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23-01 Steinway Street Rezoning

Environmental Assessment Statement

Address: 23-01 Steinway Street, Queens, New York 11105

Block 793, Lots 72, 73, 75, and p/o 171,
Block 803, Lots 43, 45, and 46,
Block 805, Lot 64 and p/o 61, and
Block 795 Lots 1, 2, 3, and 61.

Project Number: 2022Q0265 **CEQR Reference: TBD**

Lead Agency:
Department of City Planning
120 Broadway, 31st Floor
New York, NY 10271

Prepared for:
Nick Efraim

Prepared by:
Equity Environmental Engineering, LLC

Date Submitted:
January 24, 2023

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EAS SHORT FORM

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* 23-01 Steinway Street Rezoning

3. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
23DCP167Q	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
230307ZMQ N230308ZRQ	

4a. *Lead Agency Information*			**4b. *Applicant Information***		
NAME OF LEAD AGENCY Department of City Planning (DCP)			NAME OF APPLICANT Nick Efraim		
NAME OF LEAD AGENCY CONTACT PERSON Stephanie Shellooe, EARD			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON Maxim Gladkiy Equity Environmental Engineering, LLC		
ADDRESS 120 Broadway, 31st Floor			ADDRESS 4 World Trade Center 29th Fl		
CITY New York	STATE NY	ZIP 10271	CITY New York	STATE NY	ZIP 10006
TELEPHONE 212-720-3493	EMAIL sshellooe@planning.nyc.gov		TELEPHONE 917-215-2975	EMAIL maxim.gladkiy@equityenvironmental.com	

5. *Project Description*

The Applicant, Nick Efraim, is seeking the approval of a zoning map amendment and a zoning text amendment (the Proposed Actions). The zoning map amendment would rezone Block 793, Lots 72, 73, 75, and p/o 171, Block 803, Lots 43, 45, and 46, Block 805, Lot 64 and p/o 61 and Block 795 Lots 1, 2, 3, and 61 in Queens, Community District 1 (the Affected Area) from R5D and R5D/C2-3 zoning districts to R6A/C2-4 district. The zoning text amendment would modify Appendix F, Queens CD 1 map to establish an MIH Area coterminous with the Affected Area.

The Proposed Project facilitated by the Proposed Actions would be a single 39,811 GSF (27,000 ZSF, 3.60 FAR) Mixed Residential and Commercial building on the Applicant-controlled Block 793, Lots 73 and 75 containing approximately 2,794 GSF (2,654 ZSF, 0.35 FAR) of Local Retail on the ground floor, 27,717 GSF (24,346 ZSF, 3.25 FAR) of Residential use on the upper floors, 2,030 GSF of Mechanical space, and 7,270 GSF of Parking in the Cellar. The Proposed Development would result in 22 dwelling units, 25-30% of which would be affordable pursuant to MIH. The Applicant intends to pursue MIH Option 1, which would result in 6 affordable units at an average of 60% AMI. A below-grade parking lot would contain approximately 9 residential parking spaces. The building would have 6 stories and rise to 65 feet. The maximum height of the structure inclusive of the 20-foot bulkhead would be 85 feet. At the height of 43'-6", there would be a 25-foot setback on the sides of the building adjacent to R5 district as per ZR 23-693, the maximum height permitted within 25 feet of the adjacent R5 district is 45 feet. No new curb cuts are proposed.

Project Location

BOROUGH Queens	COMMUNITY DISTRICT(S) CD 1	STREET ADDRESS 23-01 Steinway
TAX BLOCK(S) AND LOT(S) Block 793, Lots 72, 73, 75, and p/o 171, Block 803, Lots 43, 45, and 46, Block 805, Lot 64 and p/o 61, and Block 795 Lots 1, 2, 3, and 61.		ZIP CODE 11105

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS The rezoning area includes four corners of the intersection of Steinway Street and 23rd Avenue in the Astoria neighborhood of Queens, Community District 1. The Affected Area consists of a 100' x 100' area on each of the corners, with the total lot area of 40,000 SF

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY R5D	ZONING SECTIONAL MAP NUMBER 9c

and R5D/C2-3

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

***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 ☐ Cogeneration Facility ☐ Title V Permit

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

☐ LEGISLATION	☐ FUNDING OF CONSTRUCTION, specify:
☐ RULEMAKING	☐ POLICY OR PLAN, specify:
☐ CONSTRUCTION OF PUBLIC FACILITIES	☐ FUNDING OF PROGRAMS, specify:
☐ 384(b)(4) APPROVAL	☐ PERMITS, specify:
☐ OTHER, explain:	

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.): 40,000

Waterbody area (sq. ft) and type:

Roads, buildings, and other paved surfaces (sq. ft.): 38,000

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): 101,682

NUMBER OF BUILDINGS: 2

GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): Projected Development Site 1 - 39,811; Projected Development Site 2- 61,871

HEIGHT OF EACH BUILDING (ft.): Projected Development Site 1 = 85; Projected Development Site 2 - 85

NUMBER OF STORIES OF EACH BUILDING: Projected Development Site 1 - 8; Projected Development Site 2- 8

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: 7,500

The total square feet not owned or controlled by the applicant: 32,500

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: 20,002 sq. ft. (width x length)

VOLUME OF DISTURBANCE: 240,024 cubic ft. (width x length x depth)

AREA OF PERMANENT DISTURBANCE: 20,002 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.)	57,140 - increment	-8,005 - increment		
Type (*e.g.,* retail, office, school)	67 units	Local Retail		

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

If "yes," please specify: NUMBER OF ADDITIONAL RESIDENTS: 149 NUMBER OF ADDITIONAL WORKERS: 6

Provide a brief explanation of how these numbers were determined: The number of additional residents was determined based on the number of incremental units in the With-Action Scenario and the average household size (2.23) in Community District 1, Queens (2020 Census data). The number of additional workers was determined based on the incremental sq. footage of the proposed uses considering the following worker density: 1 employee per 25 dwelling units, 250 GSF of office space, 333.3 GSF of community facility and retail, 1000 GSF of manufacturing uses.

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): 2026

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 22

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

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: The analysis year for the Proposed Project is based on a 18-month CEQR review period, a 7-month ULURP review process, 6-month design development and permitting period, and an 22-month single phase construction schedule including both Projected Development Sites.

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.		
(e) Is the project a large, publicly sponsored project?	☐	☒
○ If "yes," complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☐	☒
○ If "yes," complete the Consistency Assessment Form.		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
○ Generate a net increase of 200 or more residential units?	☐	☒
○ Generate a net increase of 200,000 or more square feet of commercial space?	☐	☒
○ Directly displace more than 500 residents?	☐	☒
○ Directly displace more than 100 employees?	☐	☒
○ Affect conditions in a specific industry?	☐	☒
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
○ Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
○ **Early Childhood Programs:** 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)	☐	☒
○ **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)	☐	☒
○ **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)	☐	☒
○ **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 project change or eliminate existing open space?	☐	☒
(b) Would the project generate more than 200 additional residents or 500 additional employees?	☐	☒
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	☒	☐
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	☒	☐
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		

	YES	NO
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	☐	☒
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	☒	☐
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources. See Section 2.3 and Appendix B		
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 Protection Plan Project Tracking Form, and submit according to its instructions.		
9. *HAZARDOUS MATERIALS*: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	☒	☐
(b) Would the proposed project introduce new activities or processes using hazardous materials and increase the risk of human or environmental exposure?	☐	☒
(c) 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?	☒	☐
(d) 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 the Hazardous Materials Appendix (including nonconforming uses)?	☐	☒
(e) 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?	☐	☒
(f) 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)?	☐	☒
(g) 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?	☐	☒
(h) 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?	☐	☒
(i) Has a Phase I Environmental Site Assessment been performed for the site?	☒	☐
○ If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: See Section 2.5 and Appendix C	☒	☐
(j) Based on the Phase I Assessment, is a Phase II Investigation needed? See Section 2.5 and Appendix C	☒	☐
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?	☐	☐
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☐	☒

	YES	NO
(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): Incremental change for sites: 858.79		
○ 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): Incremental change for sites: 5,508,156.50		
(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, bus trips, or 50 Citywide Ferry Service ferry 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), 200 subway/rail trips per station or line, or 25 or more Citywide Ferry Service ferry trips on a single route (in one direction), or 50 or more passengers at a Citywide Ferry Service landing?	☐	☐
○ 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, or Citywide Ferry Service landing?	☐	☐
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☐	☒
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☒	☐
○ If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed) See Section 2.6	☐	☒
(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 114 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. No significant unmitigated adverse impact is found in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise, and therefore a public health analysis is not warranted		
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. No significant unmitigated adverse impact is found in any CEQR analysis areas related to neighborhood character. Additionally, the proposed project would not result in impact to any of the constituent elements of neighborhood character when considered together.		
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. All construction activities would comply with relevant DOT and DOB regulation governing construction activity		

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
Maxim Gladkiy	1/3/2023

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
NAME	DATE
SIGNATURE	

NEGATIVE DECLARATION (Use of this form is optional)

Statement of No Significant Effect

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

Reasons Supporting this Determination

The above determination is based on information contained in this EAS, which finds that the proposed project:

No other significant effects upon the environment that would require the preparation of a Draft Environmental Impact Statement are foreseeable. This Negative Declaration has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law (SEQRA).

