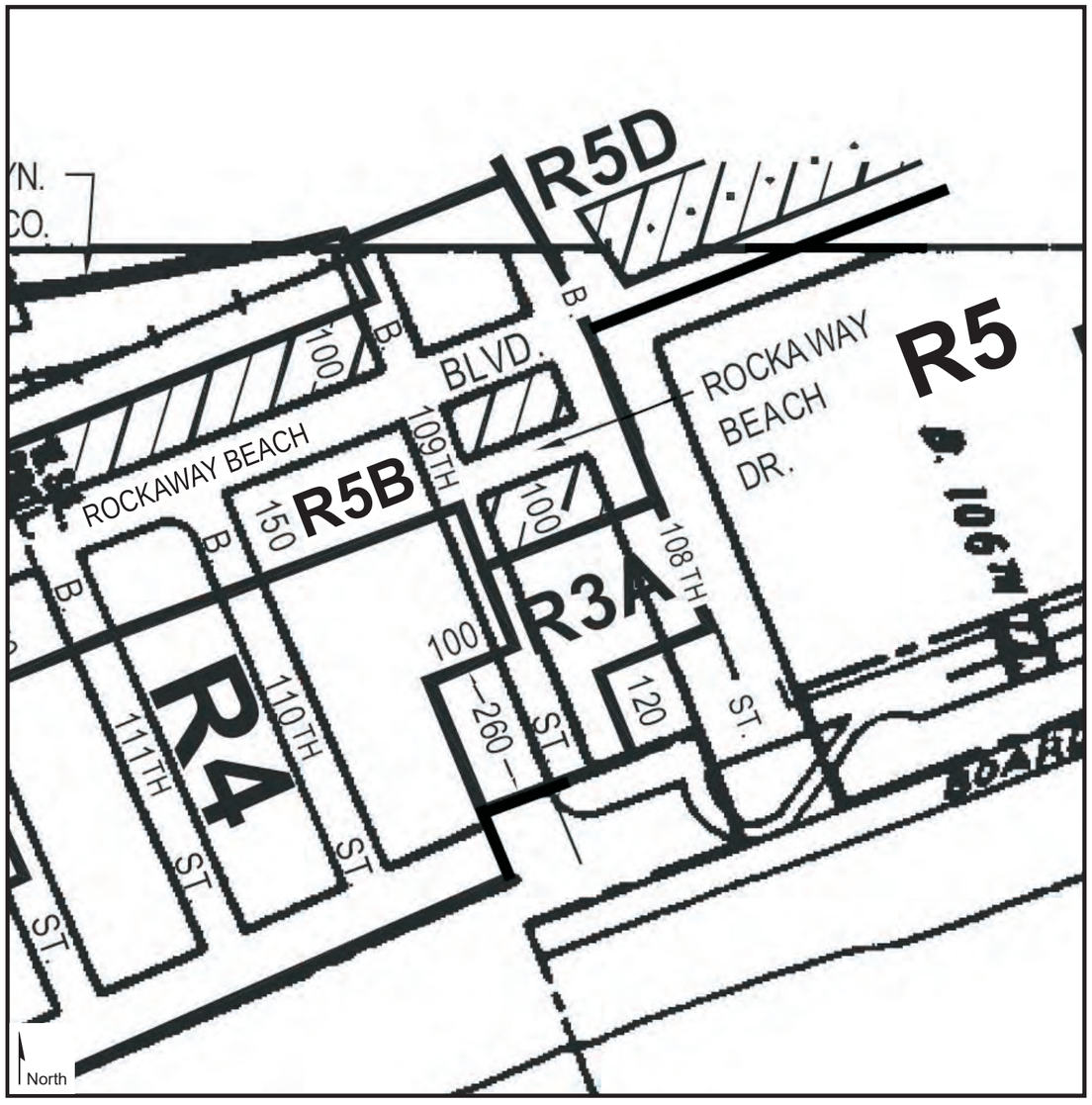
29c	30a	30c
29d	30b	30d

© Copyrighted by the City of New York

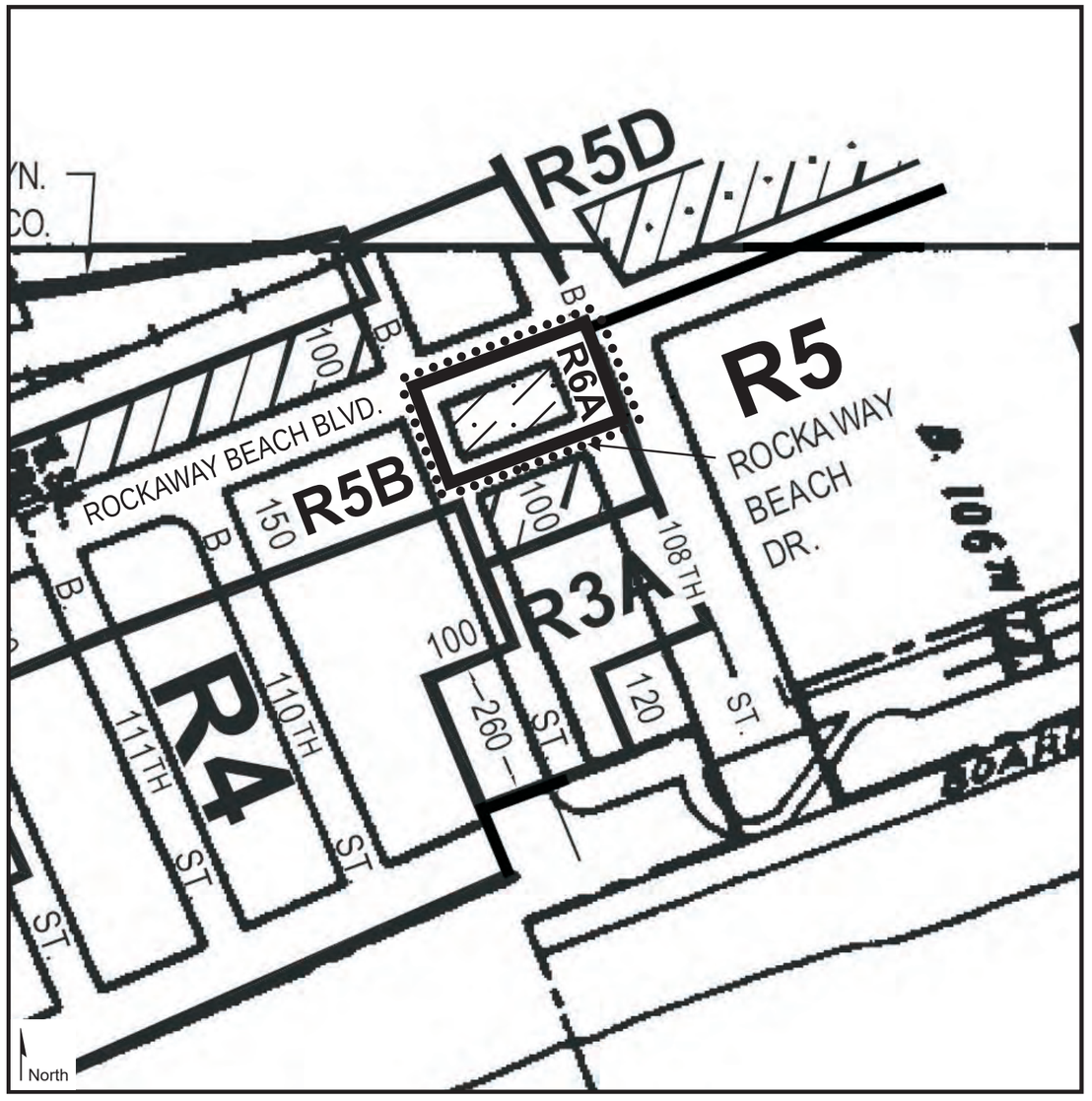
ZONING MAP 30b

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

Zoning Change Map



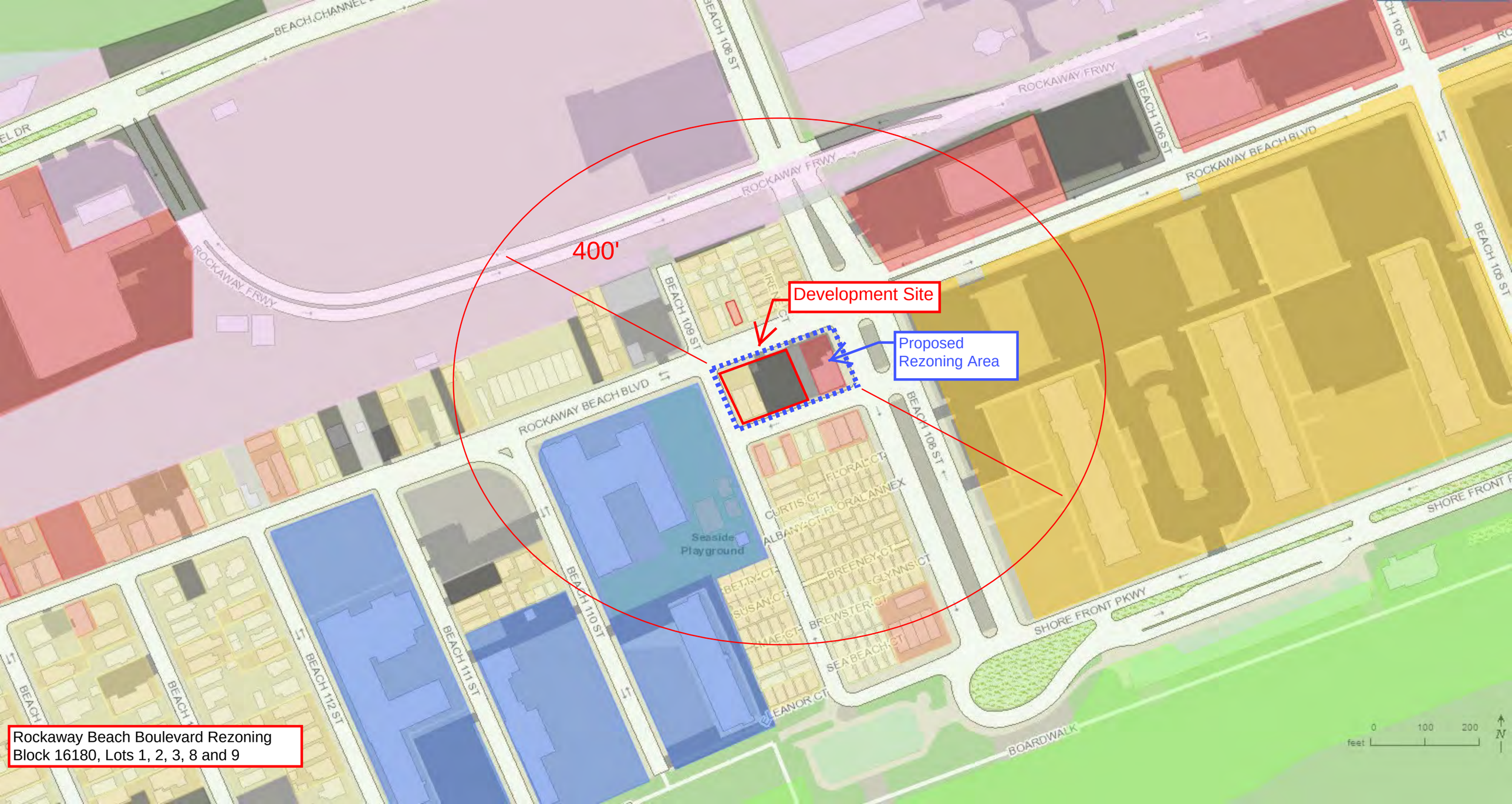
Current Zoning Map (30b)



Proposed Zoning Map (30b) - Project Area is outlined with dotted lines

Changing an R5B/C1-3 to an R6A/C2-5

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



Rockaway Beach Boulevard Rezoning
Block 16180, Lots 1, 2, 3, 8 and 9

FINANCE
NEW • YORK
MARTHA E. STARK
COMMISSIONER

N
W E
S

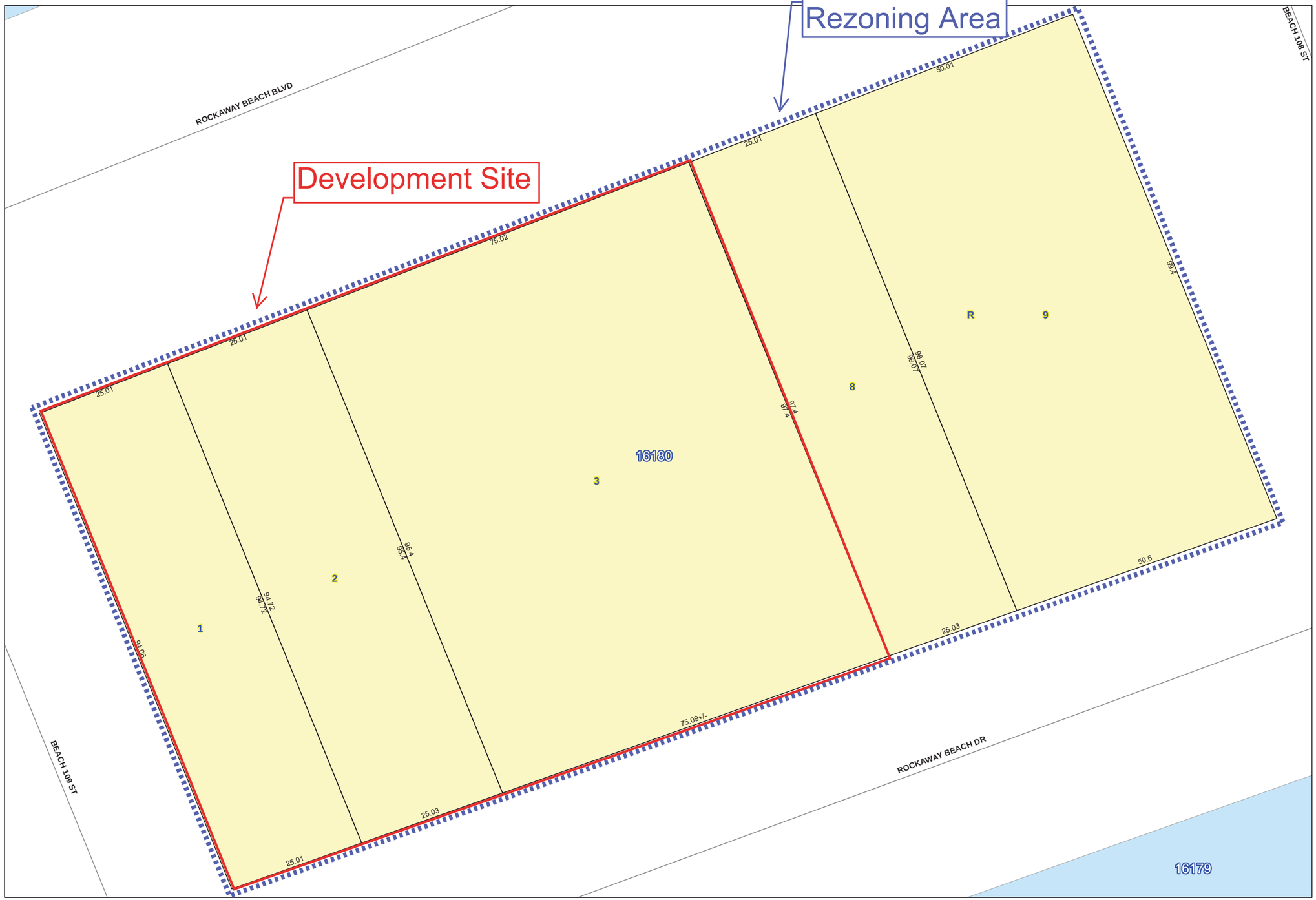
NYC Digital Tax Map

Effective Date : 12-09-2008 07:52:34
End Date : Current

Queens Block: 16180

Legend

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



0 5 10 20 30 40 Feet



4. View of the Site facing southeast from Rockaway Beach Boulevard.



5. View of the Site facing southwest from Rockaway Beach Boulevard.



6. View of Rockaway Beach Boulevard facing west (Site at left).





13. View of the Site facing northeast from Beach 109th Street.



14. View of Rockaway Beach Drive facing east from Beach 109th Street (Site at left).



15. View of Beach 109th Street facing north from Rockaway Beach Drive (Site at right).





22. View of the sidewalk along the north side of Rockaway Beach Drive facing west (Site at right).

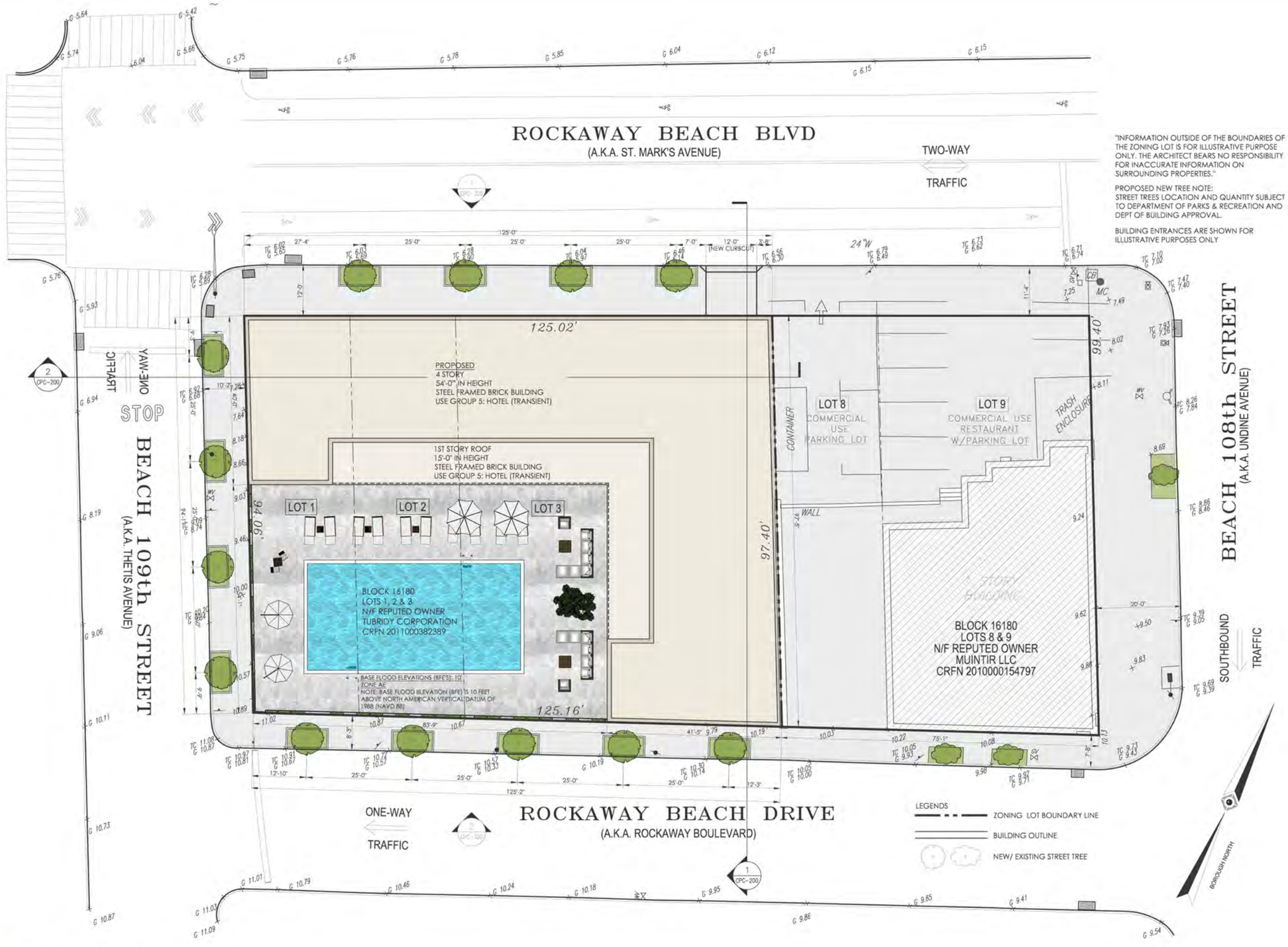


23. View of Rockaway Beach Drive facing west (Site at right).



24. View of the Site facing northwest from Rockaway Beach Drive.





"INFORMATION OUTSIDE OF THE BOUNDARIES OF THE ZONING LOT IS FOR ILLUSTRATIVE PURPOSE ONLY. THE ARCHITECT BEARS NO RESPONSIBILITY FOR INACCURATE INFORMATION ON SURROUNDING PROPERTIES."

PROPOSED NEW TREE NOTE:
STREET TREES LOCATION AND QUANTITY SUBJECT TO DEPARTMENT OF PARKS & RECREATION AND DEPT OF BUILDING APPROVAL.

BUILDING ENTRANCES ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY

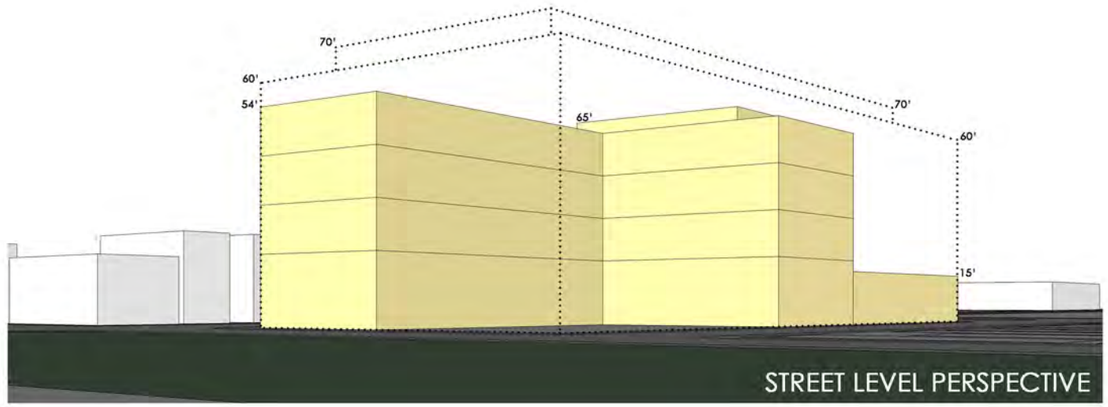
MARIN
ARCHITECTS
57W 38TH ST NEW YORK NY 10018
212 463 8480 MAIL@MARINARCHITECTS.COM

ROCKAWAY BEACH HOTEL
108-20 ROCKAWAY BEACH BLVD
QUEENS, NEW YORK, 11694

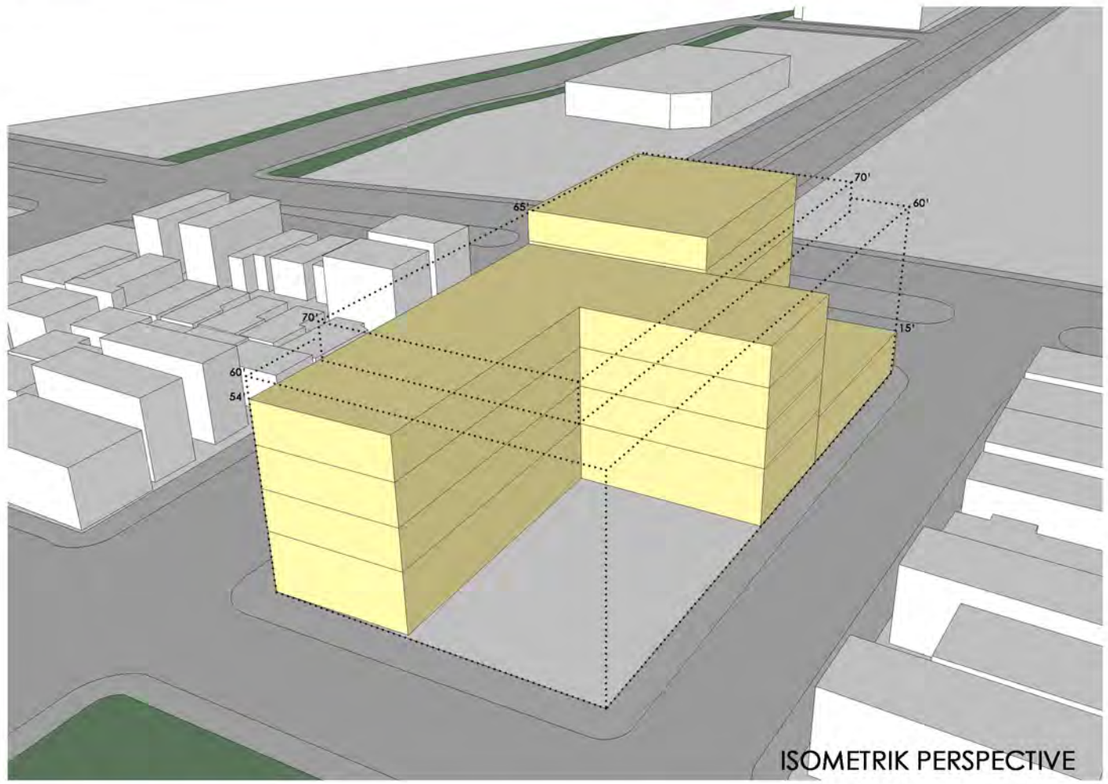
SITE PLAN

DATE:
PROJECT #: 15360
SCALE:

NO-ACTION SCENARIO

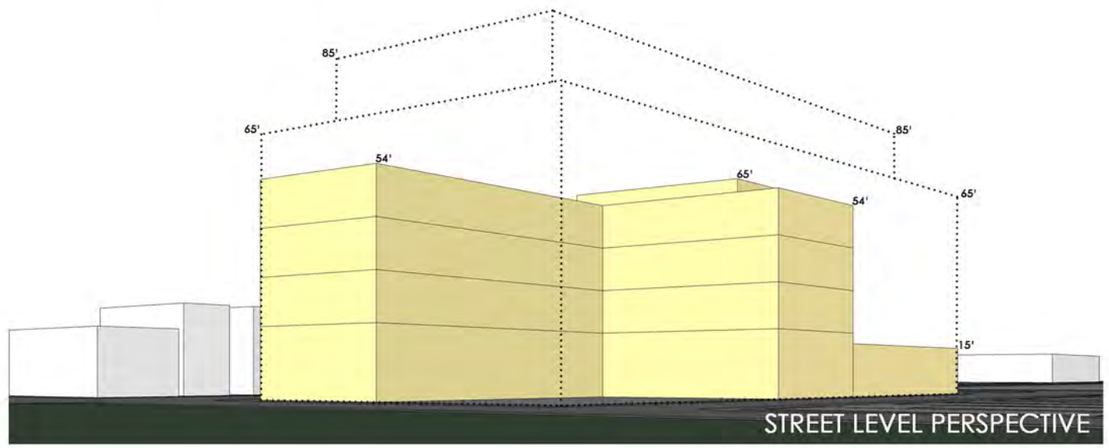


STREET LEVEL PERSPECTIVE

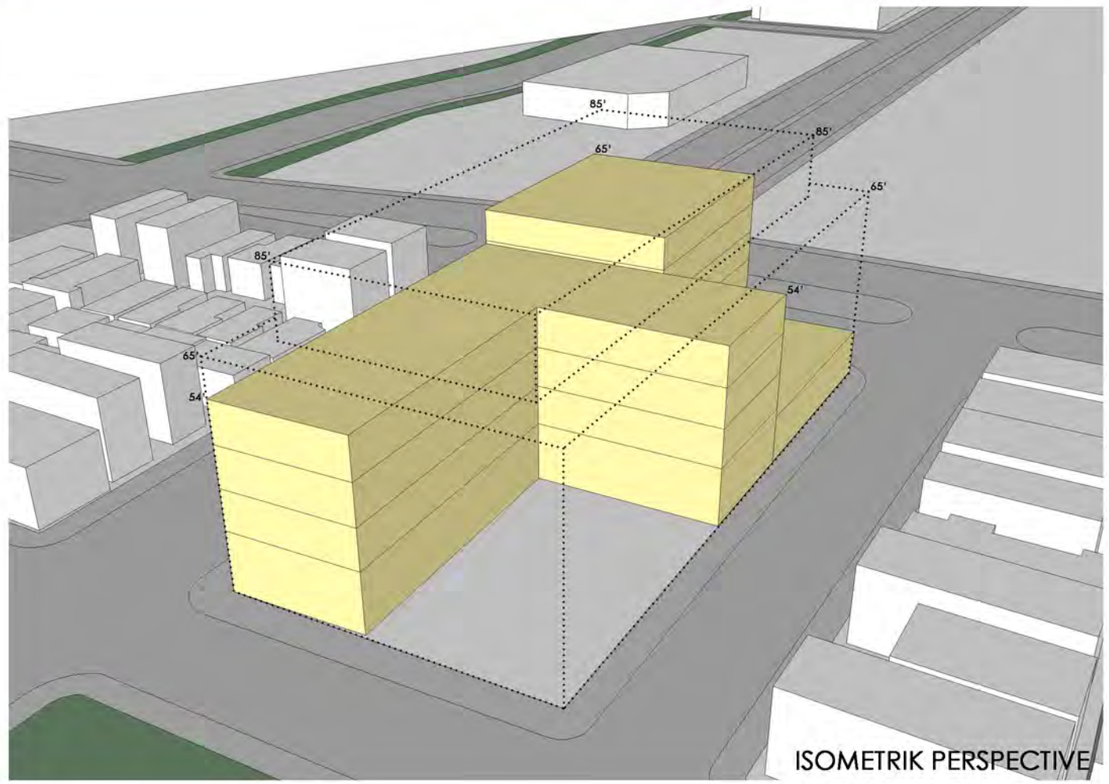


ISOMETRIK PERSPECTIVE

WITH-ACTION SCENARIO



STREET LEVEL PERSPECTIVE



ISOMETRIK PERSPECTIVE

MARIN
ARCHITECTS
57W 38TH ST NEW YORK NY 10018
212 463 8480 MAIL@MARINARCHITECTS.COM

ROCKAWAY BEACH HOTEL
108-20 ROCKAWAY BEACH BLVD
QUEENS, NEW YORK, 11694

MASSING DIAGRAM

DATE:
PROJECT #: 15360
SCALE:

Introduction

Project Description
The applicant, Rockaway Beach Hotel LLC, is seeking a zoning map amendment to rezone the entirety of Block 16180 – Lots 1, 2, 3, 8, and 9 (the" Project Area") in Rockaway Beach, NY from an R5B/C1-3 to an R6A/C2-5 zoning district. In addition, the applicant seeks a zoning text amendment to Appendix F of the Zoning Resolution to establish a Mandatory Inclusionary House Area (MIHA) conterminous with the Project Area (Attachment 1). The proposed zoning map amendment would facilitate the construction of a four-story (50 feet), 35,896 gross square foot (inclusive of 11,545 sf of cellar level parking), 33-room Use Group 5 transient hotel with an accessory eating and drinking establishment on the applicant's property at 108-20 Rockaway Beach Boulevard, consisting of Block 16180, Lots 1, 2, and 3, within the Project Area, hereafter referred to as the 'Projected Development 1.' The proposed zoning map amendment would also affect Block 16180, Lots 8 and 9 (108-02 Rockaway Beach Boulevard).

Description of the Projected Development 1:
The Project Area is located on Block 16180 in Queens Community District 14 along Rockaway Beach Boulevard, a major east/west residential and commercial corridor on the Rockaway peninsula. The Project Area is bounded by Beach 108th street to the east, Beach 109th Street to the west, Rockaway Beach Boulevard to the north, and Rockaway Beach Drive to the south. The Project Area is located within the 100-year flood hazard area. Accordingly, new development occurring under the proposed action would be managed in accordance with state and city regulations, including New York City Administrative Code, Section 10: General Limitations on Occupancy and Construction within Special Flood Hazard Areas, §27-316 and §27":317 (often referred to as Local Law 33 of 1988). The proposed rezoning would affect five lots (Lots 1, 2, 3, 8, and 9), all currently zoned R5B/C1-3. Lots 1, 2, and 3 are owned by the project sponsor and are referred to throughout this document as the Projected Development 1. Lots 8 and 9 are not under the project sponsor's control but may be redeveloped under the proposed rezoning. Lots 8 and 9 are referred to throughout this document as the Projected Development 2.

Each lot within the Project Area has frontages on both Rockaway Beach Boulevard at their northern ends and Rockaway Beach Drive on their southern ends, and each lot has a street-to-street length of approximately 95 feet.

- Lots 1, 2 and 3 (108-20 Rockaway Beach Boulevard) are owned by the applicant and comprise Projected Development 1. Lots 1 and 2 contain two abandoned semi-detached buildings which were formerly McNulty's Hotel and Bar. Lot 1 is 1,936 sf in size. The building is 3-stories with 3,900 square feet, a FAR of 2.0. Lot 2 is 2,377 square feet, improved with a 3-story building of 4,500 gross square feet, a FAR of 1.89. Lot 3 has been vacant since the 1930's.
- Lots 8 & 9 (108-02 Rockaway Beach Boulevard) are owned by Muintir LLC and are developed with a 4,875-square foot restaurant (Dalton's Seaside Grill) and parking area containing twelve accessory parking spaces. The combined lots are 7,344 square feet, and improved with a building at a FAR of 0.66.

Description of the Development:
The applicant proposes to construct a four-story 35,896 gross square foot (inclusive of 11,545 gsf of cellar level parking), Use Group 5 hotel with accessory eating and drinking establishment on the Projected Development 1. The hotel would be 50 feet in height and contain 23,930 zoning square feet on an 11,545-square foot site, for a Floor-Area Ratio of 2.0. The hotel would consist of lobby and circulation space as

well as an accessory eating and establishment on the ground floor with 33 hotel rooms ranging from 255 to 373 square feet in size on floors two through four. Accessory off-street parking would not be required by the proposed C2-5 commercial overlay but a cellar level would contain 26 attended parking spaces (11,545 sf) in a below-grade parking facility accessed from Rockaway Beach Boulevard.

As part of the City's coordinated efforts under Housing New York – the Mayor's ten-year, five-borough housing plan –a set of targeted changes to zoning regulations have been adopted to support the creation of new affordable housing and senior care facilities, help deploy public resources devoted to affordable housing more efficiently, and to encourage better residential buildings that are more in keeping with their surroundings and which help enliven the pedestrian environment. On September 10, 2015, an application was submitted by the Department of City Planning pursuant to Section 201 of the New York City Charter, for an amendment of the Zoning Resolution of the City of New York to create a Mandatory Inclusionary Housing (MIH) program that would require, through zoning actions, a share of new housing to be permanently affordable, as well as a text amendment to modify the bulk regulations governing residential development to create buildings that better respond to the needs of their commercial and residential occupants and their surrounding contexts, Zoning for Quality and Affordability (ZQA). The MIH and ZQA text amendments were adopted by the City Planning Commission in February 2016 and the City Council in March 2016.

The Proposed Action will be analyzed under two scenarios;
1. With actual proposed commercial use under the amended zoning regulations; and
2. With residential uses, maximized under MIH/ZQA zoning regulations under MIH Option 2.

Build Year:
Factoring the ULURP process, closing for financing sources, and an 18-24 month construction schedule, the projected build year will be 2019.

Purpose and Need:
The proposed action would facilitate development of a transient hotel with an eating and drinking establishment. Transient hotels are Use Group 5 uses, which are not permitted in C1-1, C1-2, C1-3, and C1-4 Districts. Pursuant to Section 32-14 of the Zoning Resolution, transient hotels are permitted within C2-1, C2-2, C2-3, and C2-4 Districts if the zoning lot containing the hotel use is located within 1000' of the entrance or exit of a limited-access expressway, freeway, parkway or highway. The subject zoning lot is not located within 1000' of the entrance or exit of a limited-access expressway. Hotels are permitted as-of-right in C2-5 Districts with no proximity requirement to a limited-access expressway.

In addition to allowing the proposed use, the proposed rezoning would also increase the maximum permitted floor area ratio (FAR) and building height. Current R5B/C1-3 zoning permits a maximum residential FAR of 1.35 and a maximum commercial FAR of 1.0. Community facilities are permitted at an FAR of 2.0. The maximum building height for residential or mixed residential and commercial buildings in an R5B District is 33 feet for buildings fronting on wide streets. As part of the City's recently adopted Zoning for Quality and Affordability zoning text amendment, allowable height within the R6A district would be increased to 85 feet by providing Inclusionary Housing and a qualifying ground floor. Additionally, a FAR of 3.6 would be permitted for affordable housing pursuant to the MIH program, described in section 23-90 of the Zoning Resolution. The incremental difference between existing and proposed zoning is shown in Table 1. The additional permitted height provides the necessary bulk

flexibility to accommodate appropriate floor-to-ceiling heights for floor ground floor eating and drinking establishment uses as well as those required for the hotel use on the building's upper floors.

Table 1: Zoning Calculations

		Existing R5B/C1-3		With-Action R6A/C2-5				
		Use Groups 1-6		Use Groups 1-9				
Max Building Height		33 feet		85 Feet				
FAR		1.35	1	3.6	2			
Lot#	Lot Area	Residential Gross Floor Area	Commercial Gross Floor Area	MIH/ZQA Residential Gross Floor Area	Commercial Gross Floor Area	Incremental Difference		Notes
						Residential	Commercial	
1	1,936	2,613.60	1,936.00	6,969.60	3,872.00	4,356	1,936	Projected Development 1
2	2,377	3,208.95	2,377.00	8,557.20	4,754.00	5,348	2,377	
3	7,232	9,763.20	7,232.00	26,035.20	14,464.00	16,272	7,232	
Total	11,545	15,586	11,545	41,562	23,090	25,976	11,545	
8	2,444	3,299.40	2,444.00	8,798.40	4,888.00	5,499	2,444	Projected Development 2
9	4,900	6,615.00	4,900.00	17,640.00	9,800.00	11,025	4,900	
Total	7,344	9,914	7,344	26,438	14,688	16,524	7,344	
Total	**18,889**	**25,500**	**18,889**	**68,000**	**37,778**			

No-Action Scenario:
Under the Project Area's existing R5B/C1-3 zoning, development of commercial or residential uses at up to 1.35 FAR would be permitted. It is assumed that existing conditions would continue due to the limited economic potential the applicant believes the current zoning provides for proposed development1. Projected Development 1, Block 16180, Lots 1, 2, and 3 would remain unoccupied.

The existing 2-story eating and drinking establishment (Dalton's Seaside Grill) located on Lots 8 and 9 would continue in its current use. In 2008, the area was subject to a rezoning in the Rockaway Neighborhoods Rezoning. While the area's current zoning would permit additional development, no such proposals have been made. Neither Projected Development 1 nor Projected Development 2 were identified as development sites in the 2008 mapping of the area's R5B/C1-3 zoning. The combined lot area of lots 8 and 9 is 7,344 square feet and the site has an existing floor area of approximately 4,875 square feet.

With-Action Scenario:
The proposed hotel development of Projected Development 1 maximizes the commercial development potential of the site since commercial uses are permitted at a maximum FAR of 2.0. For the proposed R6A/C2-5 district, allowable building base height would increase to 65 feet, and allowable overall height would increase to 85 feet for Inclusionary Housing. Permitted Floor Area Ratio for buildings providing affordable housing as defined under MIH would be increased from 3.0 to 3.6. To consider the potential effects of residential development, it is proposed that two separate with-action scenarios be outlined in connection with the proposed zoning map amendment: one that considers the project as proposed by the applicant and one that maximizes Projected Development 1's residential development potential under the

recently adopted MIH and ZQA text. The potential development for the other site proposed for rezoning (Block 16180, Lots 8 and 9) will also be analyzed with residential uses maximized under MIH/ZQA zoning regulations.

Proposed Development Site

RWCDS 1

The proposed project as envisioned is a 54 feet high, four-story 35,896 gross square foot, Use Group 5 hotel with accessory eating and drinking establishment on Projected Development 1. The hotel would contain 23,090 zoning square feet on an 11,545-square foot site, for a Floor-Area Ratio of 2.0. The hotel would consist of an accessory eating and drinking establishment on the ground floor with 33 hotel rooms ranging from 255 to 373 square feet in size on floors two through four. This development utilizes the full commercial development potential permitted by the proposed R6A/C2-5 zoning district, which allows a 2.0 commercial FAR. Accessory off-street parking would not be required by the proposed C2-5 commercial overlay zone. Section 25-027 of the adopted ZQA text requires parking pursuant to R5 regulations in R6 and R7 districts in Queens Community District 14: 85% of market rate units. An 11,545 sf cellar level would contain twenty-six attended parking spaces in a below-grade parking facility accessible from Rockaway Beach Boulevard.

RWCDS 2

Because the proposed zoning amendment would also increase the residential development potential of Projected Development 1, a mixed retail and residential development scenario is also considered. The proposed R6A/C2-5 zoning district would allow residential development at up to 3.6 FAR under MIH/ZQA regulations. In addition to the proposed zoning map amendment, a zoning text change to Appendix F of the Zoning Resolution that reflects the establishment of a Mandatory Inclusionary Housing Area (MIHA) corresponding to the proposed rezoning area is proposed. The inclusion in the MIHA would allow a maximum FAR of 3.6 is for a building providing affordable housing as defined in MIH. Pursuant to Mandatory Inclusionary Housing Option Two 30% of residential floor area would be required to be affordable to households with an average of 80% area median income (AMI).