TITLE	LEAD AGENCY
NAME	DATE
SIGNATURE	

Figure 1.1-1: Site Location Map

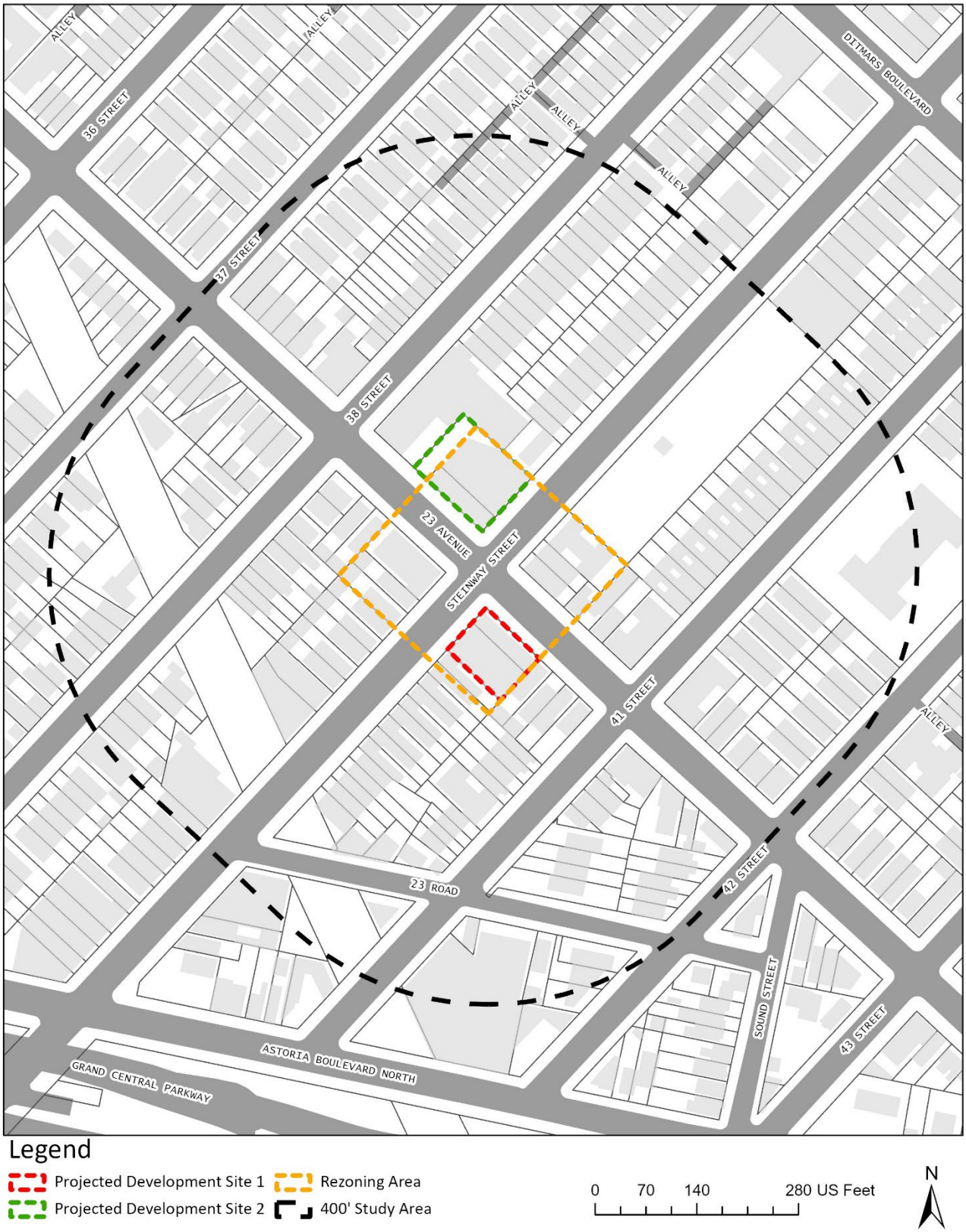


Figure 1.1-2: Existing Land Use Map

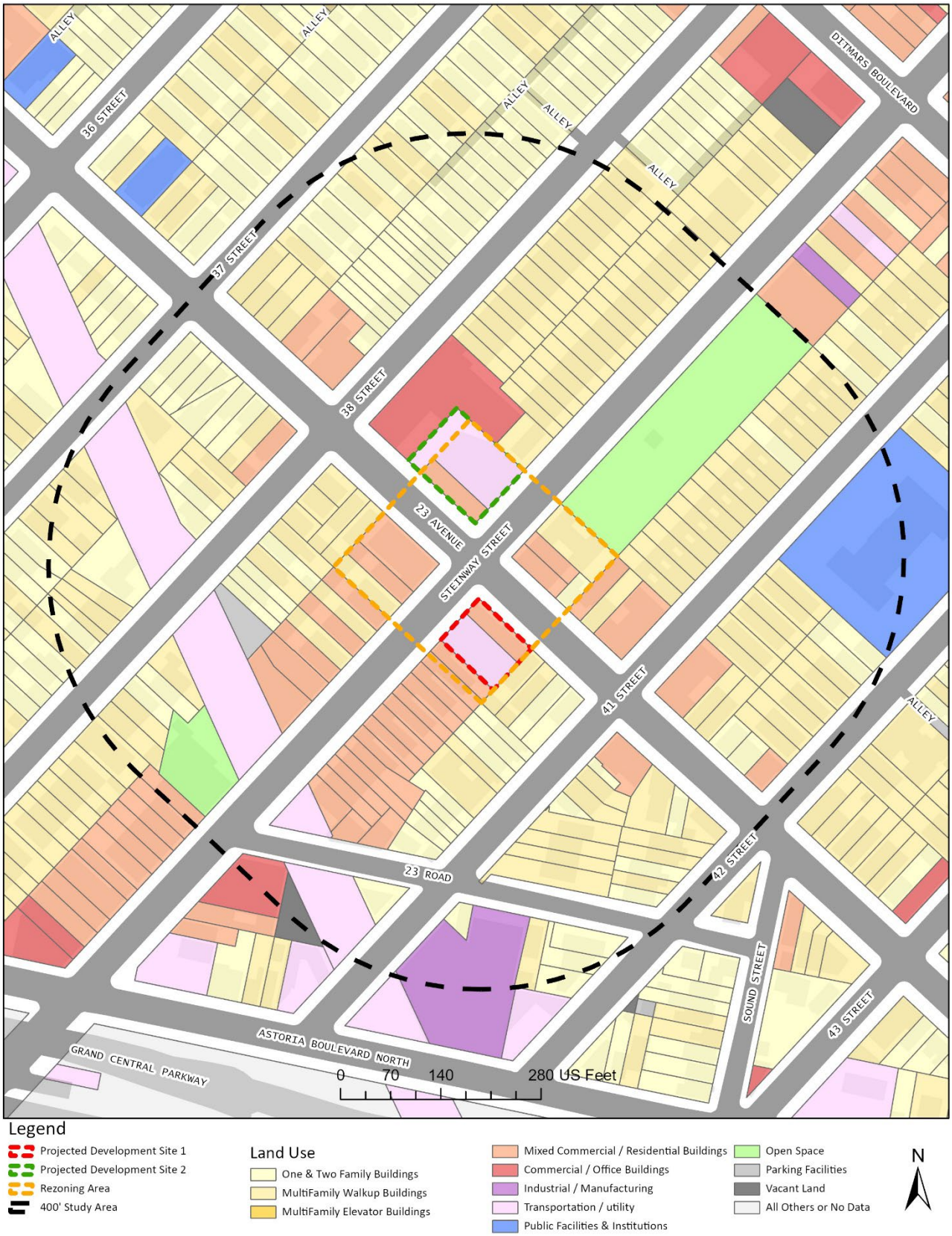


Figure 1.1-3: Zoning Sectional Map

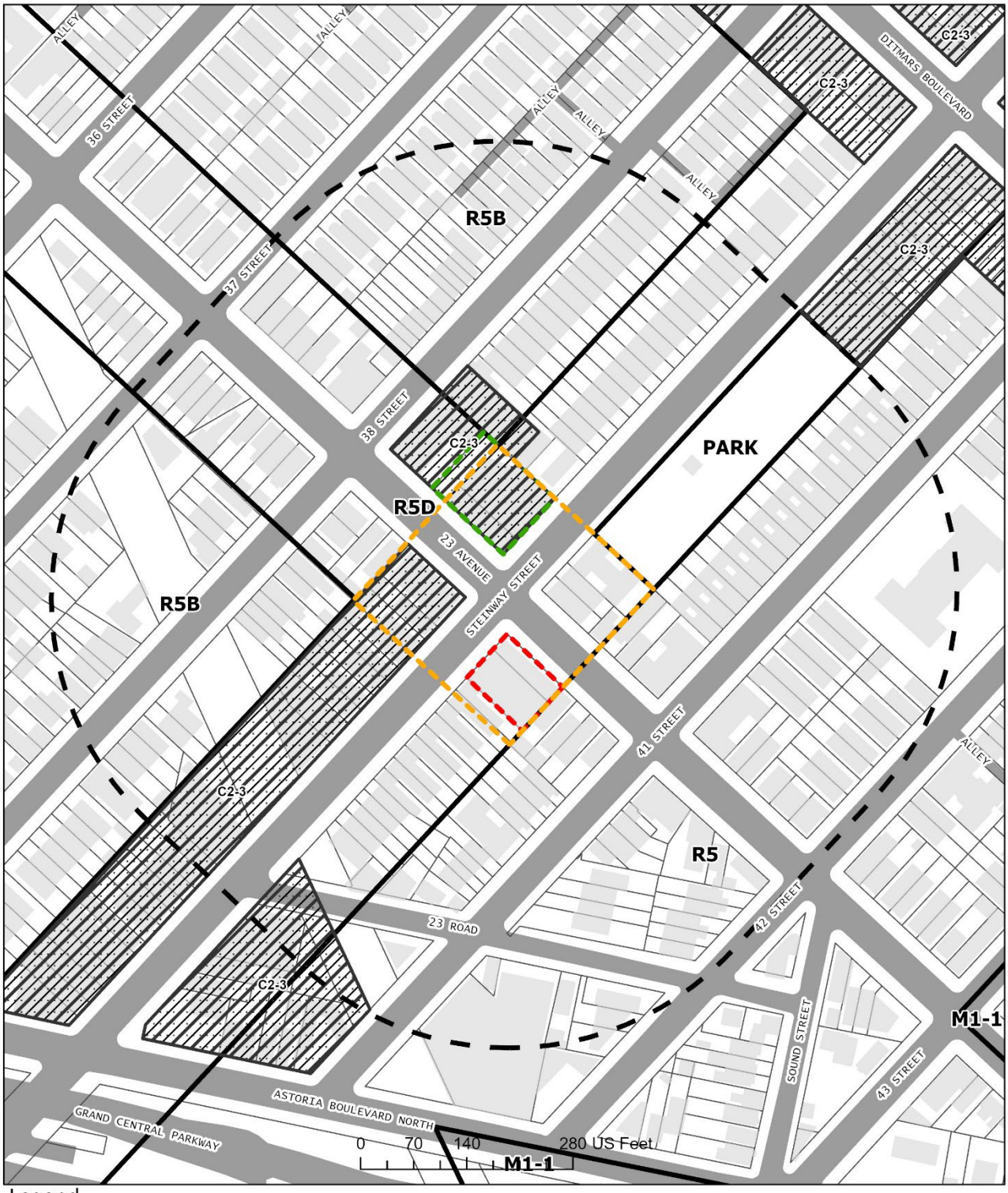
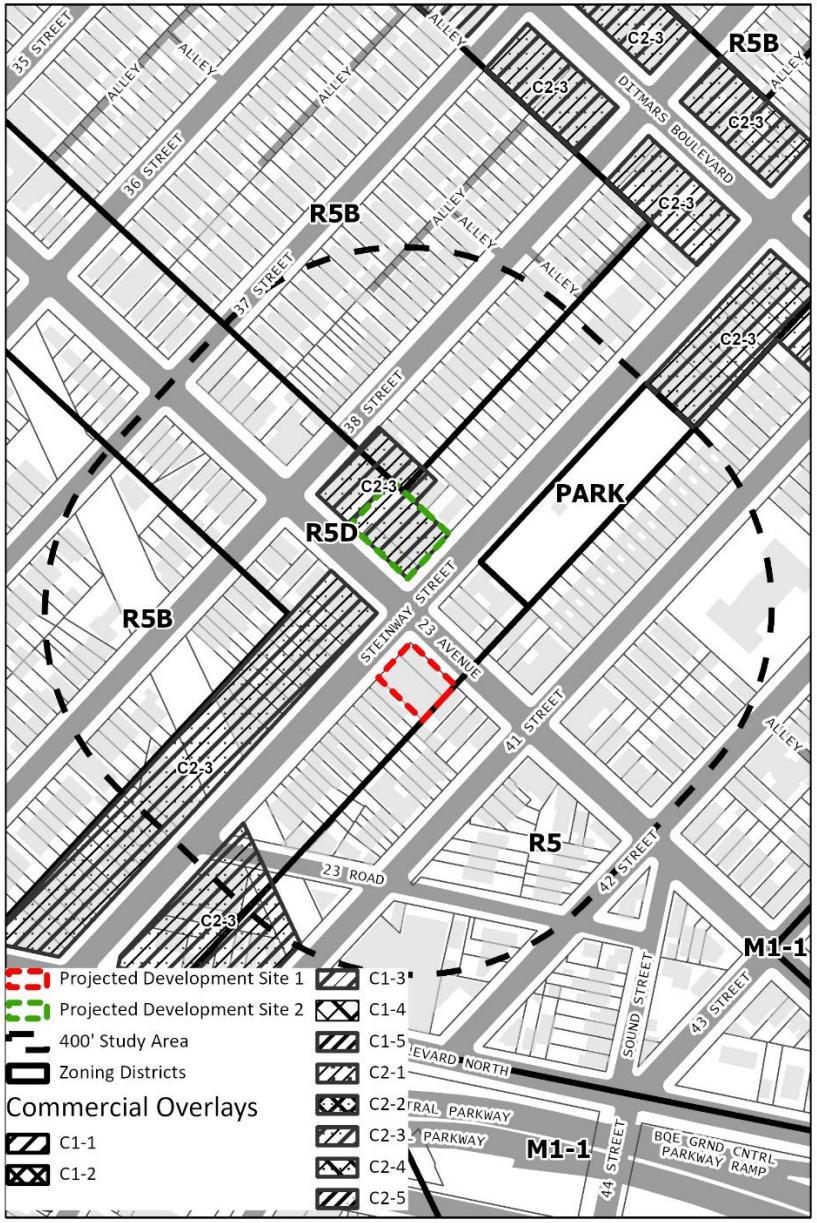


Figure 1.1-4: Zoning Change Map



Existing R5D and R5D/C2-3 Zoning Districts



Proposed R6A/C2-4 Zoning District

Figure 1.1-5: Tax Map

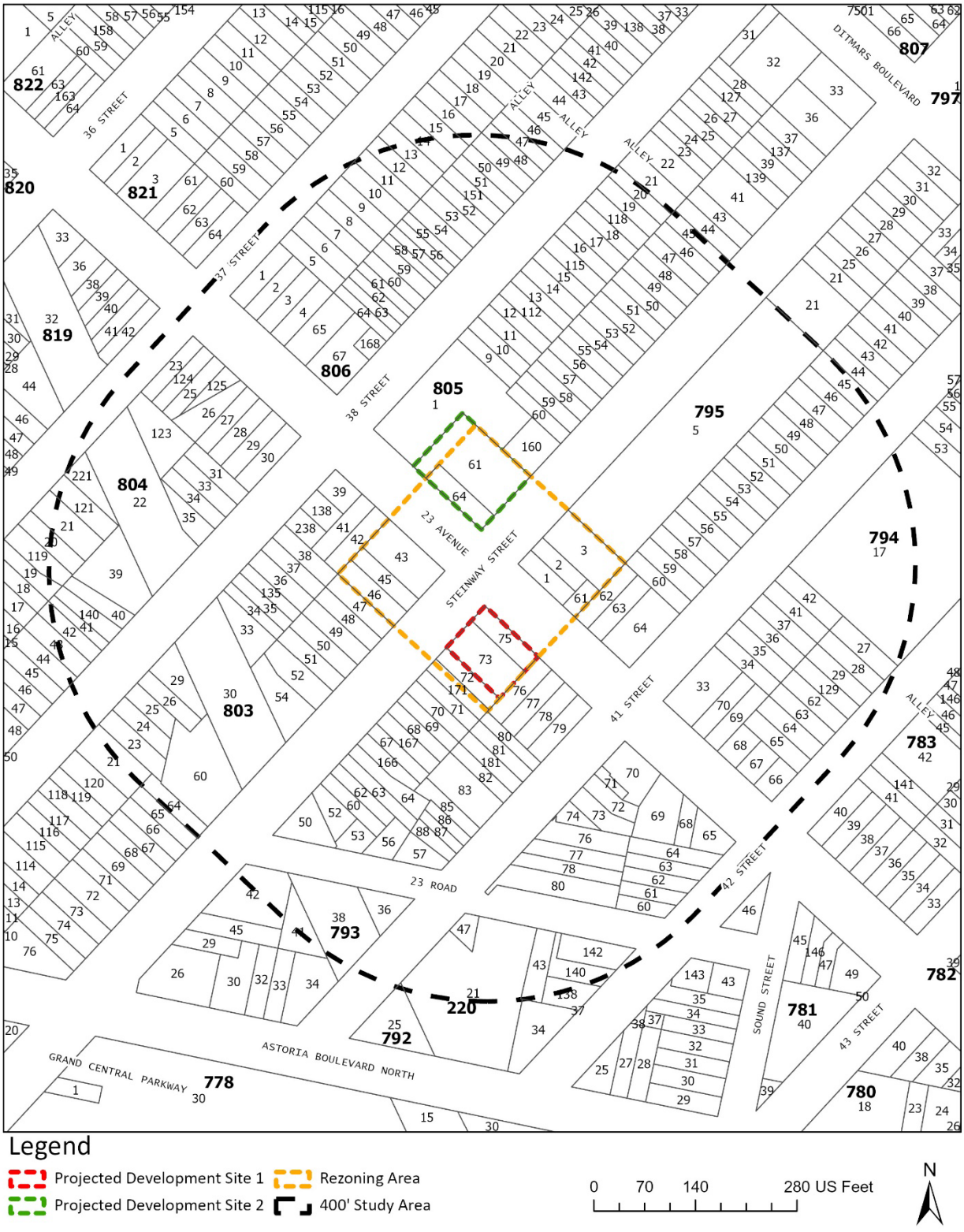


Figure 1.1-6: Site Photos (1)



1 View of Projected Development Site 1 from the intersection of Steinway St and 23 Ave facing southeast



Study Area Map with Photo Key



2 View of Projected Development Site 1 from the intersection of Steinway St and 23 Ave facing southwest



3 View of Steinway St facing southeast

Figure 1.1-7: Site Photos (2)



4 View of Projected Development Site 2 from the intersection of Steinway St and 23 Ave facing northwest



Study Area Map with Photo Key



5 View of Projected Development Site 2 from 23 Ave facing northeast



6 View of 23 Ave facing northwest

Figure 1.1-8: Site Photos (3)



7 View of 23 Ave toward the intersection of Steinway St and 23 Ave facing southeast



Study Area Map with Photo Key



8 View of Steinway St toward the intersection of Steinway St and 23 Ave facing southwest



9 View of the intersection of 23 Ave and 41 St facing east

1 Project Description

1.1 Introduction

The "Applicant," Nick Efraim, seeks a Zoning Map Amendment from R5D and R5D/C2-3 zoning districts to R6A/C2-4 district that would affect four corners of the intersection of Steinway Street and 23rd Avenue in the Astoria neighborhood of Queens, Community District 1. The "Affected Area" consists of a 100' x 100' area on each of the corners, with a total lot area of 40,000 SF and includes Block 793, Lots 72, 73, 75, and p/o 171, Block 803, Lots 43, 45, and 46, Block 805, Lot 64 and p/o 61 and Block 795 Lots 1, 2, 3, and 61. The Zoning Map Amendment would rezone Block 793, Lots 72, 73, 75, and p/o 171 and Block 795 Lots 1, 2, 3, and 61 from R5D zoning district to an R6A/C2-4 zoning district and Block 803, Lots 43, 45, and 46 and Block 805, Lot 64 and p/o 61 from R5D/C2-3 zoning district to an R6A/C2-4 zoning district. The Applicant is also proposing a Zoning Text Amendment to Appendix F to add a Mandatory Inclusionary Housing (MIH) area coterminous with the Affected Area. The Zoning Map Amendment and Zoning Text Amendment constitute the "Proposed Actions".

The Proposed Actions are sought to facilitate the Applicant's development of 23-01, 23-05 Steinway Street located on Block 793, Lots 73, 75 (the "Projected Development Site 1"). The "Proposed Development" involves the assemblage of Block 793, Lots 73 and 75 and the development of a single 39,811 gross square foot ("GSF") 27,000 zoning square foot ("ZSF") 3.60 FAR mixed-use commercial and residential building containing approximately 2,794 GSF (2,654 ZSF, 0.35 FAR) of Local Retail on the ground floor, 27,717 GSF (24,346 ZSF, 3.25 FAR) of residential use on the upper floors, 2,030 GSF of mechanical space, and 7,270 GSF of parking in the cellar. The Proposed Development would result in 22 dwelling units, 25-30% (6-7 units) of which would be affordable pursuant to MIH at an average of 60-80% AMI depending on the Option selected. The Applicant intends to pursue MIH Option 1, which would result in 6 affordable units at an average of 60% AMI. A below-grade parking lot would contain approximately 9 residential parking spaces. The building would have 6 stories and rise to 65 feet. The maximum height of the structure inclusive of the 20-foot bulkhead would be 85 feet. At the height of 43'-6", there would be a 25-foot setback on the sides of the building adjacent to R5 district as per ZR 23-693, the maximum height permitted within 25 feet of the adjacent R5 district is 45 feet. No new curb cuts are proposed.

The Proposed Actions are discretionary actions subject to environmental review. The New York City Department of City Planning (DCP) is the lead agency on behalf of the NYC City Planning Commission (CPC) for environmental review under the City Environmental Quality Review Act (CEQR).

1.2 Background and Site History

The Affected Area located in the Astoria neighborhood of Queens was originally zoned R5 with the enactment of the 1961 Zoning Resolution. Only a portion of the Affected Area within Block

803 was mapped as C2-2 Commercial Overlay in the 1961 zoning ordinance, making any commercial uses on the remaining portions of the Affected Area within Block 793, 795, and 805 legal non-conforming.

In 2010, the Affected Area was rezoned to R5D as part of the Astoria Rezoning (C100199 ZMQ, effective May 25, 2010). Astoria Rezoning rezoned 238 Blocks in the Astoria neighborhood from R4, R5, R6, and R6B districts to R4, R4-1, R4B, R5, R5B, R5D, R6A, R6B, R7A, C4-2A, C4-3, and C4-4A districts to protect neighborhood character from out-of-scale development, more closely reflect established development patterns, direct opportunities for moderate residential and commercial growth to locations along wide streets and transit resources, and provide incentives for the production of affordable housing. The Affected Area was bounded by 20th Avenue to the north, Steinway Street to the east, Broadway to the south, and Vernon Boulevard, 8th Street, 14th Street, and the East River to the west. As part of the same rezoning, the portion of the Affected Area within Block 803 previously mapped with a C2-2 Overlay was rezoned to a C2-3 commercial overlay.

In 2019, a C2-3 commercial overlay was also mapped on the portion of the Affected Area within Block 805 (Lots 1, 61, 64, and p/o 160) as part of the 23rd Avenue Rezoning (C180315 ZMQ, effective July 26, 2019) to legalize commercial uses in an existing building located at 38-01 23rd Avenue (Block 805, Lot 1). The 23rd Avenue Rezoning mapped a C2-3 commercial overlay to a depth of 150 feet along 23rd Avenue between 38th and Steinway Streets. All Commercial uses on the remaining portions of the Affected Area within Block 793 and 795, currently zoned R5D, are still legal non-conforming uses.

On February 11, 2020, a few blocks from the Affected Area, an application to change the zoning from R4 and M1-1 zoning districts to R4, R4/C2-3, R6A, and R6A/C2-3 districts was approved (C190267 ZMQ). The R6A zoning district was mapped over a majority of the area, extending between Ditmars Boulevard to depths of 125 feet, and 100 feet from 23rd Avenue along 46th Street and 45th Street, respectively.

The abovementioned recent rezonings are indicative of the area’s trend toward mixed residential and commercial uses of increased bulk.

A 1944 Certificate of Occupancy (CO) exists for Block 793, Lot 72 to be used as a one-car garage (accessory use). A 1991 CO for Block 793 Lot 73 permits the use of the lot as a garage. For Block 805, Lot 61, a 2002 CO permitted manufacturing, storage, auto repair and body shop with sale of used cars, and spray booth on the Cellar level; manufacturing spaces on the 1st floor; and class "a" dwelling units on the 2nd floor. A 2017 CO for the same lot permitted manufacturing, storage, auto repair and body shop, spray booth, sales of fire arms and ammunition on cellar level; manufacturing spaces on the 1st floor; and class "a" dwelling units on the 2nd floor.

1.3 Description of the Surrounding Area

The Affected Area consists of four corners of the intersection of Steinway Street and 23rd Avenue in the Astoria neighborhood of Queens, Community District 1, with each corner including a 100 ft x 100 ft rectangular area.

Existing land uses within a 400-foot buffer around the Affected Area ("the surrounding area") primarily consist of one- and two-family and multi-family residences, mixed commercial and residential buildings, commercial structures, transportation and utility uses, and open space. The residential buildings primarily consist of two-story one- and two-family buildings and two- to four-story multiple family walkup apartment buildings. Transportation and utility uses are presented by one-story structures occupied by auto body services. Commercial structures include a four-story multitenant commercial and office building adjacent to the Affected Area and another one-story commercial building. There is also a three-story community facility building, P.S. 084 Steinway School, within the 400-foot Study Area.

Steinway Street is an 80-foot-wide, north-south right-of-way classified as a Major Collector Road by the New York State Department of Transportation (NYS DOT) with one moving lane of traffic in each direction and curbside parking. Steinway Street is predominantly developed with two- to four-story multiple family walkup apartment buildings to the northeast of the Affected Area and two- to four-story mixed use residential with ground floor commercial buildings to the southwest of the Affected Area which gives the street a commercial character. Ditmars Playground is located along Steinway Street to the northeast of and adjacent to the Affected Area.

23rd Avenue is an 80-foot-wide, east-west road with one lane of traffic in each direction and curbside parking. 23rd Avenue is developed with two-story one- and two-family buildings and two- to four-story multiple family walkup apartment buildings. 23rd Avenue is mainly residential in character, with some commercial uses, including nonconforming ground-floor commercial uses.

The Affected Area is within an R5D zoning district that generally extends along Steinway Street to the northeast and southwest, and along 23rd Avenue to the northwest. In the surrounding area, C2-3 commercial overlays are mapped along Steinway Street within portions of Blocks 803, 805, and 793. The closest major commercial corridor is Ditmars Boulevard to the northeast of the Affected Area.

The area is well-served by transit. The Ditmars Boulevard subway station, with service from N and W trains, is located approximately 1,800 feet northwest of the Affected Area near the corner of 23rd Avenue and 31st Street. The train service provides direct access to Midtown Manhattan as well as Queensboro Plaza station in Long Island City with multiple transit options including 7 train connecting Hudson Yards and Downtown Flushing, E, M, and R trains with access to Downtown Manhattan and Jamaica.

There are four bus lines (Q101/Q69/M60-SBS/Q19) that are accessible to users in the area. The Q101 bus connects Astoria, the neighborhood of Queens and Midtown Manhattan and has 24 stops departing from Hazen Street/19 Avenue and ending in Queensboro Bridge Exit/E 61 Street. The bus line has two bus stops within the Affected Area on different directions of Steinway Street.

The Q69 bus connects the Astoria neighborhood and Long Island City and has 41 stops departing from 28 Street/Queens Plaza S and ending in Astoria Boulevard/82 Street. The bus line has two bus stops 750 ft northeast of the Affected Area, on different directions of Ditmars Boulevard at its intersection with Steinway Street.

The M60-SBS bus connects Upper West Side neighborhood of Manhattan and LaGuardia Airport and has 20 stops departing from Broadway/W 106 Street and ending in LaGuardia/Terminals C. The bus line has two stops on different directions approximately 750 feet southwest of the Affected Area. The Manhattan-bound stop is on Astoria Boulevard North, and the LaGuardia Airport-bound stop is on Astoria Boulevard South at the intersection with Steinway Street.

The Q19 bus connects the Astoria neighborhood and Downtown Flushing, a major commercial and retail area in Queens, the fourth-largest central business district in New York City. The bus has 35 stops departing from Roosevelt Avenue/Main Street and ending in 27th Avenue/2nd Street. The bus line has two stops on different directions approximately 750 feet southwest of the Affected Area. The westbound stop is on Astoria Boulevard North and the eastbound stop is on Astoria Boulevard South at the intersection with Steinway Street.

1.4 Description of the Affected Area

The Affected Area includes four corners of the intersection of Steinway Street and 23rd Avenue in the Astoria neighborhood of Queens, Community District 1. The Affected Area consists of a 100 ft x 100 ft area on each of the corners, with a total lot area of 40,000 SF, and includes Block 793, Lots 72, 73, 75, and p/o 171, Block 803, Lots 43, 45, and 46, Block 805, Lot 64 and p/o 61 and Block 795 Lots 1, 2, 3, and 61.

Applicant-Controlled Sites

Projected Development Site 1

The Applicant-Owned Projected Development Site 1, located at 23-01, 23-05 Steinway Street, includes Block 793, Lots 73 and 75 and contains a total lot area of 7,500 SF.

- Lot 73 is a 5,000-SF interior lot with 50 feet of frontage on Steinway Street. The lot contains a 1-story, 16-foot-tall building with 5,000 GSF of commercial use (0.96 FAR) currently used as an auto body facility.
- Lot 75 is a 2,500-SF corner lot with 25 feet of frontage on Steinway Street and 100 feet of frontage along 23rd Avenue. The lot contains a 3-story, 35-foot-tall, 4,500-GSF (1.71 FAR)

building with 2,500 GSF of commercial space on the ground floor used as a cafe and 2,000 GSF of residential space with 2 dwelling units on the upper two floors.

Non-Applicant Controlled Sites

Projected Development Site 2

Projected Development Site 2 consists of the non-Applicant-controlled Block 805, Lots 61 and 64.

- Lot 61 is a 10,002-SF lot with 70 feet of frontage along Steinway Street. Only 7,500 SF is within the Affected Area. The lot contains a 2-story, 31-foot-tall, 14,745-GSF (1.41 FAR) building with 10,801 GSF of commercial use on the ground floor and 3,944 GSF of residential space with 4 dwelling units on the second floor. The ground floor commercial space includes a 6,857-GSF auto body facility, a 1,972-GSF Accountant office, and 1,972-GSF warehouse/office space of an architectural materials supplier.
- Lot 64 is 2,500-SF corner lot with 25 feet of frontage on Steinway Street and 100 feet of frontage on 23rd Avenue. The lot contains a 3-story, 36-feet-tall, 5,000-GSF (1.90 FAR) building with 1,250 GSF of ground floor commercial space that includes a cafe and a carpet store, 1,250 GSF of auto body facility, and 2,500 GSF of residential space with 4 residential units on the upper two floors.

Other lots

Other lots in the Affected Area include Block 793, Lots 72 and p/o 171, Block 803, Lots 43, 45, and 46, and Block 795, Lots 1, 2, 3, and 61.

- Block 793, Lot 72 is a 2000-SF lot with 20 feet of frontage along Steinway Street. The lot contains a 3-story, 36-feet-tall building with 1,453 GSF of commercial space on the ground floor used as a Mexican restaurant and 2,907 GSF of residential space with 5 residential units on the top two floors.
- Block 793, Lot 171 is a 2000-SF lot with 20 feet of frontage along Steinway Street. The lot contains a 3-story, 36-feet-tall building with 2,907 GSF of residential space with 5 residential units on the top two floors and 1,453 GSF of commercial space on the ground floor used as a personal training facility. Only a 500-SF portion of lot 171 is within Affected Area.
- Block 803, Lot 43 is a 5000-SF corner lot with 50 feet of frontage along Steinway Street and 100 feet of frontage along 23rd Avenue. The lot contains a 4-story 45-foot-tall building with 14,980 GSF of residential space with 18 residential units and 1,000 GSF of commercial space on a portion of the ground floor.
- Block 803, Lot 45 is a 2,500-SF lot with 25 feet of frontage along Steinway Street. The lot contains a 2-story, 4-foot-tall building with 500 GSF of commercial space on the ground

floor used as a driving school and 1,700 GSF of residential space with 3 residential units on the upper floor.

- Block 803, Lot 46 is a 2,500-SF lot with 25 feet of frontage along Steinway Street. The lot contains a 2-story, 23-feet-tall building with 2,200 GSF of residential space, which includes 3 residential units.
- Block 795, Lot 1 is a 1,950-SF corner lot with 25 feet of frontage along Steinway Street and 78 feet of frontage along 23rd Avenue. The lot contains a 3-story, 33-feet-tall building and has 3,000 GSF of residential space with 4 units and 1,500 GSF of Commercial space on the ground floor used as a Lounge.
- Block 795, Lot 2 is a 1,950-SF lot with 25 feet of frontage along Steinway Street. The lot contains a 3-story, 34-feet-tall building with 1,500 GSF of Commercial space on the ground floor used as a Beauty salon and 3,000 GSF of residential space on the upper two floors with 9 residential units.
- Block 795, Lot 3 is a 5,000-SF lot with 50 feet of frontage along Steinway Street. The lot contains a 4-story, 47-feet-tall building with 13,412 GSF of residential space with 24 units.
- Block 795, Lot 61 is a 1,100-SF lot with 22 feet of frontage along 23rd Avenue. The lot contains a 1.5-story, 25 feet-tall One-Family building with 1,530 GSF of residential space.

1.5 Description of the Proposed Project

The “Proposed Development” involves the assemblage of Block 793, Lots 73 and 75 and the development of a single 39,811-GSF (27,000 ZSF, 3.60 FAR) mixed-use commercial and residential building containing approximately 2,794 GSF (2,654 ZSF, 0.35 FAR) of Local Retail on the ground floor, 27,717 GSF (24,346 ZSF, 3.25 FAR) of residential use on the upper floors, 2,030 GSF of Mechanical space, and 7,270 GSF of Parking in the Cellar. The Proposed Development would result in 22 dwelling units, 25-30% (6-7 units) of which would be affordable pursuant to MIH at an average of 60-80% AMI depending on the Option selected. The Applicant intends to pursue MIH Option 1, which would result in 6 affordable units at an average of 60% AMI. A below-grade parking lot would contain approximately 9 residential parking spaces. The building would have 6 stories and rise to 65 feet. The maximum height of the structure inclusive of the 20-foot bulkhead would be 85 feet. At the height of 43'-6", there would be a 25-foot setback on the sides of the building adjacent to R5 district as per ZR 23-693, the maximum height permitted within 25 feet of the adjacent R5 district is 45 feet. No new curb cuts are proposed.

1.6 Action(s) Necessary to Facilitate the Project

The actions necessary to facilitate the construction of the Proposed Development are approvals of:

(1) a Zoning Map Amendment to map a R6A/C2-4 zoning district in the Affected Area currently zoned as R5D and R5D/C2-3;

(2) a Zoning Text Amendment to amend Queens Community District 1 , Map 9c in Appendix F: Inclusionary Housing Designated Area to establish the Affected Area as an MIH Area.

1.7 Purpose and Need

The Proposed Actions are sought to increase the allowable residential floor area to allow increased residential development at a location well-suited to increased density. The proposed C2-4 commercial overlay would also bring the existing legal nonconforming commercial uses on the portions of the Affected Area within Block 793 and 795 currently zoned R5D into conformance.

In 2010, a C2-3 commercial overlay was mapped on the portion of the Affected Area within Block 803. In 2019, a C2-3 commercial overlay was also mapped on the portion of the Affected Area within Block 805. These zoning changes have reflected the trend toward Mixed residential and ground floor commercial uses within the Affected Area. The Proposed Actions would increase allowable floor area from 2.00 to 3.60 FAR and map a C2-4 commercial overlay within the Affected Area matching the existing C2-3 commercial overlays along Steinway Street. The change in the zoning districts would help preserve and reinforce the existing mixed commercial and residential character at the intersection of Steinway Street and 23rd Avenue.

The Proposed Actions would also require the provision of 25-30% affordable housing under MIH Options 1 or 2, in an area well supported by transit, recreational facilities and supportive commercial and community facility uses. Therefore, the Proposed Actions would advance the City's affordable housing policy outlined in Housing New York 2.0. The Applicant believes the increased density of residential and commercial uses is appropriate on the intersection of wide streets and that the proposed rezoning would facilitate the introduction of the needed residential uses with affordable units.

The Proposed Project could not be developed under the existing zoning regulations because of the limited FAR available for development and no commercial uses permitted.

1.8 Analysis Framework

The analysis framework compares the incremental difference between the proposed and potential development under the Proposed Actions (Future With-Action Scenario) and the development which could occur under the existing zoning (Future No-Action Scenario) by the build year specified below. This EAS studies the potential for individual and cumulative environmental impacts related to the Proposed Actions occurring in a study area of approximately 400 feet around the Affected Area. The analysis framework is described below:

Reasonable Worst-Case Development Scenario

Discretionary actions sometimes permit a range of project characteristics, or development scenarios, to occur even though the action may be sought in order to facilitate a specific development. From the range of possible scenarios that are considered reasonable and likely, the scenario with the worst environmental consequences is chosen for analysis. This is considered to be the Reasonable Worst-Case Development Scenario (RWCDS), the use of which ensures that, regardless of which scenario actually occurs, its impacts would be no worse than those considered in the environmental review. The environmental assessment examines the incremental differences between the RWCDS of the future without the project in place (No-Action Scenario) and the future with the Proposed Actions (With-Action Scenario).

The *2021 CEQR Technical Manual* categorizes soft sites as either "projected" or "potential" development sites. Projected development sites are defined as those sites that are more likely to be developed as a result of the proposed project. Potential sites are defined as sites that could be developed but have been determined to have less development potential than the projected development sites, based on observed historic and current market conditions, location, site configuration, proximity to transit, infrastructure and other facilities, and other factors that affect the likelihood that they would be developed under the Proposed Actions. Projected development sites are analyzed for both site-specific and density-related effects, whereas potential development sites are only analyzed for site-specific effects.

Pursuant to *2021 CEQR Technical Manual* methodology, sites may be considered 'soft' if they are built to substantially less than the maximum permitted floor area ratio and are of a sufficient size or could be assembled into a parcel of sufficient size, to support a feasible development. Sites that have recently been developed or redeveloped are considered less likely to be soft, due to the significant recent investment in the current use.

Build Year

The build year for the analysis is anticipated to be 2026 in consideration of an 18-month CEQR review period, a 7-month ULURP review process, 6-month design development and permitting period, and a 22-month single-phase construction schedule inclusive of two Projected Development Sites.

Future Without the Proposed Actions (No-Action Condition)

The No-Action Condition for the Affected Area would be the same as existing conditions.

Projected Development Site 1 (Block 793, Lots 73 and 75)

The Applicant-controlled Projected Development Site 1 is composed of Block 793, Lots 73 and 75. There are no records of building work permits submitted by the Applicant. As such, it is conservatively assumed that under the No-Action Scenario, existing conditions would continue on the Projected Development Site. The existing commercial and automotive uses on lots 73 and 75 are legal non-conforming. It is assumed that these uses would remain in the future without the Proposed Actions.

Projected Development Site 2 (Block 805, Lots 61 and 64)

The non-Applicant-controlled Projected Development Site 2 is composed of Block 805, Lots 61 and 64. There are no records of building work permits on the DOB website. As such, it is conservatively assumed that under the No-Action Scenario, existing conditions would continue on the Projected Development Site 2.

Other Lots

The Other non-Applicant-controlled lots are not considered likely to be redeveloped under No-Action Conditions and would remain as they exist. The existing commercial uses on Block 793, Lots 72 and 171 and Block 795, Lots 1 and 2 are legal non-conforming. It is assumed that these uses would remain in the future without the Proposed Actions.

Future With the Proposed Actions (With-Action Condition)

Projected Development Site 1 (Block 793, Lots 73 and 75)

Projected Development Site 1 includes Applicant-controlled Block 793, Lots 73 and 75, with a total projected lot size of 7500 SF. Under Future With-Action conditions, the Projected Development Site 1 would be developed with a single 39,811 GSF (27,000 ZSF, 3.60 FAR) mixed residential and commercial building containing approximately 2,794 GSF (2,654 ZSF, 0.35 FAR) of local retail on the ground floor, 27,717 GSF (24,346 ZSF, 3.25 FAR) of residential use on the upper floors, and 9,300 SF of parking space on the cellar level and ground floor. The Projected Development would include 33 dwelling units, 25-30% (9-10 units) of which would be affordable pursuant to MIH at an average of 60-80% AMI depending on the Option selected. For the purposes of Early Childhood Programs analysis, 20% (7 units) of residential floor area is assumed to be affordable at or below 60% AMI. The below-grade parking lot would contain approximately 13 parking spaces (50% of the number of market rate dwelling units). The building would have 8 stories and rise to 85 feet. At the base height of 65 feet, there would be a 10-foot setback on Steinway Street and 23rd Avenue, as these streets are considered to be wide (75 feet or more). A 10-foot mechanical bulkhead would be assumed for the development site for a conservative shadows analysis under CEQR. No new curb cuts would be proposed.

Projected Development Site 2 (Block 805, Lots 61 and 64)

Projected Development Site 2 includes non-Applicant-controlled Block 805, Lots 61 and 64, with a total projected lot size of 12,502 SF. Only 7,500 SF of lot 61 is within the Affected Area and would be mapped R6A/C2-4. Approximately 2,502 SF of lot 61 would continue to be mapped R5D/C2-3. However, the regulations of R6A/C2-4 district could be applied to the entire lot 61 since the width of R5D/C2-3 district would measure 25 feet or less in the With-Action scenario.

Under Future With-Action conditions, the Projected Development Site 2 would be developed with a single 61,871 GSF (45,007 ZSF, 3.60 FAR) mixed residential and commercial building containing approximately 10,002 GSF (9,617 ZSF, 0.77 FAR) of Local Retail on the ground floor,

37,867 GSF (35,390 ZSF, 2.83 FAR) of residential use on the upper floors, and 14,002 SF of parking space on the cellar level and ground floor. The Projected Development would include 45 dwelling units, 25-30% (12-14 units) of which would be affordable pursuant to MIH at an average of 60-80% AMI depending on the Option selected. For the purposes of Early Childhood Programs analysis, 20% (9 units) of residential floor area is assumed to be affordable at or below 60% AMI. The below-grade parking lot would contain approximately 18 parking spaces (50% of the number of market rate dwelling units). The building would have 8 stories and rise to 85 feet. At the base height of 65 feet, there would be a 10-foot setback on Steinway Street and 23rd Avenue, as these streets are considered to be wide (75 feet or more). A 10-foot mechanical bulkhead would be assumed for the development site for a conservative shadows analysis under CEQR. No new curb cuts would be proposed.

For both Projected Development Sites, the RWCDS assumes the maximum permitted building height and FAR under the proposed R6A/C2-4 zoning district and includes a ground floor commercial space to meet the qualifying ground floor requirement for the purposes of conservative analysis. The dwelling units were assumed to be an average of 850 GSF. Parking is required for 50% of market-rate units under the proposed zoning.