Pursuant to the ZQA text, a maximum building height of 85 feet is assumed for the proposed development. A residential development would consist of a subsurface parking structure with accessory storage space, ground floor retail space, and residential units on the second, third, fourth, and fifth floors. This development would have a total gross square footage of approximately 41,562 square feet excluding cellar garage space. There would be approximately 11,545 gross square feet used for accessory parking and storage within the cellar level. There would be 11,000 square feet of ground floor retail space, and 30,562 square feet of residential space on floors 2 through 5, a FAR of 3.6. At an average dwelling unit size of approximately 1,000 square feet, there would be approximately thirty dwelling units, nine of which would be affordable housing units. Pursuant to ZR 25-027, residential developments, except for affordable housing, in Community District 14 is subject to the parking regulations of the R5 district, or 85% for market rate units. ZR 25-251 requires accessory off street parking spaces to be provided for at least 25% of the total number of affordable housing units. Therefore, twenty-one accessory off street parking spaces are required. Below-grade parking for twenty-six vehicles would be provided accessible from Rockaway Beach Boulevard.

Projected Development Site

The proposed zoning map amendment would affect property not under the applicant's control, as described above. In addition to Projected Development 1 (Lots 1, 2 and 3), the proposed rezoning would affect lots 8 and 9 (the "Projected Development Site"). Projected Development 2 has approximately 7,344 square feet of lot area and is currently improved with a 2-story building containing a long-standing eating and drinking establishment use along with on-grade accessory parking. Under either the Hotel Scenario or the Residential Scenario for Projected Development 1, it is assumed that Projected Development 2 would be developed with a mixed residential and retail building pursuant to the provisions of ZQA and MIH.

The proposed zoning map amendment and the zoning text in Appendix F of the Zoning Resolution that reflects the establishment of a Mandatory Inclusionary Housing Area (MIHA) corresponding to the proposed rezoning area would allow a maximum FAR of 3.6 for residential development providing affordable housing as defined under MIH. As described above, 30% of the units would be affordable to households with an average of 80% of AMI.

Pursuant to the ZQA text amendment, a maximum building height of 85 feet is assumed for the Projected Development. Projected Development 2 would be developed with a four-story and cellar building containing 6,880 gross square feet of retail space, and 19,558 square feet of residential space, not including cellar parking space. At an average unit size of approximately 1,000 square feet, there would be 19 dwelling units on the second, third, and fourth floors. Five of the residential units would be affordable housing. Pursuant to Section 25-027 of the Zoning Resolution, residential developments, except for affordable housing, in Community District 14 is subject to the parking regulations of the R5 district, or 85% for market rate units. ZR 25-251 requires accessory off street parking spaces to be provided for at least 25% of the total number of affordable housing units. The proposed building would require 14 accessory parking spaces, however fifteen accessory parking spaces would be provided in a subsurface parking garage that would accessible from Rockaway Beach Boulevard.

The existing, no-action and with-action conditions on the lots within the subject site are presented in the following tables:

Hotel Scenario:

Lot#	Lot Area	Existing			No-Action		With-Action		
		Residential Gross Floor Area	Commercial Gross Floor Area	Vacant Land and Buildings	Residential Gross Floor Area	Commercial Gross Floor Area	Residential Gross Floor Area	Commercial Gross Floor Area	Notes
1	1,936		0	3,900				23,090	Development Site
2	2,377		0	4,500					
3	7,232		0	7,232					
8	2,444		0*		0	0*	19,558	6,880	Projected Site
9	4,900		4,875		0	4,875			
Total	**18,889**		**4,875**	**15,632**	**0**	**4,875**	**19,558**	**29,970**	
Gross Floor Area excluding cellar parking area									
*Lot 8 is used as accessory parking for the commercial establishment on Lot 9									

Residential Scenario:

Lot#	Lot Area	Existing			No-Action		With-Action		
		Residential Gross Floor Area	Commercial Gross Floor Area	Vacant Land and Buildings	Residential Gross Floor Area	Commercial Gross Floor Area	Residential Gross Floor Area	Commercial Gross Floor Area	Notes
1	1,936		0	3,900			30,652	11,000	Development Site
2	2,377		0	4,500					
3	7,232		0	7,232					
8	2,444		0*		0	0*	19,558	6,880	Projected Site
9	4,900		4,875		0	4,875			
Total	**18,889**		**4,875**	**15,632**	**0**	**4,875**	**50,210**	**17,880**	
Gross Florr Area excluding cellar parking area									
*Lot 8 is used as accessory parking for the commercial establishment on Lot 9									

Summary of Environmental Assessment

Based on the answers to the questions contained in the attached Environmental Assessment Statement (EAS) Form, the following issues were found to require additional information and analysis:

- Land Use, Zoning, and Public Policy: The proposed action would not create a significant adverse impact. The new zoning district introduced by the proposed action would permit development that is consistent with its location in an urbanized area of the Rockaways with mass transit access. The surrounding area contains a mix of lower and medium-density residential, commercial and institutional uses. The introduction of a transient hotel with an eating and drinking establishment would serve local residents as well as visitors.
- Shadows: Projected Development 1 is located on the corner of Rockaway Beach Blvd and Beach 109 St. On the opposite corner, to the west, is the Waterside School play yard and the Seaside Playground. The proposed development of a 54-foot, 4-story hotel building or 85-foot residential building could create new shadows that would encroach on part of the play yard. The impact of the shadows would only be for a short period in the morning

hours and would be only affect a small corner of the playground. The new shadow would not result in significant loss of usability of the affected open space.

- Historic and Cultural Resources: Projected Development would replace existing buildings on sites. Although previously disturbed, the excavation will enlarge the existing footprint. The subject property is not located in a Historic District, is not listed on the National or State Register of historic landmarks. There are no known archaeological resources within a half mile of the subject property. The proposed development would not result in significant adverse effect on historic or cultural resources.
- Urban Design and Visual Resources: Building height and bulk on Projected Development 1 would be within the existing range of building heights in the area. The proposed development would not encroach on public streets or sidewalks and no publicly accessible views to significant visual resources in the area would be affected. There would be no negative impact on Urban Design or Visual Resources.
- Natural Resources: The proposed action would affect property within the Rockaway Peninsula and the Jamaica Bay Watershed. Development would occur on previously disturbed sites in an urbanized area. There would be no loss of significant habitat.
- Hazardous Materials: Projected Development 1 was the subject of a Phase I Environmental Site Assessment. The Phase I identified several stains and a small liquid pool of oil as Recognized Environmental Conditions (REC) at the site. An [E] Designation (E-387) has been assigned to ensure that additional site investigation and, if needed, remediation is conducted subject to oversight of the Mayor's Office of Environmental Review (MOER).
- Transportation: The proposed action would result in development exceeding the screening thresholds identified in the 2014 CEQR Technical Manual. Based on further assessment, the proposed action would not generate more than fifty vehicular trips or 200 transit or pedestrian trips at any single location.
- Air Quality: A screening analysis conducted using Figure 17-7 of the 2014 CEQR Technical Manual demonstrates that development under the proposed action would not create significant impacts related to HVAC emissions with the [E] Designation (E-387) that mandates use of natural gas as a heating source and specifies vent locations as described below. The proposed action would not result in significant increases in tailpipe emissions from vehicular traffic. There are no other industrial or auto related uses within 400 feet of the Project Area, however the subject property is located within 360 feet of the Rockaway Waste Water Treatment Plant (WWTP), a potential source of odors. The WWTP is operated by the New York City Department of Environmental Protection. In 2014, an upgrade was completed that addressed potential odors. With these improvements, the WWTP is not considered a significant potential source of noxious odors. No further assessment is warranted.
- Noise: The proposed action would allow new residential and commercial development. Noise monitoring within the Project Area indicates that provision of 28 dB(A) of window-wall noise attenuation for any residential development at the Rockaway Beach Boulevard and Beach 109th Street frontages of Projected Development 1 would ensure an acceptable indoor noise level for residential use. An [E] Designation (E-387) has been assigned to ensure this level of window-wall attenuation.
- Neighborhood Character: The proposed action would not create significant impacts to any of the aspects of the environment that contribute to Neighborhood Character such that,

alone or cumulatively, they would result in significant adverse impacts to Neighborhood Character.

- Construction: Construction resulting from the proposed action would not last longer than two years or occur in a Central Business District or on a major arterial, or result in narrowing or obstructing of pedestrian or vehicular routes in proximity to critical land uses.

Land Use, Zoning and Public Policy

Land Use

Existing Conditions

Project Area
The Project Area is located on Block 16180 in Queens Community District 14 along Rockaway Beach Boulevard, a major east/west residential and commercial corridor on the Rockaway peninsula. Lots 1, 2 and 3 (108-20 Rockaway Beach Boulevard) are owned by the applicant and comprise Projected Development 1. Lots 1 and 2 contain two abandoned semi-detached buildings that were formerly McNulty's Hotel Bar. Lot 3 has been vacant since the 1930's. Use is unknown prior to 1930. Lots 8 & 9 (108-02 Rockaway Beach Boulevard) comprise Projected Development 2 and are developed with a 4,875-square foot restaurant (Dalton's Seaside Grill) and an open parking area containing twelve accessory parking spaces.

Surrounding Area
The Project Area is surrounded by one- and two- story detached residential buildings to the north, a local commercial strip and bungalow community to the south, the Waterside Public School to the west and the Dayton Towers subsidized residential complex to the east, which consists of six 13-story buildings. These uses are all situated in different zoning districts, with the school site zoned R4 and R5B, the bungalow community zoned R3A, and Dayton Towers zoned R5. Rockaway Beach and the boardwalk are one block to the south of the project area.

The Project Area is within one block of the Beach 105th Street station of the IND A subway line. Local bus service is available on Rockaway Beach Boulevard, and express bus service to midtown Manhattan is available at Beach105th Street.

The Project Area is within approximately 360 feet southwest of the Rockaway Waste Water Treatment Plant (WWTP), operated by the New York City Department of Environmental Protection.

Future Without the Proposed Action
No significant land use changes are anticipated in the Project Area or the surrounding vicinity in the future without the proposed action. Projected Development 1 would remain vacant, while the restaurant occupying Projected Development 2 would continue in operation.

Future With the Proposed Action
The proposed action would allow new residential and commercial development as described previously. It is the applicant's belief that this development would be appropriate for an area with good mass transit service and a surrounding context consisting of local commercial uses and residential development ranging from one to 13 stories in height. No conflicts related to land use would occur.

Zoning and Public Policy

Existing Conditions

The Project Area's R5B/C1-3 zoning is a lower density residential zoning with a commercial overlay that permits detached and semi-detached buildings with a typical FAR of 1.35 and a maximum street wall height of 30 feet and local retail uses such as neighborhood grocery stores, restaurants and beauty parlors. The maximum allowable commercial FAR is 1.0. Surrounding zoning districts consist of lower- and medium-density residence districts, with local commercial overlays mapped over the Project Area, as well as along the northern side of Rockaway Beach Boulevard. The Project Area is within the Coastal Management Zone and therefore is subject to the City's Waterfront Revitalization Program.

Future Without the Proposed Action

It is assumed that existing conditions would continue due to the limited economic potential the applicant believes the current zoning provides for proposed development. Projected Development 1, Block 16180, Lots 1, 2, and 3 would remain unoccupied.

The existing 2-story eating and drinking establishment (Dalton's Seaside Grill) located on Lots 8 and 9 would continue in its current use. While the area's current zoning would permit additional development, no such proposals have been made and the site has been in its current use since prior to the 2008 mapping of the area's R5B/C1-3 zoning. No conflicts to Zoning and Public Policy would occur.

Future With the Proposed Action

The proposed action would map an R6A/C2-5 zoning district within in area currently zoned R5B/C1-3. The proposed medium density zoning district with commercial overlay would not create zoning conflicts. The surrounding zoning includes lower- and medium-density residence districts along with local commercial overlays districts on commercial frontages.

Waterfront Revitalization Program

Because the Project Area is within the Coastal Management Zone (see attached tagged map), it is subject to consistency review under the New York City Waterfront Revitalization Program (WRP) as revised in 2013. The WRP Form was completed, and is attached as Attachment 2. Based on the information provided in the WRP Form, the proposed project is consistent with all of the relevant policies and standards of the WRP. The proposed construction of a transient hotel at its existing site would not create conflicts with the WRP.

Shadows

Pursuant to CEQR Technical Manual methodology, a shadow analysis is generally not required for any development that would result in an incremental height, compared to no-action conditions, of less than fifty feet. However, if the project site is located adjacent to or across the street from a sunlight-sensitive receptor, an analysis may be warranted.

The project site is located on the northwest corner of Block 16180, bounded by Rockaway Beach Boulevard to the north, 109th Street to the east, 108th Street to the west and Rockaway Beach Drive to the south. There is an existing 3-story building that is 40 feet in height and 25 feet of road frontage. The playground for the Waterside School for Leadership, identified as Seaside Playground, is located across 109th Street from the affected area.

RWCDS 1

Projected Development 1
The proposed action would allow for the construction of a four-story transient hotel with a height of 54 ft. The incremental height difference between the existing condition and the proposed development would be less than 50 feet. However, the proposed rezoning area is located directly across the street from a sun sensitive receptor, the Seaside Playground and therefore requires a shadow assessment.

The proposed development will allow for the construction of a building that will be 54 feet high and will have approximately 47 feet of frontage along 109th street. The Seaside Playground is located on Block 16181 Lot 1. The playground has 343 feet of frontage along 109th Street and is 305 feet in width. The entire playground area is covered with asphalt. The proposed development would be built in an "L" with the short end of the "L" facing 109th Street at the corner of 109th Street and Rockaway Beach Boulevard. The project site's location is on the eastern side of 109th Street directly across the street from the playground. The site is located north and east of Seaside Playground. Due to the path the sun would travel during the day, it would only cast shadows on the playground during early morning periods and only a small portion of the entire park. There are no other buildings nearby that cast shadows on the portion of the playground that could be affected by shadows associated with the proposed development. Therefore any area of the playground affected by project-generated shadows would be in sunshine for much of the day.

Projected Development 2
In addition to the proposed development, the proposed action would allow for the construction of a 4-story with cellar mixed use building with a height of 85 feet on Lots 8 and 9. The site is currently improved with a 2-story building with the height of 20 feet. The incremental difference would be 65 feet. As the incremental difference exceeds the threshold a shadow analyses was conducted.

RWCDS 2

Projected Development 1
The proposed action would allow for the construction of a 5-story mixed retail and residential development. The building would consist of subsurface parking structure with accessory storage space, ground floor retail space and residential units on the second through fifth floors. The building would have the same "L" design as described in Scenario 1 and therefore would have a similar shadow effect on the playground.

Therefore, any area of the playground affected by project-generated shadows would be in sunshine for much of the day. As the playground is paved, there would be no adverse effects on vegetation growth.

Projected Development 2
Development of the projected development sites would be the same as indicated RWCDS 1.

Screening Analysis
Pursuant to CEQR Technical Manual methodology, a shadow assessment was conducted to identify the duration and extent of new project- generated shadows that could affect sunlight sensitive land uses. The first step (Tier 1) is to identify any sunlight sensitive land uses within a radius from the project site equal to the longest shadow that is considered under CEQR. This shadow is 4.3 times the height of the building. As indicated in the following figure, the only sunlight-sensitive land use within this radius is the Seaside Playground east of Beach 109th Street.



For conservative analysis purposes, the buildings for both lots have maximized the permitted bulk envelope with a maximum base height of 65 feet, and a setback of at least 10 feet for anything over 60 feet under MIH. Shadows have been analyzed for building heights of 85 feet on all lots. The massing diagrams are also provided in the following figures.



Due to the sun's path across the southern sky, the area between -108° and 108° would not be affected by shadows. This area is identified in a Tier 2 assessment. Most of Seaside Playground is within the area that cannot be shaded by the action-induced development.



The Tier 3 analysis identifies the path project-created shadows would take across the sunlight-sensitive land use on representative days of the year.

On March 21st during the equinox, a small portion of the playground would be in shadow during the very early morning period beginning at 7:36 am for about two hours, when the playground is unlikely to be used by school students or others. The shadow would be gone by 9:30 am.

On May 6, a date midway between the equinox and the summer solstice, a small portion of the playground would be in shadow during the very early morning period beginning at 6:36 am for about 2.5 hours, when the playground is unlikely to be used by school students or others. The shadow would be gone by 9 am.

On the summer solstice, a small portion of the playground would be shaded during the early morning beginning at 5:57 am for about 3 hours. Again this shadow would exit the park by approximately 9 am, before the playground is likely to be in use.

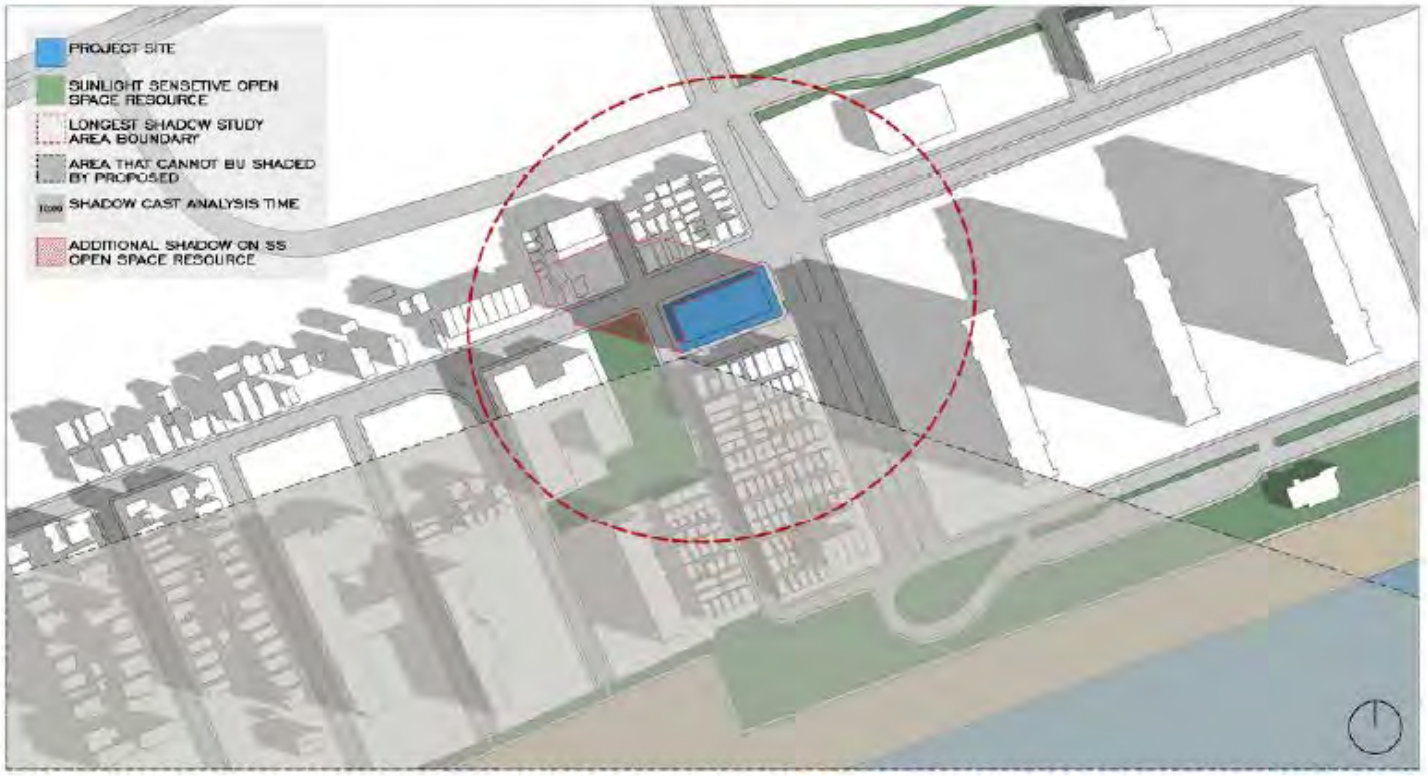
No project-generated shadows would affect the playground during the other analysis days, the winter solstice (December 21).

The Tier 3 analysis was done based on the maximum allowable height and bulk for the proposed zoning. If approved, Projected Development 1 would have a height of 54 feet. The proposed development would create shadows as shown in the diagrams but will shade a smaller portion of the playground, for a shorter period of time.

Future Without Proposed Action

The No-Action scenario assumes that existing conditions would continue unchanged. Projected Development 1 (Lots, 1, 2 and 3) contain two 3-story semi-detached buildings approximately 40 feet in height and a vacant lot. The With-Action development would be 54 feet in height, an incremental difference of 14 feet. The existing shadows occur during the early morning hours but cover a smaller section of the playground and are gone sooner than the proposed building. The additional 10 feet that will be introduced by the approval of the proposed action would only affect the small northern section of the playground. The playground is paved, with no vegetation. The incremental shadow would not create a significant adverse impact on the sun sensitive resource.

SHADOWS// TIER 3 - MAR 21ST 2016 7:36 AM



MARIN ARCHITECTS

ROCKAWAY BEACH HOTEL
108-20 ROCKAWAY BEACH BLVD
QUEENS, NEW YORK, 11694

SHADOWS

DATE:
PROJECT #: 15360
SCALE:

SHADOWS// TIER 3 - MAR 21ST 2016 9:30 AM



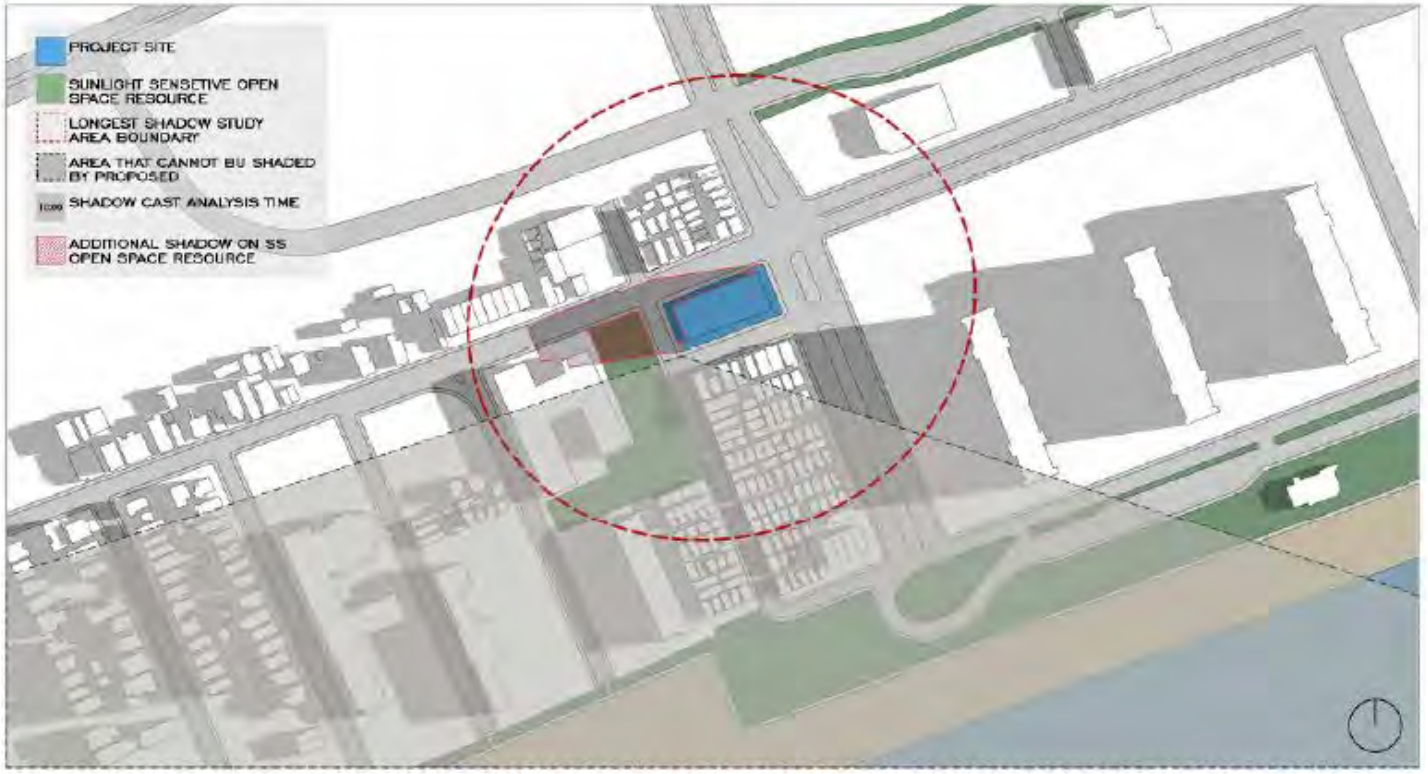
MARIN ARCHITECTS

ROCKAWAY BEACH HOTEL
108-20 ROCKAWAY BEACH BLVD
QUEENS, NEW YORK, 11694

SHADOWS

DATE:
PROJECT #: 15360
SCALE:

SHADOWS// TIER 3 - MAY 6TH 2016 6:27 AM



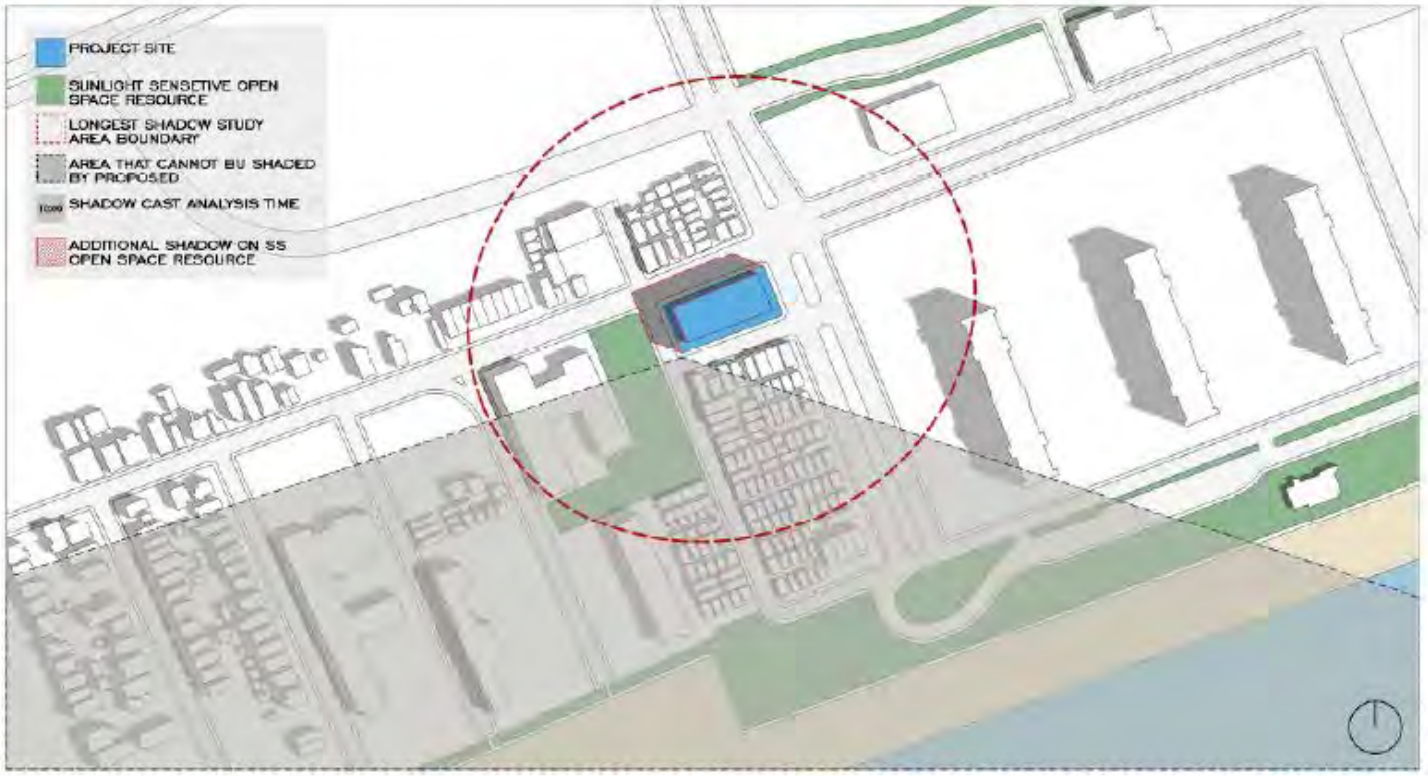
MARIN ARCHITECTS

ROCKAWAY BEACH HOTEL
108-20 ROCKAWAY BEACH BLVD
QUEENS, NEW YORK, 11694

SHADOWS

DATE:
PROJECT #: 15360
SCALE:

SHADOWS// TIER 3 - MAY 6TH 2016 9:05 AM



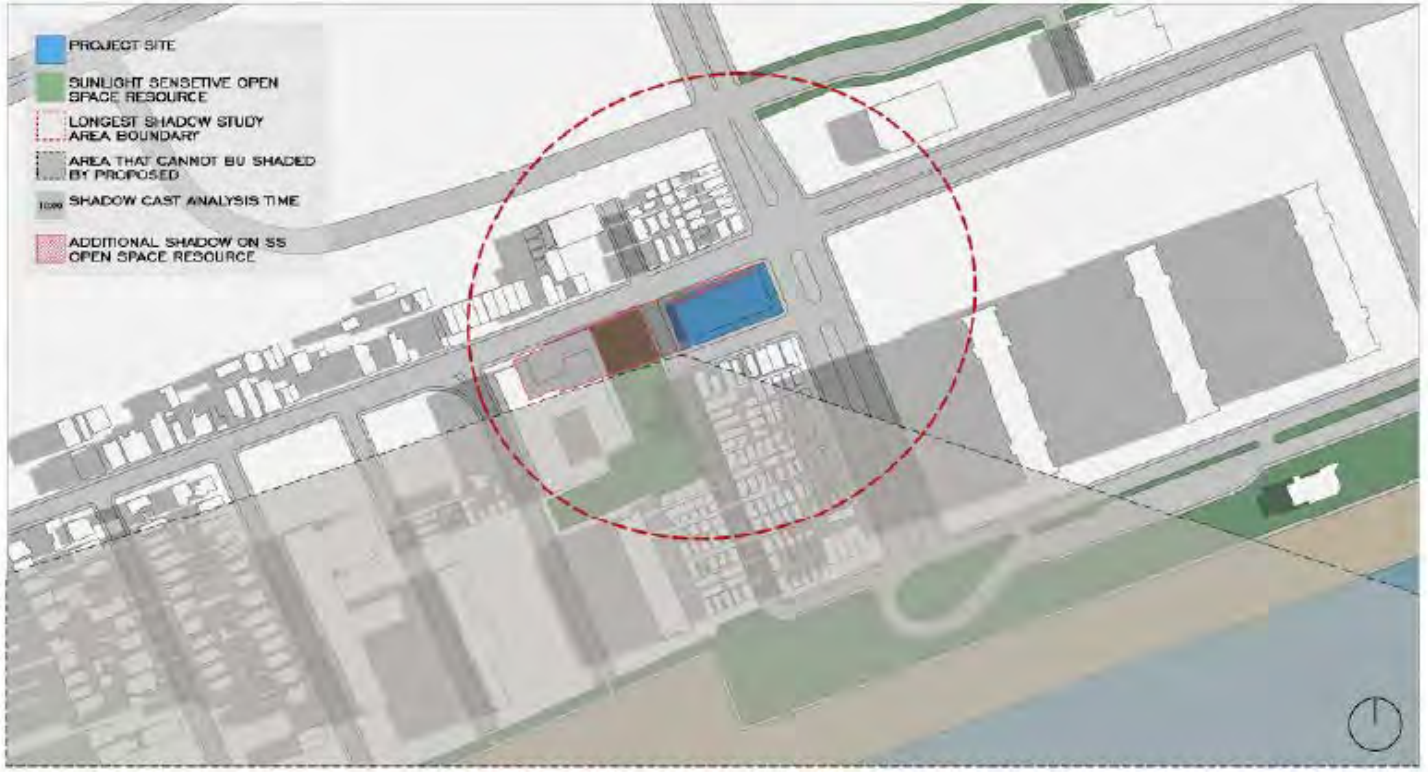
MARIN ARCHITECTS

ROCKAWAY BEACH HOTEL
108-20 ROCKAWAY BEACH BLVD
QUEENS, NEW YORK, 11694

SHADOWS

DATE:
PROJECT #: 15360
SCALE:

SHADOWS// TIER 3 - JUNE 21ST 2016 5:57 AM



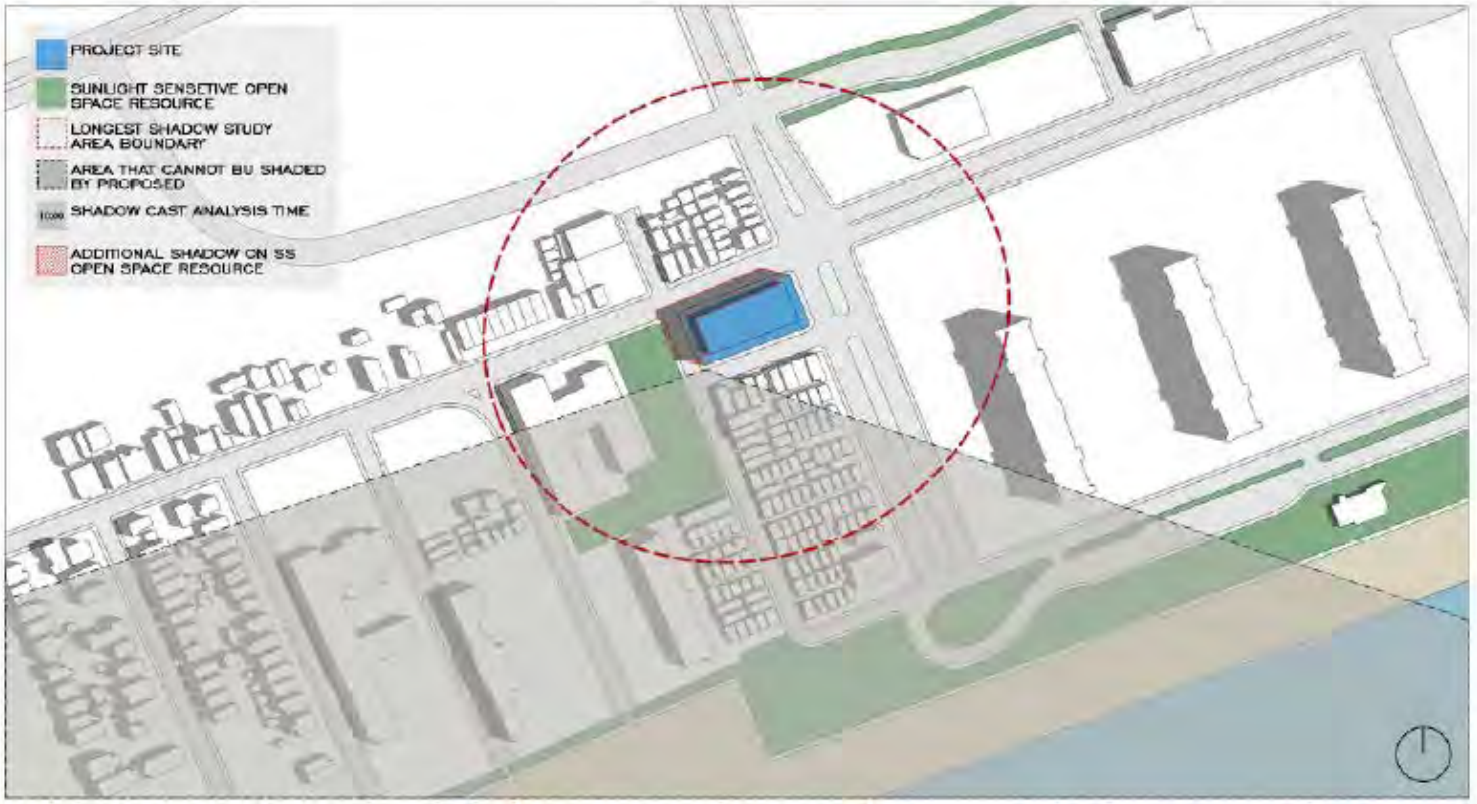
MARIN ARCHITECTS

ROCKAWAY BEACH HOTEL
108-20 ROCKAWAY BEACH BLVD
QUEENS, NEW YORK, 11694

SHADOWS

DATE:
PROJECT #: 15360
SCALE:

SHADOWS// TIER 3 - JUNE 21ST 2016 9:05 AM



MARIN ARCHITECTS

ROCKAWAY BEACH HOTEL
108-20 ROCKAWAY BEACH BLVD
QUEENS, NEW YORK, 11694

SHADOWS

DATE:
PROJECT #: 15360
SCALE:

The proposed action would create additional shadow over a sun-sensitive resource. The shadow would only affect a small portion of Seaside Playground and the shadows would only occur during early morning periods when school students or other playground users are unlikely to be present. The area affected by the shadows is a paved playground as shown in the photographs below.

PHOTO 1: Looking south down RB 109 St



PHOTO 2: Looking south on Rockaway Beach Blvd



PHOTO 3: Looking southwest from subject property



Based on the small area that would be shaded, the minimal length of time in shadow, the early hour of shadow and the lack of vegetation, the approval of the proposed action would not result in adverse impacts related to shadows.

Historic and Cultural Resources

Archaeological resources would need to be assessed for projects that result in any in-ground disturbance, including new excavation that is deeper and/or wider than previous excavation on the same site. The proposed or potential development would be a building that would increase the excavated area on the subject property. Therefore, an analysis of potential impact to archaeological resources was conducted.

The project area is located on Block 16180 in Queens Community District 14 along Rockaway Beach Boulevard, a major east/west residential and commercial corridor on the Rockaway peninsula. Lots 1, 2 and 3 (108-20 Rockaway Beach Boulevard) are owned by the applicant and comprise Projected Development 1. Lots 1 and 2 contain two abandoned semi-detached buildings that were formerly McNulty's Hotel and. Lot 3 has been vacant since the 1930's. Use is unknown prior to 1930. Lots 8 & 9 (108-02 Rockaway Beach Boulevard) Bar comprise the Projected Development 2 and are developed with a 4,875-square foot restaurant (Dalton's Seaside Grill) and an open parking area containing twelve accessory parking spaces.

Surrounding Area
The project area is surrounded by one- and two- story detached residential buildings to the north, a local commercial strip and bungalow community to the south, the Waterside Public School to the west and the Dayton Towers subsidized residential complex to the east, which consists of six 13-story buildings. These uses are all situated in different zoning districts, with the school site zoned R4 and R5B, the bungalow community zoned R3A, and Dayton Towers zoned R5. Rockaway Beach and the boardwalk are one block to the south of the project area,

No-Action Scenario:
It is assumed that existing conditions would continue due to the limited economic potential the applicant believes the current zoning provides for Projected Development 1. Projected Development 1, Block 16180, Lots 1, 2, and 3 would remain unoccupied.

The existing 2-story eating and drinking establishment (Dalton's Seaside Grill) located on Lots 8 and 9 would continue in its current use. While the area's current zoning would permit additional development, no such proposals have been made and the site has been in its current use since prior to the 2008 mapping of the area's R5B/C1-3 zoning. No impact on Cultural or Historic resources would occur.

With-Action Scenario:
The proposed project as envisioned is a 54 feet high, four-story 35,896 gross square foot, Use Group 5 hotel with accessory eating and drinking establishment on Projected Development 1. The hotel would contain 23,090 zoning square feet on an 11,545-square foot site, for a Floor-Area Ratio of 2.0. The hotel would consist of an accessory eating and drinking establishment on the ground floor with 33 hotel rooms ranging from 255 to 373 square feet in size on floors two through four.

The proposed zoning map amendment would affect property not under the applicant's control, as described above. In addition to Projected Development 1 (Lots 1, 2 and 3), the proposed rezoning would affect lots 8 and 9 (the "Projected Development 2"). The Projected Development 2 has approximately 7,344 square feet of lot area and is currently improved with a 2-story building containing a long-standing eating and drinking establishment use along with on-grade accessory parking. Under either the

Hotel Scenario or the Residential Scenario for Projected Development 1, it is assumed that the Projected Development 2 would be developed with a mixed residential and retail building pursuant to the provisions of ZQA and MIH. Under both scenarios, the proposed building would increase the excavated area. As such, a search of the historic registers was conducted for national, state and local historic resources within the surrounding area. There were no historic resources found. In addition, there are no known archeological sensitive resources within a half mile of the subject property. A request for information was sent the Landmarks Preservation Commission on April 15, 2016. A letter of no significance was returned (Appendix A). No historical sensitive resources are known to be located in proximity to the subject property. Therefore, no significant adverse impacts would result to historic or cultural resources.

Urban Design and Visual Resources

Pursuant to the 2014 *CEQR Technical Manual*, an assessment of Urban Design may be warranted when a proposed action may affect one or more of the elements that contribute to the pedestrian experience of an area, specifically the arrangement, appearance, and functionality of the built environment. The applicant is seeking a zoning map amendment to rezone the entirety of Block 16180 from an R5B/C1-3 to R6A /C2-5 zoning district to facilitate the construction of a four-story, 35,896 gross square foot (inclusive of 11,545 sf of cellar level parking), 33-room transient hotel with an accessory eating and drinking establishment on the applicant's property at 108-20 Rockaway Beach Boulevard.