Other Lots

The other lots within the Affected Area (Other Affected Sites) not projected to redevelop include:

- Block 793, Lot 72. The development of Lot 72 is not expected to occur under the proposed zoning because of the lot's narrow frontage, small lot size (5,000 square feet or less), and the existing 3-story building exceeding 50% of the allowable FAR under the proposed rezoning. The existing building was built prior to 1974, contains six units, and is likely to be rent-stabilized and difficult to legally demolish.
- Block 793, 171. The development of Lot 171 is not expected to occur under the proposed zoning because of the lot's narrow frontage, small lot size (5,000 square feet or less), and the existing 3-story building exceeding 50% of the allowable FAR under the proposed rezoning.
- Block 803, Lot 43. The development of Lot 43 is not expected to occur under the proposed zoning because the existing 4-story, 15,980 GSF building exceeds 50% of the allowable FAR under the proposed rezoning. The existing building contains 18 residential units and was built prior to 1974. Therefore, it is likely to be rent-stabilized and difficult to legally demolish due to tenant relocation requirements.
- Block 803, Lot 45. The development of Lot 45 is not expected to occur under the proposed zoning because of the lot's narrow frontage and small lot size (5,000 square feet or less).
- Block 803, Lot 46. The development of Lot 46 is not expected to occur under the proposed zoning because of the lot's narrow frontage and small lot size (5,000 square feet or less).

- Block 795, 1. The development of Lot 1 is not expected to occur under the proposed zoning because of the small lot size (5,000 square feet or less) and the existing 3-story building exceeding 50% of the allowable FAR under the proposed rezoning.
- Block 795, 2. The development of Lot 2 is not expected to occur under the proposed zoning because of the lot's narrow frontage, small lot size (5,000 square feet or less), and the existing 3-story building exceeding 50% of the allowable FAR under the proposed rezoning.
- Block 795, 3. The development of Lot 3 is not expected to occur under the proposed zoning because the existing 4-story, 13,412 GSF building exceeds 50% of the allowable FAR under the proposed rezoning. Besides, the existing building contains 24 units and was built prior to 1974, and is likely to be rent-stabilized and difficult to legally demolish due to tenant relocation requirements.
- Block 795, 61. The development of Lot 61 is not expected to occur under the proposed zoning because of the lot's narrow frontage and small lot size (5,000 square feet or less).

The Projected and Other Affected Sites are shown in **Figure 1.1-1**.

The analysis considers the increment between the No-Action and With-Action conditions. The incremental development would consist of 57,140 GSF or 51,844 ZSF residential square footage, which would include 67 dwelling units – 52 market rate and 15 (20%) affordable units. Commercial square footage would have a negative increment of 8,005 GSF or 7,730 ZSF. An increase of 31 parking spaces would result in the With-Action Condition compared to the No-Action Condition to accommodate the future residential parking demands.

The RWCDS Existing, No-Action, and With-Action Scenarios at the Projected Development Sites are shown below in **Table 1.8-1**. The RWCDS increment of Analysis on the Projected Development Sites within the Affected Area are presented in **Table 1.8-2**.

Table 1.8-1: RWCDS Analysis Framework - Existing, No-Action, and With-Action Conditions

Site Info				Existing Condition								No-Action Condition								With-Action Condition								
Site ID	Block	Lot	Lot Area	Zoning	MF (gsf)	Com. (gsf)	CF (gsf)	Res. (gsf)	Total gsf	Afford. DU	Total DU	Zoning	MF (gsf)	Com. (gsf)	CF (gsf)	Res. (gsf)	Total gsf	Afford. DU	Total DU	Zoning	MF (gsf)	Com. (gsf)	CF (gsf)	Res. (gsf)	Parking (gsf)	Total gsf	Afford. DU	Total DU
Projected Site 1	793	73	5,000	R5D	0	5,000	0	0	5,000	0	0	R5D	0	5,000	0	0	5,000	0	0	R6A/C2-4	0	2,794	0	27,717	9,300	39,811	7	33
		75	2,500		0	2,500	0	2,000	4,500	0	2		0	2,500	0	2,000	4,500	0	2									
Projected Site 2	805	61*	10,002	R5D/C2-3	0	10,801	0	3,944	14,745	0	4	R5D/C2-3	0	10,801	0	3,944	14,745	0	4	R6A/C2-4, R5D/C2-3*	0	10,002	0	37,867	14,002	61,871	9	45
		64	2,500		0	2,500	0	2,500	5,000	0	4		0	2,500	0	2,500	5,000	0	4									
Total				**-**	**0**	**20,801**	**0**	**8,444**	**29,245**	**0**	**10**	**-**	**0**	**20,801**	**0**	**8,444**	**29,245**	**0**	**10**	**-**	**0**	**12,796**	**0**	**65,584**	**23,302**	**101,682**	**15**	**77**

* 7,500 SF of lot 61 would be mapped R6A/C2-4 and 2,502 SF of lot 61 would continue to be mapped R5D/C2-3. However, the regulations of R6A/C2-4 district can be applied to the entire lot 61 since the width of R5D/C2-3 district measures 25 feet or less.

DU = Dwelling Units

gsf = gross square feet

Res. = Residential

Com. = Commercial

Mf = Manufacturing

CF = Community Facility

Afford. = Affordable

Table 1.8-2: RWCDS Incremental Analysis Table

Use	No-Action Condition	With-Action Condition	Increment
Commercial GSF	20,801	12,796	-8,005
Manufacturing GSF	0	0	0
Community Facility GSF	0	0	0
Residential GSF	8,444	65,584	+57,140
Total GSF	29,245	101,682	+72,437
Residential DUs	10	77	+67
Residents[1]	22	172	+149
Workers[2]	35	41	+6

1: Assumes 3 employees per 1,000 sf of commercial use and 1 employee per 25 residential units.

2: Assumes 2.23 residents per household average - 2020 Census data, Queens CD 1.

2 Environmental Review

The following technical sections are provided as supplemental assessments to the Environmental Assessment Statement ("EAS") Short Form. Part II: Technical Analyses of the EAS forms a series of technical thresholds for each analysis area in the respective chapter of the *CEQR Technical Manual*. If the proposed project was demonstrated not to meet or exceed the threshold, the 'NO' box in that section was checked; thus, additional analyses were not needed. If the proposed project was expected to meet or exceed the threshold, or if this was not able to be determined, the 'YES' box was checked on the EAS Short Form, resulting in a preliminary analysis to determine whether further analyses were needed. For those technical sections, the relevant chapter of the *2021 CEQR Technical Manual* was consulted for guidance on providing additional analyses (and supporting information, if needed) to determine whether detailed analysis was needed.

A 'YES' answer was provided in the following technical analyses areas on the EAS Short Form:

- Land Use, Zoning, and Public Policy
- Shadows
- Historic and Cultural Resources
- Urban Design and Visual Resources
- Hazardous Materials
- Air Quality
- Noise
- Neighborhood Character
- Construction

2.1 Land Use, Zoning, and Public Policy

The *2021 CEQR Technical Manual* recommends procedures for analysis of land use, zoning and public policy to ascertain the impacts of a project on the Surrounding Area. Land use, zoning, and public policy are described in detail below. This section considers existing conditions, development trends, and zoning and other public policies in relation to the Affected Area and the Surrounding Area as well as the larger area in which the Proposed Actions may have an effect. Because the Proposed Actions would permit the development of multiple family residential uses with a larger bulk and would also reduce the parking requirements for commercial uses compared to existing zoning regulations, a preliminary assessment of Land Use, Zoning, and Public Policy is provided.

Methodology

Existing land uses were determined by reference to the New York City Zoning and Land Use (Zola) database and PLUTOTM 20v4 shapefiles. These uses were then confirmed through site visits. The evaluation of lots within the 400-foot Study Area was performed with reference to New York City Zoning Maps and the Zoning Resolution of the City of New York and served as the basis for the zoning evaluation of the Future No Action and Future With-Action Conditions. Public Policy research was performed through an evaluation of NYCDCP and other city agencies' programs and documentation.

2.1.1 Land Use

The *CEQR Technical Manual* suggests that a land use, zoning, and public policy study area should generally extend 400 feet from the Affected Area ("the surrounding area"). Existing land uses within approximately 400 feet of the Affected Area are presented in **Figure 1.1-2**.

Existing Conditions

Land Use Study Area

As shown in **Figure 1.1-2** and stated in **Section 1.3**, the surrounding area primarily consists of one- and two- family and multi-family residences, mixed commercial and residential buildings, commercial structures, transportation and utility uses, a community facility, and open space. The residential buildings mostly consist of two-story one- and two-family buildings and two- to four-story multiple family walkup apartment buildings. Transportation and utility uses are presented by one-story structures occupied by auto body services. Commercial structures include a four-story multitenant commercial and office building adjacent to the Affected Area and another one-story commercial building. There is also a three-story community facility building, P.S. 084 Steinway School, within the 400-foot Study Area.

Steinway Street is an 80-foot-wide, north-south right-of-way classified as a Major Collector Road by the New York State Department of Transportation (NYS DOT) with one moving lane of traffic in each direction and curbside parking. Steinway Street is predominantly developed with two- to

four-story multiple family walkup apartment buildings to the northeast of the Affected Area and two- to four-story mixed use residential with ground floor commercial buildings to the southwest of the Affected Area which gives the street a commercial character. Ditmars Playground is located along Steinway Street to the northeast and adjacent to the Affected Area.

23rd Avenue is an 80-foot-wide, east-west road with one lane of traffic in each direction and curbside parking. 23rd Avenue is developed with two-story one- and two-family buildings and two- to four-story multiple family walkup apartment buildings. 23rd Avenue is primarily residential in character with some commercial uses, including nonconforming ground-floor commercial uses.

Affected Area

A full breakdown of each lot within the Affected Area can be found in **Section 1.4**.

The Affected Area includes four corners of the intersection of Steinway Street and 23rd Avenue in the Astoria neighborhood of Queens, Community District 1. The Affected Area consists of a 100 ft x 100 ft area on each of the corners, with a total lot area of 40,000 SF, and includes Block 793, Lots 72, 73, 75, and p/o 171, Block 803, Lots 43, 45, and 46, Block 805, Lot 64 and p/o 61 and Block 795 Lots 1, 2, 3, and 61. The Affected Area includes two Projected Development Sites.

Projected Development Site 1

The Applicant-Owned Projected Development Site 1, located at 23-01, 23-05 Steinway Street, includes Block 793, Lots 73 and 75, with a total lot area of 7,500 SF.

- Lot 73 is a 5,000-SF interior lot with 50 feet of frontage on Steinway Street. The lot contains a 1-story, 16-foot-tall building with 5,000 GSF of commercial use (0.96 FAR) currently used as an auto body facility.
- Lot 75 is a 2,500-SF corner lot with 25 feet of frontage on Steinway Street and 100 feet of frontage along 23rd Avenue. The lot contains a 3-story, 35-foot-tall, 4,500-GSF (1.71 FAR) building with 2,500 GSF of commercial space on the ground floor used as a cafe and 2,000 GSF of residential space with 2 dwelling units on the upper two floors.

Projected Development Site 2

Projected Development Site 2 consists of the non-Applicant-controlled Block 805, Lots 61 and 64.

- Lot 61 is a 10,002-SF lot with 70 feet of frontage along Steinway Street. Only 7,500 SF is within the Affected Area. The lot contains a 2-story, 31-foot-tall, 14,745-GSF (1.41 FAR) building with 10,801 GSF of commercial use on the ground floor and 3,944 GSF of residential space with 4 dwelling units on the second floor. The ground floor commercial space includes a 6,857-GSF auto body facility, a 1,972-GSF Accountant office, and 1,972-GSF warehouse/office space of an architectural materials supplier.

- Lot 64 is 2,500-SF corner lot with 25 feet of frontage on Steinway Street and 100 feet of frontage on 23rd Avenue. The lot contains a 3-story, 36-feet-tall, 5,000-GSF (1.90 FAR) building with 1,250 GSF of ground floor commercial space that includes a cafe and a carpet store, 1,250 GSF of auto body facility, and 2,500 GSF of residential space with 4 residential units on the upper two floors.

Other lots

Other lots in the Affected Area include Block 793, Lots 72 and p/o 171, Block 803, Lots 43, 45, and 46, and Block 795, Lots 1, 2, 3, and 61.

- Block 793, Lot 72 is a 2000-SF lot with 20 feet of frontage along Steinway Street. The lot contains a 3-story, 36-feet-tall building with 1,453 GSF of commercial space on the ground floor used as a Mexican restaurant and 2,907 GSF of residential space with 5 residential units on the top two floors.

- Block 793, Lot 171 is a 2000-SF lot with 20 feet of frontage along Steinway Street. The lot contains a 3-story, 36-feet-tall building with 2,907 GSF of residential space with 5 residential units on the top two floors and 1,453 GSF of commercial space on the ground floor used as a personal training facility. Only a 500-portion of lot 171 is within Affected Area.

- Block 803, Lot 43 is a 5000-SF corner lot with 50 feet of frontage along Steinway Street and 100 feet of frontage along 23rd Avenue. The lot contains a 4-story and 45-feet-tall building with 14,980 GSF of residential space with 18 residential units and 1,000 GSF of Commercial space on a portion of the ground floor.

- Block 803, Lot 45 is a 2,500-SF lot with 25 feet of frontage along Steinway Street. The lot contains a 2-story, 4-feet-tall building with 500 GSF of commercial space on the ground floor used as a Driving school and 1,700 GSF of residential space with 3 residential units on the upper floor.

- Block 803, Lot 46 is a 2,500-SF lot with 25 feet of frontage along Steinway Street. The lot contains a 2-story, 23-feet-tall building with 2,200 GSF of residential space, which includes 3 residential units.

- Block 795, Lot 1 is a 1,950-SF corner lot with 25 feet of frontage along Steinway Street and 78 feet of frontage along 23rd Avenue. The lot contains a 3-story, 33-feet-tall building and has 3,000 GSF of residential space with 4 units and 1,500 GSF of commercial space on the ground floor used as a Lounge.

- Block 795, Lot 2 is a 1,950-SF lot with 25 feet of frontage along Steinway Street. The lot contains a 3-story, 34-foot-tall building with 1,500 GSF of commercial space on the ground floor used as a Beauty salon and 3,000 GSF of residential space on the upper two floors with 9 residential units.

- Block 795, Lot 3 is a 5,000-SF lot with 50 feet of frontage along Steinway Street. The lot contains a 4-story, 47-foot-tall building with 13,412 GSF of residential space with 24 units.
- Block 795, Lot 61 is a 1,100-SF lot with 22 feet of frontage along 23rd Avenue. The lot contains a 1.5-story, 25 feet-tall One-Family building with 1,530 GSF of residential space.

Future No-Action Condition

Land Use Study Area

There are no active construction permits within the 400-foot Study Area. There are no other known major land use changes anticipated in the foreseeable future within the land use Study Area. Therefore, existing land use patterns are generally expected to continue in the future without the Proposed Actions. Any new development within the Surrounding Area would be governed by the underlying zoning regulations.

Affected Area

There are no records of building work permits on the DOB website. As such, it is conservatively assumed that under the No-Action Scenario, existing conditions would remain the same on Projected Development Sites 1 and 2. Other non-Applicant-controlled lots (Block 793, Lots 72 and p/o 171, Block 803, Lots 43, 45, and 46, and Block 795, Lots 1, 2, 3, and 61) are not considered likely to be redeveloped under No-Action Conditions and would remain as they exist.

The existing commercial uses within the Affected Area on Block 793, Lots 72, 75, and 171 and Block 795, Lots 1 and 2, as well as an automotive use on Block 793, Lot 73 are legal non-conforming. It is assumed that these uses would remain in the future without the Proposed Actions.

Future With-Action Condition

Land Use Study Area

Land use and development patterns in the study area are anticipated to remain unchanged in the future with the Proposed Actions. Any new development in the surrounding area would be consistent with the underlying zoning regulations.

Affected Area

Projected Development Site 1 (Block 793, Lots 73 and 75)

Projected Development Site 1 includes Applicant-controlled Block 793, Lots 73 and 75, with a total projected lot size of 7500 SF. Under Future With-Action conditions, Projected Development Site 1 would be developed with a single 39,811 GSF (27,000 ZSF, 3.60 FAR) mixed residential and commercial building containing approximately 2,794 GSF (2,654 ZSF, 0.35 FAR) of local retail on the ground floor, 27,717 GSF (24,346 ZSF, 3.25 FAR) of residential use on the upper floors, and 9,300 SF of parking space on the cellar level and ground floor. The Projected Development would

include 33 dwelling units, 25-30% (9-10 units) of which would be affordable pursuant to MIH at an average of 60-80% AMI depending on the Option selected. For the purposes of Early Childhood Programs analysis, 20% (7 units) of residential floor area is assumed to be affordable at or below 60% AMI. The below-grade parking lot would contain approximately 13 parking spaces (50% of the number of market rate dwelling units). The building would have 8 stories and rise to 85 feet. At the base height of 65 feet, there would be a 10-foot setback on Steinway Street and 23rd Avenue, as these streets are considered to be wide (75 feet or more). A 10-foot mechanical bulkhead would be assumed for the development site for a conservative shadows analysis under CEQR. No new curb cuts would be proposed.

Projected Development Site 2 (Block 805, Lots 61 and 64)

Projected Development Site 2 includes non-Applicant-controlled Block 805, Lots 61 and 64, with a total projected lot size of 12,502 SF. Only 7,500 SF of lot 61 is within the Affected Area and would be mapped R6A/C2-4. Approximately 2,502 SF of lot 61 would continue to be mapped R5D/C2-3. However, the regulations of R6A/C2-4 district could be applied to the entire lot 61 since the width of R5D/C2-3 district would measure 25 feet or less in the With-Action scenario.

Under Future With-Action conditions, Projected Development Site 2 would be developed with a single 61,871 GSF (45,007 ZSF, 3.60 FAR) mixed residential and commercial building containing approximately 10,002 GSF (9,617 ZSF, 0.77 FAR) of Local Retail on the ground floor, 37,867 GSF (35,390 ZSF, 2.83 FAR) of residential use on the upper floors, and 14,002 SF of parking space on the cellar level and ground floor. The Projected Development would include 45 dwelling units, 25-30% (12-14 units) of which would be affordable pursuant to MIH at an average of 60-80% AMI depending on the Option selected. For the purposes of Early Childhood Programs analysis, 20% (9 units) of residential floor area is assumed to be affordable at or below 60% AMI. The below-grade parking lot would contain approximately 18 parking spaces (50% of the number of market rate dwelling units). The building would have 8 stories and rise to 85 feet. At the base height of 65 feet, there would be a 10-foot setback on Steinway Street and 23rd Avenue, as these streets are considered to be wide (75 feet or more). A 10-foot mechanical bulkhead would be assumed for the development site for a conservative shadows analysis under CEQR. No new curb cuts would be proposed.

Conclusion

The Applicant believes that the area at the intersection of wide streets well-served by public transit is a well-suited location for increased density of residential and commercial uses. The mixed-use approach at the intersection of Steinway Street and 23rd Avenue would build on the vision for the area established during the 2010 Astoria Rezoning that mapped a C4-2A regional commercial district on Steinway Street south of Astoria Boulevard. The Proposed Actions are compatible with the predominantly residential and commercial surrounding uses and would not alter development patterns in the area. The proposed C2-4 commercial overlay would also bring the existing legal nonconforming commercial uses on the portions of the Affected Area within

Block 793 and 795 currently zoned R5D into conformance. Moreover, the proposed Zoning Text Amendment to Appendix F to add Mandatory Inclusionary Housing (MIH) would allow for residential growth with affordable housing and contribute to the City's goals for affordable housing. The rezoning would not adversely affect surrounding land uses, nor would it be incompatible with those land uses. Therefore, no potentially significant adverse impacts related to land use are expected to occur as a result of the Proposed Actions, and further analysis of land use is not warranted.

2.1.2 Zoning

The *2021 CEQR Technical Manual* suggests that a zoning study area should extend 400 feet from the Affected Area. The proposed Zoning Map Amendment would rezone Block 793, Lots 72, 73, 75, and p/o 171 and Block 795 Lots 1, 2, 3, and 61 from R5D zoning district to an R6A/C2-4 zoning district and Block 803, Lots 43, 45, and 46 and Block 805, Lot 64 and p/o 61 from R5D/C2-3 zoning district to an R6A/C2-4 zoning district. Existing zoning districts within approximately 400 feet of the Affected Area are presented in **Figure 1.1-3**.

Existing Conditions

Zoning Study Area

The zoning districts within 400 feet of the Affected Area are R5, R5B, R5D, and C2-3 commercial overlays, as illustrated in **Table 2.1-1**.

Existing zoning districts in the surrounding area include:

R5

An R5 zoning district is located southeast of the Affected Area. R5 districts allow for a variety of housing, typically three-and four-story attached houses and small apartment houses, with a maximum permitted FAR of 1.25. With a height limit of 40 feet, R5 districts provide a transition between lower- and higher-density neighborhoods. The maximum street wall height is 30 feet and the maximum building height is 40 feet. Above a height of 30 feet, a setback of 15 feet is required from the street wall of the building. In addition, any portion of the building that exceeds a height of 33 feet must be set back from a rear or side yard line. Detached houses must have two side yards that total at least 13 feet, each with a minimum width of five feet. Semi-detached houses need one eight-foot-wide side yard. Apartment houses need two side yards, each at least eight feet wide. Front yards must be 10 feet deep or, if deeper, a minimum of 18 feet to prevent cars parked on-site from protruding onto the sidewalk. Cars may park in the side or rear yard, in the garage or in the front yard within the side lot ribbon. Parking is also allowed within the front yard when the lot is wider than 35 feet. Off-street parking is required for 85% of the dwelling units in the building, but requirements are lower for income-restricted housing units (IRHU) and are further modified within the Transit Zone.

R5B

R5B zoning district is located north and west of the Affected Area. R5B districts allow for a variety of housing, typically three-story attached row houses. The FAR of 1.35 typically produces a building with a maximum street wall height of 30 feet, above which the building slopes or is set back to a maximum height of 33 feet. The front yard must be at least five feet deep, and it must be at least as deep as one adjacent front yard and no deeper than the other, but it need not exceed a depth of 20 feet. Attached rowhouses do not require side yards but there must be at least eight feet between the end buildings in a row and buildings on adjacent zoning lots. Curb cuts are prohibited on zoning lot frontages less than 40 feet. Where off-street parking is required, on-site spaces must be provided for two-thirds of the dwelling units although parking can be waived when only one space is required. Requirements are lower for income-restricted housing units (IRHU) and are further modified within the Transit Zone. Front yard parking is prohibited.

R5D

R5B zoning district occupies the Affected Area and extends along Steinway Street to the northeast and southwest, and along 23rd Avenue to the northwest of the Affected Area. R5D districts are contextual residential districts characterized by moderate-density, multi-family housing and serve as a transition between lower-density districts and moderate-density districts. R5D districts allow for all types of residences in all building types – detached, semi-detached, attached and zero-lot line residences. Within an R5D district, the maximum permitted residential and community facility FAR are both 2.0, and the maximum permitted building height is 40 feet (45 feet with a Qualifying Ground Floor). R5D districts require a minimum front yard of 5 feet and a minimum rear yard of 30 feet. Side yards are not required for lots less than 30 feet wide. For lots at least 30 feet wide, zero lot line buildings require one side yard at least eight feet wide, and a minimum of eight feet is required between buildings on adjacent zoning lots. Off-street parking, which is not permitted in front of the building, is required for 66% of the dwelling units and for 35% of IRHU.

Table 2.1-1: Zoning Districts in the Surrounding Area[1]

Zoning District	Type and Use Group	Floor Area Ratio (FAR)	Parking
R5	Residential	1.25 – Residential (Basic) 2.00 – Community Facility	85% of DU; 0 for IRHU inside TZ; 42.5% of DU for IRHU[2] outside TZ
	UGs 1-4		
R5B	Contextual Residential	1.35 – Residential (Basic) 2.00 – Community Facility	66% of DU; 0 for IRHU inside TZ;
	UGs 1-4		

[1] Zoning Handbook, New York City Department of City Planning, 2019
[2] Income-Restricted Housing Units

			42.5% of DU for IRHU outside TZ
R5D	Contextual Residential	2.00 – Residential (Basic) 2.00 – Community Facility	66% of DU; 0 for IRHU inside TZ; 35% of DU for IRHU outside TZ
	UGs 1-4		
C2-3 Commercial Overlay	Local Service	1.0 FAR - Commercial (R1-R5B) 2.0 FAR - Commercial (R5B - R10X)	1 per 400 SF
	UG 1-9, 14		

C2-3 Commercial Overlay

C2-3 commercial overlay districts surround the Affected Area to the southwest along Steinway Street. C2-3 zoning districts are commercial overlay districts mapped within residential neighborhoods along streets that serve local retail needs. Typical retail uses include neighborhood grocery stores, restaurants, and beauty parlors. C2-3 districts permit a slightly wider range of uses, such as funeral homes and repair services. In mixed buildings, commercial uses are limited to one or two floors and must always be located below the residential use. When commercial overlays are mapped in R1 through R5 districts, the maximum commercial FAR is 1.0. When mapped in R6 through R10 districts, the maximum commercial FAR is 2.0. Commercial buildings are subject to commercial bulk rules.

Overlay districts differ from other commercial districts in that residential bulk is governed by the residence district within which the overlay is mapped. All other commercial districts that permit residential use are assigned a specific residential district equivalent. Unless otherwise indicated on the zoning maps, the depth of overlay districts ranges from 100 to 200 feet.

Affected Area

The Affected Area is zoned R5D, which permits moderate-density multi-family housing (up to 1.35 residential FAR) along with community facility uses (up to 1.35 community facility FAR). A C2-3 commercial overlay is mapped on Block 803, Lots 43, 45, and 46 and Block 805, Lots 64 and p/o 61 permitting up to 2.0 commercial FAR.

Future No-Action Condition

Zoning Study Area and Affected Area

There are no proposed rezonings within the 400-foot zoning Study Area. No changes to zoning would occur in the future without the Proposed Actions in the Affected Area. Existing zoning patterns would remain, and the Affected Area would continue to be subject to R5D and R5D/ C2-3 zoning regulations.

Future With-Action Condition

Zoning Study Area

Changes to zoning would only occur in the Affected Area in the future with the Proposed Actions.

Affected Area

The Proposed Action would rezone Block 793, Lots 72, 73, 75, and p/o 171 and Block 795 Lots 1, 2, 3, and 61 from R5D zoning district to an R6A/C2-4 zoning district and Block 803, Lots 43, 45, and 46 and Block 805, Lot 64 and p/o 61 from R5D/C2-3 zoning district to an R6A/C2-4 zoning district. The Applicant is also proposing a Zoning Text Amendment to Appendix F to add a Mandatory Inclusionary Housing (MIH) area coterminous with the Affected Area.

Under the With-Action condition, the proposed R6A/C2-4 zoning district would permit a maximum of 3.6 FAR for residential use (MIH area), 2.0 FAR for commercial uses, 3.0 for community facility uses. The maximum building height within the R6A/C2-4 district would be 85 feet after a setback from the base height of up to 65 feet. Buildings within the proposed zoning district must have a 10-foot setback above the maximum base height on a wide street and a 15-foot setback on a narrow street before rising to a maximum of 8 floors. Off-street parking is required for 50 percent of the residential dwelling units but is not required for income-restricted housing units within the Transit Zone.

Compared with the existing R5D and R5D/C2-3 zoning districts currently mapped in the Affected Area, the proposed R6A/C2-4 zoning districts would allow for an increased residential FAR (by 1.0 FAR) and increased building heights. Within Block 793, Lots 72, 73, 75, and p/o 171 and Block 795 Lots 1, 2, and 3, currently zoned R5D, the Proposed Actions would also permit commercial uses with up to 2.0 FAR and bring the existing legal nonconforming commercial uses into conformance.

Conclusion

The proposed R6A/C2-4 zoning district would increase the permitted residential floor area to allow increased residential development at the intersection of Steinway Street and 23rd Avenue, wide streets forming a location well-suited for a higher density of mixed residential and commercial uses. The C2-4 commercial overlay would permit commercial uses with up to 2.0 FAR on the portions of the Affected Area within Block 793 and 795 currently zoned R5D and bring the existing legal nonconforming commercial uses into conformance helping preserve and reinforce the existing mixed commercial and residential character of the area. Moreover, the proposed Zoning Text Amendment to Appendix F to add a Mandatory Inclusionary Housing (MIH) Area would allow for residential growth with affordable housing and contribute to the City's goals for affordable housing. Therefore, no significant adverse impacts are anticipated to zoning, and further analysis is not required.

2.1.3 Public Policy

According to the 2*021 CEQR Technical Manual*, a project that would be located within areas governed by public policies controlling land use, or that has the potential to substantially affect land use regulation or policy controlling land use, requires an analysis of public policy. A preliminary assessment of public policy should identify and describe any public policies, including formal plans or published reports, which pertain to the study area. If the Proposed Actions could potentially alter or conflict with identified policies, a detailed assessment should be conducted; otherwise, no further analysis of public policy is necessary.

The Affected Area is not part of, or subject to, an Urban Renewal Plan (URP), adopted community 197-a Plan, Solid Waste Management Plan, Business Improvement District (BID), Industrial Business Zone (IBZ), or the New York City Landmarks Law. In addition, the Affected Area is not located within a designated FRESH-eligible area.

The Proposed Actions include a Zoning Text Amendment to ZR Appendix F: Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing Areas for Community District 1, Queens, to establish the Affected Area as an MIH Area. As a result, an analysis of the Proposed Development's alignment with Housing New York is warranted.

Though the Proposed Actions are not a large publicly sponsored project, consistency with the City's OneNYC for sustainability is provided below.

In addition, the Proposed Actions consistency with "Rebuild, Renew, Reinvent: A Blueprint for New York City's Economic Recovery" is provided below.

Existing Conditions

Housing New York 2.0

Carried out by Housing Preservation and Development (HPD), Housing New York is the Mayor's plan to build or preserve 300,000 affordable homes by 2026. The plan outlines a comprehensive set of policies and programs to address the city's affordable housing crisis and retain the diversity and vitality of its neighborhoods.

OneNYC

OneNYC is New York City's long-term strategy and Green New Deal to confront climate crisis, achieve equity, and strengthen democracy so that people can build a strong and fair city. It covers eight strategies: a vibrant democracy, an inclusive economy, thriving neighborhoods, healthy lives, equity and excellence in education, a livable climate, efficient mobility, and modern infrastructure.

Rebuild, Renew, Reinvent: A Blueprint for New York City's Economic Recovery

Rebuild, Renew, Reinvent: A Blueprint for New York City's Economic Recovery aims to accelerate job creation and make communities more resilient to future environmental and public health emergencies, financially stronger, and more connected. It contains five main strategies, including

1. Restarting the city's economic engines and reactivating the public realm, supporting small businesses, entrepreneurship, and a more equitable economy
2. Driving inclusive sector growth
3. Building a future-focused economy
4. Connecting New Yorkers to quality jobs and in-demand skills
5. Planning and building for inclusive growth now and in the future

Get Stuff Built

Get Stuff Built is a strategy to address affordable housing crisis with the goal of 500,000 new homes. Carried out by the Building and Land Use Approval Streamlining Task Force (BLAST), "Get Stuff Built" includes 111 concrete actions the city will take to create more housing more quickly by streamlining processes and removing bureaucratic obstacles that are slowing housing production and economic recovery. These actions will increase the speed and lower the cost of development by accelerating project timelines by 50 percent, ensure environmental protection and meaningful public participation, and stimulate the creation of affordable housing across New York City.

Housing Our Neighbors: A Blueprint for Housing and Homelessness

Housing Our Neighbors: A Blueprint for Housing and Homelessness is a plan to get New Yorkers into Safe, High-Quality, Affordable Homes. Crafted with insight from New Yorkers who experienced homelessness, blueprint focuses not just on creating homes but also on getting New Yorkers into them more quickly. The blueprint contains five main strategies, including:

1. Transforming NYCHA,
2. Addressing Homelessness and Housing Instability,
3. Creating and Preserving Affordable Housing,
4. Improving the Health and Safety of New Yorkers, and
5. Reducing Administrative Burden.

Future No-Action Condition

No changes to *Housing New York 2.0,* OneNYC, *Rebuild, Renew, Reinvent: A Blueprint for New York City's Economic Recovery, Get Stuff Built, or Housing Our Neighbors: A Blueprint for Housing and Homelessness* are anticipated under Future No-Action Conditions.

Future With-Action Condition

Housing New York 2.0

The Proposed Actions are consistent with the goals of Housing New York as an MIH area would be established over the Affected Area to introduce more affordable residential units to the area. The development of the two Projected Development Sites would set aside 15 dwelling units as permanently affordable units for households making an income at or below 60% AMI, which makes up 20% of the total 77 project-induced dwelling units. The affordable units that would be provided pursuant to the Proposed Actions would foster diverse and livable neighborhoods, preserve the affordability and quality of the housing stock, and build new affordable housing for all New Yorkers.

OneNYC

The Proposed Actions support the OneNYC strategies in terms of an inclusive economy and thriving neighborhoods by creating new job opportunities within the proposed commercial uses.

The Proposed Actions would support OneNYC initiatives by constructing new multi-family housing on underbuilt land. The Proposed Actions are consistent with the goals of OneNYC 2050, as it would create additional affordable housing and contribute to the community and economic development of the Astoria neighborhood and Queens as a whole. Therefore, the Proposed Actions would not conflict with this public policy.

Rebuild, Renew, Reinvent: A Blueprint for New York City's Economic Recovery

The Proposed Development would provide new-built spaces for small businesses, increase the community's economic diversity, and create quality jobs for New Yorkers. Thus, the Proposed Actions are supportive of this policy.

Get Stuff Built

The Proposed Actions would facilitate the construction of 67 incremental dwelling units within the Affected Area including permanently affordable 15 dwelling units for households making an income at or below 60% AMI. The units that would be provided pursuant to the Proposed Actions would help address affordable housing crisis and contribute to the goal of 500,000 new homes expressed in the "Get Stuff Built" strategy.

Housing Our Neighbors: A Blueprint for Housing and Homelessness

The Proposed Actions would facilitate the construction of 67 incremental dwelling units within the Affected Area including permanently affordable 15 dwelling units for households making an income at or below 60% AMI. By creating the affordable housing, the Proposed Actions would contribute to the goal of getting New Yorkers into safe, high-quality, affordable homes expressed in “Housing Our Neighbors: A Blueprint for Housing and Homelessness”.

Conclusion

The development effectuated as a result of the Proposed Actions would not conflict with public policies and plans for the Affected Area and the Study Area as a whole. The Proposed Actions would also not result in significant material changes to existing regulations or policy. Therefore, no potential significant adverse impacts related to public policy are anticipated to occur as a result of the Proposed Actions, and further assessment of public policy is not warranted.

2.2 Shadows

The *2021 CEQR Technical Manual* defines a shadow as the condition that results when a building or other built structure blocks the sunlight that would otherwise directly reach a certain area, space or feature. An incremental shadow is the additional or new shadow that a building or other built structure resulting from a Proposed Actions would cast on a sunlight-sensitive resource during the year. The sunlight-sensitive resources of concern are those resources that depend on sunlight or for which direct sunlight is necessary to maintain the resource's usability or architectural integrity, including public open space, architectural resources and natural resources. Shadows can have impacts on publicly accessible open spaces or natural features by adversely affecting their use and important landscaping and vegetation. In general, increases in shadow coverage make parks feel darker and colder, affecting the experience of park patrons. Shadows can also have impacts on historic resources whose features are sunlight-sensitive, such as stained-glass windows, by obscuring the features or details, which make the resources significant.

The duration and dimensions of shadows are determined by the geographic location of the area from which the shadow is cast and the time of day and season. Shadows cast during the morning and evening, when the sun is low in the sky, are longer, while midday shadows are shorter in length. Shadows in winter, when the sun arcs low across the southern sky, are also longer throughout the day than at corresponding times in spring and fall seasons. In summer, the high arc of the sun casts shorter shadows than at any other time of year, and early and late shadows during the summer are cast farther towards the south than shadows cast in early and late winter months.