The Project Area is located in Queens Community District 14 along Rockaway Beach Boulevard, a major east/west residential and commercial corridor on the Rockaway peninsula. The project area is bounded by Beach 108th street to the east, Beach 109th Street to the west, Rockaway Beach Boulevard to the north, and Rockaway Beach Drive to the south.

Existing Conditions

The area proposed for rezoning currently contains abandoned buildings on Lots 1 and 2, a vacant lot on Lot 3, and a restaurant and accessory parking lot on Lots 8 and 9. The project area is surrounded by one- and two-story detached residential buildings to the north, a local commercial strip and bungalow community to the south, the Waterside School to the west and the Dayton Towers residential complex, consisting of six 13-story buildings, to the east.

The elevated tracks of the IND subway A line run over Rockaway Freeway one block to the north. The beach and board walk are located two blocks to the south.

Projected Development 1 &2 from corner of Rockaway Beach Blvd & 109th St



Projected Development 1&2 from Rockaway Beach Dr. & 109th St



Future Without the Proposed Action

Under the project area's existing R5B/C1-3 zoning, development of commercial or residential uses would be permitted. However, it is assumed that the Development site would remain unoccupied due to the limited economic potential the applicant believes the current zoning provides.

The existing 2-story eating and drinking establishment (Dalton's Seaside Grill) located on Projected Development 2 would continue in its current use. While the area's current zoning would permit additional development, no such proposals have been made and the site has been in its current use since prior to the 2008 mapping of the area's R5B/C1-3 zoning.

No changes to the area's urban design are anticipated in the future without the proposed action.

Future With the Proposed Action

RWCDS 1

Projected Development 1 is envisioned is a four-story 35,896 gross square foot, Use Group 5 hotel with accessory eating and drinking establishment on the Development Site. The hotel would consist of an accessory eating and drinking establishment on the ground floor with 33 hotel rooms on floors two through four. For analysis purposes, the scenario will also consider an 85 feet high, mixed-use residential development with ground floor commercial and residential above on Lots 8 and 9.

RWCDS 1-Projected Development 1 & 2 [shaded area]



RWCDS 1-Projected Development 1 & 2 Rockaway Beach Dr. [shaded area]



According to the *CEQR Technical Manual*, determining the significance of an urban design impact requires consideration of the degree to which a project results in a change to the built environment's arrangement, appearance, or functionality such that the change would negatively affect a pedestrian's experience of the area.

The area's urban design is characterized by multi-family residential and commercial retail along Rockaway Boulevard and 1- and 2-family residential use along the side streets. Housing development consisting of taller buildings are located to the east and southeast of the project area. The buildings in the project vicinity range from 2 to 13 stories. The proposed building height and bulk would comply with zoning and would be within the existing range of building heights and bulk in the area, therefore no significant adverse impacts on Urban Design are expected.

RWCDS 2

Because the proposed zoning would also increase the residential development potential of the Development Site, a mixed retail and residential development scenario is also considered. A development that maximizes the existing development potential for a residential development

would consist of a subsurface parking structure with accessory storage space, ground floor retail space, and residential units on the second, third, fourth, and fifth floors.

As with RWCDS 1, the scenario will also consider an 85 feet high, mixed-use residential development with ground floor commercial and residential above on Lots 8 and 9.

RWCDS 2-Projected Development 1 & 2 Rockaway Beach Blvd [dotted lines]



MARIN ARCHITECTS

ROCKAWAY BEACH HOTEL
108-20 ROCKAWAY BEACH BLVD
QUEENS, NEW YORK, 11694

MASSING DIAGRAM / WITH-ACTION SCENARIO

RWCDS 2-Projected Development 1&2 Rockaway Beach Dr [dotted lines]



Similar to RWCDS 1, the building height and bulk on the Development Sites would be within the existing range of building heights in the area, therefore no significant adverse impacts on Urban Design are anticipated.

Visual Resources

An assessment of visual resources is concerned with whether a proposed development has the potential to block publicly accessible views of significant features such as view corridors or historic structures. The proposed development would not encroach on public streets or sidewalks, and would be within the range of building heights in the area. No publicly accessible views to significant visual resources in the area such as the beach and ocean would be affected by the proposed development. Therefore no further assessment of visual resources is needed.

Natural Resources

According to the 2014 *CEQR Technical Manual*, a natural resource is defined as (1) the city's biodiversity (plants, wildlife, and other organisms); (2) any aquatic or terrestrial areas capable of providing suitable habitat to sustain the life processes of plants, wildlife, and other organisms; and (3) any areas capable of functioning in support of the ecological systems that maintain the City's environmental stability. Under CEQR, a natural resources assessment considers species in the context of the surrounding environment, habitat, or ecosystem and examines a project's potential to impact those resources.

Resources such as ground water, soils, and geologic features; numerous types of natural and human-created aquatic and terrestrial habitats (including wetlands, dunes, beaches, grasslands, woodlands, landscaped areas, gardens, parks, and built structures); and any areas used by wildlife may be considered, as appropriate, in a natural resources analysis. Storm water runoff may also be considered in a natural resources assessment and evaluated in the context of its impact on local ecosystem functions and on the quality of adjacent waterbodies. Although any aspect of the City's biodiversity may be considered in a CEQR evaluation, those species classified as sensitive, vulnerable, rare, of special concern, threatened, endangered or otherwise worthy of protection are to be given individual consideration within the context of New York City's environment.

The following list describes the project site location relative to areas in its immediate vicinity with potential natural resource receptors:

- within the Coastal Management Zone
- within the Jamaica Bay watershed

Projected Development 1

RWCDS 1

The proposed action would allow the construction of a four-story, Use Group 5 hotel with accessory eating and drinking establishment on Projected Development 1. The hotel would consist of an accessory eating and drinking establishment on the ground floor with 33 hotel rooms on floors two through four. The cellar level would contain twenty-six attended parking spaces in a below-grade parking facility accessible from Rockaway Beach Boulevard.

RWCDS 2

A residential development would consist of a subsurface parking structure with accessory storage space, ground floor retail space, and residential units on the second, third, fourth, and fifth floors. There would be 11,000 square feet of ground floor retail space, and 30 residential dwelling units with 26 accessory parking spaces n a subsurface parking garage.

Projected Development 2
Projected Development 2 would be developed with a four-story and cellar building containing 6,880 gross square feet of retail space, and 19 residential dwelling units on the upper floors. Fifteen accessory parking spaces would be provided in a subsurface parking garage.

The analyses for both scenarios on Projected Development 1 and the Projected Development 2 would be the same. The proposed action would not result in new developments on previously undisturbed land that may possess natural resource value. The proposed developments would not include any activities that may cause or contribute to adverse changes to the ecological complexes and their natural processes. The proposed projects will not cause any adverse primary, secondary, or unavoidable impacts to the coastal ecosystem. The redevelopments will not result in the physical loss, degradation, or functional loss of the nearby wildlife or plant elements of terrestrial and aquatic habitat areas.

The subject property is located within the Jamaica Bay Watershed. The Jamaica Bay Watershed Protection Plan, developed pursuant to Local Law 71 of 2005, mandates that the New York City Department of Environmental Protection (DEP) work with the Mayor's Office of Environmental Coordination (MOEC) to review and track proposed development projects in the Jamaica Bay Watershed in order to monitor growth and trends. In accordance with the local law the Jamaica Bay Watershed Protection Plan Project Tracking Form has been completed and is attached as Attachment 3.

The proposed actions would not adversely affect any designated natural resources, including tidal and freshwater wetlands, designated Significant Coastal Fish and Wildlife Habitats, vulnerable plants and animals, rare ecological communities, and the natural ecological communities are ensured with the proposed developments.

Hazardous Materials

According to the CEQR Technical Manual, the potential for significant impacts from hazardous materials can occur when: (a) hazardous material exists on a site, and (b) an action would increase pathways to their exposure, or (c) an action would introduce new activities or processes using hazardous materials.

A Phase 1 ESA of Projected Development 1 consisting of Lots 1, 2, and 3 was conducted by Equity Environmental Engineering LLC in June 2015 (Appendix B). The purpose of the Phase I ESA was to evaluate the current and historical conditions of the subject property in an effort to identify recognized environmental conditions (RECs) in connection with the subject property.

2015/06 - Phase I ESA Report Summary:

- There is a manufactured gas plant (MGP) facility located approximately 700 ft to the north of the subject property.
- Two large above-ground storage tanks are located inside the basement of the subject property.

Recognized Environmental Conditions (RECs) are defined as the presence or likely presence of any hazardous substances or petroleum products under conditions that indicate an existing release, past release, or a material threat of a release into structures on the property or into the ground, groundwater or surface waters of the property. De minimis RECs are those that do not present a threat to health or the environment, and would not be the subject of an enforcement action by a government agency. All RECs, excluding de minimis RECs were considered in the Phase I.

RWCDS 1

Projected Development 1

The proposed action would allow a four-story, 33 room Use Group 5 hotel with accessory eating and drinking establishment on Projected Development 1. The cellar level would contain twenty-six attended parking spaces in a below-grade parking facility accessible from Rockaway Beach Boulevard.

RWCDS 2

Projected Development 1

A residential development would consist of a subsurface parking structure with accessory storage space, ground floor retail space, and residential units on the second, third, fourth, and fifth floors. There would be 11,000 square feet of ground floor retail space, and 30,562 square feet of residential space. There would 26 accessory parking spaces in a subsurface parking garage.

Projected Development 2
Projected Development 2 would be developed with a four-story and cellar building containing 6,880 gross square feet of retail space, and 19,558 square feet of residential space, not including cellar parking space. At an average unit size of approximately 1,000 square feet, there would be 19 dwelling units on the second, third, and fourth floors. Five of the residential units would be affordable housing. Fifteen accessory parking spaces would be provided in a subsurface parking garage.

In both build scenarios, no new activities or processes using hazardous materials would be introduced to the subject site. This Phase I assessment identified one REC, the presence of some staining and small pool of oil.

The Phase 1 was reviewed by the Department of Environmental Protection. Based on their review of the submitted documents the following recommendations were made in a May 4, 2016 letter to the DCP (Attachment 3):

Based on prior on-site and/or surrounding area land uses which could result in environmental contamination, DEP recommends that an "E" designation for hazardous materials should be placed on the zoning map pursuant to Section 11-15 of the New York City Zoning Resolution for the subject properties. E-387 has been assigned to the project area and will ensure that testing and mitigation will be provided as necessary before any future development and/or· soil disturbance. Further hazardous materials assessments should be coordinated through the Mayor's Office of Environmental Remediation.

<u>Applicant control sites (Block 16180, Lots 1, 2 and 3):</u>
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 soil/groundwater of the subject parcel. A Phase II Investigative Protocol/Work Plan ·summarizing the proposed drilling, soil, groundwater, and soil vapor sampling activities should be submitted to DEP for review and approval. The Work Plan should include blueprints and/or site plans displaying the current surface grade and subgrade elevations and a site map depicting the proposed soil/groundwater boring locations 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 (SVOCs) by EPA Method 8270, pesticides by EPA Method 8081, polychlorinated biphenyls (PCBs) by EPA Method 8082, Target Analyte List metals (TAL) (filtered and unfiltered for groundwater samples) and soil vapor samples by EPA Method T0-15. The soil vapor sampling should be conducted in accordance with NYSDOH' s October 2006 Guidance for Evaluating Soil Vapor Intrusion in the State of New York. An Investigative Health and Safety Plan (HASP) should also be submitted to DEP for review and approval.

In order to ensure that investigation and, if necessary, remediation is completed as a condition of any site development or occupancy, an [E] designation (E-387) will be placed on Block 16180, Lots 1, 2, 3, 8, and 9 that will require a Phase II Environmental Site Assessment be performed to

identify/characterize the surface and subsurface soil/groundwater of the subject property. A Phase II Investigative Protocol/Work Plan summarizing the proposed drilling soil, groundwater and soil sampling activities will be submitted to MOER for review and approval. The Work Plan will include blueprints and/or site plans displaying the current surface grade and subsurface grade elevations and a site map depicting the proposed soil/groundwater boring locations and soil vapor sampling locations.

E-387 requirements related to hazardous materials would apply to the following development sites:

Projected Development Sites:
Block 16180, Lots 1, 2, 3 (Projected Development Site 1)
Block 16180 Lots 8, 9 (Projected Development Site 2)

E-387 text 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 these requirements in place, there are no significant issues identified at the subject property or its immediate vicinity which could adversely impact upon its environmental quality or that would warrant further environmental study at this time.

Transportation

Pursuant to *CEQR Technical Manual* methodology, a transportation assessment may be necessary when a proposed action would alter the transportation network by closing, opening, or realigning an element of the transportation system such as a roadway, pedestrian way, or transit route, or if it would generate new trips on the transportation network. The objective of the transportation analyses is to determine whether a proposed project may have a potential significant impact on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, safety of all roadway users (pedestrians, bicyclists and vehicles), on- and off-street parking, or goods movement.

This analysis considers two scenarios for development of the project sponsor's property on lots 1, 2, and 3 – the first is the intended development of a 33-room hotel, and the second is a mixed commercial and residential development which would contain approximately 11,000 square feet of retail space and thirty dwelling units. Lots 8 and 9 would be developed with a mixed use building containing 6,880 square feet of local retail space and nineteen dwelling units. Under the mixed commercial and residential development scenario, Lots 8 and 9 would be developed with 6,880 square feet of local retail space and 19 dwelling units.

SCENARIO 1 – PROPOSED HOTEL DEVELOPMENT

Trip Generation

The proposed action would not result in development that would directly affect any element of the transportation system. According to Table 16-1 of the 2014 *CEQR Technical Manual*, a residential development of fewer than 100 residential units, 15,000 square feet of community facility space, or 10,000 square feet of local retail typically does not warrant further assessment of the potential for adverse effects on Transportation. The projected development scenario's , 19 dwelling units, 33 hotel rooms, and 6,880 square foot local retail component are below these threshold sizes. Because the projected development scenario contains both hotel, residential, and local retail elements, further assessment is warranted. The initial step in determining this potential is to analyze the proposed trip generation characteristics. According to the CEQR Technical Manual, a proposed action that would generate over fifty vehicular trips during the peak travel hour, over 200 transit trips, or over 200 walking trips, would warrant more detailed study.

The development scenario includes 19 residential units on the development projected for lots 8 and 9 under the MIH. To assess the trip generation characteristics of the proposed development, the following sources were used: Daily trip generation per dwelling unit, and temporal distribution of those trips throughout the day, were based on trip generation rates contained in the 2014 CEQR Technical Manual. Travel mode and vehicle occupancy were determined based on data in the U.S. Census' American Community Survey for census tracts 934.01, 934.02, 938 (which contains the Project Area), 942.01, 942.02, and 942.03. Based on this data source, it was determined that 52.7% of area residents' travel is by private car, 22.6% is by subway, 11.5% is by bus, and 6.38% of trips are walk only.

The CEQR Technical Manual also provides information on temporal distribution and direction of those trips, as presented in Table Transportation-1: Transportation Planning Assumptions for Project Components

Projected Development 2 (lots 8 and 9) would include a 6,880-square foot retail component. A projection of trips associated with this use was made, relying on data used in the Final Environmental Impact Statement (FEIS) conducted for the Coney Island Plan (CEQR #08DME007K). Temporal and directional distribution, and travel mode, were also taken from this data source.

Projected Development 1 (the applicant's property on lots 1, 2, and 3) consists of a 33-room hotel with accessory eating and drinking facility. A projection of trips associated with this use was made, relying on data used in the Final Environmental Impact Statement (FEIS) conducted for the Coney Island Plan (CEQR #08DME007K). Temporal and directional distribution, and travel mode, were also taken from this data source.

Applying these trip generation assumptions to the proposed project and the projected development, as presented in Table Transportation-2 below, the proposed action has the potential to generate up to 36 vehicular trips, 18 subway trips, 24 bus trips and 173 walk-only trips during any peak hour. Adding together bus, subway, and walk-only trips, the maximum total number of trips including a pedestrian component would be 216, during the midday peak period. Since in all instances, vehicular and transit trip generation would be below the relevant thresholds, no further assessment is warranted, and no impacts are anticipated.

The projected development would generate in excess of 200 pedestrian trips during the midday and pm peak periods. Accordingly, the next step in the CEQR analysis is to assign those trips to the local pedestrian network, to determine if any individual element (sidewalk, crosswalk, corner) would experience incremental pedestrian traffic in excess of 200 hourly trips.

The 216 midday pedestrian trips consist of 18 subway trips, which would be to or from the Beach 105th Street station, and would likely travel to or from the north via Beach 109th Street or Beach 108th Street, and then to or from the east via Rockaway Freeway. The 24 bus trips would be to or from various bus stops along Rockaway Beach Boulevard. There is a stop for the westbound Q22 bus on the north side of Rockaway Beach Boulevard at Beach 110th Street. The eastbound Q22 and Q53 buses have a stop on the southeast corner of Rockaway Beach Boulevard and Beach 108th Street. The QM16 express but to Midtown Manhattan has a stop at Rockaway Beach Boulevard and Beach 105th Street.

The 173 walk-only trips would be primarily associated with the projected retail component at lots 8 and 9. 161 of these trips would be attributable to this retail component, eleven with the hotel use on lots 1,2, and 3, and one with residential development on lots 8 and 9. The local retail component would attract patronage from surrounding neighborhoods. Areas to the east, west, and south contain a mix of housing types including low-rise bungalows, mid-rise apartment buildings, and public housing complexes. Walk-only trips are expected to be generated evenly to and from the east, south, and west.

Because pedestrian trips would be generated by both the hotel projected for lots 1, 2, and 3, on Beach 109th Street, and the residential and retail development projected for lots 8 and 9, on Beach 108th Street, and would be directed to nearby residential areas to the east, south, and west as well as to transit stations, the 216 hourly pedestrian trips would be dispersed in such a way that no single pedestrian element receives in excess of 200 hourly trips. Therefore no further assessment is warranted and no impacts are anticipated.

TABLE- TRANSPORTATION 1

SUMMARY - Transportation Planning Assumptions for Project Components										
						Local			Hotel	
Land Use			Residential			Commercial				
Daily			8.07			205			9.4	
Trip Generation			(per d.u.)			(per 1,000 gsf)			(per room)	
Temporal		**AM (8-9)**	10.0%			3.1%			7.5%	
Distribution		**MD(12-1)**	10.9%			19.0%			14.4%	
		PM(5-6	11.0%			9.6%			12.8%	
Modal Split		**Auto**	52.7%			3.0%			45.0%	
		Taxi	0.0%			2.0%			15.0%	
		Subway	22.6%			5.0%			10.0%	
		Bus	11.5%			10.0%			5.0%	
		Walk-only	6.3%			80.0%			25.0%	
Vehicle		**Auto**	1.11			1.6			1.6	
Occupancy		**Taxi**	1.4			1.2			1.4	
Directional			Inbound	Outbound		Inbound	Outbound		Inbound	Outbound
Distribution		**AM (8-9)**	17%	83%		50%	50%		41%	59%
		MD(12-1)	40%	60%		50%	50%		69%	31%
		PM(5-6	67%	33%		50%	50%		58%	42%
Daily Truck			0.07			0.35			0.24	
Trip Gen.			**(trips/d.u.)**			**(trips/1,000 gsf)**			**(trips/room)**	
Truck Trip		**AM (8-9)**	12%			8%			12%	
Temporal		**MD(12-1)**	9%			11%			9%	
Distribution		**PM(5-6**	2%			1%			1%	
sources:										
residential trip generation, temporal distribution, directional distribution from 2014 *CEQR Technical Manual*										
residential mode split and vehicle occupancy from 2006-2010 U.S. Census American Community Survey										
local commercial trip generation, mode split, vehicle occupancy, and directional distribution from Coney Island EIS										
hotel trip generation, mode split, vehicle occupancy, truck trip generation, temporal and directional distribution from Coney Island EIS										
truck trip generation, temporal distribution from Coney Island EIS										

TABLE – TRANSPORTATION 2 (Hotel Scenario)

Hotel Trip Generation

Hotel Rooms			33			Peak Hour Trips		Percent Auto Use =	45%
Daily trips (per room)			9.4		a.m.	7.5%		Auto Occupancy =	1.6
Daily visitors			310		midday	14.4%		Percent Taxi Use=	15%
					p.m.	12.8%		Taxi Occupancy=	1.4
Directonal Distribution=								Percent Bus Use=	5%
	In	Out	Total					Percent Subway Use=	10%
AM	41%	59%	23					Percent Walk=	25%
MD	69%	31%	45						
PM	58%	42%	40						

Peak Hour Person Trips				Peak Hour Auto Trips			
	Inbound	Outbound	Total		Arriving	Departing	Total
AM	10	14	23	AM	3	4	7
Midday	31	14	45	Midday	9	4	13
PM	23	17	40	PM	6	5	11

Peak Hour Person Trips by Auto				Peak Hour Taxi Trips			
	Arriving	Departing	Total		Arriving	Departing	Total
AM	4	6	10	AM	1	1	2
Midday	14	6	20	Midday	3	1	5
PM	10	8	2	PM	2	2	4

Peak Hour Person Trips by Taxi				Peak Hour Vehicle Trips auto, taxi, truck			
	Arriving	Departing	Total		Arriving	Departing	Total
AM	1	2	3	AM	5	6	11
Midday	5	2	7	Midday	13	6	19
PM	3	3	6	PM	9	7	15

Daily Truck		0.24			Peak Hour Subway Trips		
Trip Gen.		**(trips/1,000 gsf)**			Arriving	Departing	Total
				a.m.	1	1	**2**
Truck Trip		**AM (8-9)**	8%	midday	3	1	**4**
Temporal		**MD(12-1)**	11%	p.m.	2	2	**4**
Distribution		**PM(5-6**	2%				
					Peak Hour Bus Trips		
					Arriving	Departing	Total
Daily Truck Trips				a.m.	0	1	**1**
8				midday	2	1	**2**
				p.m.	1	1	**2**

Balanced Truck Trips					Peak Hour Walk-only Trips		
	Inbound	Outbound	Total		Arriving	Departing	Total
AM	1	1	2				
Midday	1	1	2	a.m.	2	3	**6**
PM	0	0	0	midday	8	3	**11**
				p.m.	6	4	**10**

TABLE – TRANSPORTATION 2 (Hotel Scenario cont.)

Residential Trip Generation

Residential Component Trip Generation

						Peak Hours		Inbound	Outbound
Residential Units =			19		AM	10.0%	of daily trips	17%	83%
Person Trips/Unit/Day =			8.07		Midday	10.9%	of daily trips	40%	60%
Daily Person Trips =			153.33		PM	11.0%	of daily trips	67%	33%
Percent Auto Use =			52.7%						
Auto Occupancy =			1.1						
Percent Subway Use =			22.6%			Peak Hour Auto Trips			
Percent Bus Use =			11.5%				Arriving	Departing	Total
Percent Taxi Use =			0.0%			AM	1	6	7
Taxi Occupancy =			1.4			Midday	3	5	8
Percent Walk Only =			6.3%			PM	5	3	8

Peak Hour Person Trips

	Inbound	Outbound	Total
AM	3	13	15
Midday	7	10	17
PM	11	6	17

Peak Hour Person Trips by Auto

	Arriving	Departing	Total
AM	1	7	8
Midday	4	5	9
PM	6	3	9

Peak Hour Person Trips by Taxi

	Arriving	Departing	Total
AM	0	0	0
Midday	0	0	0
PM	0	0	0

Daily Truck		0.07	
Trip Gen.		**(trips/d.u.)**	
Truck Trip		**AM (8-9)**	8%
Temporal		**MD(12-1)**	11%
Distribution		**PM(5-6**	2%

Daily Truck Trips	
1	

Balanced Truck Trips

	Inbound	Outbound	Total
AM	1	1	0
Midday	1	1	2
PM	0	0	0

Peak Hour Taxi Trips

	Arriving	Departing	Total
AM	0	0	0
Midday	0	0	0
PM	0	0	0

Peak Hour Vehicle Trips auto, taxi, truck

	Arriving	Departing	Total
AM	2	7	9
Midday	4	6	10
PM	5	3	8

Peak Hour Subway Trips

	Arriving	Departing	Total
a.m.	1	3	**3**
midday	2	2	**4**
p.m.	3	1	**4**

Peak Hour Bus Trips

	Arriving	Departing	Total
a.m.	0	1	**2**
midday	1	1	**2**
p.m.	1	1	**2**

Peak Hour Walk-only Trips

	Arriving	Departing	Total
a.m.	0	1	**1**
midday	0	1	**1**
p.m.	1	0	**1**

TABLE – TRANSPORTATION 2 (Hotel Scenario cont.)

Retail Trip Generation

Floor area (1000 square foot)			6.88			Peak Hour Trips		Percent Auto Use =	3%
Daily visitors (per 1000 ft)			205		a.m.	3.1%		Auto Occupancy =	1.6
Daily visitors			1410		midday	19.0%		Percent Taxi Use=	2%
					p.m.	9.6%		Taxi Occupancy=	1.2
Peak Hour Person Trips								Percent Bus Use=	10%
	Inbound	Outbound	Total					Percent Subway Use=	5%
AM	22	22	44					Percent Walk=	80%
Midday	134	134	268					Directonal Distributior	50%/50%
PM	68	68	135					(all periods)	
Net Peak Hour Person Trips						Peak Hour Auto Trips			
	Inbound	Outbound	Total				Arriving	Departing	Total
AM	16	16	33			AM	0	0	1
Midday	100	100	201			Midday	2	2	4
PM	51	51	102			PM	1	1	2
Peak Hour Person Trips by Auto									
	Arriving	Departing	Total			Peak Hour Taxi Trips			
AM	0	0	1				Arriving	Departing	Total
Midday	3	3	6			AM	0	0	1
PM	2	2	2			Midday	2	2	3
						PM	1	1	2
Peak Hour Person Trips by Taxi						Peak Hour Vehicle Trips auto, taxi, truck			
	Arriving	Departing	Total				Arriving	Departing	Total
AM	0	0	1			AM	2	2	3
Midday	2	2	4			Midday	4	4	7
PM	1	1	2			PM	2	2	4
Daily Truck		0.35					Peak Hour Subway Trips		
Trip Gen.		**(trips/1,000 gsf)**					Arriving	Departing	Total
						a.m.	1	1	**2**
Truck Trip		**AM (8-9)**	8%			midday	5	5	**10**
Temporal		**MD(12-1)**	11%			p.m.	3	3	**5**
Distribution		**PM(5-6**	2%						
							Peak Hour Bus Trips		
							Arriving	Departing	Total
Daily Truck Trips						a.m.	2	2	**3**
2						midday	10	10	**20**
						p.m.	5	5	**10**
Balanced Truck Trips									
	Inbound	Outbound	Total				Peak Hour Walk-only Trips		
AM	1	1	2				Arriving	Departing	Total
Midday	0	0	0			a.m.	13	13	**26**
PM	0	0	0			midday	80	80	**161**
						p.m.	41	41	**81**

TABLE – TRANSPORTATION 3 (Hotel Scenario)

PROJECT TOTAL - COMBINED COMPONENTS

Peak Hour Person Trips

	Arriving	Departing	Total
AM	29	43	71
Midday	138	124	262
PM	85	73	158

Peak Hour Person Trips by Auto

	Arriving	Departing	Total
AM	6	13	20
Midday	20	15	35
PM	18	12	13

Peak Hour Person Trips by Taxi

	Arriving	Departing	Total
AM	2	2	4
Midday	7	4	11
PM	4	4	8

Peak Hour Subway Trips

	Arriving	Departing	Total
a.m.	2	5	7
midday	10	9	18
p.m.	7	5	13

Peak Hour Bus Trips

	Arriving	Departing	Total
a.m.	2	4	6
midday	12	12	24
p.m.	8	7	14

Peak Hour Walk-only Trips

	Arriving	Departing	Total
a.m.	16	17	33
midday	89	84	173
p.m.	47	45	92

Total Walk Trips Inclusive of Transit

	Arriving	Departing	Total
a.m.	20	26	**47**
midday	110	105	**216**
p.m.	62	57	**119**

*assumes 1/2 of arriving taxis would be available for departing trips

Peak Hour Auto Trips

	Arriving	Departing	Total
AM	4	10	14
Midday	14	11	24
PM	13	8	21

Peak Hour Taxi Trips

	Arriving	Departing	Total
AM	1	2	3
Midday	5	3	8
PM	3	3	6

Peak Hour Taxi Trips - Balanced*

	Arriving	Departing	Total
AM	2	2	4
Midday	5	5	10
PM	4	4	8

Daily Truck Trips

4

Balanced Truck Trips

	Inbound	Outbound	Total
AM	1	1	2
Midday	1	1	2
PM	0	0	0

Total Vehicle Trips - Cars, Taxis, Trucks

	Inbound	Outbound	Total
AM	7	13	**20**
Midday	20	17	**36**
PM	17	12	**29**

SCENARIO 2 – RESIDENTIAL DEVELOPMENT

Trip Generation

The proposed action would not result in development that would directly affect any element of the transportation system. According to Table 16-1 of the 2014 *CEQR Technical Manual*, a residential development of fewer than 100 residential units, 15,000 square feet of community facility space, or 10,000 square feet of local retail typically does not warrant further assessment of the potential for adverse effects on Transportation. The residential development scenario's 49 dwelling units, are below the threshold size, but the 17,880 square foot local retail component exceeds the threshold. Because the projected development scenario contains both residential, and local retail elements, further assessment is warranted. The initial step in determining this potential is to analyze the proposed trip generation characteristics. According to the CEQR Technical Manual, a proposed action that would generate over fifty vehicular trips during the peak travel hour, over 200 transit trips, or over 200 walking trips, would warrant more detailed study.

The residential development scenario includes 30 residential units on lots 1, 2, and 3, and 19 units on the development projected for lots 8 and 9. To assess the trip generation characteristics of the proposed development, the following sources were used: Daily trip generation per dwelling unit, and temporal distribution of those trips throughout the day, were based on trip generation rates contained in the 2014 CEQR Technical Manual. Travel mode and vehicle occupancy were determined based on data in the U.S. Census' American Community Survey for census tracts 934.01, 934.02, 938 (which contains the Project Area), 942.01, 942.02, and 942.03. Based on this data source, it was determined that 52.7% of area residents' travel is by private car, 22.6% is by subway, 11.5% is by bus, and 6.38% of trips are walk only.

The CEQR Technical Manual also provides information on temporal distribution and direction of those trips, as presented in Table Transportation-1: Transportation Planning Assumptions for Project Components

The projected residential development scenario for lots 1, 2, and 3 includes an 11,000-square foot local retail component, and the development on lots 8 and 9 would include a 6,880-square foot retail component. A projection of trips associated with this use was made, relying on data used in the Final Environmental Impact Statement (FEIS) conducted for the Coney Island Plan (CEQR #08DME007K). Temporal and directional distribution, and travel mode, were also taken from this data source.

Applying these trip generation assumptions to the proposed project and the projected development, as presented in Table Transportation-4 below, the proposed action has the potential to generate up to 42 vehicular trips, 36 subway trips, 57 bus trips and 420 walk-only trips during the midday peak hour. Adding together bus, subway, and walk-only trips, the maximum total number of trips including a pedestrian component would be 514, during the midday peak period. Since in all instances, vehicular and transit trip generation would be below the relevant thresholds, no further assessment is warranted, and no impacts are anticipated.

The projected development would generate in excess of 200 pedestrian trips during the midday and pm peak periods. Accordingly, the next step in the CEQR analysis is to assign those trips to the local pedestrian network, to determine if any individual element (sidewalk, crosswalk, corner) would experience incremental pedestrian traffic in excess of 200 hourly trips.

The 514 midday pedestrian trips include 36 subway trips, which would be to or from the Beach 105th Street station. The 22 subway trips from lots 1, 2, and 3 would likely travel to or from the north via Beach 109th Street while the 14 subway trips from lots 8 and 9 would use Beach 108th Street, and then to or from the east via Rockaway Freeway. The 57 bus trips consist of 35 from lots 1, 2, and 3, and 21 from lots 8 and 9. Bus trips would be to or from various bus stops along Rockaway Beach Boulevard. There is a stop for the westbound Q22 bus on the north side of Rockaway Beach Boulevard at Beach 110th Street. The eastbound Q22 and Q53 buses have a stop on the southeast corner of Rockaway Beach Boulevard and Beach 108th Street. The QM16 express but to Midtown Manhattan has a stop at Rockaway Beach Boulevard and Beach 105th Street.

The 420 walk-only trips would be primarily associated with the projected 11,000 square foot retail component at lots 1, 2, and 3, and the 6,880 square foot retail component on lots 8 and 9. The local retail component would attract patronage from surrounding neighborhoods. Areas to the east, west, and south contain a mix of housing types including low-rise bungalows, mid-rise apartment buildings, and public housing complexes. Walk-only trips are expected to be generated evenly to and from the east, south, and west.

Pedestrian trips would be generated by both the hotel projected for lots 1, 2, and 3, on Beach 109th Street, and the residential and retail development projected for lots 8 and 9, on Beach 108th Street, and would be directed to nearby residential areas to the east, south, and west as well as to transit stations. The 514 hourly pedestrian trips were assigned to the most direct route to these destinations. Although both development sites are through lots with frontage on Rockaway Beach Boulevard and on Rockaway Beach Drive, Rockaway Beach Drive is a narrow street that runs for only a single block. Therefore to provide a conservative assessment, all pedestrian trips were assigned to either Rockaway Beach Boulevard or Beach 108th and 109th streets.

The following figure TRIP ASSIGNMENT shows that no single corner or crosswalk would receive in excess of 200 hourly pedestrian trips. Therefore no additional analysis is warranted and no impacts would occur.

TABLE- TRANSPORTATION 4 (Residential Scenario)

Residential Trip Generation

Residential Component Trip Generation										
							Peak Hours		Inbound	Outbound
Residential Units =			49		AM	10.0%	of daily trips		17%	83%
Person Trips/Unit/Day =			8.07		Midday	10.9%	of daily trips		40%	60%
Daily Person Trips =			395.43		PM	11.0%	of daily trips		67%	33%
Percent Auto Use =			52.7%							
Auto Occupancy =			1.1							
Percent Subway Use =			22.6%			Peak Hour Auto Trips				
Percent Bus Use =			11.5%				Arriving	Departing	Total	
Percent Taxi Use =			0.0%			AM	3	16	19	
Taxi Occupancy =			1.4			Midday	8	12	20	
Percent Walk Only =			6.3%			PM	14	7	21	
Peak Hour Person Trips										
	Inbound	Outbound	Total			Peak Hour Taxi Trips				
AM	7	33	40				Arriving	Departing	Total	
Midday	17	26	43			AM	0	0	0	
PM	29	14	43			Midday	0	0	0	
						PM	0	0	0	
Peak Hour Person Trips by Auto										
	Arriving	Departing	Total							
AM	4	17	21							
Midday	9	14	23							
PM	15	8	23							
Peak Hour Person Trips by Taxi										
	Arriving	Departing	Total							
AM	0	0	0			Peak Hour Vehicle Trips auto, taxi, truck				
Midday	0	0	0				Arriving	Departing	Total	
PM	0	0	0			AM	4	17	21	
						Midday	9	13	22	
						PM	14	7	21	
Daily Truck		0.07					Peak Hour Subway Trips			
Trip Gen.		**(trips/d.u.)**					Arriving	Departing	Total	
						a.m.	2	7	**9**	
Truck Trip		**AM (8-9)**	8%			midday	4	6	**10**	
Temporal		**MD(12-1)**	11%			p.m.	7	3	**10**	
Distribution		**PM(5-6**	2%							
							Peak Hour Bus Trips			
							Arriving	Departing	Total	
Daily Truck Trips						a.m.	1	4	**5**	
3						midday	2	3	**5**	
						p.m.	3	2	**5**	
Balanced Truck Trips										
	Inbound	Outbound	Total				Peak Hour Walk-only Trips			
AM	1	1	0				Arriving	Departing	Total	
Midday	1	1	2			a.m.	0	2	**2**	
PM	0	0	0			midday	1	2	**3**	
						p.m.	2	1	**3**	

TABLE- TRANSPORTATION 4 (Residential Scenario cont.)

Retail Trip Generation

Floor area (1000 square foot)			17.9			Peak Hour Trips		Percent Auto Use =	3%
Daily visitors (per 1000 ft)			205		a.m.	3.1%		Auto Occupancy =	1.6
Daily visitors			3670		midday	19.0%		Percent Taxi Use=	2%
					p.m.	9.6%		Taxi Occupancy=	1.2
Peak Hour Person Trips								Percent Bus Use=	10%
	Inbound	Outbound	Total					Percent Subway Use=	5%
AM	57	57	114					Percent Walk=	80%
Midday	349	349	697					Directonal Distributior	50%/50%
PM	176	176	352					(all periods)	
Net Peak Hour Person Trips						Peak Hour Auto Trips			
	Inbound	Outbound	Total				Arriving	Departing	Total
AM	43	43	85			AM	1	1	2
Midday	261	261	523			Midday	5	5	10
PM	132	132	264			PM	2	2	5
Peak Hour Person Trips by Auto									
	Arriving	Departing	Total			Peak Hour Taxi Trips			
AM	1	1	3				Arriving	Departing	Total
Midday	8	8	16			AM	1	1	1
PM	4	4	2			Midday	4	4	9
						PM	1	1	2
Peak Hour Person Trips by Taxi						Peak Hour Vehicle Trips auto, taxi, truck			
	Arriving	Departing	Total				Arriving	Departing	Total
AM	1	1	2			AM	3	3	5
Midday	5	5	10			Midday	9	9	19
PM	3	3	5			PM	3	3	7
Daily Truck		0.35					Peak Hour Subway Trips		
Trip Gen.		**(trips/1,000 gsf)**					Arriving	Departing	Total
						a.m.	2	2	**4**
Truck Trip		**AM (8-9)**	8%			midday	13	13	**26**
Temporal		**MD(12-1)**	11%			p.m.	7	7	**13**
Distribution		**PM(5-6**	2%						
							Peak Hour Bus Trips		
							Arriving	Departing	Total
Daily Truck Trips						a.m.	4	4	**9**
6						midday	26	26	**52**
						p.m.	13	13	**26**
Balanced Truck Trips									
	Inbound	Outbound	Total				Peak Hour Walk-only Trips		
AM	1	1	2				Arriving	Departing	Total
Midday	0	0	0			a.m.	34	34	**68**
PM	0	0	0			midday	209	209	**418**
						p.m.	106	106	**211**

TABLE – TRANSPORTATION 5 (Residential Scenario)

PROJECT TOTAL - COMBINED COMPONENTS

Peak Hour Person Trips

	Arriving	Departing	Total
AM	49	75	125
Midday	279	287	566
PM	161	146	308

Peak Hour Auto Trips

	Arriving	Departing	Total
AM	4	16	20
Midday	13	17	30
PM	16	9	26

Peak Hour Person Trips by Auto

	Arriving	Departing	Total
AM	5	19	23
Midday	17	21	38
PM	19	12	25

Peak Hour Taxi Trips

	Arriving	Departing	Total
AM	1	1	1
Midday	4	4	9
PM	1	1	2

Peak Hour Person Trips by Taxi

	Arriving	Departing	Total
AM	1	1	2
Midday	5	5	10
PM	3	3	5

Peak Hour Taxi Trips - Balanced*

	Arriving	Departing	Total
AM	2	2	4
Midday	5	5	10
PM	4	4	8

Peak Hour Subway Trips

	Arriving	Departing	Total
a.m.	4	10	13
midday	17	19	36
p.m.	13	10	23

Daily Truck Trips

10

Balanced Truck Trips

	Inbound	Outbound	Total
AM	1	1	2
Midday	1	1	2
PM	0	0	0

Peak Hour Bus Trips

	Arriving	Departing	Total
a.m.	5	8	13
midday	28	29	57
p.m.	17	15	31

Peak Hour Walk-only Trips

	Arriving	Departing	Total
a.m.	35	36	71
midday	210	211	420
p.m.	108	107	214

Total Vehicle Trips - Cars, Taxis, Trucks

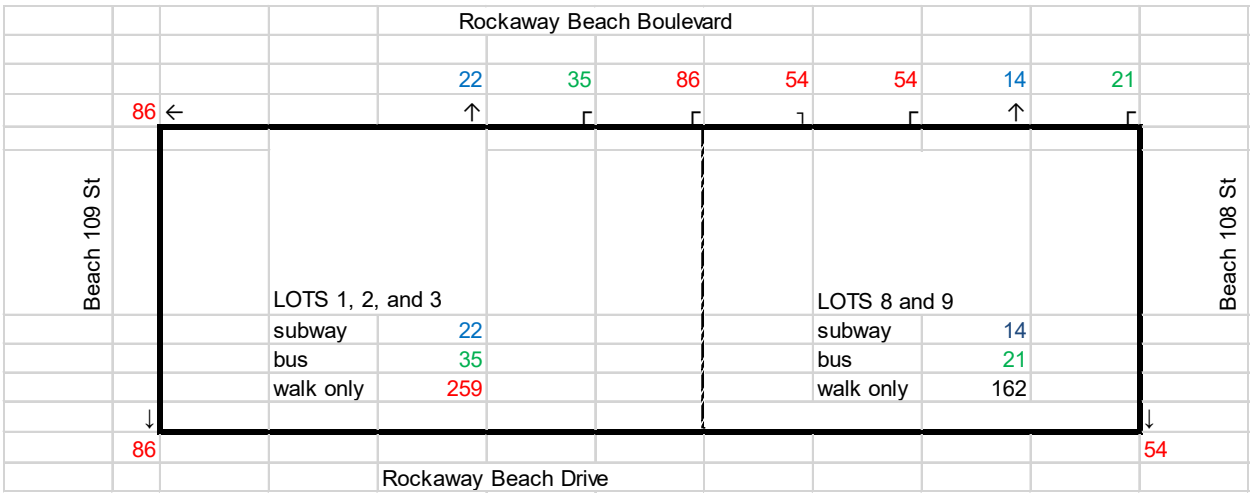
	Inbound	Outbound	Total
AM	7	19	**26**
Midday	19	23	**42**
PM	20	13	**34**

Total Walk Trips Inclusive of Transit

	Arriving	Departing	Total
a.m.	43	54	**97**
midday	255	259	**514**
p.m.	137	131	**269**

*assumes 1/2 of arriving taxis would be available for departing trips

FIGURE – PEDESTRIAN TRIP ASSIGNMENT



Air Quality

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

RWCDS 1
Projected Development 1
The proposed action would allow the project sponsor to develop a 35,896 square foot four-story, 33-room transient hotel with an eating and drinking establishment on Lots 1, 2 and 3. There would be 26 accessory parking spaces in a subsurface parking garage. The hotel would be approximately 54 feet in height.

RWCDS 2
Projected Development 1
The proposed action would increase allowable residential density, and therefore this analysis considers a scenario in which Lots 1, 2 and 3 are developed for a mixed use building containing approximately 41,562 square feet excluding cellar garage space. The development would contain 30,562 gross square feet of residential floor area providing 30 dwelling units, and 11,000 square feet of ground floor retail space. There would be 26 accessory parking spaces in a subsurface parking garage. The maximum height for a residential building under the proposed R6A zoning district is 85 feet.

Projected Development 2
Projected Development 2 would be developed with a four-story and cellar building containing 6,880 gross square feet of retail space, and 19,558 square feet of residential space, not including cellar parking space. At an average unit size of approximately 1,000 square feet, there would be 19 dwelling units on the second, third, and fourth floors. Five of the residential units would be affordable housing. Fifteen accessory parking spaces would be provided in a subsurface parking garage. The maximum building height under the proposed R6A zoning district is 85 feet.

Mobile Source
Under guidelines contained in the *CEQR Technical Manual*, and in this area of New York City, projects generating fewer than 170 additional vehicular trips in any given hour are considered as highly unlikely to result in significant mobile source impacts, and do not warrant detailed mobile source air quality studies. Based on the transportation analysis prepared for this application, the proposed development would generate a maximum of 42 vehicular trips per hour under RWCDS 1 and 36 under RWCDS 2. Additionally, it is not projected to generate peak hour heavy-duty diesel vehicular traffic above the CEQR Technical Manual, January 2014 Edition threshold of 12 HDDV vehicles. Therefore, no detailed mobile source air quality analysis would be required per the *CEQR*

Technical Manual, and no significant mobile source air quality impacts would be generated by proposed action.

Stationary Sources

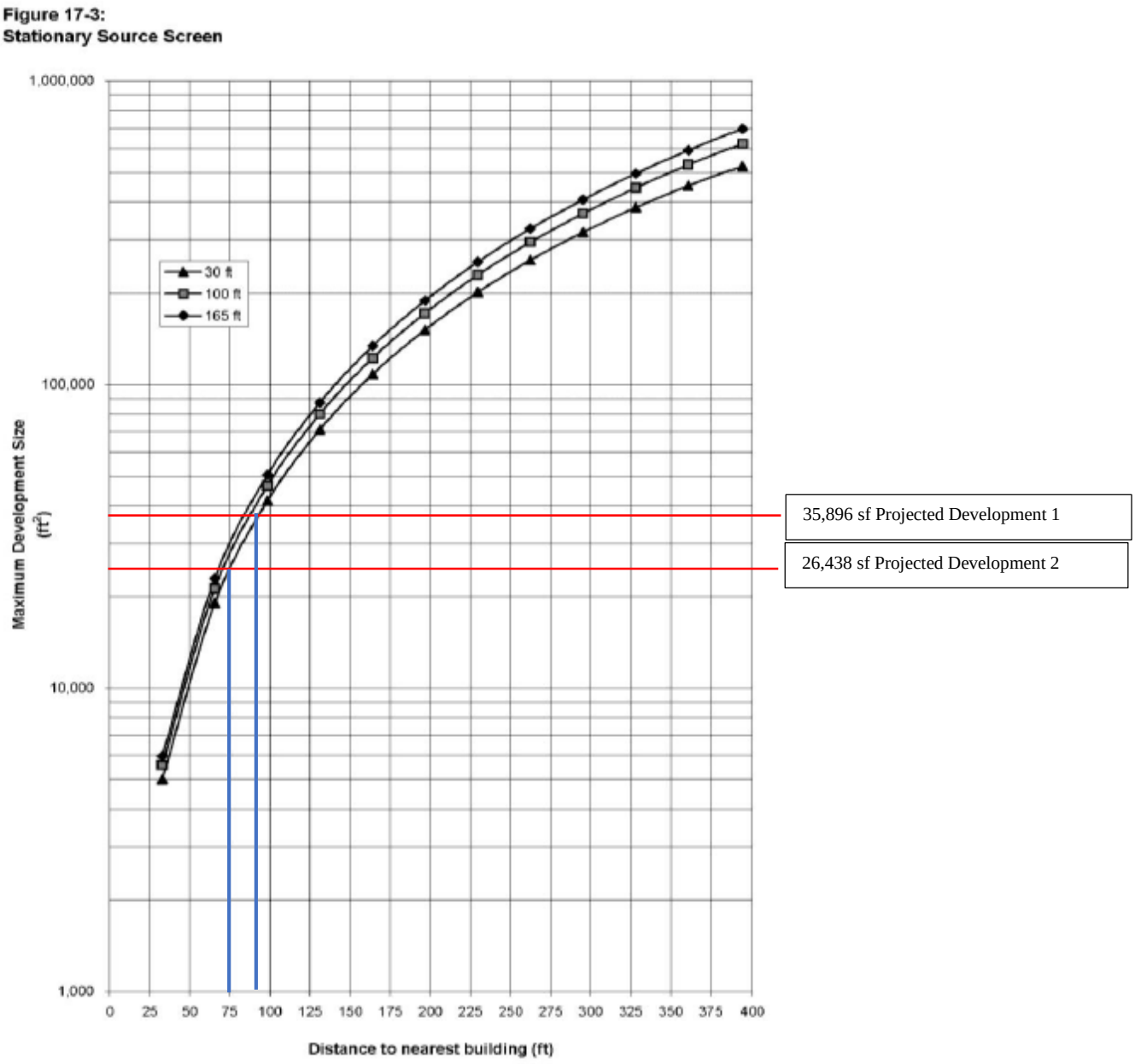
HVAC
The closest existing buildings of similar or greater height to the development that would occur under the proposed action are the 13-story residential buildings located approximately 450 feet to the southeast of the Project Area. Therefore no analysis of the potential effects of project-related HVAC emissions on existing buildings is required. The proposed action would increase the residential development potential of both Projected Development 1 and 2. Therefore, the potential for new residential units in proximity to one another would require a project on project analysis be completed.

Project on Project
RWCDS 1
The proposed action would allow for a 35,896 sf Use Group 5 hotel with accessory eating and drinking establishment on the Projected Development 1. The building would be 54 feet in height. Exhaust stacks for gas heating would be located on northwest corner of the building where Rockaway Beach Boulevard and 109th Street intersect. The Projected Development 2 would be developed with an 85 feet high building containing 26,438 square feet of retail and residential space. For a conservative estimate, the distance between the HVAC stacks was measured to the closest side of the potential mixed-use building at 122 feet. Using Figure 17-3 of the 2014 Technical Manual to determine potential impacts, it is determined that emissions associated with HVAC use at the development site does not have the potential to create adverse impacts related to air quality (Figure 1).

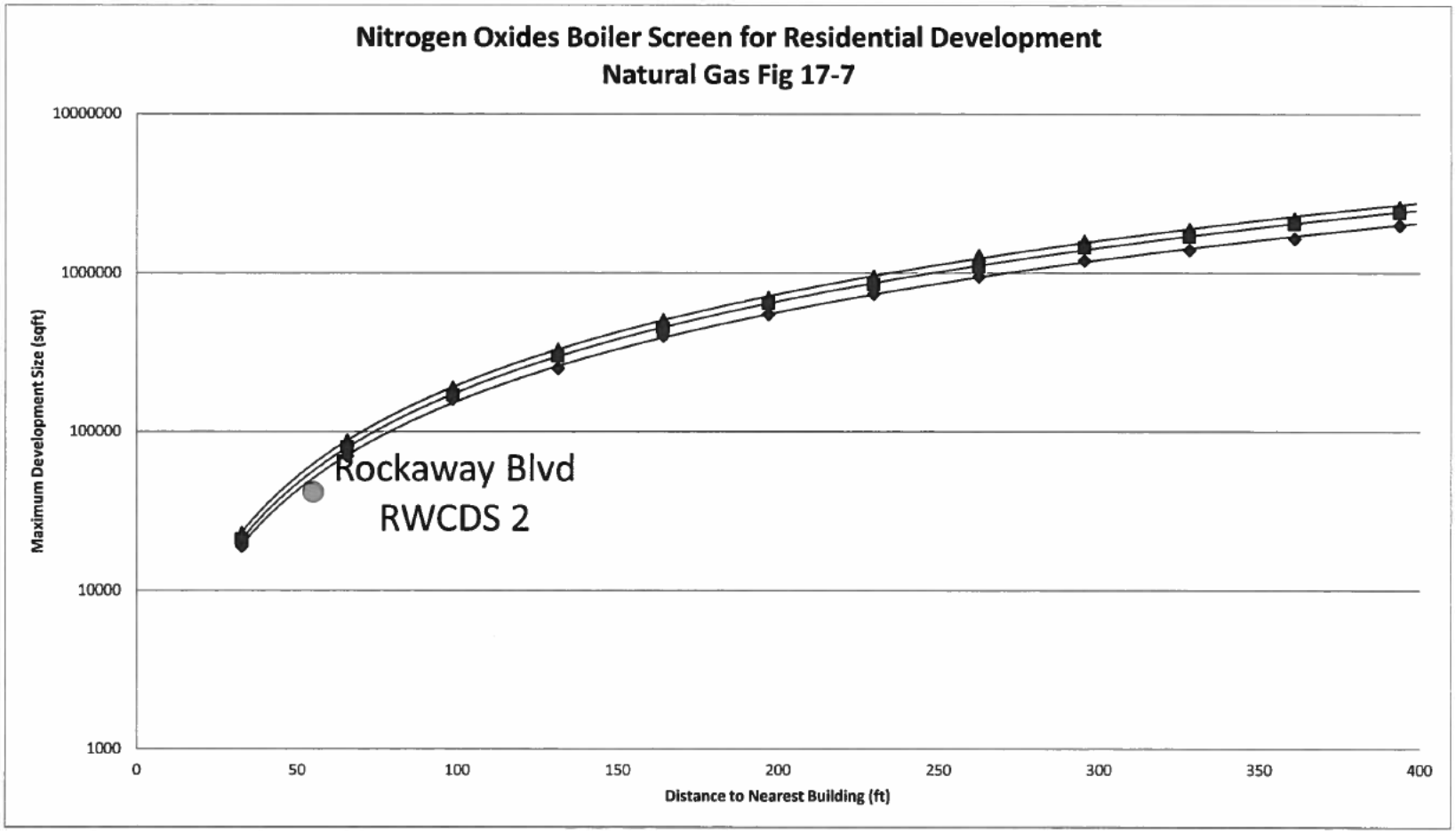
RWCDS 2
Under the residential scenario, the proposed action would allow for mixed use buildings at 85 feet to be built on both Projected Developments 1 and 2. Projected Development 1 would be developed with a 41,562 gross square foot mixed use commercial and residential building fueled by natural gas. The closest building of equal or greater height is Projected Development 1 (Lots 8 and 9). According to Figure 17-7 of the *2014 CEQR Technical Manual,* there would be no impact on Lots 8 and 9 if the vent is placed at least 50 feet away from the common lot line between Lots 3 and 8, and fuel source is limited to natural gas.

Projected Development 2 would be developed with a building containing 26,438 gross square feet of commercial and residential floor area and fueled by natural gas. The impact to the proposed project was analyzed using Figure 17-7. There would be no impact on the proposed project if the vent is placed at least 40 feet away from the common lot line between lots 3 and 8, and the fuel source is limited to natural gas.

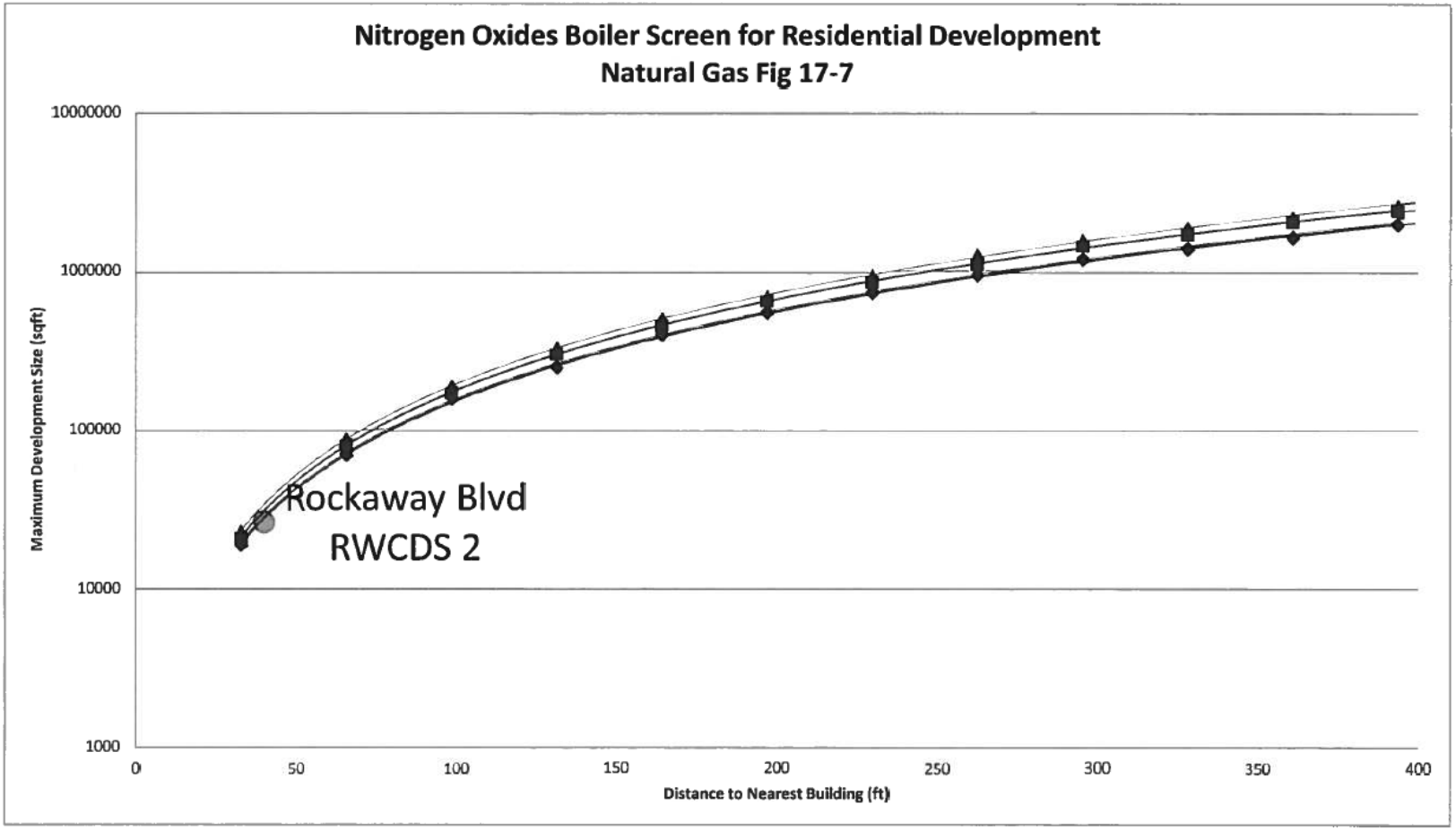
Figure 1: Project on Project: Scenario 1



HVAC Analysis		
Fuel Type	Natural Gas	
Pollutant:	Nitrogen Oxides	
Site:	Rockaway Blvd RWCDS 2	
Land Use:	Residential	
Development Size:	41562	ft^2
Building Height:	85	ft
Distance to Nearest Building	55	ft
Minimum Setback:	21.6	ft
Screening Result	Pass	



HVAC Analysis		
Fuel Type	Natural Gas	
Pollutant:	Nitrogen Oxides	
Site:	Rockaway Blvd RWCDS 2	
Land Use:	Residential	
Development Size:	26438	ft^2
Building Height:	85	ft
Distance to Nearest Building	40	ft
Minimum Setback:	21.6	ft
Screening Result	Pass	



To preclude the potential for significant adverse impacts related to air quality, an (E) designation (E-387) has been placed on Block16180, Lots 1, 2, 3, 8, and 9.

E-387 text related to air quality is as follows:
Projected Development Sites:
Block 16180, Lots 1, 2, 3 (Projected Development Site 1)
Any new residential and/or commercial development on Block 16180, Lots 1, 2, and 3, must ensure that only natural gas is used as fuel for the heating system boilers and that the setback distance for the HVAC exhaust stack be at least 55 feet from the lot line facing Beach 108th Street.

Block 16180, Lots 8, 9 (Projected Development Site 2)
Any new residential and/or commercial development on Block 16180, Lots 8 and 9, must ensure that only natural gas is used as fuel for the heating system boilers and that the setback distance for the HVAC exhaust stack be at least 40 feet from the lot line facing Beach 109th Street.

Stationary Source Screening
The nearest buildings of similar or greater height to the Projected Development 1 is the 13-story buildings located on Shore Front Parkway east of 108th Street approximately 450 feet to the southeast of the proposed project area.

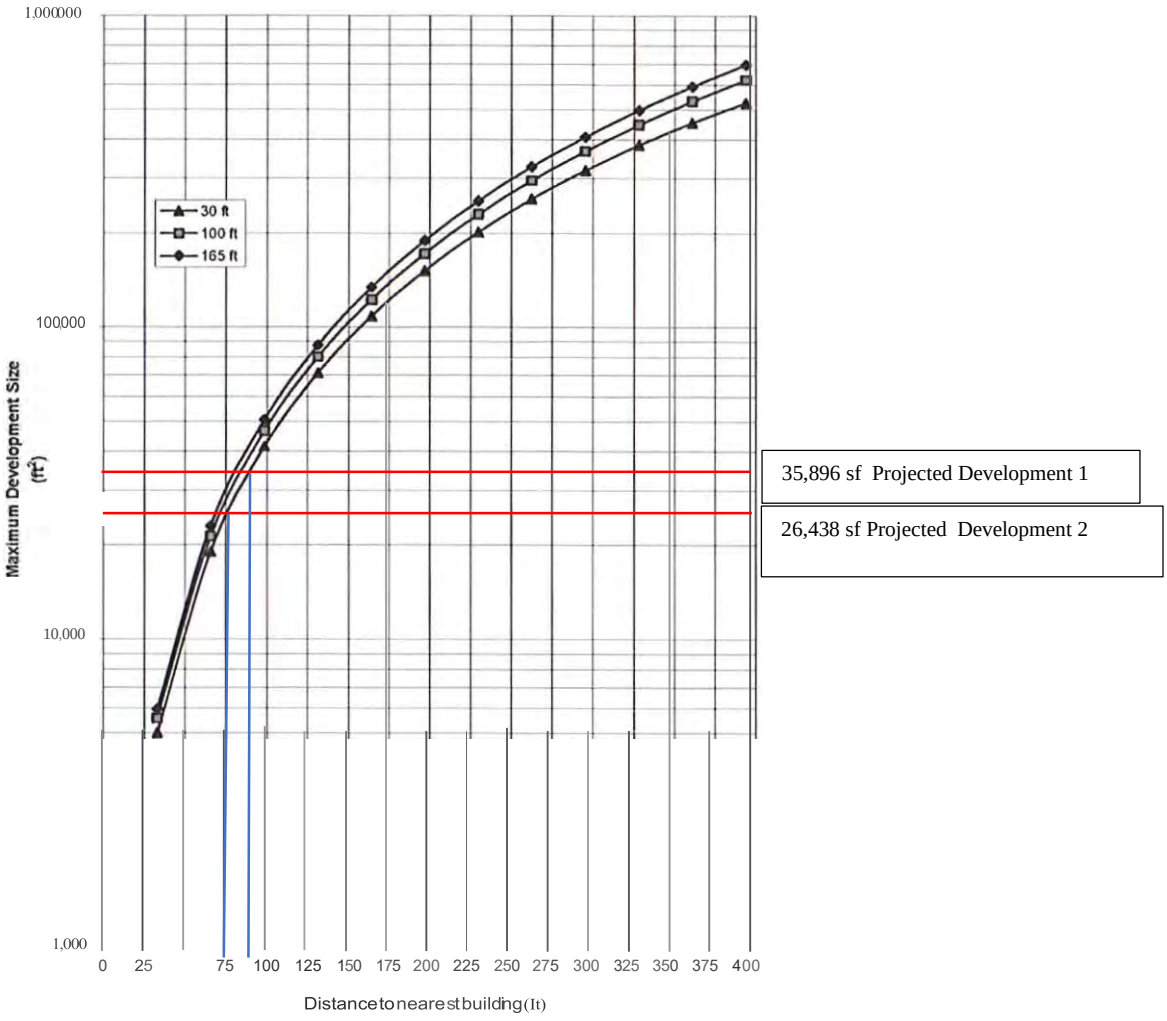
A screening analysis conducted using Figure 17-7 of the 2014 CEQR Technical Manual indicates that emissions associated with HVAC use at the development site does not have the potential to create adverse impacts related to air quality (Figure 2).

INDUSTRIAL SOURCES

A Phase 1 Environmental Assessment conducted by Equity Environmental Engineering, LLC in June 2015 identified a manufactured gas plant facility located approximately 700 feet to the north of the subject property at 108-03 Beach Channel Drive. Further investigation has determined the facility is no longer active. The Far Rockaway Former Manufactured Gas Plant (MGP) plant was decommissioned between 1950 and 1981, and subsequently used by LILCO as office space.

There are no other industrial or auto related uses within 400 feet of the Projected Development 1. Projected Development 1 is within approximately 360 feet of the Rockaway Waste Water Treatment Plant (WWTP), a potential source of odors. The Rockaway WWTP is operated by the New York City Department of Environmental Protection. In 2014 an upgrade was completed that consisted of capping the plant's treatment tanks, installing new odor control and activated carbon air filtration systems, and planting of nearly 100 trees on the facility's perimeter. With these improvements in place, the Rockaway WWTP is not considered a significant potential source of noxious odors, and no further assessment is warranted.

Figure 2: Stationary Source Screen



Noise

The proposed action is projected to result in new commercial and residential development. The Project Area consists of the block bounded by Rockaway Beach Boulevard to the north, Beach 108th Street to the east, Beach 109th Street to the west, and by Rockaway Beach Drive to the south. The projected development warrants an assessment of the potential for adverse effects on project occupants from ambient noise. The projected development would not create a significant noise generator. Additionally, project-generated traffic would not double vehicular traffic on nearby roadways, and therefore would not result in a perceptible increase in vehicular noise.

Equity Environmental Engineering LLC conducted noise monitoring during typical midweek conditions, on Tuesday, April 21, 2015. The weather was dry and wind speeds were moderate throughout the day. Results for traffic volumes and vehicle classification documented during the noise monitoring can be found in the attached Noise Monitoring Report (Attachment 4). The sound meter was calibrated before and after each monitoring session. This noise assessment is limited to an assessment of ambient noise that could adversely affect occupants of the development.

The projected development site is identified as Tax Block 16180, Lots 1, 2, and 3. The northern frontage of the site is on Rockaway Beach Boulevard, a two-way street with one moving lane in each direction. The western frontage of the site is on Beach 109th Street, a one-way, northbound street with one moving lane. The southern frontage of the site is on Rockaway Beach Drive, a one-way, westbound street with one moving lane. The predominant land uses in the area are residential homes and high-rises to the east, as well as public institution buildings to the west. The intersections of Beach 109th Street with both Rockaway Beach Boulevard and Rockaway Beach Drive are controlled by stop signs.

The 2014 *CEQR Technical Manual* Table 19-2 contains noise exposure guidelines. For a residential use, such as would occur under the proposed action, an L_{10} of between 65 and 70 dB(A) is identified as marginally acceptable general external exposure. Furthermore, for a residential use, an L_{10} of between 70 and 80 dB(A) is identified as marginally unacceptable.

The highest recorded L_{10} at the Rockaway Beach Boulevard frontage of the subject site was 72.9 during the morning period. The highest recorded L_{10} at the Beach 109th Street frontage was 71.5 during the mid-day period. (This elevated noise reading during the mid-day period at Beach 109th Street was primarily due to noise from children playing outdoors during their lunch break at the school across Beach 109th Street.) The highest recorded L_{10} at the Rockaway Beach Drive frontage was 63.9 during the evening period.

The 2014 *CEQR Technical Manual* Table 19-3 contains noise attenuation requirements for residential uses to ensure acceptable indoor noise environment. Based on this table, window-wall noise attenuation of 28 dB(A) will be required for the Rockaway Beach Boulevard (northern) and Beach 109th Street (western) frontages of the proposed development site for all residential spaces. No attenuation is required for the Rockaway Beach Drive (southern) frontage.

In order to ensure an acceptable interior noise level, an [E] designation (E-387) has been placed on both Projected Development 1 and the Projected Development 2.

E-387 requirements related to noise would apply to the following development sites:

Projected Development Sites:
Block 16180, Lots 1, 2, 3 (Projected Development Site 1)
Block 16180 Lots 8, 9 (Projected Development Site 2)

E-387 text related to noise is as follows:

> **In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed-window condition with a minimum of 28 dB(A) window/wall attenuation on northern, western and eastern facades in order to maintain an interior noise level of 45 dB(A). In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning or air conditioning sleeves containing air conditioners.**

With this level of noise attenuation, the proposed project does not have the potential for adverse impacts related to noise.

Neighborhood Characteristics

An assessment of neighborhood character is generally needed when a proposed project has the potential to result in significant adverse impacts in any of the following technical areas:

- Land Use, Zoning, and Public Policy;
- Socioeconomic Conditions;
- Open Space;
- Historic and Cultural Resources;
- Urban Design and Visual Resources;
- Shadows;
- Transportation
- Noise; or

when the project may have moderate effects on several of the elements that define a neighborhood's character.

The subject property is located in the R5B/C1-3 zoning district zone which is a district designed to provide a transition between lower- and higher-density neighborhoods and are widely mapped in Brooklyn, Queens and the Bronx. The project area is surrounded by one- and two-story detached residential buildings to the north, a local commercial strip and bungalow community to the south, the Waterside School to the west and the Dayton Towers residential complex, consisting of six 13-story buildings, to the east.

The elevated tracks of the IND subway A line run over Rockaway Freeway one block to the north. The beach and board walk are located two blocks to the south.

Approval of the proposed action, therefore, will not alter the essential character of the neighborhood, impair the appropriate use or development of the adjacent properties, or be detrimental to the public welfare.

Construction

Construction impacts may be analyzed for any project that involves construction or could induce construction. For construction activities not related to in-ground disturbance, short-term construction generally does not warrant a detailed construction analysis. For example, the use of a property for construction staging activities is likely to only warrant analysis if this activity continues for a period of several years.

Construction resulting from the proposed action would not last longer than two years or occur in a Central Business District or on a major arterial, or result in narrowing or obstructing of pedestrian or vehicular routes in proximity to critical land uses.

Approval of the proposed action, therefore, will not have any significant adverse impacts. No further analysis is warranted.

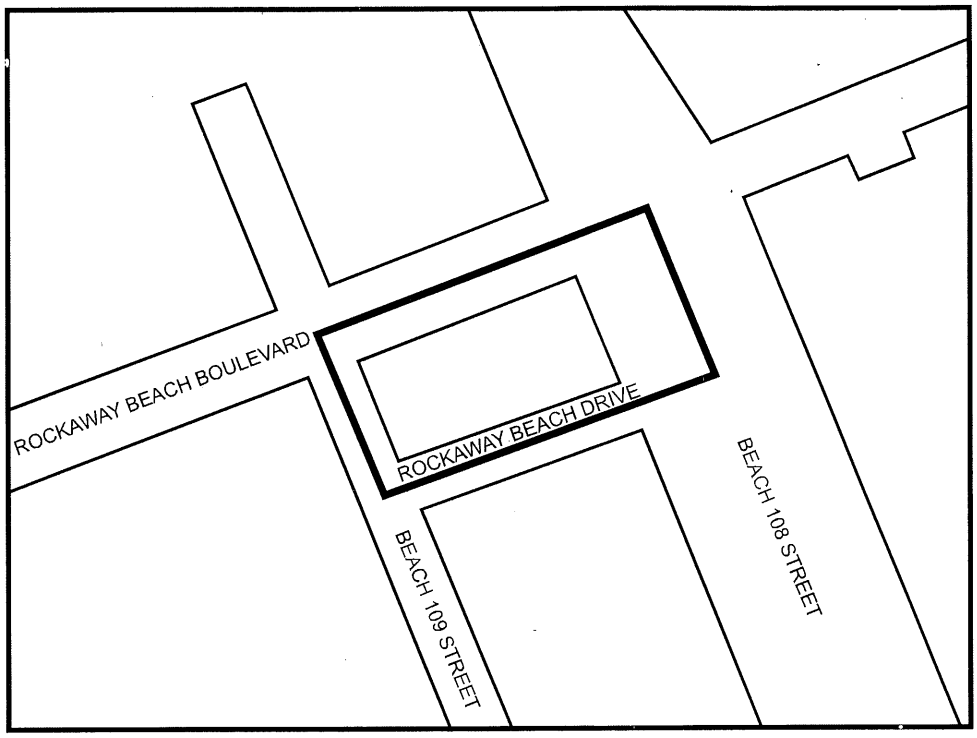
Attachment 1

Proposed Mandatory Inclusionary Housing Area

Queens Community District 14

In the R6A District within the area shown on the following Map 1:

Map 1 - (1/25/16)



Portion of Community District 14, Queens

Attachment 2

Waterfront Revitalization Program

For Internal Use Only:
Date Received: _____

WRP no. 15-041
DOS no. _____

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM
Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's designated coastal zone, must be reviewed and assessed for their consistency with the *New York City Waterfront Revitalization Program (WRP)*. The WRP was adopted as a 197-a Plan by the Council of the City of New York on October 13, 1999, and subsequently approved by the New York State Department of State with the concurrence of the United States Department of Commerce pursuant to applicable state and federal law, including the Waterfront Revitalization of Coastal Areas and Inland Waterways Act. As a result of these approvals, state and federal discretionary actions within the city's coastal zone must be consistent to the maximum extent practicable with the WRP policies and the city must be given the opportunity to comment on all state and federal projects within its coastal zone.

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

A. APPLICANT

1. Name: Merry Barrieres
2. Address: 500 International Drive, Suite 150, Mount Olive, NJ 07828
3. Telephone: 973-527-7451 x201 Fax: _____ E-mail: merry.barrieres@equityenvironmental.com
4. Project site owner: Rockaway Beach Hotel LLC

B. PROPOSED ACTIVITY

1. Brief description of activity:

   Zoning map amendment from R5B/C1-3 to R6A/C2-5 for a full block located in Rockaway Beach, Queens, Community District 14.

2. Purpose of activity:

   The proposed rezoning would facilitate the construction of a four-story, 33-room transient hotel with an accessory eating and drinking establishment.

3. Location of activity: (street address/borough or site description):

   The rezoning would affect Block 16180, Lots 1, 2, 3, 8, and 9. Proposed development of 108-20 Rockaway Beach Blvd, Rockaway Beach, NY

Proposed Activity Cont'd

4. If a federal or state permit or license was issued or is required for the proposed activity, identify the permit type(s), the authorizing agency and provide the application or permit number(s), if known:

   NA

5. Is federal or state funding being used to finance the project? If so, please identify the funding source(s).

   No

6. Will the proposed project require the preparation of an environmental impact statement?
   Yes ✔ No ____ If yes, identify Lead Agency:

   Department of City Planning

7. Identify **city** discretionary actions, such as a zoning amendment or adoption of an urban renewal plan, required for the proposed project.

   Zoning amendment

C. COASTAL ASSESSMENT

Location Questions:	**Yes**	**No**
1. Is the project site on the waterfront or at the water's edge?		✔
2. Does the proposed project require a waterfront site?		✔
3. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land underwater, or coastal waters?		✔

Policy Questions	**Yes**	**No**

The following questions represent, in a broad sense, the policies of the WRP. Numbers in parentheses after each question indicate the policy or policies addressed by the question. The new Waterfront Revitalization Program offers detailed explanations of the policies, including criteria for consistency determinations.

Check either "Yes" or "No" for each of the following questions. For all "yes" responses, provide an attachment assessing the effects of the proposed activity on the relevant policies or standards. Explain how the action would be consistent with the goals of those policies and standards.

4. Will the proposed project result in revitalization or redevelopment of a deteriorated or under-used waterfront site? (1)		✔
5. Is the project site appropriate for residential or commercial redevelopment? (1.1)	✔	
6. Will the action result in a change in scale or character of a neighborhood? (1.2)		✔

Policy Questions cont'd	Yes	No
7. Will the proposed activity require provision of new public services or infrastructure in undeveloped or sparsely populated sections of the coastal area? (1.3)		✔
8. Is the action located in one of the designated Significant Maritime and Industrial Areas (SMIA): South Bronx, Newtown Creek, Brooklyn Navy Yard, Red Hook, Sunset Park, or Staten Island? (2)		✔
9. Are there any waterfront structures, such as piers, docks, bulkheads or wharves, located on the project sites? (2)		✔
10. Would the action involve the siting or construction of a facility essential to the generation or transmission of energy, or a natural gas facility, or would it develop new energy resources? (2.1)		✔
11. Does the action involve the siting of a working waterfront use outside of a SMIA? (2.2)		✔
12. Does the proposed project involve infrastructure improvement, such as construction or repair of piers, docks, or bulkheads? (2.3, 3.2)		✔
13. Would the action involve mining, dredging, or dredge disposal, or placement of dredged or fill materials in coastal waters? (2.3, 3.1, 4, 5.3, 6.3)		✔
14. Would the action be located in a commercial or recreational boating center, such as City Island, Sheepshead Bay or Great Kills or an area devoted to water-dependent transportation? (3)		✔
15. Would the proposed project have an adverse effect upon the land or water uses within a commercial or recreation boating center or water-dependent transportation center? (3.1)		✔
16. Would the proposed project create any conflicts between commercial and recreational boating? (3.2)		✔
17. Does the proposed project involve any boating activity that would have an impact on the aquatic environment or surrounding land and water uses? (3.3)		✔
18. Is the action located in one of the designated Special Natural Waterfront Areas (SNWA): Long Island Sound- East River, Jamaica Bay, or Northwest Staten Island? (4 and 9.2)	✔	
19. Is the project site in or adjacent to a Significant Coastal Fish and Wildlife Habitat? (4.1)		✔
20. Is the site located within or adjacent to a Recognized Ecological Complex: South Shore of Staten Island or Riverdale Natural Area District? (4.1and 9.2)		✔
21. Would the action involve any activity in or near a tidal or freshwater wetland? (4.2)		✔
22. Does the project site contain a rare ecological community or would the proposed project affect a vulnerable plant, fish, or wildlife species? (4.3)		✔
23. Would the action have any effects on commercial or recreational use of fish resources? (4.4)		✔
24. Would the proposed project in any way affect the water quality classification of nearby waters or be unable to be consistent with that classification? (5)		✔
25. Would the action result in any direct or indirect discharges, including toxins, hazardous substances, or other pollutants, effluent, or waste, into any waterbody? (5.1)		✔
26. Would the action result in the draining of stormwater runoff or sewer overflows into coastal waters? (5.1)		✔
27. Will any activity associated with the project generate nonpoint source pollution? (5.2)		✔
28. Would the action cause violations of the National or State air quality standards? (5.2)		✔

Policy Questions cont'd	Yes	No
29. Would the action result in significant amounts of acid rain precursors (nitrates and sulfates)? (5.2C)		✔
30. Will the project involve the excavation or placing of fill in or near navigable waters, marshes, estuaries, tidal marshes or other wetlands? (5.3)		✔
31. Would the proposed action have any effects on surface or ground water supplies? (5.4)		✔
32. Would the action result in any activities within a federally designated flood hazard area or state-designated erosion hazards area? (6)	✔	
33. Would the action result in any construction activities that would lead to erosion? (6)		✔
34. Would the action involve construction or reconstruction of a flood or erosion control structure? (6.1)		✔
35. Would the action involve any new or increased activity on or near any beach, dune, barrier island, or bluff? (6.1)	✔	
36. Does the proposed project involve use of public funds for flood prevention or erosion control? (6.2)		✔
37. Would the proposed project affect a non-renewable source of sand ? (6.3)		✔
38. Would the action result in shipping, handling, or storing of solid wastes, hazardous materials, or other pollutants? (7)		✔
39. Would the action affect any sites that have been used as landfills? (7.1)		✔
40. Would the action result in development of a site that may contain contamination or that has a history of underground fuel tanks, oil spills, or other form or petroleum product use or storage? (7.2)		✔
41. Will the proposed activity result in any transport, storage, treatment, or disposal of solid wastes or hazardous materials, or the siting of a solid or hazardous waste facility? (7.3)		✔
42. Would the action result in a reduction of existing or required access to or along coastal waters, public access areas, or public parks or open spaces? (8)		✔
43. Will the proposed project affect or be located in, on, or adjacent to any federal, state, or city park or other land in public ownership protected for open space preservation? (8)		✔
44. Would the action result in the provision of open space without provision for its maintenance? (8.1)		✔
45. Would the action result in any development along the shoreline but NOT include new water-enhanced or water-dependent recreational space? (8.2)		✔
46. Will the proposed project impede visual access to coastal lands, waters and open space? (8.3)		✔
47. Does the proposed project involve publicly owned or acquired land that could accommodate waterfront open space or recreation? (8.4)		✔
48. Does the project site involve lands or waters held in public trust by the state or city? (8.5)		✔
49. Would the action affect natural or built resources that contribute to the scenic quality of a coastal area? (9)		✔
50. Does the site currently include elements that degrade the area's scenic quality or block views to the water? (9.1)		✔

Policy Questions cont'd	Yes	No
51. Would the proposed action have a significant adverse impact on historic, archeological, or cultural resources? (10)		✔
52. Will the proposed activity affect or be located in, on, or adjacent to an historic resource listed on the National or State Register of Historic Places, or designated as a landmark by the City of New York? (10)		✔

D. CERTIFICATION

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

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

Applicant/Agent Name: Merry Barrieres

Address: 500 International Drive, Suite 150

Mount Olive, NJ 07828 Telephone 973-527-7451 x201

Applicant/Agent Signature: Merry Barrieres Date: 5/19/16

Waterfront Revitalization Program (WRP)

The subject site (108-20 Rockaway Beach Boulevard, Rockaway Beach, NY) is within the Coastal Management Zone (see attached Coastal Zone Boundary Map with tagged site location) and therefore is subject to review for consistency with the policies of the New York City Waterfront Revitalization Program (WRP) as revised in 2013. The Coastal Zone boundary defines the geographic scope of the WRP. Pursuant to federal statute, the boundary encompasses all land and water of direct and significant impact on coastal waters.

The proposed action meets requirements of State and Federal wetlands laws, including the *Freshwater Wetlands Act,* the *Tidal Wetlands Act,* and *Stream Protection Act, Section 401 Water Quality Certification,* and the *Clean Water Act.*

PROJECTED DEVELOPMENT 1
RWCDS 1
The proposed action would allow the construction of a four-story, 33-room transient hotel with an eating and drinking establishment on Lots 1, 2 and 3. There would be 26 accessory parking spaces in a subsurface parking garage.

RWCDS 2
The proposed action would allow the construction of a five-story residential development with affordable housing on Lots 1, 2 and 3. There would be 26 accessory parking spaces in a subsurface parking garage. The potential development would consist of subsurface parking structure, ground floor retail space and residential units on the second through fifth floors. This development would contain approximately thirty dwelling units and approximately 11,000 square feet of local retail space.

PROJECTED DEVELOPMENT 2
The residential scenario for Lots 8 and 9 would be developed with a mixed use building containing 19 dwelling units and approximately 6,880 square feet of local retail use. There would be 15 accessory parking spaces in a subsurface parking garage.

The WRP Consistency Assessment Form was completed and is attached. The responses were the same for both scenarios listed above. Based on the information provided in the WRP Consistency Assessment Form, the project's consistency with Policies 1.1, 1.5, 4, 4.1, 4.2, 7.2, 8, 9.2 is addressed below.