The *2021 CEQR Technical Manual* states that a shadow assessment considers projects that result in new shadows long enough to reach a sunlight-sensitive resource. Therefore, a shadow assessment is warranted only if the project would either result in: (a) new structures (or additions to existing structures, including the addition of rooftop mechanical equipment) of 50 feet or more; or, (b) be located adjacent to, or across the street from, a sunlight-sensitive resource.

The sunlight-sensitive resources of concern are those resources that depend on sunlight or for which direct sunlight is necessary to maintain the resource's usability or architectural integrity, including public open space, architectural resources and natural resources. In general, shadows on city streets and sidewalks or on other buildings are not considered significant. Some open spaces also contain facilities that are not sensitive to sunlight. These are usually paved such as handball or basketball courts, places containing no seating areas and no vegetation, no unusual or historic plantings, or containing only unusual or historic plantings that are shade tolerant. These types of facilities do not need to be analyzed for shadow impacts. Additionally, it is generally not necessary to assess resources located to the south of projected development sites, as shadows cast by the action-generated development would not be cast in the direction of these resources. Furthermore, shadows occurring within one and one-half hour of sunrise or sunset

generally are not considered significant in accordance with *2021 CEQR Technical Manual* guidance.

Methodology

This preliminary analysis of shadows follows the guidelines set forth in the *2021 CEQR Technical Manual* for a preliminary assessment (Section 310). According to the *2021 CEQR Technical Manual*, a preliminary shadow assessment includes the development of a base map showing the site location in relationship to any sunlight-sensitive resources as per guidelines provided in the *2021 CEQR Technical Manual*. Following these guidelines, the longest shadow study area is determined, and a Tier 1 screening assessment is conducted to determine if any sunlight-sensitive resources fall within the study area. If no resources are identified, no further analysis would be required. If sunlight-sensitive resources lay within the longest shadow study area, the next tier of screening assessment should be conducted. This preliminary assessment includes a basic description of the proposed project that would be facilitated by the Proposed Actions in order to determine whether a more detailed assessment would be appropriate.

Analysis Framework

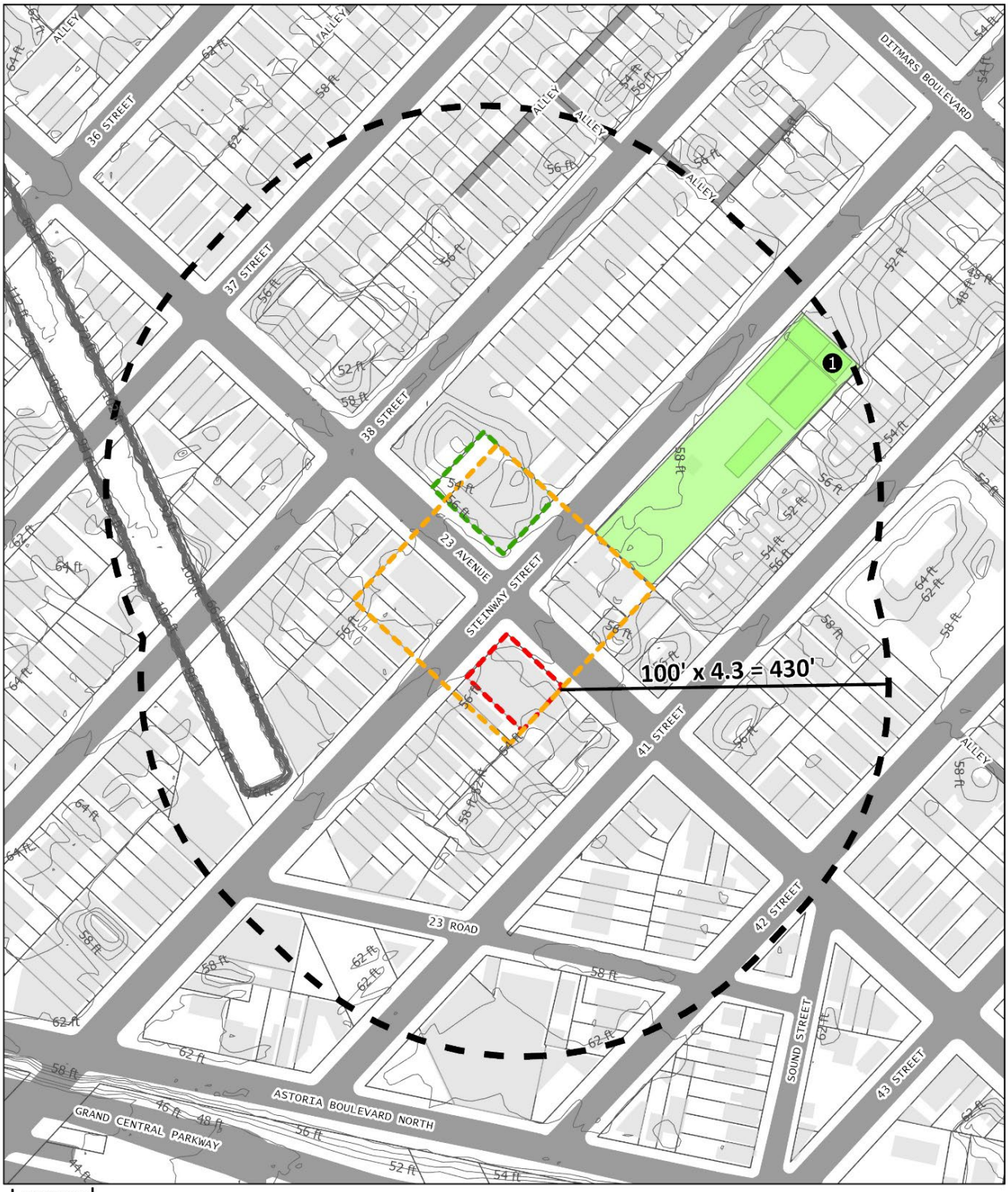
Projected Development Site 1 is located on Block 793, Lots 73 and 75 and Project Development Site 2 is located on Block 805, Lots 61 and 64 in the Ditmars Steinway neighborhood of Queens, Community District 1. The reasonable worst-case development scenario would consist of an 8-story building that would reach a height of 85 feet on each Projected Development Site. Additionally, the development would be expected to exceed the maximum building height by 15 feet to accommodate rooftop mechanical space, which would result in a total potential building height of 100 feet. As the Projected Development Sites are currently occupied by various buildings with a maximum height of 36 feet and would result in an incremental change in height greater than 50 feet, a preliminary assessment for shadows is warranted. No other sites within the Affected Area are anticipated to be redeveloped as a result of the Proposed Actions, thus the only site that will be assessed for potential shadow impacts will be Projected Development Site 1 and Projected Development Site 2.

2.2.1 Tier 1 Shadow Screening Assessment

Under the Future With-Action Condition, Projected Development Site 1 (Block 793, Lots 73 and 75) and Projected Development Site 2 (Block 805, Lots 61 and 64) could each be developed with a new building having a maximum height of 100 feet and the longest action-induced shadow would be approximately 430 feet (4.3 x 100 feet) in length. The first step in a shadow analysis is to determine whether there are any sunlight-sensitive resources located within the length of the 430-ft radius.

As **Figure 2.2-1** shows below, there is one sunlight-sensitive resource within the longest shadow study area. These resources include the Ditmars Playground (Resource 1). Accordingly, a Tier 2 screening assessment is required.

Figure 2.2-1: Tier 1 Shadow Screening Assessment



2.2.2 Tier 2 Shadow Screening Assessment

The *2021 CEQR Technical Manual* states that if any portion of a sunlight-sensitive resource lies within the longest shadow study area, a Tier 2 screening assessment should be performed. Because of the path the sun travels across the sky in the northern hemisphere, no shadow can be cast in a triangular area south of any given project site. In New York City, this area lies between -108 and +108 degrees from true north. For a Tier 2 screening assessment, sunlight-sensitive resources within the triangular area cannot be shaded by new Projected Development Sites, and are screened out. The complementing portion to the north within the longest shadow study area is the area that can be shaded by the proposed project.

As shown in **Figure 2.2-2**, the Tier 2 screening assessment shows that Ditmars Playground (Resource 1) is within the -108/+180-degree area. Accordingly, a tier 3 shadow screening assessment is required.

2.2.3 Tier 3 Shadow Screening Assessment

The *2021 CEQR Technical Manual* states that if any portion of a sunlight-sensitive resource is within the area that could be shaded by the Proposed Project, a Tier 3 screening assessment should be performed. Because the sun rises in the east and travels across the southern part of the sky to set in the west, a project's earliest shadows would be cast almost directly westward. Throughout the day, they would shift clockwise (moving northwest, then north, then northeast) until sunset, when they would fall east. Therefore, a project's earliest shadow on a sunlight-sensitive resource would occur in a similar pattern, depending on the location of the resource in relation to the Project Site. For a Tier 3 screening assessment, if the assessment determines that no shadows from the development would reach any of the sunlight-sensitive resources on any of the representative analysis days then no further assessment for those days is needed. If, however, in the absence of intervening buildings shadows from the proposed buildings would reach sunlight-sensitive resources on any of the representative analysis days then a detailed shadow analysis would be warranted for those days.

As shown in **Figure 2.2-3** to **Figure 2.2-6** below, shadows from the projected developments would reach the sunlight-sensitive resource, Ditmars Playground (Resource 1), during all analysis months. Therefore, a detailed shadow analysis is required to determine the impacts on Ditmars Playground (Resource 1).

Figure 2.2-2: Tier 2 Shadow Screening Assessment

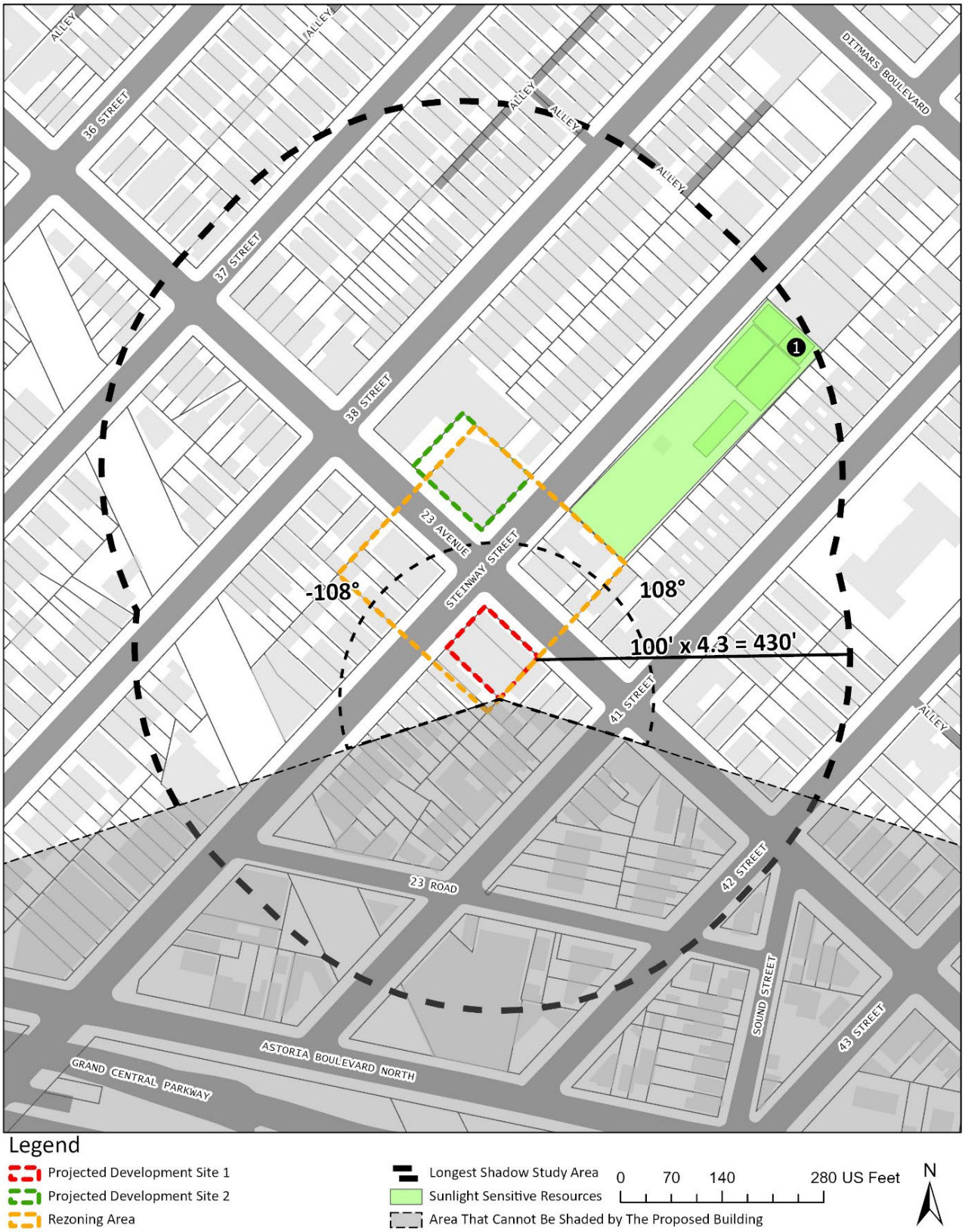


Figure 2.2-3: Tier 3 Shadow Screening December 21st (Winter Solstice)

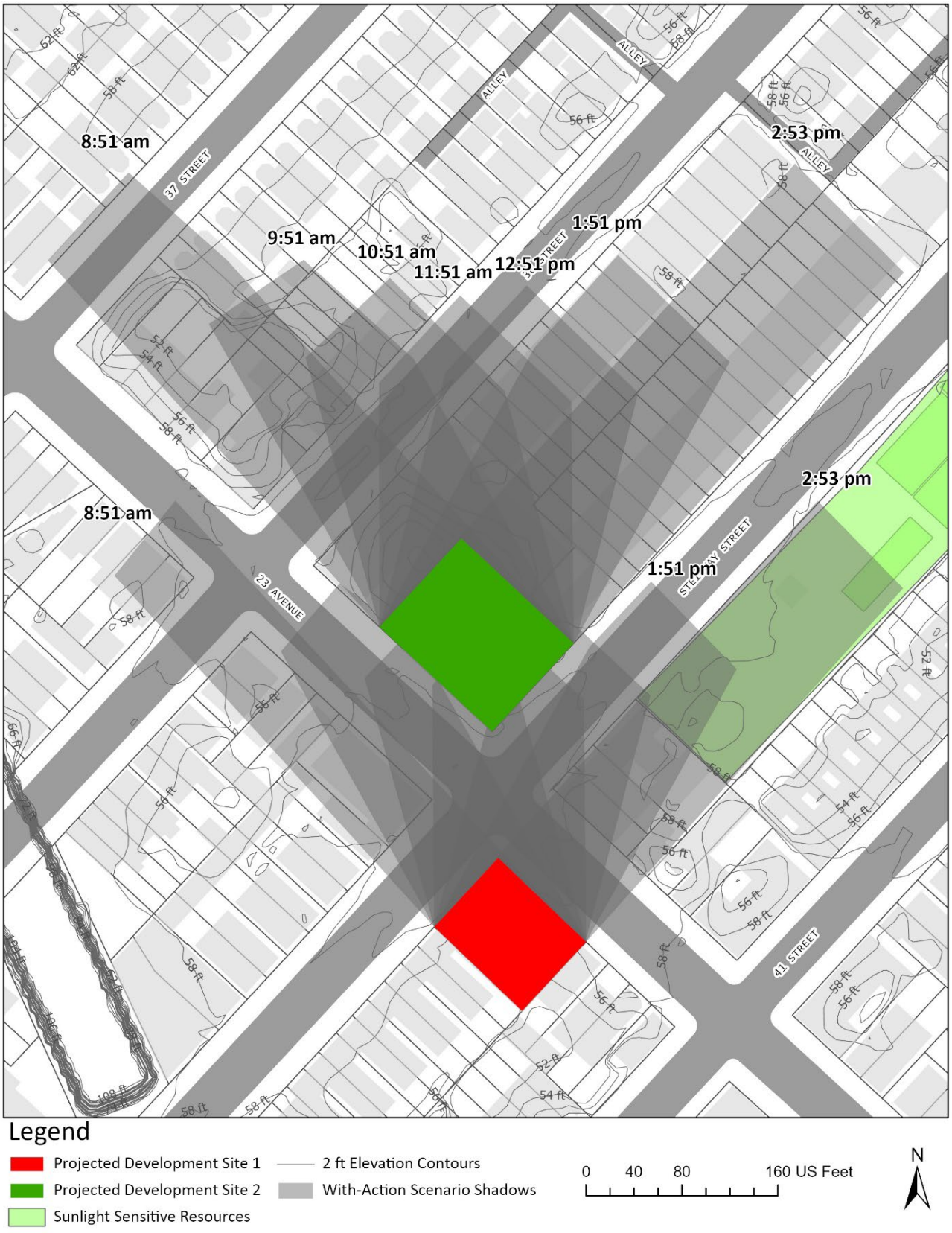


Figure 2.2-4: Tier 3 Shadow Screening March 21st/September 21st (Vernal and Autumnal Equinox)