Policy 1.1 - Encourage commercial and residential redevelopment in appropriate coastal zone areas.
The affected area is located along Rockaway Beach Boulevard, a major east/west residential and commercial corridor on the Rockaway peninsula. The project site also has access to Beach 108th Street to the east, Beach 109th Street to the west, and Rockaway Beach Drive to the south. It is within an area developed with lower and medium-density residential and commercial uses, and is well served by bus and subway mass transit. To the south of the project site is the Rockaway

Boardwalk and beach area. Therefore, the project site is well suited for commercial or residential use, including a hotel that would serve visitors to the Rockaways, and the proposed action is consistent with this policy.

Policy 1.5- Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.
The subject property is not a waterfront property, however it is located within a 100-year floodplain, therefore, the potential effects of global climate change on the proposed project have been considered. The proposed development would include necessary elements to reduce the vulnerability to flood damage as compared to existing conditions. The Flood Resistant Construction Elevation (FRCE) for the proposed commercial building will be 11 feet above NAVD88 (Base Flood Elevation plus one foot of freeboard). The proposed building will be constructed to comply with all floodproofing requirements of Appendix G of the Building Code, which is designed to protect against current flood elevations. Additionally, since the proposed building's ground floor has a 17-foot floor to ceiling height, the proposed building's ground floor can be retrofitted to accommodate future rises in the Base Flood Elevation. The proposed project would incorporate the most recent building code requirements and consider the potential risks related to flooding when locating critical electrical, mechanical systems, waste storage areas, and fuel storage tanks. All critical systems will be located above FRCE. Any utilities located below FRCE will be located within a flood proofed encasement. By incorporating these strategies into the proposed project the effects of climate change and potential sea level rise would be minimized.

Policy 4 - Protect and restore the quality and function of ecological systems within the New York City coastal area.
The proposed action would not cause any adverse primary, secondary, or unavoidable impacts to the coastal ecosystem. The proposed developments will not result in the physical loss, degradation, or functional loss of the nearby wildlife or plant elements of terrestrial and aquatic habitat areas. The proposed action would allow redevelopment of previously disturbed sites within an urban area. There would be no significant increase in impervious surface, and no loss of significant habitat.

Policy 6- Minimize loss of life, structures and natural resources caused by flooding and erosion.
The Development Site is located almost entirely within the 1% annual change flood zone on FEMA's preliminary flood insurance rate maps having a Base Flood Elevation (BFE) of 10 feet above North American Vertical Datum of 1988 (NAVD88). The Flood Resistant Construction Elevation (FRCE) will be 11 feet above NAVD88 for non-residential or mixed-use buildings with multi-family residential and ground floor commercial uses (BFE plus one foot of freeboard). Accessory parking, storage and access way uses are permitted to occupy building space below FRCE provided they are wetproofed in accordance with Appendix G of the Building Code. Certain other commercial uses are only permitted below FRCE if they are dryproofed in accordance with the requirements of Appendix G of the Building Code. New development occurring under the proposed action would be managed in accordance with state and city regulations, including New York City Administrative Code, Section 10: General Limitations on Occupancy and Construction

within Special Flood Hazard Areas, §27-316 and §27-317 (often referred to as Local Law 33 of 1988).

In order to elevate occupied floors above the base flood plain, below-grade parking would be incorporated into new development on the project sponsor's site. The reduction of flooding and erosion hazards and protection of life, structures, natural resources and exposure to these coastal hazards will be maintained.

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

The development occurring under the proposed action would be managed in accordance with state and city regulations, including New York City Administrative Code, Section 10: General Limitations on Occupancy and Construction within Special Flood Hazard Areas, §27-316 and §27":317 (often referred to as Local Law 33 of 1988). The potential from flooding and erosion losses will be managed during construction in accordance with the flood-resistant construction standards as defined in Appendix G of the York City Building Code and The American Society of Civil Engineers' Flood Resistant Design and Construction manual. Flood-resistant materials will be used for parts of the buildings that are susceptible to water. All building walls that are below FRCE will be impervious. Occupied floors will be elevated above the base flood plain plus 1-foot freeboard with the incorporation of below-grade parking on the applicant's property. Deployable flood shields will be provided for all building entrances, walls and entrance ramps. By incorporating these strategies into the proposed project the effects of climate change and potential sea level rise would be minimized.

Policy 6.2 Integrate consideration of the latest New York City projections of climate change and seal level rise into the planning and design of projects in the city's Coastal Zone.

The subject property is not a waterfront property, however it is located within a 100-year floodplain, therefore, the potential effects of global climate change on the proposed project have been considered. The proposed development would include necessary elements to reduce the vulnerability to flood damage as compared to existing conditions. The Flood Resistant Construction Elevation (FRCE) will be 11 feet above NAVD88 for multi-residential and commercial uses (BFE plus one foot of freeboard). The ground floor of the proposed building has a 17-foot floor to ceiling elevation that will allow the ground floor to be retrofit to accommodate future rises in the Base Flood Elevation. The proposed project would incorporate the most recent building code requirements and consider the potential risks related to flooding when locating critical electrical, mechanical systems, waste storage areas, and fuel storage tanks. All critical systems will be located above FRCE. Any utilities located below FRCE will be in a flood proof encasement.

The proposed project would be built in Dry Floodproofing and all portions of the building located below FRCE, including the cellar level's accessory parking, storage and utility areas will be dryproofed in accordance with Appendix G of the building code. In addition, the building would incorporate the most recent building code requirements and consider the potential risks related to flooding when locating critical electrical, mechanical systems, waste storage areas, and fuel storage tanks. All critical building systems shall be located above FRCE. By incorporating these

strategies into the proposed project the effects of climate change and potential sea level rise would be minimized.

Policy 9.2 - Protect scenic values associated with natural resources.

The development sites within the affected area are previously disturbed sites located within an urban area. The proposed action would not introduce any structures or activities that interrupt landscapes or affect significant habitat. The new developments would be designed to complement the scenic character of natural resources, thereby meeting the goals consistent with this policy.

Site

NEW YORK CITY DEPARTMENT OF CITY PLANNING
MAPPED STREETS AS OF JUNE 6, 1982
SHORELINE AND WATER BODIES AS OF JANUARY 1, 1968

NEW YORK CITY MAPPED STREETS: SECTION 30
BOROUGH OF BROOKLYN, KINGS COUNTY
BOROUGH OF QUEENS, QUEENS COUNTY

SITE DATA

BLOCK: 16180
LOT: 1, 2 AND 3
ADDRESS: 108 -14/20 ROCKAWAY BEACH BLVD

ZONING DISTRICT: R5B/C1-3
PROPOSED ZONING: R6A/C2-5
COMMUNITY DISTRICT: 14
ZONING SECTION MAP: 30b
ZONING LOT AREA: 11,966 SQ.FT

LIST OF REQUESTED ACTIONS

1. ZONING MAP AMENDMENT FROM R5B/C1-3 TO R6A/C2-5
2. ZONING TEXT AMENDMENT TO APPENDIX F TO DESIGNATED MANDATORY INCLUSIONARY HOUSING DESIGNATED AREA

ZONING ANALYSIS TABLE

ZR	DESCRIPTION	PERMITTED/ REQUIRED	ZR WITH ZQA	PERMITTED/ REQUIRED WITH ZQA	PROPOSED	COMPLIANCE/ NOTES
ZR 32-10	USE	USE GROUP 1, 2, 3, 4, 5, 6, 7, 8, 9, 14	ZR 32-10	USE GROUP 1, 2, 3, 4, 5, 6, 7, 8, 9, 14	5	COMPLIES
	FLOOR AREA					
ZR 33-10	MAXIMUM COMMERCIAL FAR	2.00 (11,966 x 2.00 = 23,932 SQ.FT MAXIMUM)	ZR 33-10	2.00 (11,966 x 2.00 = 23,932 SQ.FT MAXIMUM)	23,930 SQ.FT	COMPLIES
ZR 33-121	MAXIMUM COMMUNITY FACILITY FAR	3.00 (11,966 x 3.00 = 35,898 SQ.FT MAXIMUM)	ZR 33-121	3.00 (11,966 x 3.00 = 35,898 SQ.FT MAXIMUM)	N/A	
ZR 23-145	MAXIMUM RESIDENTIAL FAR	3.00 (11,966 x 3.00 = 35,898 SQ.FT MAXIMUM)	ZR 23-145	3.00 (11,966 x 3.00 = 35,898 SQ.FT MAXIMUM)	N/A	
	HEIGHT AND SETBACK					
ZR 23-633	MINIMUM BASE HEIGHT	40 FEET	ZR 23-662	40 FEET	54'-0"	COMPLIES
ZR 23-633	MAXIMUM BASE HEIGHT	60 FEET	ZR 23-662	65 FEET	54'-0"	COMPLIES
ZR 23-633	MAXIMUM BUILDING HEIGHT	70 FEET	ZR 23-662	70 FEET WITH NON-QUALIFYING GROUND FLOOR; 75 FEET WITH QUALIFYING GROUND FLOOR	54'-0"	COMPLIES
ZR 23-633	REQUIRED SETBACK (WIDE/NARROW)	10 FEET/ 15 FEET	ZR 23-662	10 FEET/ 15 FEET	N/A	COMPLIES
	LOT COVERAGE					
ZR 23-145	LOT COVERAGE (CORNER LOT)	80%	ZR 23-153	100%		COMPLIES
ZR 23-145	LOT COVERAGE (SHALLOW THROUGH LOT)	65%	ZR 23-156(a)	80%		COMPLIES
	YARD					
ZR 33-25	SIDE YARD	NO SIDE YARD IS REQUIRED. IF PROVIDED, AT LEAST 8'-0"	ZR 33-25	NO SIDE YARD IS REQUIRED. IF PROVIDED, AT LEAST 8'-0"	NO SIDE YARD IS PROVIDED	COMPLIES
ZR 33-26, 33-282	REAR YARD (THROUGH LOT/ CORNER LOT)	NONE REQUIRED	ZR 33-26, 33-282	NONE REQUIRED	NO REAR YARD IS PROVIDED	COMPLIES
	PARKING & LOADING					
ZR 36-21	ACCESSORY OFF-STREET PARKING	NONE-REQUIRED FOR HOTEL USE	ZR 36-21	NONE-REQUIRED FOR HOTEL USE	20	COMPLIES
ZR 36-62	ACCESSORY OFF-STREET LOADING	HOTEL: 0 FOR 1ST 25,000 SQ.FT, 1 FOR NEXT 75,000 SQ.FT (23,930 SQ.FT PROPOSED/ 0 LOADING REQUIRED)	ZR 36-62	HOTEL: 0 FOR 1ST 25,000 SQ.FT, 1 FOR NEXT 75,000 SQ.FT (23,930 SQ.FT PROPOSED/ 0 LOADING REQUIRED)	0	COMPLIES
	STREET TREES					
ZR 33-03	STREET TREE PLANTING	1 STREET TREE PER 25'-0" ARE REQUIRED. (ROCKAWAY BEACH DRIVE: 125'-2", BEACH 109TH STREET: 94'-1",ROCKAWAY BEACH BLVD: 125'-0") 344'-3" / 25' = 13.77 14 STREET TREE ARE REQUIRED	ZR 33-03	1 STREET TREE PER 25'-0" ARE REQUIRED. (ROCKAWAY BEACH DRIVE: 125'-2", BEACH 109TH STREET: 94'-1",ROCKAWAY BEACH BLVD: 125'-0") 344'-3" / 25' = 13.77 14 STREET TREE ARE REQUIRED	14 TREES ARE PROPOSED (13 ON-SITE, 1 OFF-SITE)	

FLOOR AREA

FLOOR	USES
	5 - HOTEL TRANSIENT
CELLAR	11,966 SQ.FT
GROUND FL	7,310 SQ.FT
2ND FLOOR	5,540 SQ.FT
3RD FLOOR	5,540 SQ.FT
4TH FLOOR	5,540 SQ.FT
TOTAL	23,930 SQ.FT

MARIN ARCHITECTS
57W 38TH ST NEW YORK NY 10018
212 463 8480 MAIL@MARINARCHITECTS.COM

3	02/26/2016	CPC FILING
2	12/18/2015	PER CPC COMMENTS (12.04.2015)
1	08/07/2014	ISSUED FOR CPC PRE-FILING
	DATE	REVISION

CPC APPROVAL:

PROJECT NAME:

ROCKAWAY BEACH

LOCATION INFORMATION:

BOROUGH: QUEENS
BLOCK: 16180
LOTS: 1, 2, 3
ADDRESS:
108-20 ROCKAWAY BEACH BLVD QUEENS, NY 11694

SEAL:

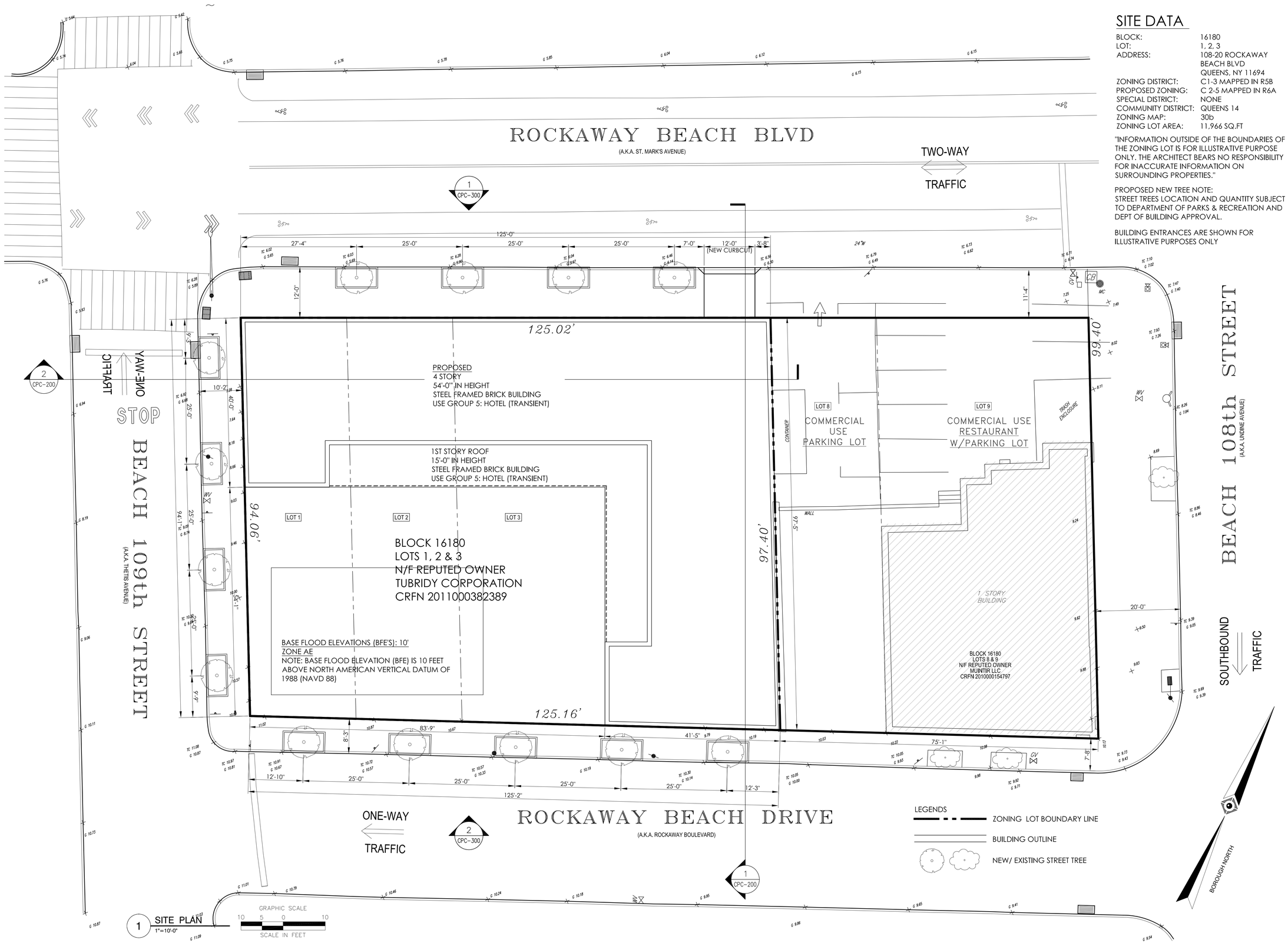


DWG TITLE:

ZONING ANALYSIS

DATE: 02-26-16
PROJECT No: 1536O
DRAWING BY:
CHK BY: MK
DWG No:

CPC 001



SITE DATA

BLOCK:	16180
LOT:	1, 2, 3
ADDRESS:	108-20 ROCKAWAY BEACH BLVD QUEENS, NY 11694
ZONING DISTRICT:	C1-3 MAPPED IN R5B
PROPOSED ZONING:	C 2-5 MAPPED IN R6A
SPECIAL DISTRICT:	NONE
COMMUNITY DISTRICT:	QUEENS 14
ZONING MAP:	30b
ZONING LOT AREA:	11,966 SQ.FT

"INFORMATION OUTSIDE OF THE BOUNDARIES OF THE ZONING LOT IS FOR ILLUSTRATIVE PURPOSE ONLY. THE ARCHITECT BEARS NO RESPONSIBILITY FOR INACCURATE INFORMATION ON SURROUNDING PROPERTIES."

PROPOSED NEW TREE NOTE:
STREET TREES LOCATION AND QUANTITY SUBJECT TO DEPARTMENT OF PARKS & RECREATION AND DEPT OF BUILDING APPROVAL.

BUILDING ENTRANCES ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY

MARIN ARCHITECTS
57W 38TH ST NEW YORK NY 10018
212 463 8480 MAIL@MARINARCHITECTS.COM

△	02/26/2016	CPC FILING
△	12/18/2015	PER CPC COMMENTS (12.04.2015)
△	08/07/2014	ISSUED FOR CPC PRE-FILING
△	DATE	REVISION

CPC APPROVAL:

PROJECT NAME:

ROCKAWAY BEACH

LOCATION INFORMATION:

BOROUGH: QUEENS
BLOCK: 16180
LOTS: 1, 2, 3
ADDRESS:
108-20 ROCKAWAY BEACH BLVD QUEENS, NY 11694

SEAL:

REGISTERED ARCHITECT
WALTER MARIN
027948
STATE OF NEW YORK

DWG TITLE:

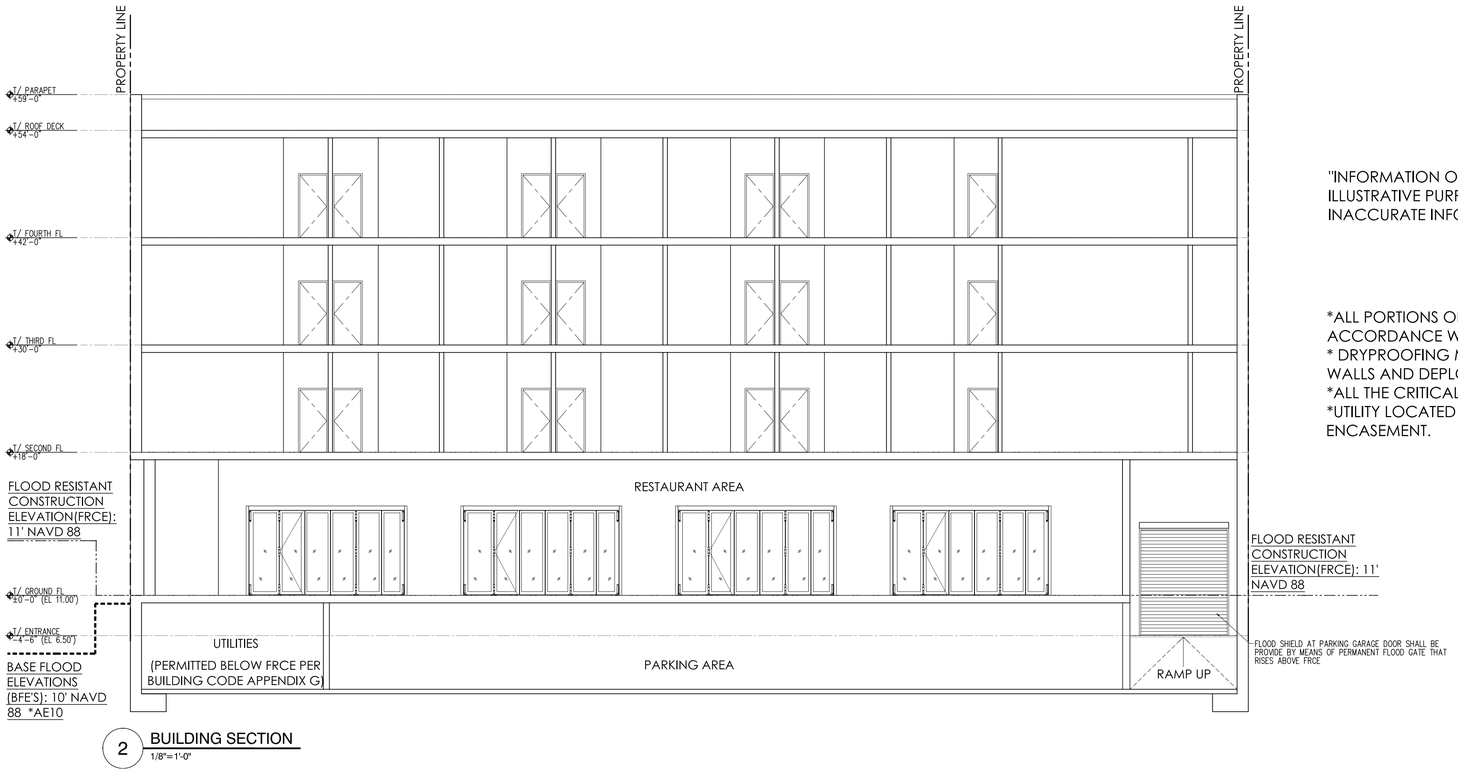
SITE PLAN

DATE:	02-26-16
PROJECT No:	15360
DRAWING BY:	
CHK BY:	MK
DWG No:	

CPC-010



1 BUILDING SECTION
1/8"= 1'-0"



2 BUILDING SECTION
1/8"= 1'-0"

SITE DATA

BLOCK:	16180
LOT:	1, 2, 3
ADDRESS:	108-20 ROCKAWAY BEACH BLVD QUEENS, NY 11694
ZONING DISTRICT:	C1-3 MAPPED IN R5B
PROPOSED ZONING:	C 2-5 MAPPED IN R6A
SPECIAL DISTRICT:	NONE
COMMUNITY DISTRICT:	QUEENS 14
ZONING MAP:	30b
ZONING LOT AREA:	11,966 SQ.FT

*ALL PORTIONS OF BUILDING LOCATED BELOW FRCE SHALL BE DRYPROOFED IN ACCORDANCE WITH APPENDIX G OF THE BUILDING CODE
* DRYPROOFING MEASURES SHALL INCLUDE THE USE OF IMPERVIOUS BUILDING WALLS AND DEPLOYABLE FLOOD SHIELDS THAT RISES ABOVE FRCE
*ALL THE CRITICAL BUILDING SYSTEMS SHALL BE LOCATED ABOVE FRCE.
*UTILITY LOCATED BELOW FRCE SHALL BE LOCATED IN A FLOOD PROOFED ENCASEMENT.

"INFORMATION OUTSIDE OF THE BOUNDARIES OF THE ZONING LOT IS FOR ILLUSTRATIVE PURPOSE ONLY. THE ARCHITECT BEARS NO RESPONSIBILITY FOR INACCURATE INFORMATION ON SURROUNDING PROPERTIES."

*ALL PORTIONS OF BUILDING LOCATED BELOW FRCE SHALL BE DRYPROOFED IN ACCORDANCE WITH APPENDIX G OF THE BUILDING CODE
* DRYPROOFING MEASURES SHALL INCLUDE THE USE OF IMPERVIOUS BUILDING WALLS AND DEPLOYABLE FLOOD SHIELDS THAT RISES ABOVE FRCE
*ALL THE CRITICAL BUILDING SYSTEMS SHALL BE LOCATED ABOVE FRCE.
*UTILITY LOCATED BELOW FRCE SHALL BE LOCATED IN A FLOOD PROOFED ENCASEMENT.

MARIN ARCHITECTS
57W 38TH ST NEW YORK NY 10018
212 463 8480 MAIL@MARINARCHITECTS.COM

△	02/26/2016	CPC FILING
△	12/18/2015	PER CPC COMMENTS (12.04.2015)
△	08/07/2014	ISSUED FOR CPC PRE-FILING
△	DATE	REVISION

CPC APPROVAL:

PROJECT NAME:

ROCKAWAY BEACH

LOCATION INFORMATION:

BOROUGH: QUEENS
BLOCK: 16180
LOTS: 1, 2, 3
ADDRESS:
108-20 ROCKAWAY BEACH BLVD QUEENS, NY 11694

SEAL:



DWG TITLE:

BUILDING SECTIONS

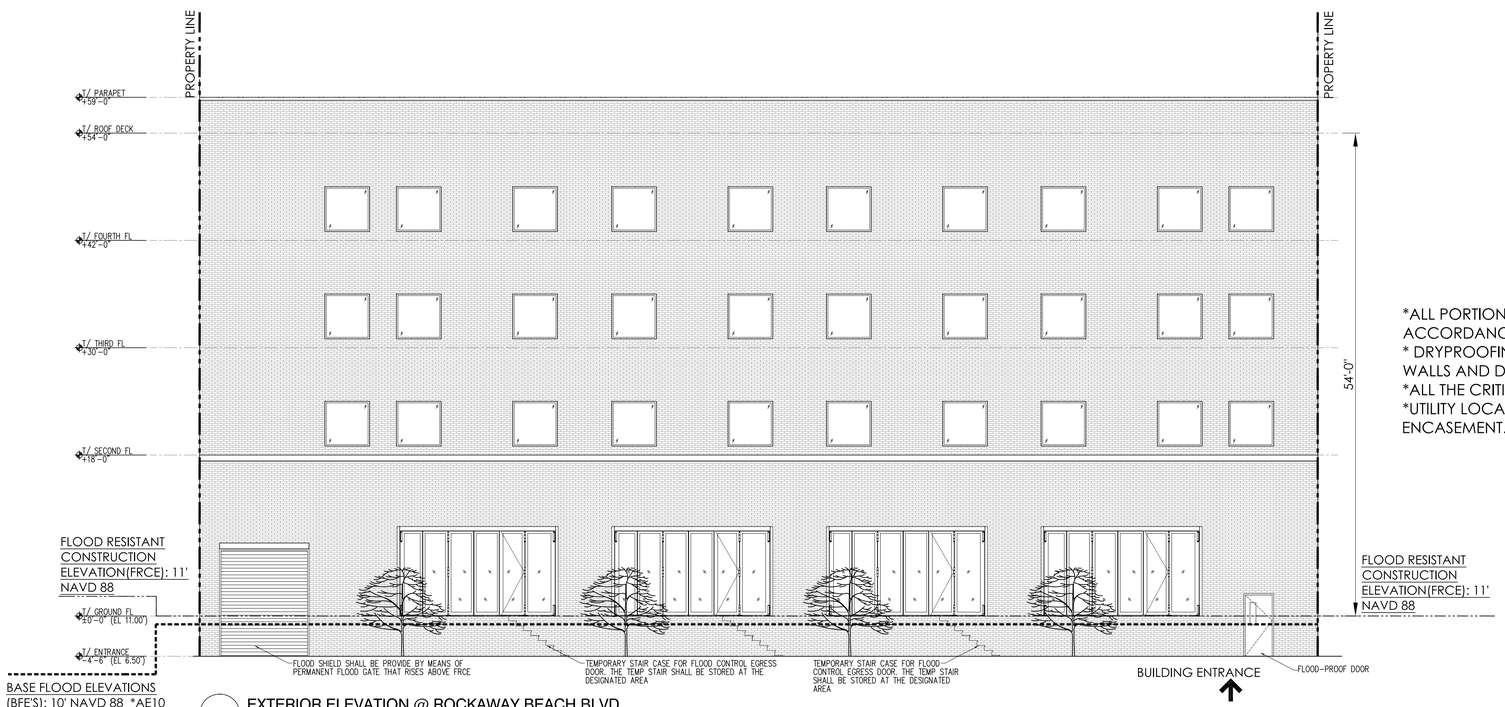
DATE:	02-26-16
PROJECT No:	15360
DRAWING BY:	
CHK BY:	MK
DWG No:	

CPC-200

MARIN ARCHITECTS
57W 38TH ST NEW YORK NY 10018
212 463 8480 MAIL@MARINARCHITECTS.COM

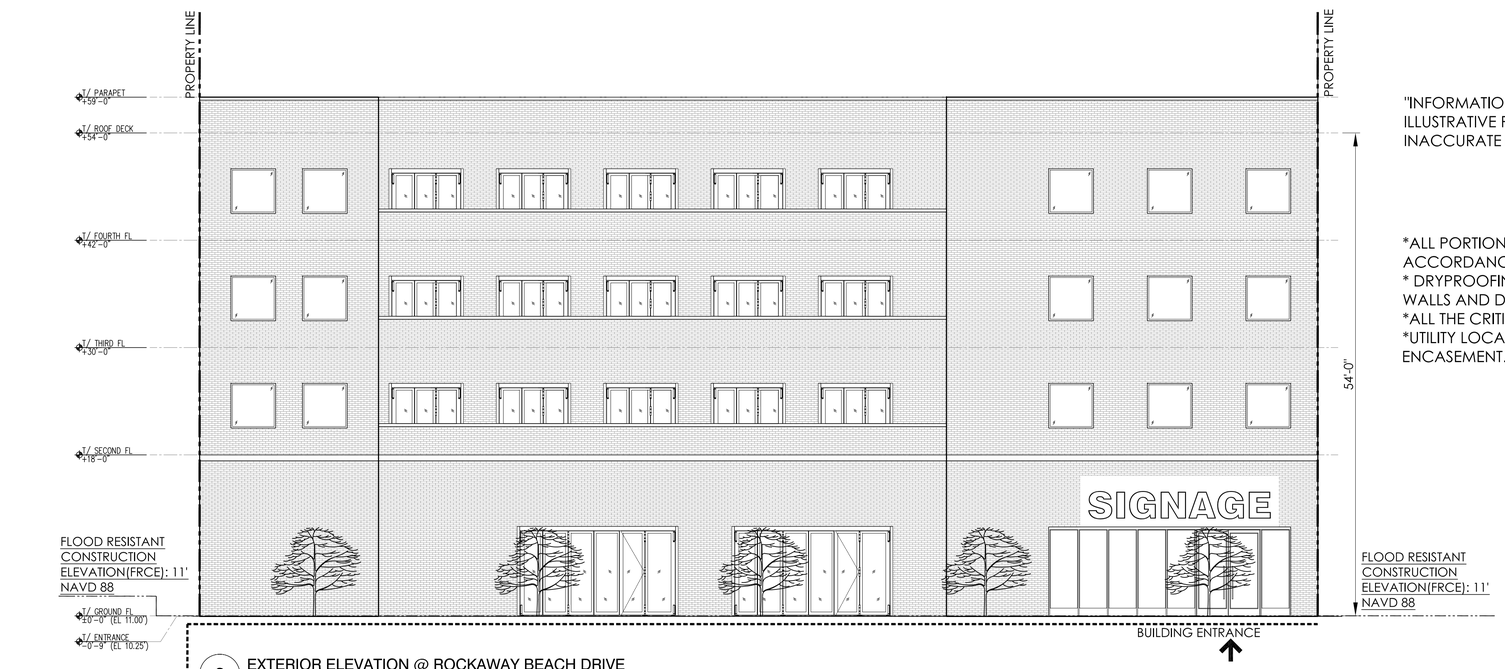
SITE DATA

BLOCK:	16180
LOT:	1, 2, 3
ADDRESS:	108-20 ROCKAWAY BEACH BLVD QUEENS, NY 11694
ZONING DISTRICT:	C1-3 MAPPED IN R5B
PROPOSED ZONING:	C 2-5 MAPPED IN R6A
SPECIAL DISTRICT:	NONE
COMMUNITY DISTRICT:	QUEENS 14
ZONING MAP:	30b
ZONING LOT AREA:	11,966 SQ.FT



1 EXTERIOR ELEVATION @ ROCKAWAY BEACH BLVD
1/8"=1'-0"

*ALL PORTIONS OF BUILDING LOCATED BELOW FRCE SHALL BE DRYPROOFED IN ACCORDANCE WITH APPENDIX G OF THE BUILDING CODE
* DRYPROOFING MEASURES SHALL INCLUDE THE USE OF IMPERVIOUS BUILDING WALLS AND DEPLOYABLE FLOOD SHIELDS THAT RISES ABOVE FRCE
*ALL THE CRITICAL BUILDING SYSTEMS SHALL BE LOCATED ABOVE FRCE.
*UTILITY LOCATED BELOW FRCE SHALL BE LOCATED IN A FLOOD PROOFED ENCASEMENT.



2 EXTERIOR ELEVATION @ ROCKAWAY BEACH DRIVE
1/8"=1'-0"

"INFORMATION OUTSIDE OF THE BOUNDARIES OF THE ZONING LOT IS FOR ILLUSTRATIVE PURPOSE ONLY. THE ARCHITECT BEARS NO RESPONSIBILITY FOR INACCURATE INFORMATION ON SURROUNDING PROPERTIES."

*ALL PORTIONS OF BUILDING LOCATED BELOW FRCE SHALL BE DRYPROOFED IN ACCORDANCE WITH APPENDIX G OF THE BUILDING CODE
* DRYPROOFING MEASURES SHALL INCLUDE THE USE OF IMPERVIOUS BUILDING WALLS AND DEPLOYABLE FLOOD SHIELDS THAT RISES ABOVE FRCE
*ALL THE CRITICAL BUILDING SYSTEMS SHALL BE LOCATED ABOVE FRCE.
*UTILITY LOCATED BELOW FRCE SHALL BE LOCATED IN A FLOOD PROOFED ENCASEMENT.

△	02/26/2016	CPC FILING
△	12/18/2015	PER CPC COMMENTS (12.04.2015)
△	08/07/2014	ISSUED FOR CPC PRE-FILING
△	DATE	REVISION

CPC APPROVAL:

PROJECT NAME:

ROCKAWAY BEACH

LOCATION INFORMATION:

BOROUGH: QUEENS
BLOCK: 16180
LOTS: 1, 2, 3
ADDRESS:
108-20 ROCKAWAY BEACH BLVD QUEENS, NY 11694

SEAL:



DWG TITLE:

EXTERIOR ELEVATIONS

DATE:	02-26-16
PROJECT No:	15360
DRAWING BY:	
CHK BY:	MK
DWG No:	

CPC-300

Attachment 3

Jamaica Bay Watershed Protection Form

Print Form

Jamaica Bay Watershed Protection Plan
Project Tracking Form

The Jamaica Bay Watershed Protection Plan, developed pursuant to Local Law 71 of 2005, mandates that the New York City Department of Environmental Protection (DEP) work with the Mayor's Office of Environmental Coordination (MOEC) to review and track proposed development projects in the Jamaica Bay Watershed (http://www.nyc.gov/html/oec/downloads/pdf/ceqr/Jamaica_Bay_Watershed_Map.jpg) that are subject to CEQR in order to monitor growth and trends. If a project is located in the Jamaica Bay Watershed, (the applicant should complete this form and submit it to DEP and MOEC. This form must be updated with any project modifications and resubmitted to DEP and MOEC.

The information below will be used for tracking purposes only. It is not intended to indicate whether further CEQR analysis is needed to substitute for the guidance offered in the relevant chapters of the CEQR Technical Manual.

A. GENERAL PROJECT INFORMATION

1. CEQR Number: 16DCP145Q 1a. Modification ☐
2. Project Name: Rockaway Beach Hotel
3. Project Description:

he applicant proposes a Zoning Map amendment to change the zoning from R5B/C1-3 to R6A/C2-5 for a full block located in Rockaway Beach, Queens, Community District 14. The proposed rezoning would facilitate the construction of a four-story, 33-room transient hotel with an accessory eating and drinki

4. Project Sponsor:
5. Required approvals:
6. Project schedule (build year and construction schedule): 2019

B. PROJECT LOCATION:

1. Street address: 106-20 Rockaway Beach Blvd
2. Tax block(s): 16180 Tax Lot(s): 1,2,3
3. Identify existing land use and zoning on the project site: R5B/C1-3
4. Identify proposed land use and zoning on the project site: Use Group 5 R6A/C2-5
5. Identify land use of adjacent sites (include any open space): commercial,
6. Describe existing density on the project site and the proposed density:

Existing Condition	Proposed Condition
R5B/C1-3 with a FAR 3.0;	R6A/C2-5 with a FAR 3.6

7. Is project within 100 or 500 year floodplain (specify)? ☒ 100 Year ☐ 500 Year ☐ No

C. GROUND AND GROUNDWATER

1. Total area of in-ground disturbance, if any (in square feet): 62,400
2. Will soil be removed (if so, what is the volume in cubic yards)? 20,800
3. Subsurface soil classification:
   (per the New York City Soil and Water Conservation Board): UsA
4. If project would change site grade, provide land contours (**attach** map showing existing in 1' contours and proposed in 1' contours).
5. Will groundwater be used (list volumes/rates)? ☐ **Yes** ☒ **No**

   Volumes: Rates:
6. Will project involve dewatering (list volumes/rates)? ☐ **Yes** ☒ **No**

   Volumes: Rates:
7. Describe site elevation above seasonal high groundwater:

   ?

D. HABITAT

1. Will vegetation be removed, particularly native vegetation? ☐ **Yes** ☒ **No**

   If YES,
   - **Attach** a detailed list (species, size and location on site) of vegetation to be removed (including trees >2" caliper, shrubs, understory planting and groundcover).
   - **List** species to remain on site.
   - **Provide** a detailed list (species and sizes) of proposed landscape restoration plan (including any wetland restoration plans).
2. Is the site used or inhabited by any rare, threatened or endangered species? ☐ **Yes** ☒ **No**
3. Will the project affect habitat characteristics? ☐ **Yes** ☒ **No**

   If YES, describe existing wildlife use and habitat classification using "Ecological Communities of New York State." at http://www.dec.ny.gov/animals/29392.html.
4. Will pesticides, rodenticides or herbicides be used during construction? ☐ **Yes** ☒ **No**

   If YES, estimate quantity, area and duration of application.
5. Will additional lighting be installed? ☒ **Yes** ☐ **No**

   If YES and near existing open space or natural areas, what measures would be taken to reduce light penetration into these areas?

   NA

E. SURFACE COVERAGE AND CHARACTERISTICS

(describe the following for both the existing and proposed condition):

	Existing Condition	Proposed Condition
1. ***Surface area:***		
Roof:	60% asphalt roof coverage	80% asphalt roof coverage
Pavement/walkway:	40% paved	20% paved
Grass/softscape:	na	na
Other (describe):		
2. ***Wetland*** (regulated or non-regulated) area and classification:	Na	
3. ***Water surface area:***	NA	

4. ***Stormwater management*** (describe):

Existing – how is the site drained?

NYC combined sewers

Proposed – describe, including any infrastructure improvements necessary off-site:

NYC combined sewers

Noise Analysis
108-20 Rockaway Beach Blvd, Far Rockaway, NY
April 2015 & January 2016

Subject Site
The proposed action would allow for construction of a four-story, 33-unit boutique hotel on a site that currently consists of two vacant residential/commercial buildings and a vacant lot. The project site is located at 108-20 Rockaway Beach Boulevard on a through-lot bounded by Rockaway Beach Boulevard to the north, by Beach 109th Street to the west, and by Rockaway Beach Drive to the south. The proposed development warrants an assessment of the potential for adverse effects on project occupants from ambient noise. The proposed development would not create a significant noise generator. Additionally, project-generated traffic would not double vehicular traffic on nearby roadways, and therefore would not result in a perceptible increase in vehicular noise. This noise assessment is limited to an assessment of ambient noise that could adversely affect occupants of the development.

The project site is identified as Tax Block 16180, Lots 1, 2, 3, 8 and 9. The northern frontage of the site (Rockaway Beach Boulevard) is a two-way street with one moving lane in each direction. The western frontage (Beach 109th Street) is a one-way, northbound street with one moving lane. The southern frontage (Rockaway Beach Drive) is a one-way, westbound street with one moving lane. The eastern frontage (Beach 108th Street) is a two-way street with one moving lane in each direction. The predominant land uses in the area are residential homes and high-rises to the east, as well as public institution buildings to the west. The intersections of Beach 109th Street with both Rockaway Beach Boulevard and Rockaway Beach Drive are controlled by stop signs. The intersection of Rockaway Beach Boulevard and Beach 108th Street is controlled by a traffic light.

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

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

Table Noise-1: Noise Levels of Common Sources

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

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

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

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

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

- 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.

- $L_{eq(24)}$ 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, a general rule is that at distances greater than 50 feet, the SPL from a point source of noise drops off at a rate of 6 dB with each doubling of distance away from the source. For "line" sources, such as vehicles on a street, the SPL drops off at a rate of 3 dBA with each doubling of the distance from the source. Sound energy is absorbed in the air as a function of temperature, humidity, and the frequency of the sound. This attenuation can be up to 2 dB over 1,000 feet. The drop-off rate also will vary with both terrain conditions and the presence of obstructions in the sound propagation path.

Measurement Location and Equipment

Because the predominant noise source in the area of the proposed project is vehicular traffic, noise monitoring was conducted during peak vehicular travel periods, 8:00-9:00 am, 12:00 pm-1:00 pm, and 5:00-6:00 pm. Pursuant to CEQR Technical Manual methodology, readings were conducted for 20-minute periods during each peak hour at three of the four monitoring locations (the northern, western, and southern site frontages). However, for the final location (Beach 108th Street and Rockaway Beach Blvd), readings were conducted for one-hour periods during each peak hour to account for train noise as this location has a direct line of sight to the elevated subway train tracks.

We note that school is not in session during the evening period, so the site does not constitute a sensitive land use for this period. The Department of City Planning required additional noise monitoring on Beach 109th Street to account for noise from the school's playground during dismissal time from 2:30-3:30pm. However, based on field observations, school buses assemble on the Beach 110th Street frontage of the school, and therefore do not cause a significant impact for noise on the subject property.

Noise monitoring was conducted using a Type 2 Larson-Davis LxT2 sound meter, with wind screen. The monitor was placed on a tripod at a height of approximately three feet above the ground, away from any other surfaces. The monitor was calibrated prior to and following each monitoring session. Monitoring was conducted on the Rockaway Beach Boulevard (northern),

Beach 109th Street (western), Rockaway Beach Drive (southern), and Beach 108th Street (eastern) frontages of the subject site. The monitoring locations are identified in the following photographs.



Photo 1: Rockaway Beach Blvd. (northern frontage) monitoring location



Photo 2: Beach 109th St. (western frontage) monitoring location



Photo 3: Rockaway Beach Drive (southern frontage) monitoring location



Photo 4: Rockaway Beach Blvd & Beach 108th Street

Measurement Conditions

Two (2) monitoring events were conducted during typical midweek conditions, on Tuesday, April 21, 2015 and on Wednesday, January 27, 2016. The 2015 event consists of 20-minute readings, and the 2016 event consists of one-hour readings and a 20-minute school dismissal period. The weather was dry and wind speeds were moderate throughout both days. Table Noise-3 below contains the results for traffic volumes and vehicle classification documented during the noise monitoring.

Existing Conditions

Based on the noise measurements taken at the project site, the predominant sources of noise are vehicular traffic, train traffic, and school playground noise. The volume of traffic, and its corresponding level of noise, is light on both Beach 109th Street and on Rockaway Beach Drive, moderate-to-heavy on Rockaway Beach Boulevard, and heavy at Beach 108th Street and Rockaway Beach Boulevard. Table Noise-2 below contains the results for the measurements taken at the four frontages of the subject site.

Table Noise-2 (1 of 4): Noise Levels at Rockaway Beach Boulevard

	Tuesday, April 21, 2015		
	8:16 - 8:37 am	12:00 - 12:20 pm	5:00 - 5:20 pm
L_{max}	82.3	86.9	81.8
L_5	74.8	73.2	74.2
L_{10}	**72.9**	**71.3**	**72.4**
L_{eq}	69.6	68.1	68.7
L_{50}	66.8	64.0	65.6
L_{90}	59.3	57.5	57.4
L_{min}	52.6	50.6	51.3

Table Noise-2 (2 of 4): Noise Levels at Beach 109th Street

	Tuesday, April 21, 2015		
	8:37 - 8:58 am	12:22 - 12:42 pm	5:21 - 5:41 pm
L_{max}	74.1	78.8	76.1
L_5	67.6	72.7	68.4
L_{10}	**66.4**	**71.5**	**67.0**
L_{eq}	63.2	68.9	63.9
L_{50}	61.6	67.8	62.4
L_{90}	56.7	65.2	56.8
L_{min}	51.7	61.4	49.8

Table Noise-2 (3 of 4): Noise Levels at Rockaway Beach Drive

	Tuesday, April 21, 2015		
	8:58 - 9:23 am	12:43 - 1:03 pm	5:42 – 6:03 pm
L_{max}	73.7	71.1	79.5
L_5	65.1	61.2	66.9
L_{10}	**63.6**	**58.0**	**63.9**
L_{eq}	60.4	56.1	61.5
L_{50}	58.6	51.9	58.3
L_{90}	53.6	48.5	54.9
L_{min}	50.9	46.3	51.9

Table Noise-2 (4 of 4): Noise Levels at Beach 108th Street & Rockaway Beach Boulevard (also includes the 20-minute late afternoon School noise on Beach 109th Street)

	Wednesday, January 27, 2016			
	8:00 - 9:00 am	11:54 - 12:54	2:29 - 2:49 pm	5:02 – 6:03 pm
L_{max}	84.9	85.3	84.0	83.4
L_5	72.9	71.6	66.7	71.3
L_{10}	**70.7**	**69.7**	**63.7**	**69.8**
L_{eq}	68	66.6	63.6	66.8
L_{50}	64.6	63.2	57.8	64.5
L_{90}	58.6	57.4	53.9	58.7
L_{min}	54.2	51.4	47.6	52.7

Table Noise-3 (1 of 2): Traffic Volumes and Vehicle Classifications (all 20-minute counts for duration of each monitoring session)

4/21/2015	AM			MD			PM		
Frontage:	RBB[1]	109 [2]	RBD[3]	RBB	109	RBD	RBB	109	RBD
Car / Taxi	72	11	1	64	12	1	132	15	9
Van / Light Truck / SUV	85	18	1	74	7	3	97	8	5
Heavy Truck	5	0	1	7	0	0	2	1	0
Bus	11	0	0	6	0	0	7	0	0
Mini-Bus	10	0	0	0	0	0	3	0	0
Motorcycle / Moped	0	0	0	1	0	0	0	0	0

1 – RBB: Rockaway Beach Boulevard
2 – 109: Beach 109th Street
3 – RBD: Rockaway Beach Drive

Table Noise-3 (2 of 2): Traffic Volumes and Vehicle Classifications (three one-hour counts & one 20-minute count for duration of each monitoring session)

1/27/2016	AM	MD		PM
Frontage:	*108th*	*108th*	*109th*	*108th*
Car / Taxi	382	372	6	559
Van / SUV	453	390	12	593
Heavy Truck	37	44	2	13
Bus	41	26	1	21
Mini-Bus	22	7	0	7
Subway Train	8	0	0	10
Total Vehicles:	**943**	**839**	21	**1203**

108th - Beach 108th Street & RBB Intersection (one-hour counts)
109th – Beach 109th Street School Noise (20-minute count)

Conclusions

The 2014 *CEQR Technical Manual* Table 19-2 contains noise exposure guidelines. For a residential use, such as would occur under the proposed action, an L_{10} of between 65 and 70 dB(A) is identified as marginally acceptable general external exposure. Furthermore, for a residential use, an L_{10} of between 70 and 80 dB(A) is identified as marginally unacceptable.

The highest recorded L10's at each frontage are as follows:

- Rockaway Beach Blvd (northern frontage) – 72.9 during the morning period
- Beach 109th Street (western frontage) - 71.5 during the mid-day period
- Rockaway Beach Drive (southern frontage) – 63.9 during the evening period
- Beach 108th Street & Rockaway Beach Blvd – 70.7 during the morning period

The elevated noise reading during the mid-day (12-1pm) period at Beach 109th Street was primarily due to noise from children recreating during their lunch break at the school adjacent to the west of project site across Beach 109th Street. The late afternoon (2:30-3:30pm) period was relatively quiet (L10 of 63.7) as school dismissal occurs on the opposite side (Beach 110th Street) of the school.

The 2014 *CEQR Technical Manual* Table 19-3 contains noise attenuation requirements for residential uses to ensure acceptable indoor noise environment. Based on this table, the required window-wall noise attenuation for the proposed development are as follows:

- **28 dB (A)** for three (3) frontages - Rockaway Beach Boulevard (northern), Beach 109th Street (western), and Beach 108th Street (eastern) of the proposed building.

- No attenuation is required for the Rockaway Beach Drive (southern) frontage.

With this level of noise attenuation, the proposed project does not have the potential for adverse impacts related to noise.

General Information

Serial Number	02230
Model	SoundTrack LxT®
Firmware Version	2.301
Filename	LxT_Data.047
User	
Job Description	
Location	

Measurement Description	
Start Time	Wednesday, 2016 January 27 08:00:03
Stop Time	Wednesday, 2016 January 27 09:00:34
Duration	01:00:30.7
Run Time	01:00:13.3
Pause	00:00:17.4
Pre Calibration	Wednesday, 2016 January 27 07:57:02
Post Calibration	None
Calibration Deviation	---

Note

Overall Data

LASeq		68.0	dB
LASmax	2016 Jan 27 08:07:46	84.9	dB
LApeak (max)	2016 Jan 27 08:52:42	111.3	dB
LASmin	2016 Jan 27 08:33:34	54.2	dB
LCSeq		79.9	dB
LASeq		68.0	dB
LCSeq - LASeq		11.9	dB
LAIeq		70.4	dB
LAeq		68.0	dB
LAIeq - LAeq		2.4	dB
Ldn		68.0	dB
LDay 07:00-22:00		68.0	dB
LNight 22:00-07:00		---	dB
Lden		68.0	dB
LDay 07:00-19:00		68.0	dB
LEvening 19:00-22:00		---	dB
LNight 22:00-07:00		---	dB
LASE		103.5	dB
EAS		2.505	mPa²h
EAS8		19.97	mPa²h
EAS40		99.84	mPa²h
# Overloads		0	
Overload Duration		0.0	s
# OBA Overloads		0	
OBA Overload Duration		0.0	s

Statistics

LAS5.00	72.9	dBA
LAS10.00	70.7	dBA
LAS33.30	66.7	dBA
LAS50.00	64.6	dBA
LAS66.60	62.2	dBA
LAS90.00	58.6	dBA

LAS > 85.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LAS > 115.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)	0 / 0.0	s

Dose

Name	OSHA-1	OSHA-2	
Dose	---	0.17	%
Projected Dose	---	1.34	%
TWA (Projected)	---	58.9	dBA
TWA (t)	---	43.9	dBA
Lep (t)	58.9	58.9	dBA

Settings

Exchange Rate	5	5	dB
Threshold	90.0	70.0	dBA
Criterion Level	90.0	90.0	dBA
Criterion Duration	8.0	8.0	h
RMS Weight		A Weighting	
Peak Weight		A Weighting	
Detector		Slow	
Preamp		PRMLxT2	
Microphone Correction		Off	
Integration Method		Exponential	
OBA Range		Normal	
OBA Bandwidth		1/1 Octave	
OBA Freq. Weighting		A Weighting	
OBA Max Spectrum		Bin Max	
Under Range Limit		35.4	dB
Under Range Peak		96.8	dB
Noise Floor		23.2	dB
Overload		140.5	dB

1/1 Spectra

Freq. (Hz):	8.0	16.0	31.5	63.0	125	250	500	1k	2k	4k	8k	16k
LASeq	26.5	24.2	38.4	53.1	55.8	57.0	60.9	63.2	61.0	56.5	51.3	45.2
LASmax	26.5	38.1	62.5	72.3	81.6	78.7	82.8	80.2	78.7	75.5	76.3	75.4
LASmin	26.5	23.9	24.5	34.9	36.8	40.5	45.6	48.9	45.9	38.9	35.7	33.8

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT2	27 Jan 2016 07:57:00	-46.8
PRMLxT2	24 Nov 2015 18:10:17	-46.7
PRMLxT2	24 Nov 2015 17:06:34	-46.8
PRMLxT2	24 Nov 2015 16:39:11	-46.8
PRMLxT2	24 Nov 2015 13:13:33	-46.8
PRMLxT2	24 Nov 2015 12:08:02	-46.8
PRMLxT2	24 Nov 2015 11:37:54	-46.8
PRMLxT2	24 Nov 2015 11:37:38	-46.8
PRMLxT2	24 Nov 2015 09:22:11	-46.9
PRMLxT2	24 Nov 2015 07:44:37	-46.8
PRMLxT2	24 Nov 2015 07:44:19	-46.9

Serial Number	Preamp	Type	Offset	Deviation	Calibration Date
02230	PRMLxT2	Calibration	-46.67 dB	0.10 dB	Wed 27 Jan 2016 18:05:52
02230	PRMLxT2	Calibration	-46.77 dB	-0.04 dB	Wed 27 Jan 2016 17:01:26
02230	PRMLxT2	Calibration	-46.73 dB	-0.02 dB	Wed 27 Jan 2016 14:50:37
02230	PRMLxT2	Calibration	-46.71 dB	0.07 dB	Wed 27 Jan 2016 14:28:28
02230	PRMLxT2	Calibration	-46.78 dB	-0.05 dB	Wed 27 Jan 2016 12:55:46
02230	PRMLxT2	Calibration	-46.73 dB	-0.05 dB	Wed 27 Jan 2016 11:53:13
02230	PRMLxT2	Calibration	-46.68 dB	0.08 dB	Wed 27 Jan 2016 11:31:56
02230	PRMLxT2	Calibration	-46.76 dB	0.06 dB	Wed 27 Jan 2016 09:02:24
02230	PRMLxT2	Calibration	-46.82 dB	-0.08 dB	Wed 27 Jan 2016 07:57:00
02230	PRMLxT2	Calibration	-46.74 dB	0.06 dB	Tue 24 Nov 2015 18:10:17
02230	PRMLxT2	Calibration	-46.80 dB	-0.04 dB	Tue 24 Nov 2015 17:06:34
02230	PRMLxT2	Calibration	-46.76 dB	0.06 dB	Tue 24 Nov 2015 16:39:11
02230	PRMLxT2	Calibration	-46.82 dB	0.00 dB	Tue 24 Nov 2015 13:13:33
02230	PRMLxT2	Calibration	-46.82 dB	-0.03 dB	Tue 24 Nov 2015 12:08:02
02230	PRMLxT2	Calibration	-46.79 dB	0.00 dB	Tue 24 Nov 2015 11:37:54
02230	PRMLxT2	Calibration	-46.79 dB	0.09 dB	Tue 24 Nov 2015 11:37:38
02230	PRMLxT2	Calibration	-46.88 dB	-0.04 dB	Tue 24 Nov 2015 09:22:11
02230	PRMLxT2	Calibration	-46.84 dB	-0.11 dB	Tue 24 Nov 2015 07:44:37
02230	PRMLxT2	Calibration	-46.73 dB	0.01 dB	Tue 10 Nov 2015 19:01:14
02230	PRMLxT2	Calibration	-46.74 dB	0.02 dB	Tue 10 Nov 2015 17:58:02
02230	PRMLxT2	Calibration	-46.76 dB	-0.05 dB	Tue 10 Nov 2015 14:07:12
02230	PRMLxT2	Calibration	-46.71 dB	0.08 dB	Tue 10 Nov 2015 13:01:24
02230	PRMLxT2	Calibration	-46.79 dB	-0.04 dB	Tue 10 Nov 2015 10:24:25
02230	PRMLxT2	Calibration	-46.75 dB	0.19 dB	Tue 10 Nov 2015 09:21:55
02230	PRMLxT2	Calibration	-46.94 dB	0.14 dB	Thu 15 Oct 2015 17:46:18
02230	PRMLxT2	Calibration	-47.08 dB	-0.20 dB	Thu 15 Oct 2015 17:00:14
02230	PRMLxT2	Calibration	-46.88 dB	0.03 dB	Thu 15 Oct 2015 12:43:23
02230	PRMLxT2	Calibration	-46.91 dB	-0.16 dB	Thu 15 Oct 2015 11:57:35
02230	PRMLxT2	Calibration	-46.75 dB	-0.02 dB	Thu 15 Oct 2015 08:59:24
02230	PRMLxT2	Calibration	-46.73 dB	0.14 dB	Thu 15 Oct 2015 08:14:16
02230	PRMLxT2	Calibration	-46.87 dB	0.05 dB	Wed 07 Oct 2015 18:03:15
02230	PRMLxT2	Calibration	-46.92 dB	0.02 dB	Wed 07 Oct 2015 16:57:34
02230	PRMLxT2	Calibration	-46.94 dB	-0.08 dB	Wed 07 Oct 2015 13:00:32
02230	PRMLxT2	Calibration	-46.86 dB	-0.08 dB	Wed 07 Oct 2015 11:58:18
02230	PRMLxT2	Calibration	-46.78 dB	0.10 dB	Wed 07 Oct 2015 09:14:56
02230	PRMLxT2	Calibration	-46.88 dB	0.49 dB	Wed 07 Oct 2015 08:12:51
02230	PRMLxT2	Calibration	-47.37 dB	-0.05 dB	Thu 17 Sep 2015 15:44:19
02230	PRMLxT2	Calibration	-47.32 dB	-0.02 dB	Thu 17 Sep 2015 14:59:27
02230	PRMLxT2	Calibration	-47.30 dB	-0.01 dB	Thu 17 Sep 2015 12:44:26
02230	PRMLxT2	Calibration	-47.29 dB	-0.15 dB	Thu 17 Sep 2015 11:56:34
02230	PRMLxT2	Calibration	-47.14 dB	-0.03 dB	Thu 17 Sep 2015 08:52:34
02230	PRMLxT2	Calibration	-47.11 dB	-0.25 dB	Thu 17 Sep 2015 08:05:53
02230	PRMLxT2	Calibration	-46.86 dB	0.45 dB	Mon 10 Aug 2015 13:18:41
02230	PRMLxT2	Calibration	-47.31 dB	0.10 dB	Thu 25 Jun 2015 18:04:14
02230	PRMLxT2	Calibration	-47.41 dB	-0.01 dB	Thu 25 Jun 2015 16:56:38
02230	PRMLxT2	Calibration	-47.40 dB	0.15 dB	Thu 25 Jun 2015 16:35:20
02230	PRMLxT2	Calibration	-47.55 dB	0.03 dB	Thu 25 Jun 2015 13:14:07
02230	PRMLxT2	Calibration	-47.58 dB	-0.10 dB	Thu 25 Jun 2015 12:06:27
02230	PRMLxT2	Calibration	-47.48 dB	-0.15 dB	Thu 25 Jun 2015 11:45:14
02230	PRMLxT2	Calibration	-47.33 dB	-0.19 dB	Thu 25 Jun 2015 09:12:26
02230	PRMLxT2	Calibration	-47.14 dB	-0.13 dB	Thu 25 Jun 2015 08:05:27
02230	PRMLxT2	Calibration	-47.01 dB	0.40 dB	Thu 25 Jun 2015 07:44:18
02230	PRMLxT2	Calibration	-47.41 dB	-0.05 dB	Wed 24 Jun 2015 18:09:47
02230	PRMLxT2	Calibration	-47.36 dB	-0.37 dB	Wed 24 Jun 2015 16:57:06
02230	PRMLxT2	Calibration	-46.99 dB	0.15 dB	Thu 18 Jun 2015 18:07:59
02230	PRMLxT2	Calibration	-47.14 dB	0.05 dB	Thu 18 Jun 2015 17:03:03
02230	PRMLxT2	Calibration	-47.19 dB	-0.14 dB	Thu 18 Jun 2015 13:12:40
02230	PRMLxT2	Calibration	-47.05 dB	0.03 dB	Thu 18 Jun 2015 12:05:46
02230	PRMLxT2	Calibration	-47.08 dB	-0.02 dB	Thu 18 Jun 2015 09:02:30
02230	PRMLxT2	Calibration	-47.06 dB	0.09 dB	Thu 18 Jun 2015 07:51:48
02230	PRMLxT2	Calibration	-47.15 dB	0.11 dB	Wed 17 Jun 2015 18:09:00
02230	PRMLxT2	Calibration	-47.26 dB	0.18 dB	Wed 17 Jun 2015 17:02:07
02230	PRMLxT2	Calibration	-47.44 dB	-0.16 dB	Wed 17 Jun 2015 13:07:05
02230	PRMLxT2	Calibration	-47.28 dB	0.08 dB	Wed 17 Jun 2015 11:57:22
02230	PRMLxT2	Calibration	-47.36 dB	-0.16 dB	Wed 17 Jun 2015 08:50:37
02230	PRMLxT2	Calibration	-47.20 dB	-0.05 dB	Wed 17 Jun 2015 07:45:02
02230	PRMLxT2	Calibration	-47.15 dB	0.01 dB	Tue 16 Jun 2015 17:52:45
02230	PRMLxT2	Calibration	-47.16 dB	0.20 dB	Tue 16 Jun 2015 17:06:35
02230	PRMLxT2	Calibration	-47.36 dB	-0.06 dB	Tue 16 Jun 2015 13:04:13
02230	PRMLxT2	Calibration	-47.30 dB	-0.02 dB	Tue 16 Jun 2015 12:11:42
02230	PRMLxT2	Calibration	-47.28 dB	0.05 dB	Tue 16 Jun 2015 08:54:30
02230	PRMLxT2	Calibration	-47.33 dB	0.17 dB	Tue 16 Jun 2015 08:02:55
02230	PRMLxT2	Calibration	-47.50 dB	-0.01 dB	Thu 11 Jun 2015 17:54:15

Serial Number	Preamp	Type	Offset	Deviation	Calibration Date
02230	PRMLxT2	Calibration	-47.49 dB	0.01 dB	Thu 11 Jun 2015 17:02:05
02230	PRMLxT2	Calibration	-47.50 dB	-0.07 dB	Thu 11 Jun 2015 12:54:06
02230	PRMLxT2	Calibration	-47.43 dB	-0.08 dB	Thu 11 Jun 2015 11:56:44
02230	PRMLxT2	Calibration	-47.35 dB	-0.13 dB	Thu 11 Jun 2015 09:04:36
02230	PRMLxT2	Calibration	-47.22 dB	0.08 dB	Thu 11 Jun 2015 08:11:27
02230	PRMLxT2	Calibration	-47.30 dB	-0.05 dB	Wed 10 Jun 2015 18:07:20
02230	PRMLxT2	Calibration	-47.25 dB	0.08 dB	Wed 10 Jun 2015 06:54:53
02230	PRMLxT2	Calibration	-47.33 dB	-0.02 dB	Mon 08 Jun 2015 16:50:30
02230	PRMLxT2	Calibration	-47.31 dB	-0.23 dB	Mon 08 Jun 2015 11:12:10
02230	PRMLxT2	Calibration	-47.08 dB	0.13 dB	Thu 04 Jun 2015 18:07:07
02230	PRMLxT2	Calibration	-47.21 dB	0.19 dB	Thu 04 Jun 2015 17:06:04
02230	PRMLxT2	Calibration	-47.40 dB	-0.34 dB	Wed 03 Jun 2015 18:22:33
02230	PRMLxT2	Calibration	-47.06 dB	0.41 dB	Wed 03 Jun 2015 07:21:37
02230	PRMLxT2	Calibration	-47.47 dB	-0.09 dB	Thu 28 May 2015 15:18:34
02230	PRMLxT2	Calibration	-47.38 dB	0.00 dB	Thu 28 May 2015 14:17:22
02230	PRMLxT2	Calibration	-47.38 dB	0.11 dB	Wed 27 May 2015 17:25:10
02230	PRMLxT2	Calibration	-47.49 dB	-0.08 dB	Wed 27 May 2015 16:53:36
02230	PRMLxT2	Calibration	-47.41 dB	-0.09 dB	Wed 27 May 2015 12:27:11
02230	PRMLxT2	Calibration	-47.32 dB	0.01 dB	Wed 27 May 2015 12:02:10
02230	PRMLxT2	Calibration	-47.33 dB	-0.03 dB	Wed 27 May 2015 08:40:47
02230	PRMLxT2	Calibration	-47.30 dB	-0.32 dB	Wed 27 May 2015 08:17:20
02230	PRMLxT2	Calibration	-46.98 dB	0.14 dB	Thu 21 May 2015 18:11:00
02230	PRMLxT2	Calibration	-47.12 dB	-0.09 dB	Thu 21 May 2015 17:01:45
02230	PRMLxT2	Calibration	-47.03 dB	0.17 dB	Thu 21 May 2015 15:40:20
02230	PRMLxT2	Calibration	-47.20 dB	-0.09 dB	Thu 21 May 2015 14:31:08
02230	PRMLxT2	Calibration	-47.11 dB	0.10 dB	Thu 21 May 2015 12:37:10
02230	PRMLxT2	Calibration	-47.21 dB	-0.16 dB	Thu 21 May 2015 11:30:39
02230	PRMLxT2	Calibration	-47.05 dB	0.17 dB	Thu 21 May 2015 09:21:01
02230	PRMLxT2	Calibration	-47.22 dB	-0.17 dB	Thu 21 May 2015 08:10:45
02230	PRMLxT2	Calibration	-47.05 dB	0.15 dB	Wed 20 May 2015 17:34:36
02230	PRMLxT2	Calibration	-47.20 dB	0.08 dB	Wed 20 May 2015 16:59:01
02230	PRMLxT2	Calibration	-47.28 dB	-0.04 dB	Wed 20 May 2015 12:37:47
02230	PRMLxT2	Calibration	-47.24 dB	0.04 dB	Thu 14 May 2015 17:43:24
02230	PRMLxT2	Calibration	-47.28 dB	0.02 dB	Thu 14 May 2015 16:57:31
02230	PRMLxT2	Calibration	-47.30 dB	-0.07 dB	Thu 14 May 2015 15:51:15
02230	PRMLxT2	Calibration	-47.23 dB	0.10 dB	Thu 14 May 2015 13:42:38
02230	PRMLxT2	Calibration	-47.33 dB	-0.03 dB	Thu 14 May 2015 12:43:49
02230	PRMLxT2	Calibration	-47.30 dB	-0.25 dB	Thu 14 May 2015 11:56:06
02230	PRMLxT2	Calibration	-47.05 dB	0.10 dB	Thu 14 May 2015 08:45:57
02230	PRMLxT2	Calibration	-47.15 dB	0.17 dB	Thu 14 May 2015 08:02:12
02230	PRMLxT2	Calibration	-47.32 dB	0.01 dB	Wed 13 May 2015 17:47:42
02230	PRMLxT2	Calibration	-47.33 dB	0.02 dB	Wed 13 May 2015 16:57:50
02230	PRMLxT2	Calibration	-47.35 dB	-0.07 dB	Wed 13 May 2015 12:54:02
02230	PRMLxT2	Calibration	-47.28 dB	-0.19 dB	Wed 13 May 2015 12:00:28
02230	PRMLxT2	Calibration	-47.09 dB	0.00 dB	Wed 13 May 2015 09:23:14
02230	PRMLxT2	Calibration	-47.09 dB	0.33 dB	Wed 13 May 2015 08:10:55
02230	PRMLxT2	Calibration	-47.42 dB	0.15 dB	Tue 12 May 2015 17:58:57
02230	PRMLxT2	Calibration	-47.57 dB	-0.10 dB	Tue 12 May 2015 16:56:46
02230	PRMLxT2	Calibration	-47.47 dB	-0.12 dB	Tue 12 May 2015 13:08:14
02230	PRMLxT2	Calibration	-47.35 dB	0.02 dB	Tue 12 May 2015 12:03:55
02230	PRMLxT2	Calibration	-47.37 dB	-0.45 dB	Tue 12 May 2015 09:19:52
02230	PRMLxT2	Calibration	-46.92 dB	0.26 dB	Tue 28 Apr 2015 17:58:23
02230	PRMLxT2	Calibration	-47.18 dB	-0.14 dB	Tue 28 Apr 2015 16:56:21
02230	PRMLxT2	Calibration	-47.04 dB	-0.01 dB	Tue 28 Apr 2015 09:05:09
02230	PRMLxT2	Calibration	-47.03 dB	0.13 dB	Tue 28 Apr 2015 08:02:11
02230	PRMLxT2	Calibration	-47.16 dB	0.33 dB	Tue 21 Apr 2015 18:04:41
02230	PRMLxT2	Calibration	-47.49 dB	-0.02 dB	Tue 21 Apr 2015 16:58:07
02230	PRMLxT2	Calibration	-47.47 dB	0.01 dB	Tue 21 Apr 2015 13:06:30
02230	PRMLxT2	Calibration	-47.48 dB	-0.46 dB	Tue 21 Apr 2015 11:59:06
02230	PRMLxT2	Calibration	-47.02 dB	0.19 dB	Tue 21 Apr 2015 09:26:18
02230	PRMLxT2	Calibration	-47.21 dB	-0.13 dB	Tue 21 Apr 2015 08:14:24
02230	PRMLxT2	Calibration	-47.08 dB	0.21 dB	Thu 16 Apr 2015 18:10:12
02230	PRMLxT2	Calibration	-47.29 dB	-0.21 dB	Thu 16 Apr 2015 16:54:27
02230	PRMLxT2	Calibration	-47.08 dB	0.14 dB	Thu 16 Apr 2015 13:10:44
02230	PRMLxT2	Calibration	-47.22 dB	-0.13 dB	Thu 16 Apr 2015 12:00:08
02230	PRMLxT2	Calibration	-47.09 dB	-0.01 dB	Thu 16 Apr 2015 09:22:59
02230	PRMLxT2	Calibration	-47.08 dB	-0.13 dB	Thu 16 Apr 2015 08:05:38
02230	PRMLxT2	Calibration	-46.95 dB	0.04 dB	Wed 01 Apr 2015 17:55:34
02230	PRMLxT2	Calibration	-46.99 dB	0.00 dB	Wed 01 Apr 2015 16:51:36
02230	PRMLxT2	Calibration	-46.99 dB	0.08 dB	Thu 19 Mar 2015 17:45:28
02230	PRMLxT2	Calibration	-47.07 dB	-0.02 dB	Thu 19 Mar 2015 16:59:38
02230	PRMLxT2	Calibration	-47.05 dB	0.15 dB	Thu 19 Mar 2015 12:47:49
02230	PRMLxT2	Calibration	-47.20 dB	-0.30 dB	Thu 19 Mar 2015 12:00:40

Serial Number	Preamp	Type	Offset	Deviation	Calibration Date
02230	PRMLxT2	Calibration	-46.90 dB	0.04 dB	Thu 19 Mar 2015 09:04:16
02230	PRMLxT2	Calibration	-46.94 dB	0.06 dB	Thu 19 Mar 2015 08:19:06
02230	PRMLxT2	Calibration	-47.00 dB	0.16 dB	Thu 12 Mar 2015 17:43:50
02230	PRMLxT2	Calibration	-47.16 dB	-0.23 dB	Thu 12 Mar 2015 16:56:43
02230	PRMLxT2	Calibration	-46.93 dB	0.13 dB	Thu 12 Mar 2015 11:58:54
02230	PRMLxT2	Calibration	-47.06 dB	-0.19 dB	Thu 12 Mar 2015 10:59:42
02230	PRMLxT2	Calibration	-46.87 dB	0.16 dB	Thu 12 Mar 2015 09:10:49
02230	PRMLxT2	Calibration	-47.03 dB	0.01 dB	Thu 12 Mar 2015 07:50:38
02230	PRMLxT2	Calibration	-47.04 dB	-0.05 dB	Wed 25 Feb 2015 14:55:42
02230	PRMLxT2	Calibration	-46.99 dB	-0.08 dB	Wed 25 Feb 2015 13:41:32
02230	PRMLxT2	Calibration	-46.91 dB	0.17 dB	Tue 24 Feb 2015 13:10:04
02230	PRMLxT2	Calibration	-47.08 dB	-0.38 dB	Tue 24 Feb 2015 11:56:46
02230	PRMLxT2	Calibration	-46.70 dB	0.02 dB	Tue 24 Feb 2015 09:27:18
02230	PRMLxT2	Calibration	-46.72 dB	0.31 dB	Tue 24 Feb 2015 08:13:32
02230	PRMLxT2	Calibration	-47.03 dB	-0.05 dB	Wed 11 Feb 2015 18:10:09
02230	PRMLxT2	Calibration	-46.98 dB	0.10 dB	Wed 11 Feb 2015 16:57:29
02230	PRMLxT2	Calibration	-47.08 dB	0.02 dB	Wed 11 Feb 2015 13:10:53
02230	PRMLxT2	Calibration	-47.10 dB	-0.20 dB	Wed 11 Feb 2015 11:59:54
02230	PRMLxT2	Calibration	-46.90 dB	-0.04 dB	Wed 11 Feb 2015 09:27:52
02230	PRMLxT2	Calibration	-46.86 dB	-0.10 dB	Wed 11 Feb 2015 08:17:20
02230	PRMLxT2	Calibration	-46.76 dB	0.26 dB	Wed 11 Feb 2015 08:10:46
02230	PRMLxT2	Calibration	-47.02 dB	0.28 dB	Wed 04 Feb 2015 17:51:52
02230	PRMLxT2	Calibration	-47.30 dB	-0.25 dB	Wed 04 Feb 2015 17:00:26
02230	PRMLxT2	Calibration	-47.05 dB	0.34 dB	Wed 04 Feb 2015 12:49:19
02230	PRMLxT2	Calibration	-47.39 dB	-0.40 dB	Wed 04 Feb 2015 11:57:08
02230	PRMLxT2	Calibration	-46.99 dB	-0.03 dB	Wed 04 Feb 2015 08:52:34
02230	PRMLxT2	Calibration	-46.96 dB	-0.13 dB	Wed 04 Feb 2015 08:06:37
02230	PRMLxT2	Calibration	-46.83 dB	0.02 dB	Tue 13 Jan 2015 17:42:29
02230	PRMLxT2	Calibration	-46.85 dB	-0.01 dB	Tue 13 Jan 2015 16:58:18
02230	PRMLxT2	Calibration	-46.84 dB	0.39 dB	Tue 13 Jan 2015 12:44:51
02230	PRMLxT2	Calibration	-47.23 dB	-0.36 dB	Tue 13 Jan 2015 11:58:59
02230	PRMLxT2	Calibration	-46.87 dB	0.05 dB	Tue 13 Jan 2015 08:52:59
02230	PRMLxT2	Calibration	-46.92 dB	0.05 dB	Tue 13 Jan 2015 07:59:08
02230	PRMLxT2	Calibration	-46.97 dB	-0.05 dB	Mon 15 Dec 2014 09:29:09
02230	PRMLxT2	Calibration	-46.92 dB	-0.05 dB	Mon 15 Dec 2014 08:24:26
02230	PRMLxT2	Calibration	-46.87 dB	0.05 dB	Thu 04 Dec 2014 17:51:02
02230	PRMLxT2	Calibration	-46.92 dB	0.01 dB	Thu 04 Dec 2014 17:01:47
02230	PRMLxT2	Calibration	-46.93 dB	0.00 dB	Thu 04 Dec 2014 12:47:14
02230	PRMLxT2	Calibration	-46.93 dB	-0.04 dB	Thu 04 Dec 2014 12:01:28
02230	PRMLxT2	Calibration	-46.89 dB	-0.05 dB	Thu 04 Dec 2014 09:01:14
02230	PRMLxT2	Calibration	-46.84 dB	0.25 dB	Thu 04 Dec 2014 08:12:08
02230	PRMLxT2	Calibration	-47.09 dB	0.15 dB	Wed 26 Nov 2014 07:40:21
02230	PRMLxT2	Calibration	-47.24 dB	-0.46 dB	Mon 24 Nov 2014 16:46:03
02230	PRMLxT2	Calibration	-46.78 dB	0.02 dB	Thu 20 Nov 2014 17:44:41
02230	PRMLxT2	Calibration	-46.80 dB	0.01 dB	Thu 20 Nov 2014 16:56:39
02230	PRMLxT2	Calibration	-46.81 dB	0.02 dB	Thu 20 Nov 2014 12:43:42
02230	PRMLxT2	Calibration	-46.83 dB	-0.04 dB	Thu 20 Nov 2014 11:57:53
02230	PRMLxT2	Calibration	-46.79 dB	0.00 dB	Thu 20 Nov 2014 09:43:47
02230	PRMLxT2	Calibration	-46.79 dB	0.21 dB	Thu 20 Nov 2014 08:57:37
02230	PRMLxT2	Calibration	-47.00 dB	-0.01 dB	Tue 21 Oct 2014 17:27:21
02230	PRMLxT2	Calibration	-46.99 dB	0.02 dB	Tue 21 Oct 2014 16:59:21
02230	PRMLxT2	Calibration	-47.01 dB	0.02 dB	Tue 21 Oct 2014 12:29:46
02230	PRMLxT2	Calibration	-47.03 dB	0.02 dB	Tue 21 Oct 2014 11:55:53
02230	PRMLxT2	Calibration	-47.05 dB	-0.07 dB	Tue 21 Oct 2014 08:50:27
02230	PRMLxT2	Calibration	-46.98 dB	0.14 dB	Tue 21 Oct 2014 08:23:48
02230	PRMLxT2	Calibration	-47.12 dB	0.01 dB	Wed 08 Oct 2014 17:21:47
02230	PRMLxT2	Calibration	-47.13 dB	-0.05 dB	Wed 08 Oct 2014 16:59:03
02230	PRMLxT2	Calibration	-47.08 dB	0.04 dB	Wed 08 Oct 2014 12:26:19
02230	PRMLxT2	Calibration	-47.12 dB	-0.13 dB	Wed 08 Oct 2014 11:58:03
02230	PRMLxT2	Calibration	-46.99 dB	0.02 dB	Wed 08 Oct 2014 08:42:25
02230	PRMLxT2	Calibration	-47.01 dB	0.04 dB	Wed 08 Oct 2014 08:15:56
02230	PRMLxT2	Calibration	-47.05 dB	0.03 dB	Tue 07 Oct 2014 18:11:38
02230	PRMLxT2	Calibration	-47.08 dB	0.18 dB	Tue 07 Oct 2014 16:56:35
02230	PRMLxT2	Calibration	-47.26 dB	-0.07 dB	Tue 07 Oct 2014 13:06:26
02230	PRMLxT2	Calibration	-47.19 dB	0.04 dB	Tue 07 Oct 2014 11:59:23
02230	PRMLxT2	Calibration	-47.23 dB	-0.05 dB	Tue 07 Oct 2014 09:40:49
02230	PRMLxT2	Calibration	-47.18 dB	-0.13 dB	Tue 07 Oct 2014 08:26:56
02230	PRMLxT2	Calibration	-47.05 dB	-0.02 dB	Thu 02 Oct 2014 18:12:25
02230	PRMLxT2	Calibration	-47.03 dB	0.00 dB	Thu 02 Oct 2014 17:00:05
02230	PRMLxT2	Calibration	-47.03 dB	-0.08 dB	Thu 02 Oct 2014 13:06:32
02230	PRMLxT2	Calibration	-46.95 dB	0.00 dB	Thu 02 Oct 2014 11:59:39
02230	PRMLxT2	Calibration	-46.95 dB	0.01 dB	Thu 02 Oct 2014 09:10:47
02230	PRMLxT2	Calibration	-46.96 dB	0.01 dB	Thu 02 Oct 2014 08:06:17