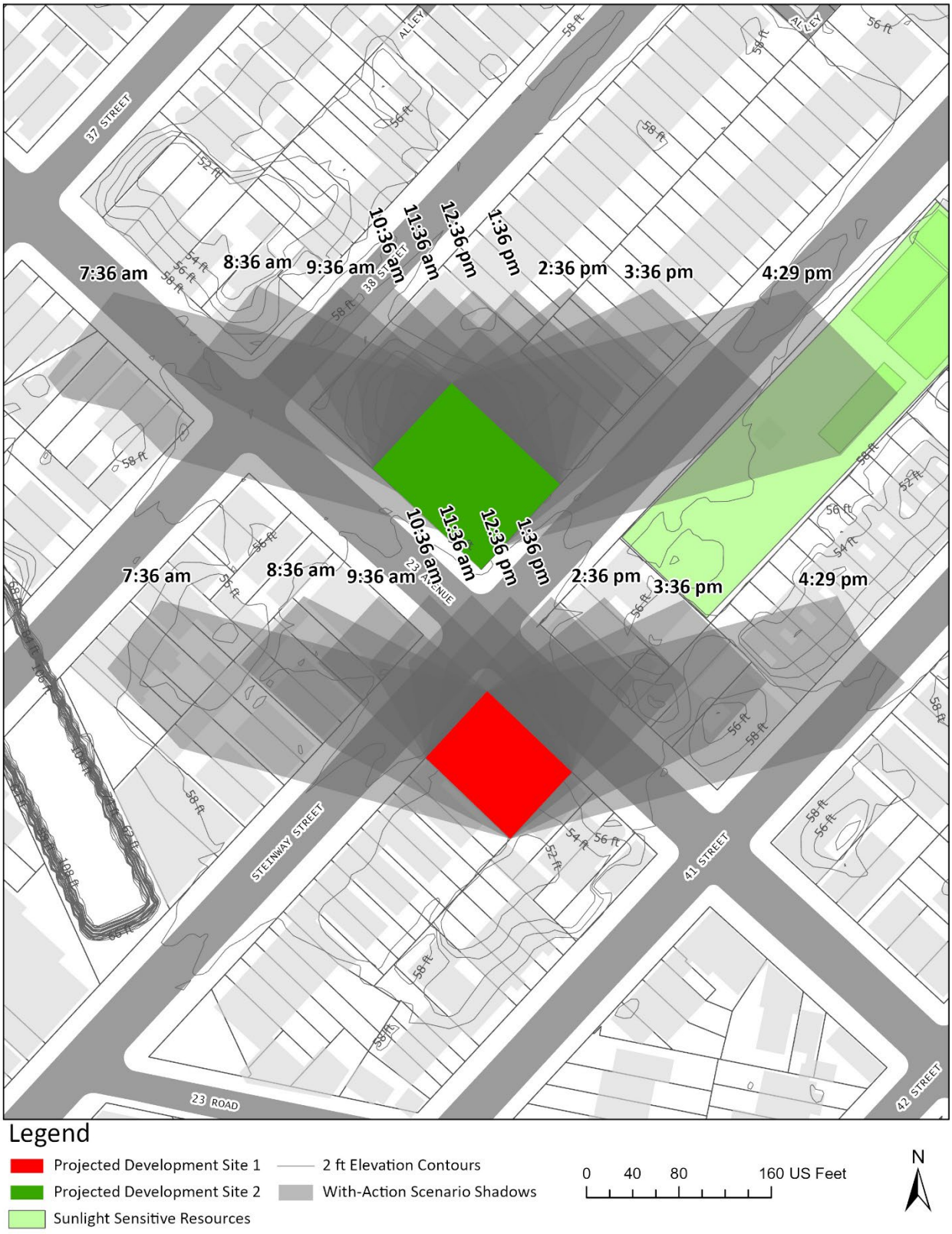


Figure 2.2-5: Tier 3 Shadow Screening May 6th/August 6th

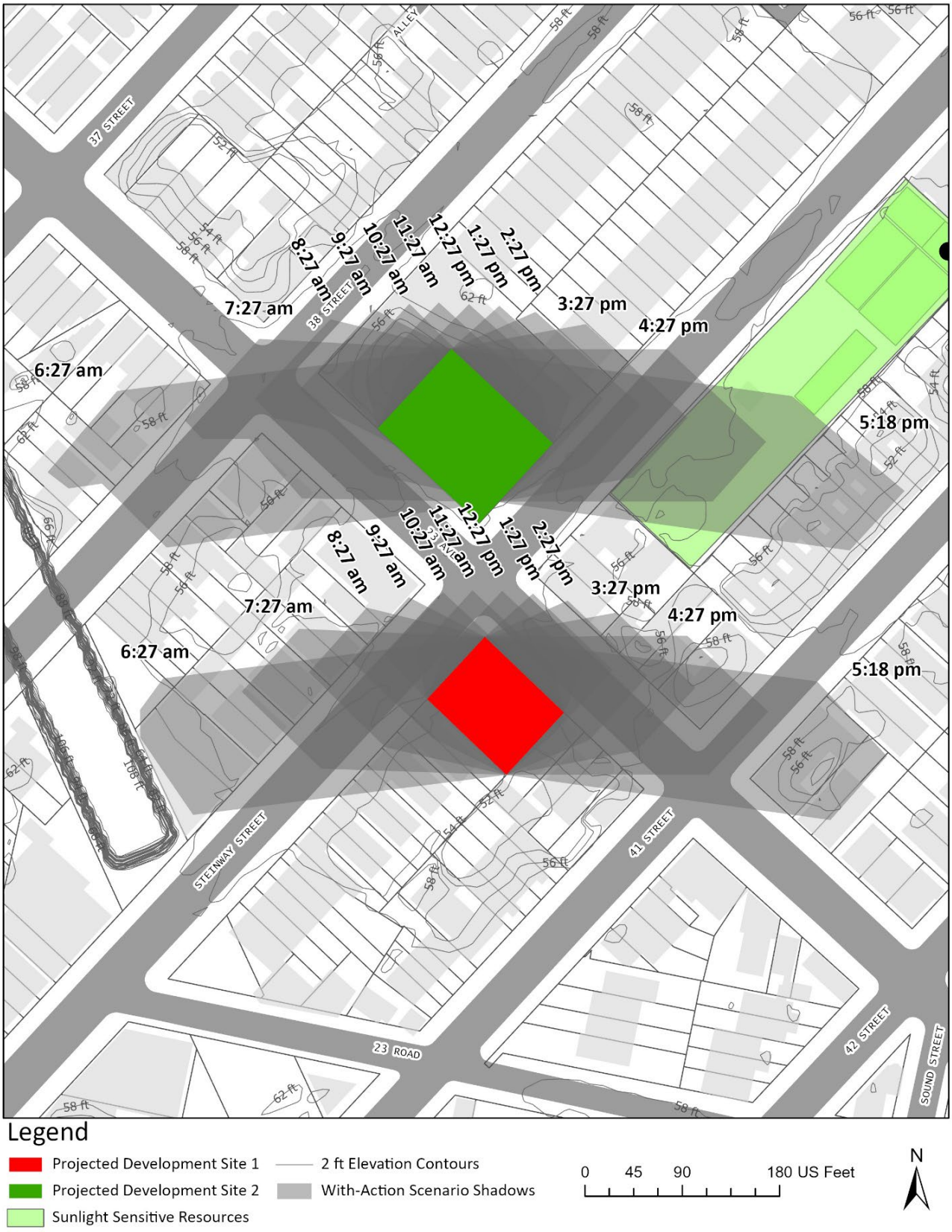
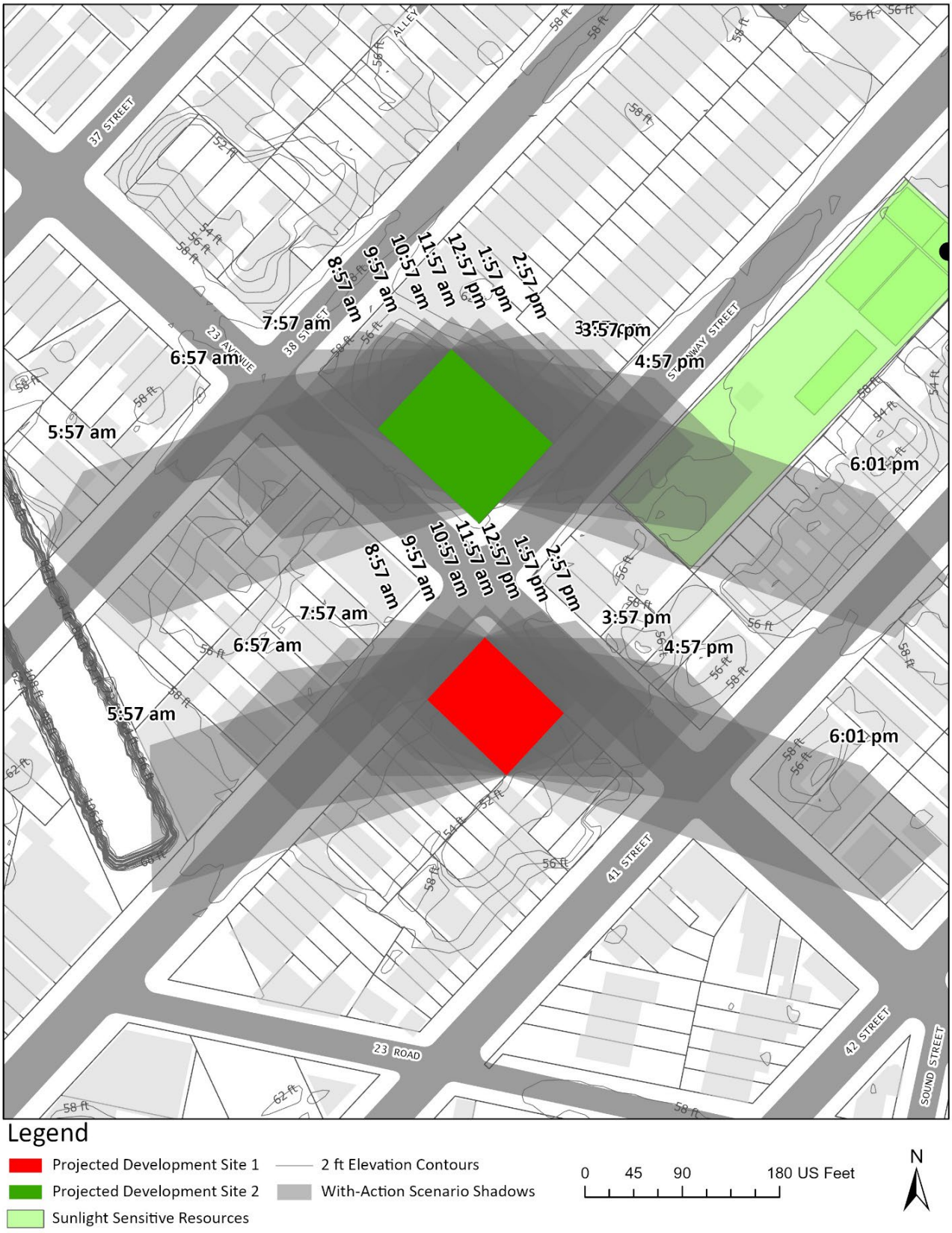


Figure 2.2-6: Tier 3 Shadow Screening June 21st (Summer Solstice)



2.2.4 Detailed Shadow Analysis

The *2021 CEQR Technical Manual* states that a detailed shadow analysis is warranted when the screening analyses do not rule out the possibility that project-generated shadows would reach any sunlight-sensitive resources. The purpose of the detailed analysis is to determine the extent and duration of shadows that fall on a sunlight-sensitive resource as a result of the proposed project. The results of the detailed shadow analyses on the identified resources of concern is summarized in **Table 2.2-1**, and the incremental shadows that would be cast by the Projected Development Sites are shown in **Figure 2.2-7** to **Figure 2.2-16** below**.**

Based on the findings of the Detailed Shadow Analysis, the Proposed Actions would cast shadows on the Ditmars Playground (Block 795, Lot 5; Resource 1).

Owned and managed by NYCDPR, Ditmars Playground is a publicly accessible outdoor space located in Queens, NY. The 0.92-acre playground is open all year round, featured with public bathroom, benches, playground equipment, spray showers, bocce courts, basketball courts and handball courts, as shown in **Figure 2.2-17** and **Figure 2.2-18** below**.**

Table 2.2-1: Detailed Shadow Analysis Results

Analysis Day	**21-Dec**	**March 21 / September 21**	**May 6 / August 6**	**21-Jun**
Timeframe Window	**8:51 a.m. - 2:53 p.m.**	**7:36 a.m. - 4:29 p.m.**	**6:27 a.m. - 5:18 p.m.**	**5:57 a.m. - 6:01 p.m.**
Sunlight Sensitive Resource 1	**Ditmars Playground**			
Shadow enter - exit times	2:25 pm – 2:53 pm	3:38 pm – 4:29 pm	3:25 pm – 5:18 pm	3:30 pm – 6:01 pm
Incremental Shadow Duration	28 Minutes	51 Minutes	1 Hour 53 Minutes	2 Hours 31 Minutes
Note: Daylight savings time not used				

Figure 2.2-7: Detailed Shadow Analysis December 21st – 12:51 pm

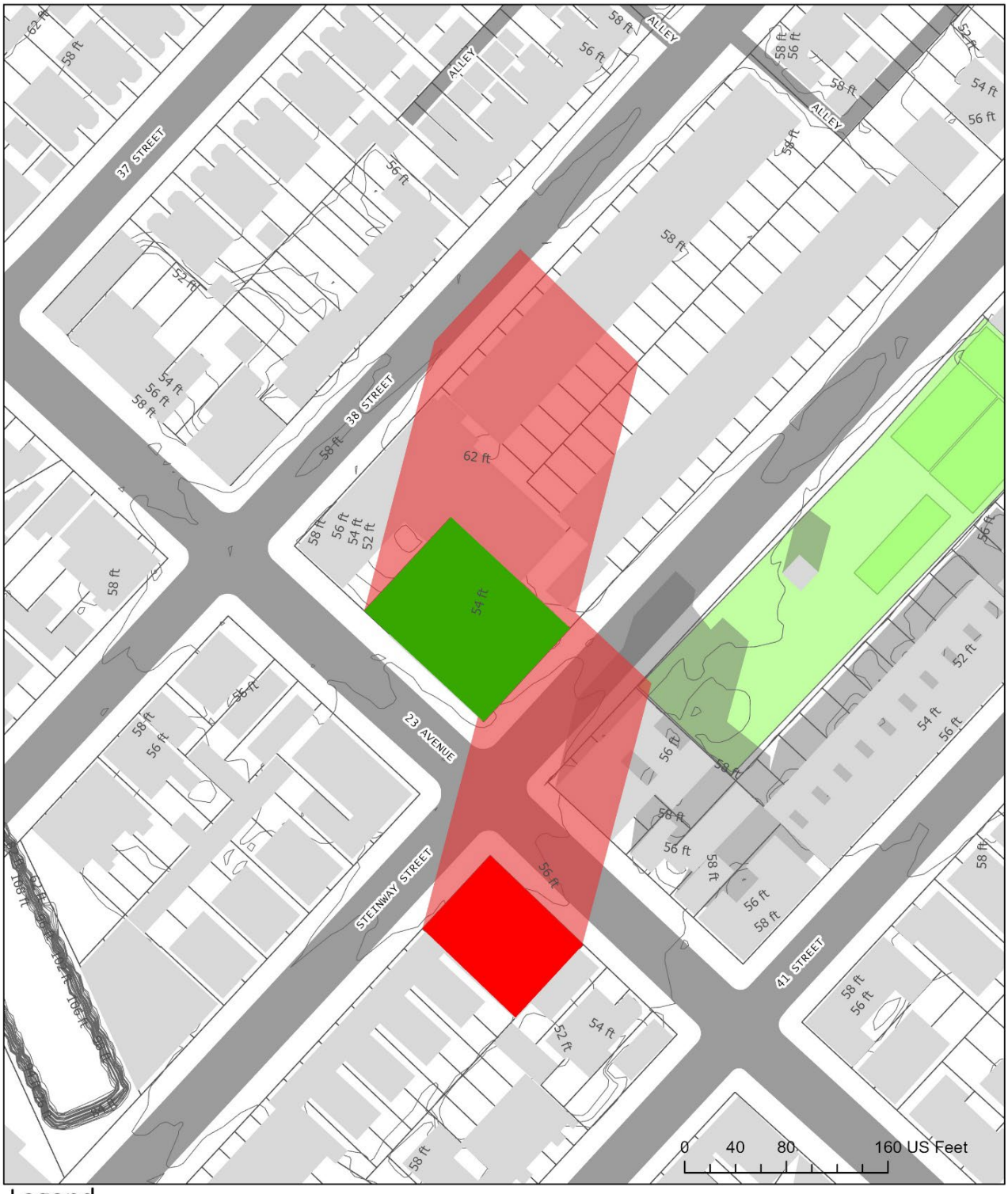


Figure 2.2-8: Detailed Shadow Analysis December 21st – 1:51 pm

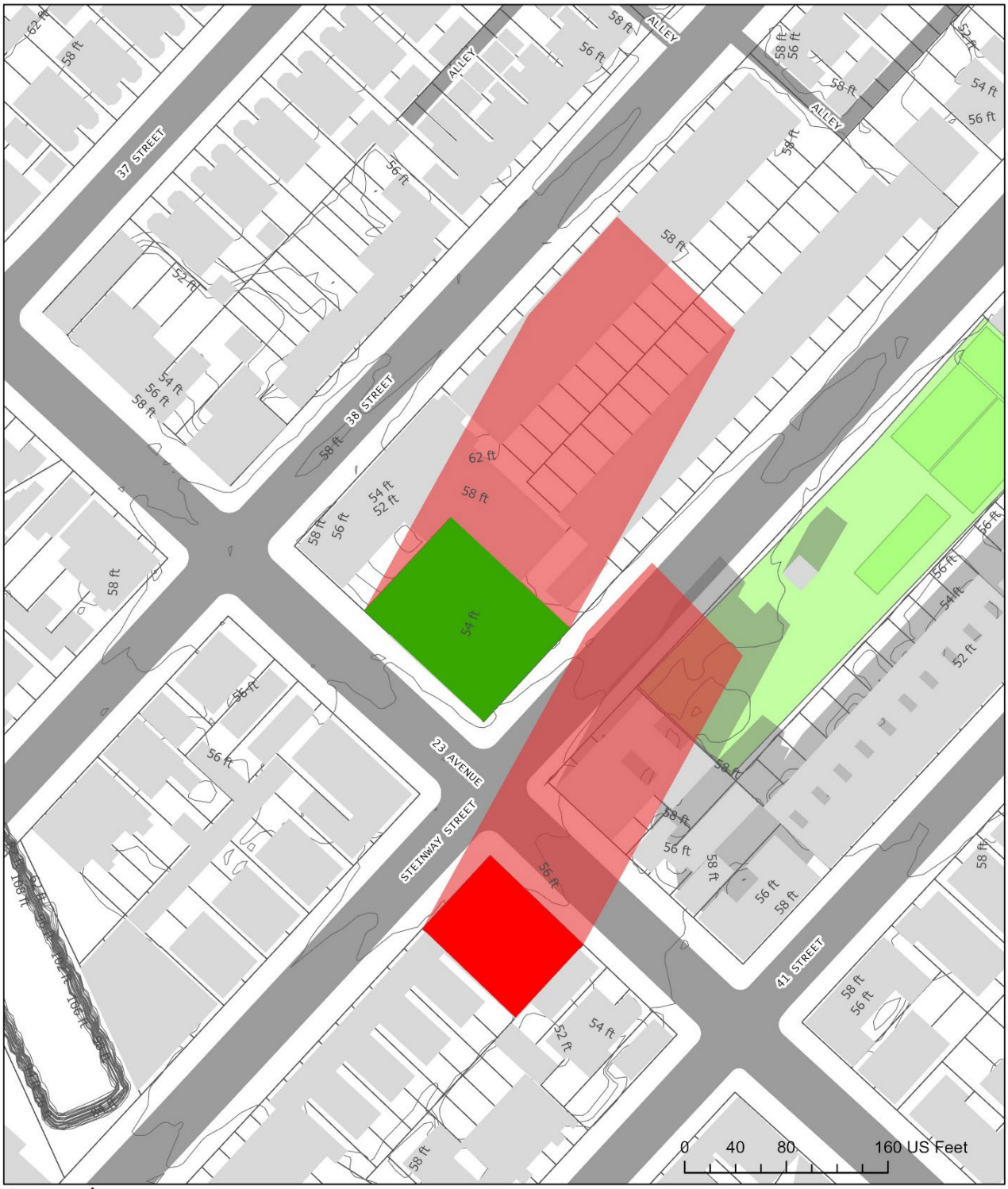


Figure 2.2-9: Detailed Shadow Analysis December 21st – 2:53 pm

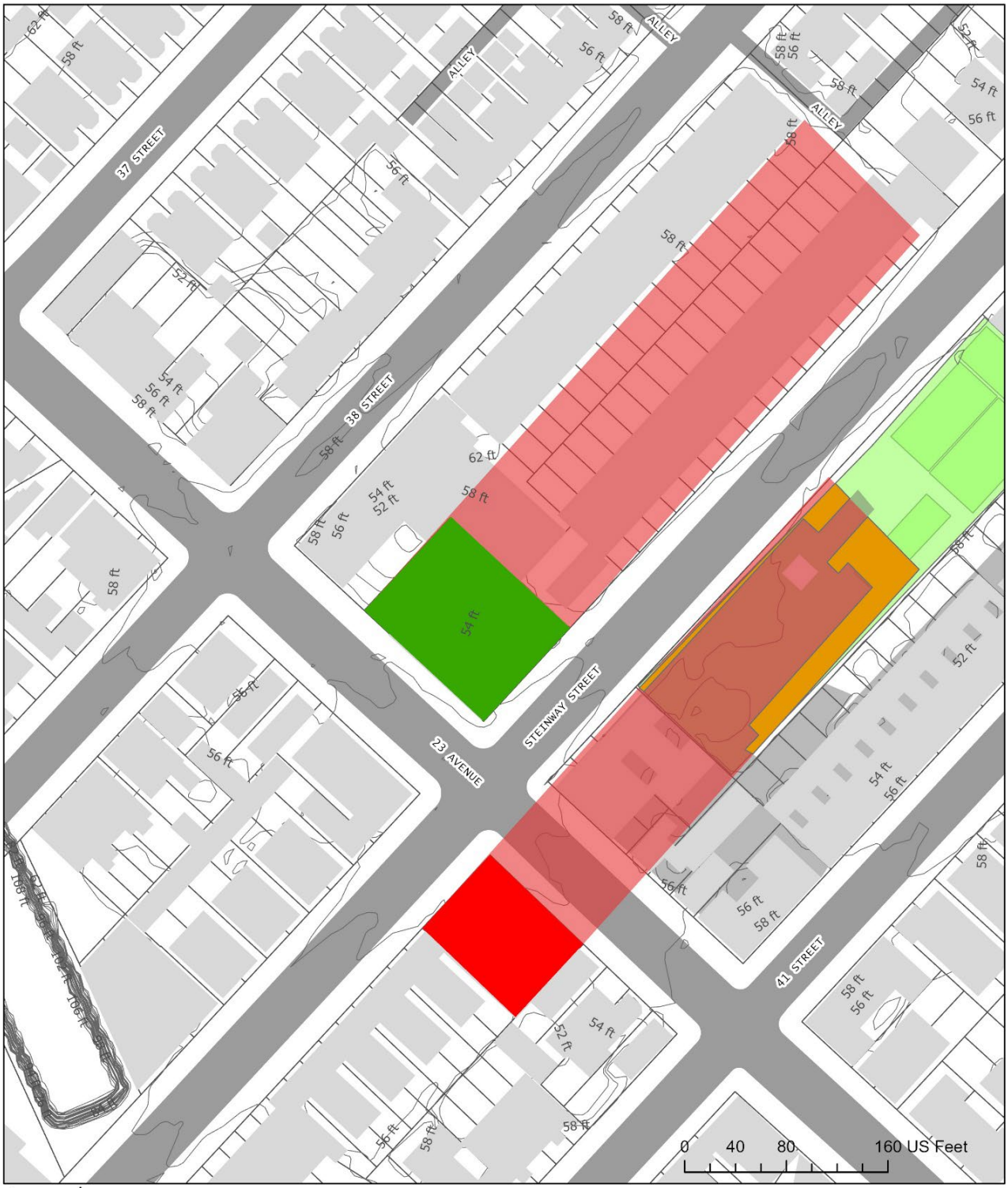


Figure 2.2-10: Detailed Shadow Analysis March 21st / September 21st – 4:29 pm

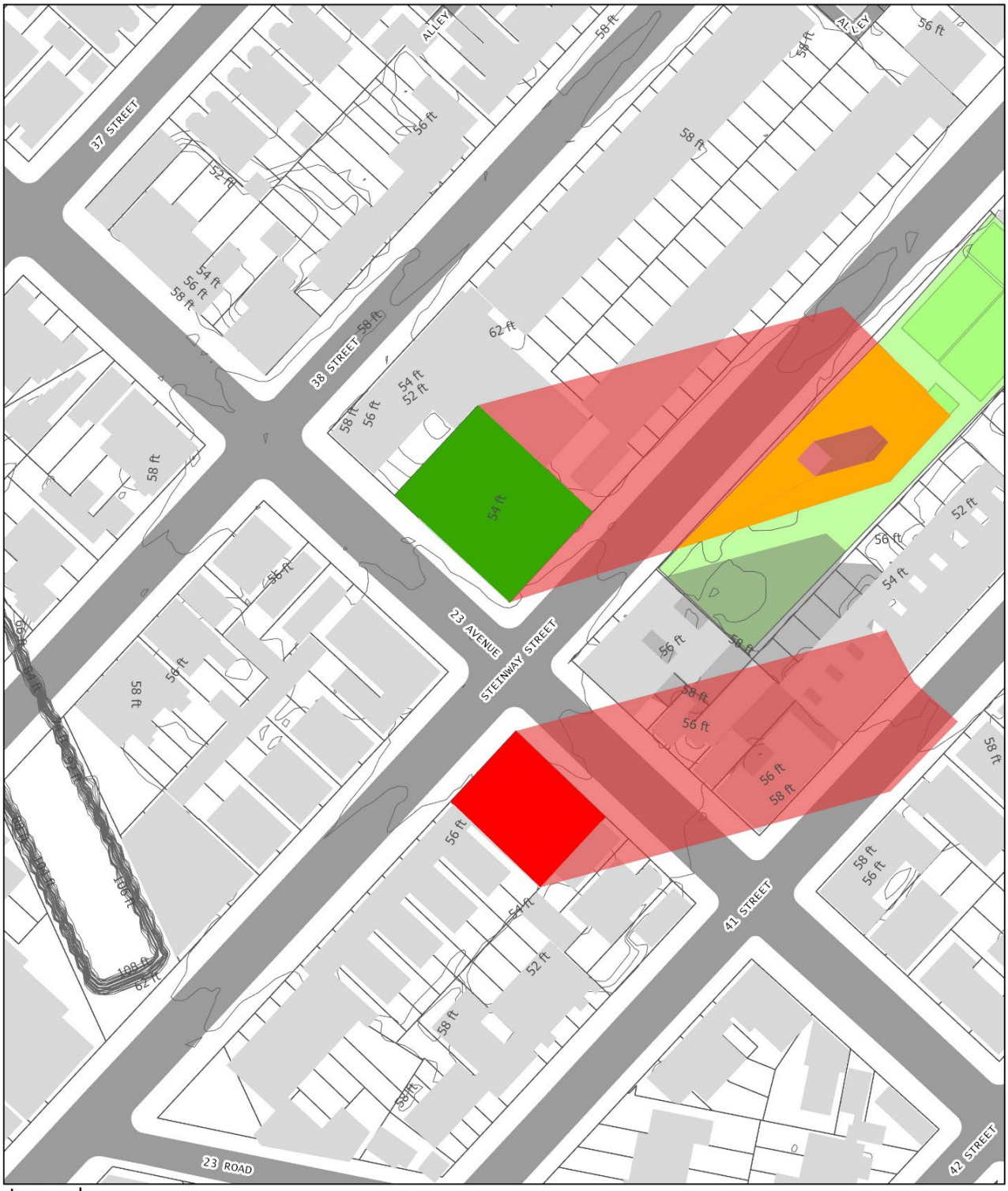


Figure 2.2-11: Detailed Shadow Analysis May 6th / August 6th – 3:27 pm

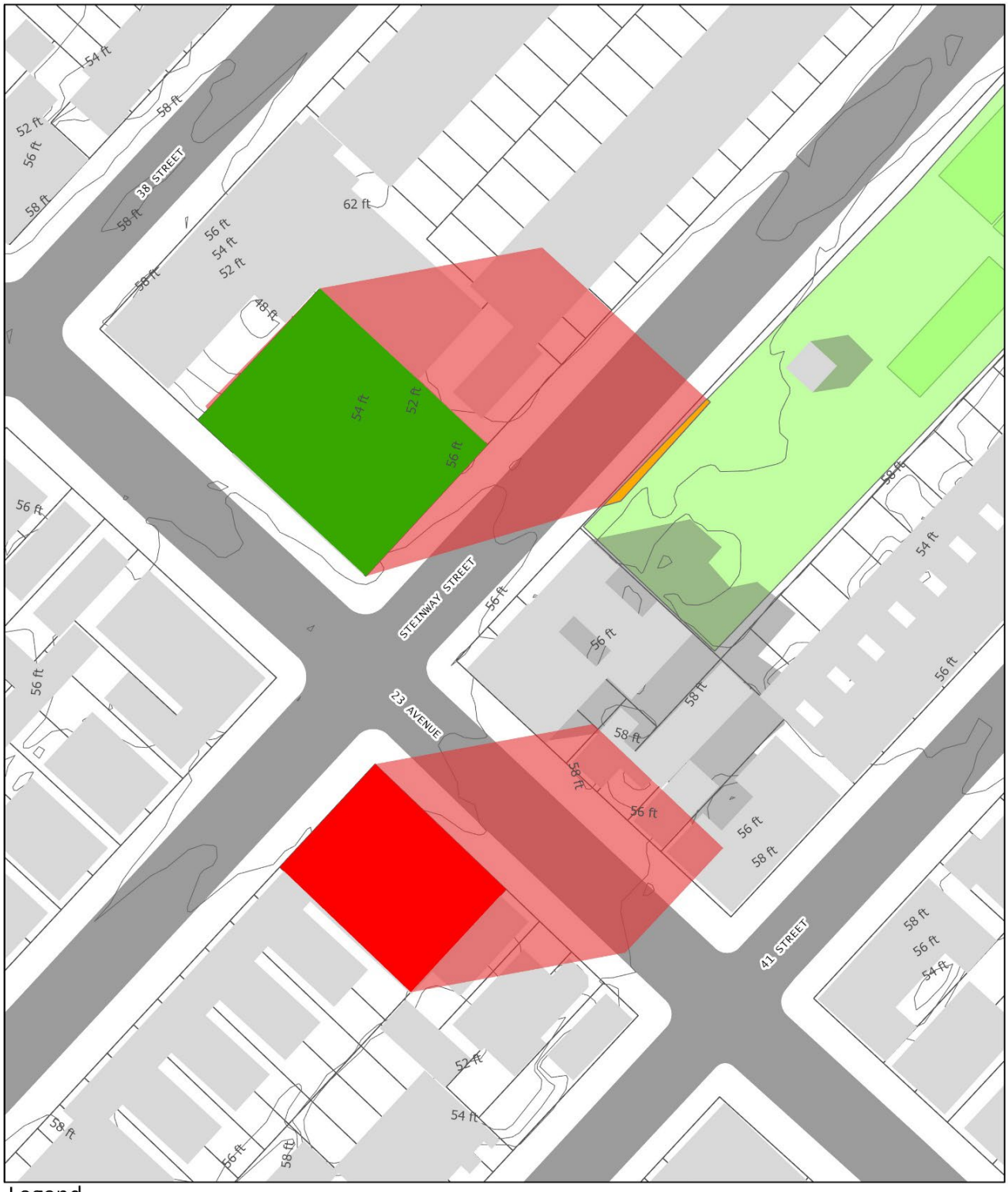


Figure 2.2-12: Detailed Shadow Analysis May 6th / August 6th – 4:27 pm

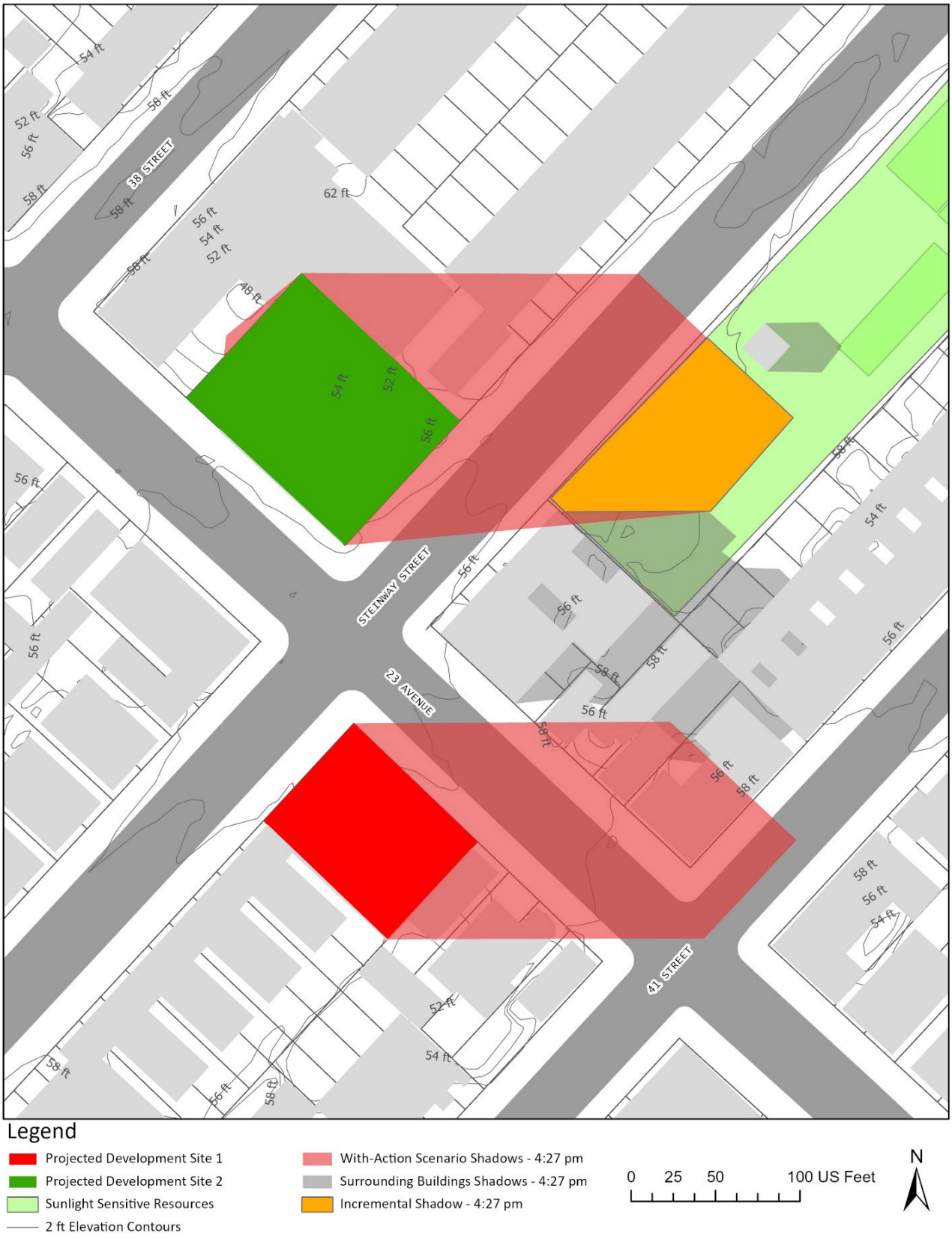


Figure 2.2-13: Detailed Shadow Analysis May 6th / August 6th – 5:18 pm