Serial Number	Preamp	Type	Offset	Deviation	Calibration Date
02230	PRMLxT2	Calibration	-46.97 dB	-0.04 dB	Wed 01 Oct 2014 18:10:24
02230	PRMLxT2	Calibration	-46.93 dB	0.03 dB	Wed 01 Oct 2014 16:57:29
02230	PRMLxT2	Calibration	-46.96 dB	-0.08 dB	Wed 01 Oct 2014 13:13:09
02230	PRMLxT2	Calibration	-46.88 dB	0.17 dB	Wed 01 Oct 2014 11:58:32
02230	PRMLxT2	Calibration	-47.05 dB	0.11 dB	Wed 01 Oct 2014 09:13:28
02230	PRMLxT2	Calibration	-47.16 dB	-0.13 dB	Wed 01 Oct 2014 07:56:09
02230	PRMLxT2	Calibration	-47.03 dB	0.15 dB	Tue 30 Sep 2014 17:51:31
02230	PRMLxT2	Calibration	-47.18 dB	-0.18 dB	Tue 30 Sep 2014 16:59:38
02230	PRMLxT2	Calibration	-47.00 dB	-0.03 dB	Tue 30 Sep 2014 12:53:06
02230	PRMLxT2	Calibration	-46.97 dB	0.23 dB	Tue 30 Sep 2014 11:57:43
02230	PRMLxT2	Calibration	-47.20 dB	0.05 dB	Tue 30 Sep 2014 08:45:36
02230	PRMLxT2	Calibration	-47.25 dB	0.08 dB	Tue 30 Sep 2014 07:57:52
02230	PRMLxT2	Calibration	-47.33 dB	-0.03 dB	Thu 18 Sep 2014 17:47:57
02230	PRMLxT2	Calibration	-47.30 dB	0.06 dB	Thu 18 Sep 2014 17:25:51
02230	PRMLxT2	Calibration	-47.36 dB	0.01 dB	Thu 18 Sep 2014 16:59:12
02230	PRMLxT2	Calibration	-47.37 dB	-0.02 dB	Thu 18 Sep 2014 16:32:34
02230	PRMLxT2	Calibration	-47.35 dB	0.02 dB	Thu 18 Sep 2014 12:29:11
02230	PRMLxT2	Calibration	-47.37 dB	0.02 dB	Thu 18 Sep 2014 12:06:03
02230	PRMLxT2	Calibration	-47.39 dB	-0.02 dB	Thu 18 Sep 2014 09:26:45
02230	PRMLxT2	Calibration	-47.37 dB	-0.02 dB	Thu 18 Sep 2014 09:03:48
02230	PRMLxT2	Calibration	-47.35 dB	0.10 dB	Thu 18 Sep 2014 08:39:47
02230	PRMLxT2	Calibration	-47.45 dB	0.04 dB	Thu 18 Sep 2014 08:18:02
02230	PRMLxT2	Calibration	-47.49 dB	0.11 dB	Wed 17 Sep 2014 17:53:09
02230	PRMLxT2	Calibration	-47.60 dB	-0.07 dB	Wed 17 Sep 2014 12:47:55
02230	PRMLxT2	Calibration	-47.53 dB	-0.12 dB	Wed 17 Sep 2014 11:57:21
02230	PRMLxT2	Calibration	-47.41 dB	-0.02 dB	Wed 17 Sep 2014 10:36:08
02230	PRMLxT2	Calibration	-47.39 dB	0.05 dB	Wed 17 Sep 2014 10:12:09
02230	PRMLxT2	Calibration	-47.44 dB	-0.03 dB	Wed 17 Sep 2014 09:47:30
02230	PRMLxT2	Calibration	-47.41 dB	0.11 dB	Wed 17 Sep 2014 09:21:28
02230	PRMLxT2	Calibration	-47.52 dB	-0.10 dB	Wed 17 Sep 2014 08:44:47
02230	PRMLxT2	Calibration	-47.42 dB	0.34 dB	Wed 17 Sep 2014 07:53:44
02230	PRMLxT2	Calibration	-47.76 dB	0.21 dB	Tue 16 Sep 2014 18:07:09
02230	PRMLxT2	Calibration	-47.97 dB	-0.31 dB	Tue 16 Sep 2014 16:55:42
02230	PRMLxT2	Calibration	-47.66 dB	-0.03 dB	Tue 16 Sep 2014 13:08:38
02230	PRMLxT2	Calibration	-47.63 dB	-0.21 dB	Tue 16 Sep 2014 11:51:48
02230	PRMLxT2	Calibration	-47.42 dB	-0.29 dB	Tue 16 Sep 2014 04:14:43
02230	PRMLxT2	Calibration	-47.13 dB	1.90 dB	Fri 15 Aug 2014 23:55:16
02230	PRMLxT2	Calibration	-49.03 dB	0.00 dB	Fri 15 Aug 2014 13:01:06
02230	PRMLxT2	Calibration	-49.03 dB	-1.33 dB	Fri 15 Aug 2014 10:55:33
02230	PRMLxT2	Calibration	-47.70 dB	-0.06 dB	Thu 26 Jun 2014 17:46:48
02230	PRMLxT2	Calibration	-47.64 dB	0.21 dB	Thu 26 Jun 2014 17:02:02
02230	PRMLxT2	Calibration	-47.85 dB	-0.20 dB	Thu 26 Jun 2014 12:47:36
02230	PRMLxT2	Calibration	-47.65 dB	-0.07 dB	Thu 26 Jun 2014 12:02:55
02230	PRMLxT2	Calibration	-47.58 dB	0.03 dB	Thu 26 Jun 2014 08:29:25
02230	PRMLxT2	Calibration	-47.61 dB	-0.12 dB	Thu 26 Jun 2014 07:45:56
02230	PRMLxT2	Calibration	-47.49 dB	-0.02 dB	Tue 24 Jun 2014 18:09:05
02230	PRMLxT2	Calibration	-47.47 dB	0.26 dB	Tue 24 Jun 2014 16:55:49
02230	PRMLxT2	Calibration	-47.73 dB	-0.26 dB	Tue 24 Jun 2014 13:04:28
02230	PRMLxT2	Calibration	-47.47 dB	0.24 dB	Tue 24 Jun 2014 11:54:52
02230	PRMLxT2	Calibration	-47.71 dB	-0.05 dB	Tue 24 Jun 2014 09:11:16
02230	PRMLxT2	Calibration	-47.66 dB	0.00 dB	Thu 19 Jun 2014 17:48:46
02230	PRMLxT2	Calibration	-47.66 dB	0.05 dB	Thu 19 Jun 2014 16:58:35
02230	PRMLxT2	Calibration	-47.71 dB	0.00 dB	Thu 19 Jun 2014 12:46:19
02230	PRMLxT2	Calibration	-47.71 dB	0.03 dB	Thu 19 Jun 2014 11:57:11
02230	PRMLxT2	Calibration	-47.74 dB	-0.04 dB	Wed 18 Jun 2014 04:02:21
02230	PRMLxT2	Calibration	-47.70 dB	0.15 dB	Wed 18 Jun 2014 03:17:21
02230	PRMLxT2	Calibration	-47.85 dB	0.04 dB	Tue 17 Jun 2014 17:28:26
02230	PRMLxT2	Calibration	-47.89 dB	-0.19 dB	Tue 17 Jun 2014 16:57:49
02230	PRMLxT2	Calibration	-47.70 dB	0.00 dB	Tue 17 Jun 2014 12:25:40
02230	PRMLxT2	Calibration	-47.70 dB	-0.05 dB	Tue 17 Jun 2014 11:51:33
02230	PRMLxT2	Calibration	-47.65 dB	0.00 dB	Fri 13 Jun 2014 22:37:32
02230	PRMLxT2	Calibration	-47.65 dB	-0.11 dB	Fri 13 Jun 2014 22:14:57
02230	PRMLxT2	Calibration	-47.54 dB	-0.06 dB	Thu 12 Jun 2014 17:54:31
02230	PRMLxT2	Calibration	-47.48 dB	-0.06 dB	Thu 12 Jun 2014 16:47:58
02230	PRMLxT2	Calibration	-47.42 dB	-0.04 dB	Thu 12 Jun 2014 12:49:57
02230	PRMLxT2	Calibration	-47.38 dB	0.19 dB	Thu 12 Jun 2014 11:53:00
02230	PRMLxT2	Calibration	-47.57 dB	0.00 dB	Thu 12 Jun 2014 09:32:39
02230	PRMLxT2	Calibration	-47.57 dB	0.12 dB	Thu 12 Jun 2014 08:32:21
02230	PRMLxT2	Calibration	-47.69 dB	0.01 dB	Wed 11 Jun 2014 18:04:19
02230	PRMLxT2	Calibration	-47.70 dB	-0.06 dB	Wed 11 Jun 2014 16:58:08
02230	PRMLxT2	Calibration	-47.64 dB	-0.06 dB	Wed 11 Jun 2014 13:04:42
02230	PRMLxT2	Calibration	-47.58 dB	-0.14 dB	Wed 11 Jun 2014 11:58:05
02230	PRMLxT2	Calibration	-47.44 dB	0.00 dB	Wed 11 Jun 2014 09:19:55

Serial Number	Preamp	Type	Offset	Deviation	Calibration Date
02230	Unknown	Calibration	-49.03 dB	0.00 dB	Fri 15 Aug 2014 10:53:09
02230	Unknown	Calibration	-49.03 dB	0.00 dB	Fri 15 Aug 2014 10:50:26
02230	Unknown	Calibration	-49.03 dB	0.00 dB	Fri 15 Aug 2014 10:48:06

General Information

Serial Number	02230
Model	SoundTrack LxT®
Firmware Version	2.301
Filename	LxT_Data.050
User	
Job Description	
Location	
Measurement Description	
Start Time	Wednesday, 2016 January 27 14:29:26
Stop Time	Wednesday, 2016 January 27 14:49:36
Duration	00:20:09.3
Run Time	00:20:09.3
Pause	00:00:00.0
Pre Calibration	Wednesday, 2016 January 27 14:28:30
Post Calibration	None
Calibration Deviation	---

Note

Overall Data

LASeq		63.6	dB
LASmax	2016 Jan 27 14:32:42	84.0	dB
LApeak (max)	2016 Jan 27 14:30:06	101.8	dB
LASmin	2016 Jan 27 14:48:29	47.6	dB
LCSeq		74.9	dB
LASeq		63.6	dB
LCSeq - LASeq		11.2	dB
LAIeq		66.0	dB
LAeq		63.6	dB
LAIeq - LAeq		2.4	dB
Ldn		63.6	dB
LDay 07:00-22:00		63.6	dB
LNight 22:00-07:00		---	dB
Lden		63.6	dB
LDay 07:00-19:00		63.6	dB
LEvening 19:00-22:00		---	dB
LNight 22:00-07:00		---	dB
LASE		94.5	dB
EAS		310.7	µPa²h
EAS8		7.400	mPa²h
EAS40		37.00	mPa²h
# Overloads		0	
Overload Duration		0.0	s
# OBA Overloads		0	
OBA Overload Duration		0.0	s

Statistics

LAS5.00	66.7	dBA
LAS10.00	63.7	dBA
LAS33.30	59.3	dBA
LAS50.00	57.8	dBA
LAS66.60	56.4	dBA
LAS90.00	53.9	dBA
LAS > 85.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LAS > 115.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)	0 / 0.0	s

Dose

Name	OSHA-1	OSHA-2	
Dose	---	0.02	%
Projected Dose	---	0.36	%
TWA (Projected)	---	49.4	dBA
TWA (t)	---	26.5	dBA
Lep (t)	49.9	49.9	dBA

Settings

Exchange Rate	5	5	dB
Threshold	90.0	70.0	dBA
Criterion Level	90.0	90.0	dBA
Criterion Duration	8.0	8.0	h
RMS Weight		A Weighting	
Peak Weight		A Weighting	
Detector		Slow	
Preamp		PRMLxT2	
Microphone Correction		Off	
Integration Method		Exponential	
OBA Range		Normal	
OBA Bandwidth		1/1 Octave	
OBA Freq. Weighting		A Weighting	
OBA Max Spectrum		Bin Max	
Under Range Limit		35.3	dB
Under Range Peak		96.7	dB
Noise Floor		23.1	dB
Overload		140.4	dB

1/1 Spectra

Freq. (Hz):	8.0	16.0	31.5	63.0	125	250	500	1k	2k	4k	8k	16k
LASeq	26.4	24.2	31.8	46.5	49.7	54.0	57.8	59.0	56.3	50.0	41.6	34.7
LASmax	26.4	35.4	44.7	66.2	68.0	74.0	79.5	78.6	76.4	70.3	61.0	48.2
LASmin	26.4	23.8	21.6	32.1	34.2	37.4	40.8	43.6	39.5	34.9	35.4	33.7

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT2	27 Jan 2016 14:28:28	-46.7
PRMLxT2	27 Jan 2016 12:55:46	-46.8
PRMLxT2	27 Jan 2016 11:53:13	-46.7
PRMLxT2	27 Jan 2016 11:31:56	-46.7
PRMLxT2	27 Jan 2016 09:02:24	-46.8
PRMLxT2	27 Jan 2016 07:57:00	-46.8
PRMLxT2	24 Nov 2015 18:10:17	-46.7
PRMLxT2	24 Nov 2015 17:06:34	-46.8
PRMLxT2	24 Nov 2015 16:39:11	-46.8
PRMLxT2	24 Nov 2015 13:13:33	-46.8
PRMLxT2	24 Nov 2015 12:08:02	-46.8

General Information

Serial Number	02230
Model	SoundTrack LxT®
Firmware Version	2.301
Filename	LxT_Data.048
User	
Job Description	
Location	

Measurement Description	
Start Time	Wednesday, 2016 January 27 11:33:15
Stop Time	Wednesday, 2016 January 27 11:50:47
Duration	00:17:31.6
Run Time	00:17:01.9
Pause	00:00:29.7
Pre Calibration	Wednesday, 2016 January 27 11:31:58
Post Calibration	None
Calibration Deviation	---

Note

Overall Data

LASeq		69.7	dB
LASmax	2016 Jan 27 11:45:42	80.9	dB
LApeak (max)	2016 Jan 27 11:33:41	98.1	dB
LASmin	2016 Jan 27 11:50:18	57.5	dB
LCSeq		77.6	dB
LASeq		69.7	dB
LCSeq - LASeq		8.0	dB
LAIeq		73.0	dB
LAeq		69.7	dB
LAIeq - LAeq		3.3	dB
Ldn		69.7	dB
LDay 07:00-22:00		69.7	dB
LNight 22:00-07:00		---	dB
Lden		69.7	dB
LDay 07:00-19:00		69.7	dB
LEvening 19:00-22:00		---	dB
LNight 22:00-07:00		---	dB
LASE		99.8	dB
EAS		1.052	mPa^2h
EAS8		29.64	mPa^2h
EAS40		148.2	mPa^2h
# Overloads		0	
Overload Duration		0.0	s
# OBA Overloads		0	
OBA Overload Duration		0.0	s

Statistics

LAS5.00	73.3	dBA
LAS10.00	72.2	dBA
LAS33.30	69.6	dBA
LAS50.00	68.6	dBA
LAS66.60	67.6	dBA
LAS90.00	65.6	dBA

LAS > 85.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LAS > 115.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)	0 / 0.0	s

Dose

Name	OSHA-1	OSHA-2	
Dose	---	0.09	%
Projected Dose	---	2.41	%
TWA (Projected)	---	63.1	dBA
TWA (t)	---	39.1	dBA
Lep (t)	55.2	55.2	dBA

Settings

Exchange Rate	5	5	dB
Threshold	90.0	70.0	dBA
Criterion Level	90.0	90.0	dBA
Criterion Duration	8.0	8.0	h
RMS Weight		A Weighting	
Peak Weight		A Weighting	
Detector		Slow	
Preamp		PRMLxT2	
Microphone Correction		Off	
Integration Method		Exponential	
OBA Range		Normal	
OBA Bandwidth		1/1 Octave	
OBA Freq. Weighting		A Weighting	
OBA Max Spectrum		Bin Max	
Under Range Limit		35.3	dB
Under Range Peak		96.7	dB
Noise Floor		23.1	dB
Overload		140.4	dB

1/1 Spectra

Freq. (Hz):	8.0	16.0	31.5	63.0	125	250	500	1k	2k	4k	8k	16k
LASeq	26.4	23.9	35.4	47.8	50.1	54.9	59.8	65.5	65.6	58.4	44.5	34.6
LASmax	26.4	33.7	56.1	62.8	67.3	71.8	76.0	77.3	76.3	71.1	57.0	48.8
LASmin	26.4	23.7	21.7	34.3	35.4	42.2	49.0	53.6	52.1	46.9	36.4	33.7

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT2	27 Jan 2016 11:31:56	-46.7
PRMLxT2	27 Jan 2016 09:02:24	-46.8
PRMLxT2	27 Jan 2016 07:57:00	-46.8
PRMLxT2	24 Nov 2015 18:10:17	-46.7
PRMLxT2	24 Nov 2015 17:06:34	-46.8
PRMLxT2	24 Nov 2015 16:39:11	-46.8
PRMLxT2	24 Nov 2015 13:13:33	-46.8
PRMLxT2	24 Nov 2015 12:08:02	-46.8
PRMLxT2	24 Nov 2015 11:37:54	-46.8
PRMLxT2	24 Nov 2015 11:37:38	-46.8
PRMLxT2	24 Nov 2015 09:22:11	-46.9

General Information

Serial Number	02230
Model	SoundTrack LxT®
Firmware Version	2.301
Filename	LxT_Data.049
User	
Job Description	
Location	

Measurement Description	
Start Time	Wednesday, 2016 January 27 11:54:01
Stop Time	Wednesday, 2016 January 27 12:54:22
Duration	01:00:21.1
Run Time	01:00:03.2
Pause	00:00:17.9
Pre Calibration	Wednesday, 2016 January 27 11:53:15
Post Calibration	None
Calibration Deviation	---

Note

Overall Data

LASeq		66.6	dB
LASmax	2016 Jan 27 12:31:11	85.3	dB
LApeak (max)	2016 Jan 27 11:54:24	103.7	dB
LASmin	2016 Jan 27 12:26:13	51.4	dB
LCSeq		77.6	dB
LASeq		66.6	dB
LCSeq - LASeq		11.0	dB
LAIeq		68.5	dB
LAeq		66.6	dB
LAIeq - LAeq		1.9	dB
Ldn		66.6	dB
LDay 07:00-22:00		66.6	dB
LNight 22:00-07:00		---	dB
Lden		66.6	dB
LDay 07:00-19:00		66.6	dB
LEvening 19:00-22:00		---	dB
LNight 22:00-07:00		---	dB
LASE		102.2	dB
EAS		1.837	mPa²h
EAS8		14.68	mPa²h
EAS40		73.41	mPa²h
# Overloads		0	
Overload Duration		0.0	s
# OBA Overloads		0	
OBA Overload Duration		0.0	s

Statistics

LAS5.00	71.6	dBA
LAS10.00	69.7	dBA
LAS33.30	65.4	dBA
LAS50.00	63.2	dBA
LAS66.60	61.2	dBA
LAS90.00	57.4	dBA

LAS > 85.0 dB (Exceedence Counts / Duration)	2 / 2.4	s
LAS > 115.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)	0 / 0.0	s

Dose

Name	OSHA-1	OSHA-2	
Dose	---	0.11	%
Projected Dose	---	0.89	%
TWA (Projected)	---	56.0	dBA
TWA (t)	---	41.0	dBA
Lep (t)	57.6	57.6	dBA

Settings

Exchange Rate	5	5	dB
Threshold	90.0	70.0	dBA
Criterion Level	90.0	90.0	dBA
Criterion Duration	8.0	8.0	h
RMS Weight		A Weighting	
Peak Weight		A Weighting	
Detector		Slow	
Preamp		PRMLxT2	
Microphone Correction		Off	
Integration Method		Exponential	
OBA Range		Normal	
OBA Bandwidth		1/1 Octave	
OBA Freq. Weighting		A Weighting	
OBA Max Spectrum		Bin Max	
Under Range Limit		35.4	dB
Under Range Peak		96.7	dB
Noise Floor		23.1	dB
Overload		140.4	dB

1/1 Spectra

Freq. (Hz):	8.0	16.0	31.5	63.0	125	250	500	1k	2k	4k	8k	16k
LASeq	26.4	23.9	34.6	49.8	54.1	55.8	59.4	61.9	60.1	55.6	48.9	38.6
LASmax	26.4	33.7	50.1	69.7	73.1	73.2	78.0	81.0	82.2	77.1	72.3	64.1
LASmin	26.4	23.8	22.0	32.7	37.0	39.8	44.4	46.4	42.0	37.6	35.5	33.7

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT2	27 Jan 2016 11:53:13	-46.7
PRMLxT2	27 Jan 2016 11:31:56	-46.7
PRMLxT2	27 Jan 2016 09:02:24	-46.8
PRMLxT2	27 Jan 2016 07:57:00	-46.8
PRMLxT2	24 Nov 2015 18:10:17	-46.7
PRMLxT2	24 Nov 2015 17:06:34	-46.8
PRMLxT2	24 Nov 2015 16:39:11	-46.8
PRMLxT2	24 Nov 2015 13:13:33	-46.8
PRMLxT2	24 Nov 2015 12:08:02	-46.8
PRMLxT2	24 Nov 2015 11:37:54	-46.8
PRMLxT2	24 Nov 2015 11:37:38	-46.8

General Information

Serial Number	02230
Model	SoundTrack LxT®
Firmware Version	2.301
Filename	LxT_Data.051
User	
Job Description	
Location	
Measurement Description	
Start Time	Wednesday, 2016 January 27 17:02:33
Stop Time	Wednesday, 2016 January 27 18:03:50
Duration	01:01:17.4
Run Time	01:00:02.6
Pause	00:01:14.8
Pre Calibration	Wednesday, 2016 January 27 17:01:28
Post Calibration	None
Calibration Deviation	---

Note

Overall Data

LASeq		66.8	dB
LASmax	2016 Jan 27 17:15:17	83.4	dB
LApeak (max)	2016 Jan 27 17:53:05	102.5	dB
LASmin	2016 Jan 27 18:00:35	52.7	dB
LCSeq		77.8	dB
LASeq		66.8	dB
LCSeq - LASeq		11.0	dB
LAIeq		69.3	dB
LAeq		66.9	dB
LAIeq - LAeq		2.4	dB
Ldn		66.8	dB
LDay 07:00-22:00		66.8	dB
LNight 22:00-07:00		---	dB
Lden		66.8	dB
LDay 07:00-19:00		66.8	dB
LEvening 19:00-22:00		---	dB
LNight 22:00-07:00		---	dB
LASE		102.4	dB
EAS		1.937	mPa²h
EAS8		15.49	mPa²h
EAS40		77.44	mPa²h
# Overloads		0	
Overload Duration		0.0	s
# OBA Overloads		0	
OBA Overload Duration		0.0	s

Statistics

LAS5.00	71.3	dBA
LAS10.00	69.8	dBA
LAS33.30	66.5	dBA
LAS50.00	64.5	dBA
LAS66.60	62.2	dBA
LAS90.00	58.7	dBA
LAS > 85.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LAS > 115.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)	0 / 0.0	s

Dose

Name	OSHA-1	OSHA-2	
Dose	---	0.10	%
Projected Dose	---	0.83	%
TWA (Projected)	---	55.5	dBA
TWA (t)	---	40.5	dBA
Lep (t)	57.8	57.8	dBA

Settings

Exchange Rate	5	5	dB
Threshold	90.0	70.0	dBA
Criterion Level	90.0	90.0	dBA
Criterion Duration	8.0	8.0	h
RMS Weight		A Weighting	
Peak Weight		A Weighting	
Detector		Slow	
Preamp		PRMLxT2	
Microphone Correction		Off	
Integration Method		Exponential	
OBA Range		Normal	
OBA Bandwidth		1/1 Octave	
OBA Freq. Weighting		A Weighting	
OBA Max Spectrum		Bin Max	
Under Range Limit		35.4	dB
Under Range Peak		96.8	dB
Noise Floor		23.1	dB
Overload		140.5	dB

1/1 Spectra

Freq. (Hz):	8.0	16.0	31.5	63.0	125	250	500	1k	2k	4k	8k	16k
LASeq	26.5	23.9	34.7	50.3	55.8	56.4	59.6	62.6	59.3	54.0	48.3	38.4
LASmax	26.5	36.0	50.1	69.2	79.5	75.1	75.3	78.1	79.2	80.0	74.2	65.9
LASmin	26.5	23.8	22.9	31.7	37.5	40.5	44.3	49.5	43.9	35.7	35.4	33.7

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT2	27 Jan 2016 17:01:26	-46.8
PRMLxT2	27 Jan 2016 14:50:37	-46.7
PRMLxT2	27 Jan 2016 14:28:28	-46.7
PRMLxT2	27 Jan 2016 12:55:46	-46.8
PRMLxT2	27 Jan 2016 11:53:13	-46.7
PRMLxT2	27 Jan 2016 11:31:56	-46.7
PRMLxT2	27 Jan 2016 09:02:24	-46.8
PRMLxT2	27 Jan 2016 07:57:00	-46.8
PRMLxT2	24 Nov 2015 18:10:17	-46.7
PRMLxT2	24 Nov 2015 17:06:34	-46.8
PRMLxT2	24 Nov 2015 16:39:11	-46.8

General Information

Serial Number	02230
Model	SoundTrack LxT®
Firmware Version	2.206
Filename	15042100.LD0
User	
Job Description	
Location	
Measurement Description	
Start Time	Tuesday, 2015 April 21 08:16:11
Stop Time	Tuesday, 2015 April 21 08:37:04
Duration	00:20:53.1
Run Time	00:20:07.1
Pause	00:00:46.0
Pre Calibration	Tuesday, 2015 April 21 08:14:26
Post Calibration	None
Calibration Deviation	---

Note

Overall Data

LASeq		69.6	dB
LASmax	2015 Apr 21 08:24:43	82.3	dB
LApeak (max)	2015 Apr 21 08:28:45	102.3	dB
LASmin	2015 Apr 21 08:32:25	52.6	dB
LCSeq		77.5	dB
LASeq		69.6	dB
LCSeq - LASeq		7.9	dB
LAIeq		71.5	dB
LAeq		69.6	dB
LAIeq - LAeq		1.9	dB
LASE		100.4	dB
EAS		1.219	mPa^2h
EAS8		29.08	mPa^2h
EAS40		145.4	mPa^2h
# Overloads		0	
Overload Duration		0.0	s
# OBA Overloads		0	
OBA Overload Duration		0.0	s

Statistics

LAS5.00	74.8	dBA
LAS10.00	72.9	dBA
LAS33.30	69.3	dBA
LAS50.00	66.8	dBA
LAS66.60	64.2	dBA
LAS90.00	59.3	dBA
LAS > 85.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LAS > 115.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)	0 / 0.0	s

Dose

Name	OSHA-1	
Dose	---	%
Projected Dose	---	%
TWA (Projected)	---	dBA
TWA (t)	---	dBA
Lep (t)	55.8	dBA

Settings

Exchange Rate	5	dB
Threshold	90.0	dBA
Criterion Level	90.0	dBA
Criterion Duration	8.0	h
RMS Weight	A Weighting	
Peak Weight	A Weighting	
Detector	Slow	
Preamp	PRMLxT2	
Microphone Correction	Off	
Integration Method	Exponential	
OBA Range	Normal	
OBA Bandwidth	1/1 Octave	
OBA Freq. Weighting	Z Weighting	
OBA Max Spectrum	Bin Max	
Under Range Limit	35.6	dB
Under Range Peak	97.2	dB
Noise Floor	23.3	dB
Overload	140.9	dB

1/1 Spectra

Freq. (Hz):	8.0	16.0	31.5	63.0	125	250	500	1k	2k	4k	8k	16k
LZSeq	70.6	68.8	71.8	74.6	70.1	66.5	65.2	65.9	61.3	57.8	55.7	50.1
LZSmax	86.1	88.4	89.9	90.0	83.0	80.7	79.1	79.4	74.5	75.5	77.1	75.6
LZSmin	55.4	58.8	59.9	59.8	60.2	50.5	47.2	47.6	42.7	38.6	37.5	41.0

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT2	21 Apr 2015 08:14:24	-47.2
PRMLxT2	16 Apr 2015 18:10:12	-47.1
PRMLxT2	16 Apr 2015 16:54:27	-47.3
PRMLxT2	16 Apr 2015 13:10:44	-47.1
PRMLxT2	16 Apr 2015 12:00:08	-47.2
PRMLxT2	16 Apr 2015 09:22:59	-47.1
PRMLxT2	16 Apr 2015 08:05:38	-47.1
PRMLxT2	01 Apr 2015 17:55:34	-47.0
PRMLxT2	01 Apr 2015 16:51:36	-47.0
PRMLxT2	19 Mar 2015 17:45:28	-47.0
PRMLxT2	19 Mar 2015 16:59:38	-47.1

General Information

Serial Number	02230
Model	SoundTrack LxT®
Firmware Version	2.206
Filename	15042101.LD0
User	
Job Description	
Location	
Measurement Description	
Start Time	Tuesday, 2015 April 21 08:37:51
Stop Time	Tuesday, 2015 April 21 08:58:12
Duration	00:20:21.3
Run Time	00:20:21.3
Pause	00:00:00.0
Pre Calibration	Tuesday, 2015 April 21 08:14:24
Post Calibration	None
Calibration Deviation	---

Note

Overall Data

LASeq		63.2	dB
LASmax	2015 Apr 21 08:45:40	74.1	dB
LApeak (max)	2015 Apr 21 08:58:08	91.4	dB
LASmin	2015 Apr 21 08:44:17	51.7	dB
LCSeq		73.9	dB
LASeq		63.2	dB
LCSeq - LASeq		10.7	dB
LAIeq		65.0	dB
LAeq		63.2	dB
LAIeq - LAeq		1.8	dB
LASE		94.1	dB
EAS		282.3	µPa²h
EAS8		6.658	mPa²h
EAS40		33.29	mPa²h
# Overloads		0	
Overload Duration		0.0	s
# OBA Overloads		0	
OBA Overload Duration		0.0	s

Statistics

LAS5.00	67.6	dBA
LAS10.00	66.4	dBA
LAS33.30	63.3	dBA
LAS50.00	61.6	dBA
LAS66.60	59.8	dBA
LAS90.00	56.7	dBA
LAS > 85.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LAS > 115.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)	0 / 0.0	s

Dose

Name	OSHA-1	
Dose	---	%
Projected Dose	---	%
TWA (Projected)	---	dBA
TWA (t)	---	dBA
Lep (t)	49.5	dBA

Settings

Exchange Rate	5	dB
Threshold	90.0	dBA
Criterion Level	90.0	dBA
Criterion Duration	8.0	h
RMS Weight	A Weighting	
Peak Weight	A Weighting	
Detector	Slow	
Preamp	PRMLxT2	
Microphone Correction	Off	
Integration Method	Exponential	
OBA Range	Normal	
OBA Bandwidth	1/1 Octave	
OBA Freq. Weighting	Z Weighting	
OBA Max Spectrum	Bin Max	
Under Range Limit	35.6	dB
Under Range Peak	97.2	dB
Noise Floor	23.3	dB
Overload	140.9	dB

1/1 Spectra

Freq. (Hz):	8.0	16.0	31.5	63.0	125	250	500	1k	2k	4k	8k	16k
LZSeq	78.0	72.2	71.0	70.4	64.8	60.8	58.8	59.6	54.6	51.3	45.6	44.3
LZSmax	95.9	87.9	84.0	86.0	79.9	72.9	73.1	71.4	65.6	67.5	59.6	67.7
LZSmin	57.4	59.5	61.5	61.5	55.8	49.4	47.1	47.6	43.1	38.7	37.5	41.0

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT2	21 Apr 2015 08:14:24	-47.2
PRMLxT2	16 Apr 2015 18:10:12	-47.1
PRMLxT2	16 Apr 2015 16:54:27	-47.3
PRMLxT2	16 Apr 2015 13:10:44	-47.1
PRMLxT2	16 Apr 2015 12:00:08	-47.2
PRMLxT2	16 Apr 2015 09:22:59	-47.1
PRMLxT2	16 Apr 2015 08:05:38	-47.1
PRMLxT2	01 Apr 2015 17:55:34	-47.0
PRMLxT2	01 Apr 2015 16:51:36	-47.0
PRMLxT2	19 Mar 2015 17:45:28	-47.0
PRMLxT2	19 Mar 2015 16:59:38	-47.1

General Information

Serial Number	02230
Model	SoundTrack LxT®
Firmware Version	2.206
Filename	15042102.LD0
User	
Job Description	
Location	
Measurement Description	
Start Time	Tuesday, 2015 April 21 08:58:53
Stop Time	Tuesday, 2015 April 21 09:23:56
Duration	00:25:02.8
Run Time	00:20:01.4
Pause	00:05:01.4
Pre Calibration	Tuesday, 2015 April 21 08:14:24
Post Calibration	None
Calibration Deviation	---

Note

Overall Data

LASeq		60.4	dB
LASmax	2015 Apr 21 09:12:10	73.7	dB
LApeak (max)	2015 Apr 21 09:15:33	92.1	dB
LASmin	2015 Apr 21 09:01:41	50.9	dB
LCSeq		74.9	dB
LASeq		60.4	dB
LCSeq - LASeq		14.5	dB
LAIeq		62.4	dB
LAeq		60.5	dB
LAIeq - LAeq		2.0	dB
LASE		91.2	dB
EAS		146.9	µPa²h
EAS8		3.521	mPa²h
EAS40		17.61	mPa²h
# Overloads		0	
Overload Duration		0.0	s
# OBA Overloads		0	
OBA Overload Duration		0.0	s

Statistics

LAS5.00	65.1	dBA
LAS10.00	63.6	dBA
LAS33.30	60.4	dBA
LAS50.00	58.6	dBA
LAS66.60	56.7	dBA
LAS90.00	53.6	dBA
LAS > 85.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LAS > 115.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)	0 / 0.0	s

Dose

Name	OSHA-1	
Dose	---	%
Projected Dose	---	%
TWA (Projected)	---	dBA
TWA (t)	---	dBA
Lep (t)	46.6	dBA

Settings

Exchange Rate	5	dB
Threshold	90.0	dBA
Criterion Level	90.0	dBA
Criterion Duration	8.0	h
RMS Weight	A Weighting	
Peak Weight	A Weighting	
Detector	Slow	
Preamp	PRMLxT2	
Microphone Correction	Off	
Integration Method	Exponential	
OBA Range	Normal	
OBA Bandwidth	1/1 Octave	
OBA Freq. Weighting	Z Weighting	
OBA Max Spectrum	Bin Max	
Under Range Limit	35.6	dB
Under Range Peak	97.2	dB
Noise Floor	23.3	dB
Overload	140.9	dB

1/1 Spectra

Freq. (Hz):	8.0	16.0	31.5	63.0	125	250	500	1k	2k	4k	8k	16k
LZSeq	75.7	69.9	69.3	73.6	66.2	59.1	55.5	55.9	51.6	48.5	42.3	42.4
LZSmax	89.3	80.6	79.4	89.7	79.0	71.4	67.9	73.4	63.8	59.5	57.5	63.5
LZSmin	55.7	58.9	61.2	59.7	55.8	48.9	46.2	45.7	42.6	38.5	37.5	41.1

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT2	21 Apr 2015 08:14:24	-47.2
PRMLxT2	16 Apr 2015 18:10:12	-47.1
PRMLxT2	16 Apr 2015 16:54:27	-47.3
PRMLxT2	16 Apr 2015 13:10:44	-47.1
PRMLxT2	16 Apr 2015 12:00:08	-47.2
PRMLxT2	16 Apr 2015 09:22:59	-47.1
PRMLxT2	16 Apr 2015 08:05:38	-47.1
PRMLxT2	01 Apr 2015 17:55:34	-47.0
PRMLxT2	01 Apr 2015 16:51:36	-47.0
PRMLxT2	19 Mar 2015 17:45:28	-47.0
PRMLxT2	19 Mar 2015 16:59:38	-47.1

General Information

Serial Number	02230
Model	SoundTrack LxT®
Firmware Version	2.206
Filename	15042103.LD0
User	
Job Description	
Location	
Measurement Description	
Start Time	Tuesday, 2015 April 21 12:00:48
Stop Time	Tuesday, 2015 April 21 12:20:54
Duration	00:20:06.5
Run Time	00:20:06.5
Pause	00:00:00.0
Pre Calibration	Tuesday, 2015 April 21 11:59:08
Post Calibration	None
Calibration Deviation	---

Note

Overall Data

LASeq		68.1	dB
LASmax	2015 Apr 21 12:08:02	86.9	dB
LApeak (max)	2015 Apr 21 12:08:02	101.6	dB
LASmin	2015 Apr 21 12:05:27	50.6	dB
LCSeq		78.7	dB
LASeq		68.1	dB
LCSeq - LASeq		10.7	dB
LAIeq		70.1	dB
LAeq		68.1	dB
LAIeq - LAeq		2.1	dB
LASE		98.9	dB
EAS		855.7	µPa²h
EAS8		20.43	mPa²h
EAS40		102.1	mPa²h
# Overloads		0	
Overload Duration		0.0	s
# OBA Overloads		0	
OBA Overload Duration		0.0	s

Statistics

LAS5.00	73.2	dBA
LAS10.00	71.3	dBA
LAS33.30	66.4	dBA
LAS50.00	64.0	dBA
LAS66.60	61.6	dBA
LAS90.00	57.5	dBA

LAS > 85.0 dB (Exceedence Counts / Duration)	1 / 1.7	s
LAS > 115.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)	0 / 0.0	s

Dose

Name	OSHA-1	
Dose	---	%
Projected Dose	---	%
TWA (Projected)	---	dBA
TWA (t)	---	dBA
Lep (t)	54.3	dBA

Settings

Exchange Rate	5	dB
Threshold	90.0	dBA
Criterion Level	90.0	dBA
Criterion Duration	8.0	h
RMS Weight	A Weighting	
Peak Weight	A Weighting	
Detector	Slow	
Preamp	PRMLxT2	
Microphone Correction	Off	
Integration Method	Exponential	
OBA Range	Normal	
OBA Bandwidth	1/1 Octave	
OBA Freq. Weighting	Z Weighting	
OBA Max Spectrum	Bin Max	
Under Range Limit	35.7	dB
Under Range Peak	97.5	dB
Noise Floor	23.4	dB
Overload	141.2	dB

1/1 Spectra

Freq. (Hz):	8.0	16.0	31.5	63.0	125	250	500	1k	2k	4k	8k	16k
LZSeq	75.7	70.9	69.6	76.7	72.8	66.3	64.3	64.2	59.4	53.9	47.3	46.3
LZSmax	92.7	85.2	86.1	93.9	92.1	83.9	83.6	82.4	78.9	74.4	70.7	72.4
LZSmin	56.0	57.3	59.9	59.9	57.9	52.1	46.1	44.3	39.0	36.2	37.8	41.5

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT2	21 Apr 2015 11:59:06	-47.5
PRMLxT2	21 Apr 2015 09:26:18	-47.0
PRMLxT2	21 Apr 2015 08:14:24	-47.2
PRMLxT2	16 Apr 2015 18:10:12	-47.1
PRMLxT2	16 Apr 2015 16:54:27	-47.3
PRMLxT2	16 Apr 2015 13:10:44	-47.1
PRMLxT2	16 Apr 2015 12:00:08	-47.2
PRMLxT2	16 Apr 2015 09:22:59	-47.1
PRMLxT2	16 Apr 2015 08:05:38	-47.1
PRMLxT2	01 Apr 2015 17:55:34	-47.0
PRMLxT2	01 Apr 2015 16:51:36	-47.0

General Information

Serial Number	02230
Model	SoundTrack LxT®
Firmware Version	2.206
Filename	15042104.LD0
User	
Job Description	
Location	
Measurement Description	
Start Time	Tuesday, 2015 April 21 12:22:05
Stop Time	Tuesday, 2015 April 21 12:42:18
Duration	00:20:13.0
Run Time	00:20:12.4
Pause	00:00:00.6
Pre Calibration	Tuesday, 2015 April 21 11:59:06
Post Calibration	None
Calibration Deviation	---

Note

Overall Data

LASeq		68.9	dB
LASmax	2015 Apr 21 12:33:16	78.8	dB
LApeak (max)	2015 Apr 21 12:33:27	94.2	dB
LASmin	2015 Apr 21 12:25:00	61.4	dB
LCSeq		74.8	dB
LASeq		68.9	dB
LCSeq - LASeq		5.8	dB
LAIeq		72.5	dB
LAeq		68.9	dB
LAIeq - LAeq		3.6	dB
LASE		99.8	dB
EAS		1.055	mPa^2h
EAS8		25.06	mPa^2h
EAS40		125.3	mPa^2h
# Overloads		0	
Overload Duration		0.0	s
# OBA Overloads		0	
OBA Overload Duration		0.0	s

Statistics

LAS5.00	72.7	dBA
LAS10.00	71.5	dBA
LAS33.30	69.0	dBA
LAS50.00	67.8	dBA
LAS66.60	66.9	dBA
LAS90.00	65.2	dBA

LAS > 85.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LAS > 115.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)	0 / 0.0	s

Dose

Name	OSHA-1	
Dose	---	%
Projected Dose	---	%
TWA (Projected)	---	dBA
TWA (t)	---	dBA
Lep (t)	55.2	dBA

Settings

Exchange Rate	5	dB
Threshold	90.0	dBA
Criterion Level	90.0	dBA
Criterion Duration	8.0	h
RMS Weight	A Weighting	
Peak Weight	A Weighting	
Detector	Slow	
Preamp	PRMLxT2	
Microphone Correction	Off	
Integration Method	Exponential	
OBA Range	Normal	
OBA Bandwidth	1/1 Octave	
OBA Freq. Weighting	Z Weighting	
OBA Max Spectrum	Bin Max	
Under Range Limit	35.7	dB
Under Range Peak	97.5	dB
Noise Floor	23.4	dB
Overload	141.2	dB

1/1 Spectra

Freq. (Hz):	8.0	16.0	31.5	63.0	125	250	500	1k	2k	4k	8k	16k
LZSeq	79.3	73.6	70.4	69.4	66.1	61.4	62.3	65.8	62.6	56.0	44.6	42.1
LZSmax	100.2	93.0	87.7	85.5	88.0	72.1	71.5	76.1	75.4	74.4	65.2	58.7
LZSmin	56.1	59.7	61.0	59.4	53.0	51.5	57.0	57.5	53.7	45.4	38.4	41.4

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT2	21 Apr 2015 11:59:06	-47.5
PRMLxT2	21 Apr 2015 09:26:18	-47.0
PRMLxT2	21 Apr 2015 08:14:24	-47.2
PRMLxT2	16 Apr 2015 18:10:12	-47.1
PRMLxT2	16 Apr 2015 16:54:27	-47.3
PRMLxT2	16 Apr 2015 13:10:44	-47.1
PRMLxT2	16 Apr 2015 12:00:08	-47.2
PRMLxT2	16 Apr 2015 09:22:59	-47.1
PRMLxT2	16 Apr 2015 08:05:38	-47.1
PRMLxT2	01 Apr 2015 17:55:34	-47.0
PRMLxT2	01 Apr 2015 16:51:36	-47.0

General Information

Serial Number	02230
Model	SoundTrack LxT®
Firmware Version	2.206
Filename	15042105.LD0
User	
Job Description	
Location	
Measurement Description	
Start Time	Tuesday, 2015 April 21 12:43:28
Stop Time	Tuesday, 2015 April 21 13:03:55
Duration	00:20:27.2
Run Time	00:20:27.2
Pause	00:00:00.0
Pre Calibration	Tuesday, 2015 April 21 11:59:06
Post Calibration	None
Calibration Deviation	---

Note

Overall Data

LASeq		56.1	dB
LASmax	2015 Apr 21 13:03:14	71.1	dB
LApeak (max)	2015 Apr 21 13:03:23	87.2	dB
LASmin	2015 Apr 21 13:01:58	46.3	dB
LCSeq		71.4	dB
LASeq		56.1	dB
LCSeq - LASeq		15.3	dB
LAIeq		59.2	dB
LAeq		56.1	dB
LAIeq - LAeq		3.1	dB
LASE		87.0	dB
EAS		55.67	µPa²h
EAS8		1.307	mPa²h
EAS40		6.533	mPa²h
# Overloads		0	
Overload Duration		0.0	s
# OBA Overloads		0	
OBA Overload Duration		0.0	s

Statistics

LAS5.00	61.2	dBA
LAS10.00	58.0	dBA
LAS33.30	53.6	dBA
LAS50.00	51.9	dBA
LAS66.60	50.4	dBA
LAS90.00	48.5	dBA

LAS > 85.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LAS > 115.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)	0 / 0.0	s

Dose

Name	OSHA-1	
Dose	---	%
Projected Dose	---	%
TWA (Projected)	---	dBA
TWA (t)	---	dBA
Lep (t)	42.4	dBA

Settings

Exchange Rate	5	dB
Threshold	90.0	dBA
Criterion Level	90.0	dBA
Criterion Duration	8.0	h
RMS Weight	A Weighting	
Peak Weight	A Weighting	
Detector	Slow	
Preamp	PRMLxT2	
Microphone Correction	Off	
Integration Method	Exponential	
OBA Range	Normal	
OBA Bandwidth	1/1 Octave	
OBA Freq. Weighting	Z Weighting	
OBA Max Spectrum	Bin Max	
Under Range Limit	35.7	dB
Under Range Peak	97.5	dB
Noise Floor	23.4	dB
Overload	141.2	dB

1/1 Spectra

Freq. (Hz):	8.0	16.0	31.5	63.0	125	250	500	1k	2k	4k	8k	16k
LZSeq	76.7	71.2	70.8	65.2	63.7	55.6	53.8	51.3	44.8	42.5	41.5	41.6
LZSmax	94.9	86.9	84.7	79.3	84.5	71.8	72.4	67.7	56.6	61.1	61.8	53.8
LZSmin	52.9	57.3	59.3	54.1	51.8	45.1	42.8	41.2	36.9	34.7	37.7	41.3

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT2	21 Apr 2015 11:59:06	-47.5
PRMLxT2	21 Apr 2015 09:26:18	-47.0
PRMLxT2	21 Apr 2015 08:14:24	-47.2
PRMLxT2	16 Apr 2015 18:10:12	-47.1
PRMLxT2	16 Apr 2015 16:54:27	-47.3
PRMLxT2	16 Apr 2015 13:10:44	-47.1
PRMLxT2	16 Apr 2015 12:00:08	-47.2
PRMLxT2	16 Apr 2015 09:22:59	-47.1
PRMLxT2	16 Apr 2015 08:05:38	-47.1
PRMLxT2	01 Apr 2015 17:55:34	-47.0
PRMLxT2	01 Apr 2015 16:51:36	-47.0

Serial Number	Preamp	Type	Offset	Deviation	Calibration Date
02230	PRMLxT2	Calibration	-47.16 dB	0.33 dB	Tue 21 Apr 2015 18:04:41
02230	PRMLxT2	Calibration	-47.49 dB	-0.02 dB	Tue 21 Apr 2015 16:58:07
02230	PRMLxT2	Calibration	-47.47 dB	0.01 dB	Tue 21 Apr 2015 13:06:30
02230	PRMLxT2	Calibration	-47.48 dB	-0.46 dB	Tue 21 Apr 2015 11:59:06
02230	PRMLxT2	Calibration	-47.02 dB	0.19 dB	Tue 21 Apr 2015 09:26:18
02230	PRMLxT2	Calibration	-47.21 dB	-0.13 dB	Tue 21 Apr 2015 08:14:24
02230	PRMLxT2	Calibration	-47.08 dB	0.21 dB	Thu 16 Apr 2015 18:10:12
02230	PRMLxT2	Calibration	-47.29 dB	-0.21 dB	Thu 16 Apr 2015 16:54:27
02230	PRMLxT2	Calibration	-47.08 dB	0.14 dB	Thu 16 Apr 2015 13:10:44
02230	PRMLxT2	Calibration	-47.22 dB	-0.13 dB	Thu 16 Apr 2015 12:00:08
02230	PRMLxT2	Calibration	-47.09 dB	-0.01 dB	Thu 16 Apr 2015 09:22:59
02230	PRMLxT2	Calibration	-47.08 dB	-0.13 dB	Thu 16 Apr 2015 08:05:38
02230	PRMLxT2	Calibration	-46.95 dB	0.04 dB	Wed 01 Apr 2015 17:55:34
02230	PRMLxT2	Calibration	-46.99 dB	0.00 dB	Wed 01 Apr 2015 16:51:36
02230	PRMLxT2	Calibration	-46.99 dB	0.08 dB	Thu 19 Mar 2015 17:45:28
02230	PRMLxT2	Calibration	-47.07 dB	-0.02 dB	Thu 19 Mar 2015 16:59:38
02230	PRMLxT2	Calibration	-47.05 dB	0.15 dB	Thu 19 Mar 2015 12:47:49
02230	PRMLxT2	Calibration	-47.20 dB	-0.30 dB	Thu 19 Mar 2015 12:00:40
02230	PRMLxT2	Calibration	-46.90 dB	0.04 dB	Thu 19 Mar 2015 09:04:16
02230	PRMLxT2	Calibration	-46.94 dB	0.06 dB	Thu 19 Mar 2015 08:19:06
02230	PRMLxT2	Calibration	-47.00 dB	0.16 dB	Thu 12 Mar 2015 17:43:50
02230	PRMLxT2	Calibration	-47.16 dB	-0.23 dB	Thu 12 Mar 2015 16:56:43
02230	PRMLxT2	Calibration	-46.93 dB	0.13 dB	Thu 12 Mar 2015 11:58:54
02230	PRMLxT2	Calibration	-47.06 dB	-0.19 dB	Thu 12 Mar 2015 10:59:42
02230	PRMLxT2	Calibration	-46.87 dB	0.16 dB	Thu 12 Mar 2015 09:10:49
02230	PRMLxT2	Calibration	-47.03 dB	0.01 dB	Thu 12 Mar 2015 07:50:38
02230	PRMLxT2	Calibration	-47.04 dB	-0.05 dB	Wed 25 Feb 2015 14:55:42
02230	PRMLxT2	Calibration	-46.99 dB	-0.08 dB	Wed 25 Feb 2015 13:41:32
02230	PRMLxT2	Calibration	-46.91 dB	0.17 dB	Tue 24 Feb 2015 13:10:04
02230	PRMLxT2	Calibration	-47.08 dB	-0.38 dB	Tue 24 Feb 2015 11:56:46
02230	PRMLxT2	Calibration	-46.70 dB	0.02 dB	Tue 24 Feb 2015 09:27:18
02230	PRMLxT2	Calibration	-46.72 dB	0.31 dB	Tue 24 Feb 2015 08:13:32
02230	PRMLxT2	Calibration	-47.03 dB	-0.05 dB	Wed 11 Feb 2015 18:10:09
02230	PRMLxT2	Calibration	-46.98 dB	0.10 dB	Wed 11 Feb 2015 16:57:29
02230	PRMLxT2	Calibration	-47.08 dB	0.02 dB	Wed 11 Feb 2015 13:10:53
02230	PRMLxT2	Calibration	-47.10 dB	-0.20 dB	Wed 11 Feb 2015 11:59:54
02230	PRMLxT2	Calibration	-46.90 dB	-0.04 dB	Wed 11 Feb 2015 09:27:52
02230	PRMLxT2	Calibration	-46.86 dB	-0.10 dB	Wed 11 Feb 2015 08:17:20
02230	PRMLxT2	Calibration	-46.76 dB	0.26 dB	Wed 11 Feb 2015 08:10:46
02230	PRMLxT2	Calibration	-47.02 dB	0.28 dB	Wed 04 Feb 2015 17:51:52
02230	PRMLxT2	Calibration	-47.30 dB	-0.25 dB	Wed 04 Feb 2015 17:00:26
02230	PRMLxT2	Calibration	-47.05 dB	0.34 dB	Wed 04 Feb 2015 12:49:19
02230	PRMLxT2	Calibration	-47.39 dB	-0.40 dB	Wed 04 Feb 2015 11:57:08
02230	PRMLxT2	Calibration	-46.99 dB	-0.03 dB	Wed 04 Feb 2015 08:52:34
02230	PRMLxT2	Calibration	-46.96 dB	-0.13 dB	Wed 04 Feb 2015 08:06:37
02230	PRMLxT2	Calibration	-46.83 dB	0.02 dB	Tue 13 Jan 2015 17:42:29
02230	PRMLxT2	Calibration	-46.85 dB	-0.01 dB	Tue 13 Jan 2015 16:58:18
02230	PRMLxT2	Calibration	-46.84 dB	0.39 dB	Tue 13 Jan 2015 12:44:51
02230	PRMLxT2	Calibration	-47.23 dB	-0.36 dB	Tue 13 Jan 2015 11:58:59
02230	PRMLxT2	Calibration	-46.87 dB	0.05 dB	Tue 13 Jan 2015 08:52:59
02230	PRMLxT2	Calibration	-46.92 dB	0.05 dB	Tue 13 Jan 2015 07:59:08
02230	PRMLxT2	Calibration	-46.97 dB	-0.05 dB	Mon 15 Dec 2014 09:29:09
02230	PRMLxT2	Calibration	-46.92 dB	-0.05 dB	Mon 15 Dec 2014 08:24:26
02230	PRMLxT2	Calibration	-46.87 dB	0.05 dB	Thu 04 Dec 2014 17:51:02
02230	PRMLxT2	Calibration	-46.92 dB	0.01 dB	Thu 04 Dec 2014 17:01:47
02230	PRMLxT2	Calibration	-46.93 dB	0.00 dB	Thu 04 Dec 2014 12:47:14
02230	PRMLxT2	Calibration	-46.93 dB	-0.04 dB	Thu 04 Dec 2014 12:01:28
02230	PRMLxT2	Calibration	-46.89 dB	-0.05 dB	Thu 04 Dec 2014 09:01:14
02230	PRMLxT2	Calibration	-46.84 dB	0.25 dB	Thu 04 Dec 2014 08:12:08
02230	PRMLxT2	Calibration	-47.09 dB	0.15 dB	Wed 26 Nov 2014 07:40:21
02230	PRMLxT2	Calibration	-47.24 dB	-0.46 dB	Mon 24 Nov 2014 16:46:03
02230	PRMLxT2	Calibration	-46.78 dB	0.02 dB	Thu 20 Nov 2014 17:44:41
02230	PRMLxT2	Calibration	-46.80 dB	0.01 dB	Thu 20 Nov 2014 16:56:39
02230	PRMLxT2	Calibration	-46.81 dB	0.02 dB	Thu 20 Nov 2014 12:43:42
02230	PRMLxT2	Calibration	-46.83 dB	-0.04 dB	Thu 20 Nov 2014 11:57:53
02230	PRMLxT2	Calibration	-46.79 dB	0.00 dB	Thu 20 Nov 2014 09:43:47
02230	PRMLxT2	Calibration	-46.79 dB	0.21 dB	Thu 20 Nov 2014 08:57:37
02230	PRMLxT2	Calibration	-47.00 dB	-0.01 dB	Tue 21 Oct 2014 17:27:21
02230	PRMLxT2	Calibration	-46.99 dB	0.02 dB	Tue 21 Oct 2014 16:59:21
02230	PRMLxT2	Calibration	-47.01 dB	0.02 dB	Tue 21 Oct 2014 12:29:46
02230	PRMLxT2	Calibration	-47.03 dB	0.02 dB	Tue 21 Oct 2014 11:55:53
02230	PRMLxT2	Calibration	-47.05 dB	-0.07 dB	Tue 21 Oct 2014 08:50:27
02230	PRMLxT2	Calibration	-46.98 dB	0.14 dB	Tue 21 Oct 2014 08:23:48

Serial Number	Preamp	Type	Offset	Deviation	Calibration Date
02230	PRMLxT2	Calibration	-47.12 dB	0.01 dB	Wed 08 Oct 2014 17:21:47
02230	PRMLxT2	Calibration	-47.13 dB	-0.05 dB	Wed 08 Oct 2014 16:59:03
02230	PRMLxT2	Calibration	-47.08 dB	0.04 dB	Wed 08 Oct 2014 12:26:19
02230	PRMLxT2	Calibration	-47.12 dB	-0.13 dB	Wed 08 Oct 2014 11:58:03
02230	PRMLxT2	Calibration	-46.99 dB	0.02 dB	Wed 08 Oct 2014 08:42:25
02230	PRMLxT2	Calibration	-47.01 dB	0.04 dB	Wed 08 Oct 2014 08:15:56
02230	PRMLxT2	Calibration	-47.05 dB	0.03 dB	Tue 07 Oct 2014 18:11:38
02230	PRMLxT2	Calibration	-47.08 dB	0.18 dB	Tue 07 Oct 2014 16:56:35
02230	PRMLxT2	Calibration	-47.26 dB	-0.07 dB	Tue 07 Oct 2014 13:06:26
02230	PRMLxT2	Calibration	-47.19 dB	0.04 dB	Tue 07 Oct 2014 11:59:23
02230	PRMLxT2	Calibration	-47.23 dB	-0.05 dB	Tue 07 Oct 2014 09:40:49
02230	PRMLxT2	Calibration	-47.18 dB	-0.13 dB	Tue 07 Oct 2014 08:26:56
02230	PRMLxT2	Calibration	-47.05 dB	-0.02 dB	Thu 02 Oct 2014 18:12:25
02230	PRMLxT2	Calibration	-47.03 dB	0.00 dB	Thu 02 Oct 2014 17:00:05
02230	PRMLxT2	Calibration	-47.03 dB	-0.08 dB	Thu 02 Oct 2014 13:06:32
02230	PRMLxT2	Calibration	-46.95 dB	0.00 dB	Thu 02 Oct 2014 11:59:39
02230	PRMLxT2	Calibration	-46.95 dB	0.01 dB	Thu 02 Oct 2014 09:10:47
02230	PRMLxT2	Calibration	-46.96 dB	0.01 dB	Thu 02 Oct 2014 08:06:17
02230	PRMLxT2	Calibration	-46.97 dB	-0.04 dB	Wed 01 Oct 2014 18:10:24
02230	PRMLxT2	Calibration	-46.93 dB	0.03 dB	Wed 01 Oct 2014 16:57:29
02230	PRMLxT2	Calibration	-46.96 dB	-0.08 dB	Wed 01 Oct 2014 13:13:09
02230	PRMLxT2	Calibration	-46.88 dB	0.17 dB	Wed 01 Oct 2014 11:58:32
02230	PRMLxT2	Calibration	-47.05 dB	0.11 dB	Wed 01 Oct 2014 09:13:28
02230	PRMLxT2	Calibration	-47.16 dB	-0.13 dB	Wed 01 Oct 2014 07:56:09
02230	PRMLxT2	Calibration	-47.03 dB	0.15 dB	Tue 30 Sep 2014 17:51:31
02230	PRMLxT2	Calibration	-47.18 dB	-0.18 dB	Tue 30 Sep 2014 16:59:38
02230	PRMLxT2	Calibration	-47.00 dB	-0.03 dB	Tue 30 Sep 2014 12:53:06
02230	PRMLxT2	Calibration	-46.97 dB	0.23 dB	Tue 30 Sep 2014 11:57:43
02230	PRMLxT2	Calibration	-47.20 dB	0.05 dB	Tue 30 Sep 2014 08:45:36
02230	PRMLxT2	Calibration	-47.25 dB	0.08 dB	Tue 30 Sep 2014 07:57:52
02230	PRMLxT2	Calibration	-47.33 dB	-0.03 dB	Thu 18 Sep 2014 17:47:57
02230	PRMLxT2	Calibration	-47.30 dB	0.06 dB	Thu 18 Sep 2014 17:25:51
02230	PRMLxT2	Calibration	-47.36 dB	0.01 dB	Thu 18 Sep 2014 16:59:12
02230	PRMLxT2	Calibration	-47.37 dB	-0.02 dB	Thu 18 Sep 2014 16:32:34
02230	PRMLxT2	Calibration	-47.35 dB	0.02 dB	Thu 18 Sep 2014 12:29:11
02230	PRMLxT2	Calibration	-47.37 dB	0.02 dB	Thu 18 Sep 2014 12:06:03
02230	PRMLxT2	Calibration	-47.39 dB	-0.02 dB	Thu 18 Sep 2014 09:26:45
02230	PRMLxT2	Calibration	-47.37 dB	-0.02 dB	Thu 18 Sep 2014 09:03:48
02230	PRMLxT2	Calibration	-47.35 dB	0.10 dB	Thu 18 Sep 2014 08:39:47
02230	PRMLxT2	Calibration	-47.45 dB	0.04 dB	Thu 18 Sep 2014 08:18:02
02230	PRMLxT2	Calibration	-47.49 dB	0.11 dB	Wed 17 Sep 2014 17:53:09
02230	PRMLxT2	Calibration	-47.60 dB	-0.07 dB	Wed 17 Sep 2014 12:47:55
02230	PRMLxT2	Calibration	-47.53 dB	-0.12 dB	Wed 17 Sep 2014 11:57:21
02230	PRMLxT2	Calibration	-47.41 dB	-0.02 dB	Wed 17 Sep 2014 10:36:08
02230	PRMLxT2	Calibration	-47.39 dB	0.05 dB	Wed 17 Sep 2014 10:12:09
02230	PRMLxT2	Calibration	-47.44 dB	-0.03 dB	Wed 17 Sep 2014 09:47:30
02230	PRMLxT2	Calibration	-47.41 dB	0.11 dB	Wed 17 Sep 2014 09:21:28
02230	PRMLxT2	Calibration	-47.52 dB	-0.10 dB	Wed 17 Sep 2014 08:44:47
02230	PRMLxT2	Calibration	-47.42 dB	0.34 dB	Wed 17 Sep 2014 07:53:44
02230	PRMLxT2	Calibration	-47.76 dB	0.21 dB	Tue 16 Sep 2014 18:07:09
02230	PRMLxT2	Calibration	-47.97 dB	-0.31 dB	Tue 16 Sep 2014 16:55:42
02230	PRMLxT2	Calibration	-47.66 dB	-0.03 dB	Tue 16 Sep 2014 13:08:38
02230	PRMLxT2	Calibration	-47.63 dB	-0.21 dB	Tue 16 Sep 2014 11:51:48
02230	PRMLxT2	Calibration	-47.42 dB	-0.29 dB	Tue 16 Sep 2014 04:14:43
02230	PRMLxT2	Calibration	-47.13 dB	1.90 dB	Fri 15 Aug 2014 23:55:16
02230	PRMLxT2	Calibration	-49.03 dB	0.00 dB	Fri 15 Aug 2014 13:01:06
02230	PRMLxT2	Calibration	-49.03 dB	-1.33 dB	Fri 15 Aug 2014 10:55:33
02230	PRMLxT2	Calibration	-47.70 dB	-0.06 dB	Thu 26 Jun 2014 17:46:48
02230	PRMLxT2	Calibration	-47.64 dB	0.21 dB	Thu 26 Jun 2014 17:02:02
02230	PRMLxT2	Calibration	-47.85 dB	-0.20 dB	Thu 26 Jun 2014 12:47:36
02230	PRMLxT2	Calibration	-47.65 dB	-0.07 dB	Thu 26 Jun 2014 12:02:55
02230	PRMLxT2	Calibration	-47.58 dB	0.03 dB	Thu 26 Jun 2014 08:29:25
02230	PRMLxT2	Calibration	-47.61 dB	-0.12 dB	Thu 26 Jun 2014 07:45:56
02230	PRMLxT2	Calibration	-47.49 dB	-0.02 dB	Tue 24 Jun 2014 18:09:05
02230	PRMLxT2	Calibration	-47.47 dB	0.26 dB	Tue 24 Jun 2014 16:55:49
02230	PRMLxT2	Calibration	-47.73 dB	-0.26 dB	Tue 24 Jun 2014 13:04:28
02230	PRMLxT2	Calibration	-47.47 dB	0.24 dB	Tue 24 Jun 2014 11:54:52
02230	PRMLxT2	Calibration	-47.71 dB	-0.05 dB	Tue 24 Jun 2014 09:11:16
02230	PRMLxT2	Calibration	-47.66 dB	0.00 dB	Thu 19 Jun 2014 17:48:46
02230	PRMLxT2	Calibration	-47.66 dB	0.05 dB	Thu 19 Jun 2014 16:58:35
02230	PRMLxT2	Calibration	-47.71 dB	0.00 dB	Thu 19 Jun 2014 12:46:19
02230	PRMLxT2	Calibration	-47.71 dB	0.03 dB	Thu 19 Jun 2014 11:57:11
02230	PRMLxT2	Calibration	-47.74 dB	-0.04 dB	Wed 18 Jun 2014 04:02:21

Serial Number	Preamp	Type	Offset	Deviation	Calibration Date
02230	PRMLxT2	Calibration	-47.70 dB	0.15 dB	Wed 18 Jun 2014 03:17:21
02230	PRMLxT2	Calibration	-47.85 dB	0.04 dB	Tue 17 Jun 2014 17:28:26
02230	PRMLxT2	Calibration	-47.89 dB	-0.19 dB	Tue 17 Jun 2014 16:57:49
02230	PRMLxT2	Calibration	-47.70 dB	0.00 dB	Tue 17 Jun 2014 12:25:40
02230	PRMLxT2	Calibration	-47.70 dB	-0.05 dB	Tue 17 Jun 2014 11:51:33
02230	PRMLxT2	Calibration	-47.65 dB	0.00 dB	Fri 13 Jun 2014 22:37:32
02230	PRMLxT2	Calibration	-47.65 dB	-0.11 dB	Fri 13 Jun 2014 22:14:57
02230	PRMLxT2	Calibration	-47.54 dB	-0.06 dB	Thu 12 Jun 2014 17:54:31
02230	PRMLxT2	Calibration	-47.48 dB	-0.06 dB	Thu 12 Jun 2014 16:47:58
02230	PRMLxT2	Calibration	-47.42 dB	-0.04 dB	Thu 12 Jun 2014 12:49:57
02230	PRMLxT2	Calibration	-47.38 dB	0.19 dB	Thu 12 Jun 2014 11:53:00
02230	PRMLxT2	Calibration	-47.57 dB	0.00 dB	Thu 12 Jun 2014 09:32:39
02230	PRMLxT2	Calibration	-47.57 dB	0.12 dB	Thu 12 Jun 2014 08:32:21
02230	PRMLxT2	Calibration	-47.69 dB	0.01 dB	Wed 11 Jun 2014 18:04:19
02230	PRMLxT2	Calibration	-47.70 dB	-0.06 dB	Wed 11 Jun 2014 16:58:08
02230	PRMLxT2	Calibration	-47.64 dB	-0.06 dB	Wed 11 Jun 2014 13:04:42
02230	PRMLxT2	Calibration	-47.58 dB	-0.14 dB	Wed 11 Jun 2014 11:58:05
02230	PRMLxT2	Calibration	-47.44 dB	0.00 dB	Wed 11 Jun 2014 09:19:55
02230	Unknown	Calibration	-49.03 dB	0.00 dB	Fri 15 Aug 2014 10:53:09
02230	Unknown	Calibration	-49.03 dB	0.00 dB	Fri 15 Aug 2014 10:50:26
02230	Unknown	Calibration	-49.03 dB	0.00 dB	Fri 15 Aug 2014 10:48:06

General Information

Serial Number	02230
Model	SoundTrack LxT®
Firmware Version	2.206
Filename	15042106.LD0
User	
Job Description	
Location	
Measurement Description	
Start Time	Tuesday, 2015 April 21 17:00:33
Stop Time	Tuesday, 2015 April 21 17:20:43
Duration	00:20:09.8
Run Time	00:20:05.6
Pause	00:00:04.2
Pre Calibration	Tuesday, 2015 April 21 16:58:07
Post Calibration	None
Calibration Deviation	---

Note

Overall Data

LASeq		68.7	dB
LASmax	2015 Apr 21 17:18:02	81.8	dB
LApeak (max)	2015 Apr 21 17:06:26	105.1	dB
LASmin	2015 Apr 21 17:10:27	51.3	dB
LCSeq		78.3	dB
LASeq		68.7	dB
LCSeq - LASeq		9.6	dB
LAIeq		70.8	dB
LAeq		68.7	dB
LAIeq - LAeq		2.1	dB
LASE		99.5	dB
EAS		999.9	µPa²h
EAS8		23.89	mPa²h
EAS40		119.4	mPa²h
# Overloads		0	
Overload Duration		0.0	s
# OBA Overloads		0	
OBA Overload Duration		0.0	s

Statistics

LAS5.00	74.2	dBA
LAS10.00	72.4	dBA
LAS33.30	68.2	dBA
LAS50.00	65.6	dBA
LAS66.60	62.5	dBA
LAS90.00	57.4	dBA

LAS > 85.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LAS > 115.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)	0 / 0.0	s

Dose

Name	OSHA-1	
Dose	---	%
Projected Dose	---	%
TWA (Projected)	---	dBA
TWA (t)	---	dBA
Lep (t)	54.9	dBA

Settings

Exchange Rate	5	dB
Threshold	90.0	dBA
Criterion Level	90.0	dBA
Criterion Duration	8.0	h
RMS Weight	A Weighting	
Peak Weight	A Weighting	
Detector	Slow	
Preamp	PRMLxT2	
Microphone Correction	Off	
Integration Method	Exponential	
OBA Range	Normal	
OBA Bandwidth	1/1 Octave	
OBA Freq. Weighting	Z Weighting	
OBA Max Spectrum	Bin Max	
Under Range Limit	35.7	dB
Under Range Peak	97.5	dB
Noise Floor	23.4	dB
Overload	141.2	dB

1/1 Spectra

Freq. (Hz):	8.0	16.0	31.5	63.0	125	250	500	1k	2k	4k	8k	16k
LZSeq	81.8	75.0	71.6	75.6	71.3	65.3	64.2	65.8	59.9	53.4	50.8	43.7
LZSmax	100.9	91.5	86.0	94.3	89.2	80.2	77.1	79.0	73.2	72.6	77.5	66.6
LZSmin	55.3	58.1	58.0	56.2	53.9	50.5	47.7	47.4	40.0	35.8	37.8	41.4

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT2	21 Apr 2015 16:58:07	-47.5
PRMLxT2	21 Apr 2015 13:06:30	-47.5
PRMLxT2	21 Apr 2015 11:59:06	-47.5
PRMLxT2	21 Apr 2015 09:26:18	-47.0
PRMLxT2	21 Apr 2015 08:14:24	-47.2
PRMLxT2	16 Apr 2015 18:10:12	-47.1
PRMLxT2	16 Apr 2015 16:54:27	-47.3
PRMLxT2	16 Apr 2015 13:10:44	-47.1
PRMLxT2	16 Apr 2015 12:00:08	-47.2
PRMLxT2	16 Apr 2015 09:22:59	-47.1
PRMLxT2	16 Apr 2015 08:05:38	-47.1

General Information

Serial Number	02230
Model	SoundTrack LxT®
Firmware Version	2.206
Filename	15042107.LD0
User	
Job Description	
Location	
Measurement Description	
Start Time	Tuesday, 2015 April 21 17:21:37
Stop Time	Tuesday, 2015 April 21 17:41:48
Duration	00:20:11.1
Run Time	00:20:11.1
Pause	00:00:00.0
Pre Calibration	Tuesday, 2015 April 21 16:58:07
Post Calibration	None
Calibration Deviation	---

Note

Overall Data

LASeq		63.9	dB
LASmax	2015 Apr 21 17:22:09	76.1	dB
LApeak (max)	2015 Apr 21 17:22:09	100.0	dB
LASmin	2015 Apr 21 17:36:58	49.8	dB
LCSeq		76.0	dB
LASeq		63.9	dB
LCSeq - LASeq		12.1	dB
LAIeq		66.9	dB
LAeq		63.9	dB
LAIeq - LAeq		3.0	dB
Ldn		63.9	dB
LDay 07:00-23:00		63.9	dB
LNight 23:00-07:00		---	dB
Lden		63.9	dB
LDay 07:00-19:00		63.9	dB
LEvening 19:00-23:00		---	dB
LNight 23:00-07:00		---	dB
LASE		94.8	dB
EAS		331.7	µPa²h
EAS8		7.889	mPa²h
EAS40		39.44	mPa²h
# Overloads		0	
Overload Duration		0.0	s
# OBA Overloads		0	
OBA Overload Duration		0.0	s

Statistics

LAS5.00	68.4	dBA
LAS10.00	67.0	dBA
LAS33.30	64.0	dBA
LAS50.00	62.4	dBA
LAS66.60	60.6	dBA
LAS90.00	56.8	dBA

LAS > 85.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LAS > 115.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)	0 / 0.0	s

Dose

Name	OSHA-1	
Dose	---	%
Projected Dose	---	%
TWA (Projected)	---	dBA
TWA (t)	---	dBA
Lep (t)	50.2	dBA

Settings

Exchange Rate	5	dB
Threshold	90.0	dBA
Criterion Level	90.0	dBA
Criterion Duration	8.0	h
RMS Weight	A Weighting	
Peak Weight	A Weighting	
Detector	Slow	
Preamp	PRMLxT2	
Microphone Correction	Off	
Integration Method	Exponential	
OBA Range	Normal	
OBA Bandwidth	1/1 Octave	
OBA Freq. Weighting	Z Weighting	
OBA Max Spectrum	Bin Max	
Under Range Limit	35.7	dB
Under Range Peak	97.5	dB
Noise Floor	23.4	dB
Overload	141.2	dB

1/1 Spectra

Freq. (Hz):	8.0	16.0	31.5	63.0	125	250	500	1k	2k	4k	8k	16k
LZSeq	76.5	71.6	74.2	72.7	65.9	62.0	60.5	60.7	54.4	48.3	42.0	41.7
LZSmax	91.8	88.1	91.1	88.4	84.3	77.6	76.3	71.4	66.4	64.8	62.3	51.0
LZSmin	55.3	57.3	62.4	60.3	55.5	49.7	46.4	45.3	39.5	35.6	37.7	41.3

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT2	21 Apr 2015 16:58:07	-47.5
PRMLxT2	21 Apr 2015 13:06:30	-47.5
PRMLxT2	21 Apr 2015 11:59:06	-47.5
PRMLxT2	21 Apr 2015 09:26:18	-47.0
PRMLxT2	21 Apr 2015 08:14:24	-47.2
PRMLxT2	16 Apr 2015 18:10:12	-47.1
PRMLxT2	16 Apr 2015 16:54:27	-47.3
PRMLxT2	16 Apr 2015 13:10:44	-47.1
PRMLxT2	16 Apr 2015 12:00:08	-47.2
PRMLxT2	16 Apr 2015 09:22:59	-47.1
PRMLxT2	16 Apr 2015 08:05:38	-47.1

General Information

Serial Number	02230
Model	SoundTrack LxT®
Firmware Version	2.206
Filename	15042108.LD0
User	
Job Description	
Location	
Measurement Description	
Start Time	Tuesday, 2015 April 21 17:42:42
Stop Time	Tuesday, 2015 April 21 18:03:26
Duration	00:20:44.3
Run Time	00:20:03.3
Pause	00:00:41.0
Pre Calibration	Tuesday, 2015 April 21 16:58:07
Post Calibration	None
Calibration Deviation	---

Note

Overall Data

LASeq		61.5	dB
LASmax	2015 Apr 21 18:01:28	79.5	dB
LApeak (max)	2015 Apr 21 17:56:25	96.7	dB
LASmin	2015 Apr 21 17:43:08	51.9	dB
LCSeq		73.7	dB
LASeq		61.5	dB
LCSeq - LASeq		12.2	dB
LAIeq		65.2	dB
LAeq		61.7	dB
LAIeq - LAeq		3.5	dB
Ldn		61.5	dB
LDay 07:00-23:00		61.5	dB
LNight 23:00-07:00		---	dB
Lden		61.5	dB
LDay 07:00-19:00		61.5	dB
LEvening 19:00-23:00		---	dB
LNight 23:00-07:00		---	dB
LASE		92.3	dB
EAS		188.5	µPa²h
EAS8		4.512	mPa²h
EAS40		22.56	mPa²h
# Overloads		0	
Overload Duration		0.0	s
# OBA Overloads		0	
OBA Overload Duration		0.0	s

Statistics

LAS5.00	66.9	dBA
LAS10.00	63.9	dBA
LAS33.30	59.8	dBA
LAS50.00	58.3	dBA
LAS66.60	56.9	dBA
LAS90.00	54.9	dBA
LAS > 85.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LAS > 115.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)	0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)	0 / 0.0	s

Dose

Name	OSHA-1	
Dose	---	%
Projected Dose	---	%
TWA (Projected)	---	dBA
TWA (t)	---	dBA
Lep (t)	47.7	dBA

Settings

Exchange Rate	5	dB
Threshold	90.0	dBA
Criterion Level	90.0	dBA
Criterion Duration	8.0	h
RMS Weight	A Weighting	
Peak Weight	A Weighting	
Detector	Slow	
Preamp	PRMLxT2	
Microphone Correction	Off	
Integration Method	Exponential	
OBA Range	Normal	
OBA Bandwidth	1/1 Octave	
OBA Freq. Weighting	Z Weighting	
OBA Max Spectrum	Bin Max	
Under Range Limit	35.7	dB
Under Range Peak	97.5	dB
Noise Floor	23.4	dB
Overload	141.2	dB

1/1 Spectra

Freq. (Hz):	8.0	16.0	31.5	63.0	125	250	500	1k	2k	4k	8k	16k
LZSeq	78.4	72.9	70.8	69.6	66.2	60.9	59.6	57.0	50.3	48.2	42.5	46.7
LZSmax	93.4	89.9	85.0	88.0	89.1	74.0	74.7	79.0	70.3	63.8	67.6	72.9
LZSmin	55.8	58.2	57.2	57.8	55.4	51.3	47.3	46.5	39.9	36.5	37.6	41.3

Calibration History

Preamp	Date	dB re. 1V/Pa
PRMLxT2	21 Apr 2015 16:58:07	-47.5
PRMLxT2	21 Apr 2015 13:06:30	-47.5
PRMLxT2	21 Apr 2015 11:59:06	-47.5
PRMLxT2	21 Apr 2015 09:26:18	-47.0
PRMLxT2	21 Apr 2015 08:14:24	-47.2
PRMLxT2	16 Apr 2015 18:10:12	-47.1
PRMLxT2	16 Apr 2015 16:54:27	-47.3
PRMLxT2	16 Apr 2015 13:10:44	-47.1
PRMLxT2	16 Apr 2015 12:00:08	-47.2
PRMLxT2	16 Apr 2015 09:22:59	-47.1
PRMLxT2	16 Apr 2015 08:05:38	-47.1

Appendix A

Correspondence

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: ROCKAWAY BEACH REZONING
Date received: 4/12/2016

Properties with no Architectural or Archaeological significance:

1) ADDRESS: 108-20 ROCKAWAY BEACH BLVD, BBL: 4161800001
2) ADDRESS: 108-14 ROCKAWAY BEACH DRIVE, BBL: 4161800002
3) ADDRESS: ROCKAWAY BEACH BLVD, BBL: 4161800003
4) ADDRESS: ROCKAWAY BEACH BLVD, BBL: 4161800008
5) ADDRESS: 108-02 ROCKAWAY BEACH DRIVE, BBL: 4161800009

Gina Santucci 4/12/2016

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 31399_FSO_DNP_04122016.doc

NYC Environmental Protection

Emily Lloyd
Commissioner

Angela Licata
Deputy Commissioner of Sustainability

59-17 Junction Blvd.
Flushing, NY 11373

Tel. (718) 595-4398
Fax (718) 595-4479
alicata@dep.nyc.gov

May 4, 2016

Ms. Stephanie Shellooe
Project Manager
New York City Department of City Planning
22 Reade Street
New York, New York 10007

Re: Rockaway Beach Boulevard Rezoning
108-14/20 Rockaway Beach Boulevard
Block 16180, Lots 1, 2 and 3 (Sites control by the project sponsor)
Block 16180, Lots 8 and 9 (Sites not control by the project sponsor)
16DCP145Q
Queens, New York

Dear Ms. Shellooe:

The New York City Department of Environmental Protection, Bureau of Sustainability (DEP) has reviewed the April 2016 Environmental Assessment Statement (EAS) and the June 2015 Phase I prepared by Equity Environmental Engineering LLC (Equity) on behalf of Rockaway Beach Hotel LLC (applicant) for the above referenced project. It is our understanding that the applicant is proposing a zoning map amendment to change the zoning from R5B/C1-3 to an R6A/C2-5 zoning and a zoning text amendment to Appendix F to establish a Mandatory Inclusionary Housing Area for a full block located in Rockaway Beach, Queens (Block 16180, Lots 1, 2, 3, 8, and 9). The proposed rezoning would facilitate the applicant's proposal to construct a four-story approximately 35,896 gross square foot (gsf) transient hotel with an approximately 11,545 gsf of cellar level parking on **Block 16180, Lots 1, 2 and 3 (Applicant control sites).** As currently proposed, the transient hotel will consist of 33-rooms, with an accessory eating and drinking establishment on Lots 1, 2 and 3 (owned by the applicant). It should be noted that Lots 8 & 9 are not control by the applicant and may be redeveloped under the proposed rezoning. The subject site is bounded by Rockaway Beach Boulevard to the north, Beach 109th Street to the west, Irene Ct to the East and Rockaway Beach Drive to the south in Far Rockaway section of Queens Community District 14

Applicant control sites (Block 16180, Lots 1, 2 and 3):

The June 2015 Phase I revealed that historical on-site and surrounding area land uses consists of residential and commercial that includes residential buildings, commercial strip, hotels, toy manufacturing facility, transformer manufacturing facility, Public institution (School), residential complex, vacant lot, vacant buildings, parking lots, etc. Several stains and small liquid pools of oil were observed at the subject property. Various household liquids and construction tools and two above ground storage tanks (ASTs) were observed within the basement

of the on-site building. It should be noted that construction materials and household furniture were also observed within the upper levels in the subject property building. The New York State Department of Environmental Conservation (NYSDEC) database revealed three spills within 1/8th mile radius of the property. Nine underground storage tank (UST) sites, six AST sites, one chemical bulk storage AST site and six historical UST sites were noted within 1/4th mile radius of the site. In addition, 21 Leaking tanks sites and two voluntary cleanup sites were revealed within ½ a mile radius of the site. It should be noted that one former manufactured gas plant facility was located approximately 700 feet to the north of the subject property.

Based on our review of the submitted documents, we have the following comments/recommendations to DCP:

Sites not under applicant control (Block 16180, Lots 8 and 9):

Based on prior on-site and/or surrounding area land uses which could result in environmental contamination, DEP recommends that an "E" designation for hazardous materials should be placed on the zoning map pursuant to Section 11-15 of the New York City Zoning Resolution for the subject properties. The "E" designation will ensure that testing and mitigation will be provided as necessary before any future development and/or soil disturbance. Further hazardous materials assessments should be coordinated through the Mayor's Office of Environmental Remediation.

Applicant control sites (Block 16180, Lots 1, 2 and 3):

- 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 soil/groundwater of the subject parcel. A Phase II Investigative Protocol/Work Plan summarizing the proposed drilling, soil, groundwater, and soil vapor sampling activities should be submitted to DEP for 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 boring locations 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 (SVOCs) by EPA Method 8270, pesticides by EPA Method 8081, polychlorinated biphenyls (PCBs) by EPA Method 8082, Target Analyte List metals (TAL) (filtered and unfiltered for groundwater samples) and soil vapor samples by EPA Method TO-15. The soil vapor sampling should be conducted in accordance with NYSDOH's October 2006 Guidance for Evaluating Soil Vapor Intrusion in the State of New York. An Investigative Health and Safety Plan (HASP) should also be submitted to DEP for review and approval.

Future correspondence and submittal related to this project should include the following CEQR number **16DCP145Q**. If you have any questions, you may contact Mohammad Khaja-Moinuddin at (718) 595-4445.

Sincerely,

Maurice S. Winter
Deputy Director, Site Assessment

c: E. Mahoney
M. Winter
W. Yu
T. Estesen
M. Wimbish
R. Dobruskin-DCP
O. Abinader-DCP
File

Appendix B

Phase 1 Environmental Assessment

On File at DCP

Appendix C

Project Renderings

(for illustrative purposes)



MARIN
ARCHITECTS
57W 38TH ST NEW YORK NY 10018
212 463 8480 MAIL@MARINARCHITECTS.COM

ROCKAWAY BEACH HOTEL
108-20 ROCKAWAY BEACH BLVD
QUEENS, NEW YORK, 11694

SCHEMATIC DESIGN

DATE:
PROJECT #: 15360
SCALE:



MARIN
ARCHITECTS
57W 38TH ST NEW YORK NY 10018
212 463 8480 MAIL@MARINARCHITECTS.COM

ROCKAWAY BEACH HOTEL
108-20 ROCKAWAY BEACH BLVD
QUEENS, NEW YORK, 11694

SCHEMATIC DESIGN

DATE:
PROJECT #: 15360
SCALE: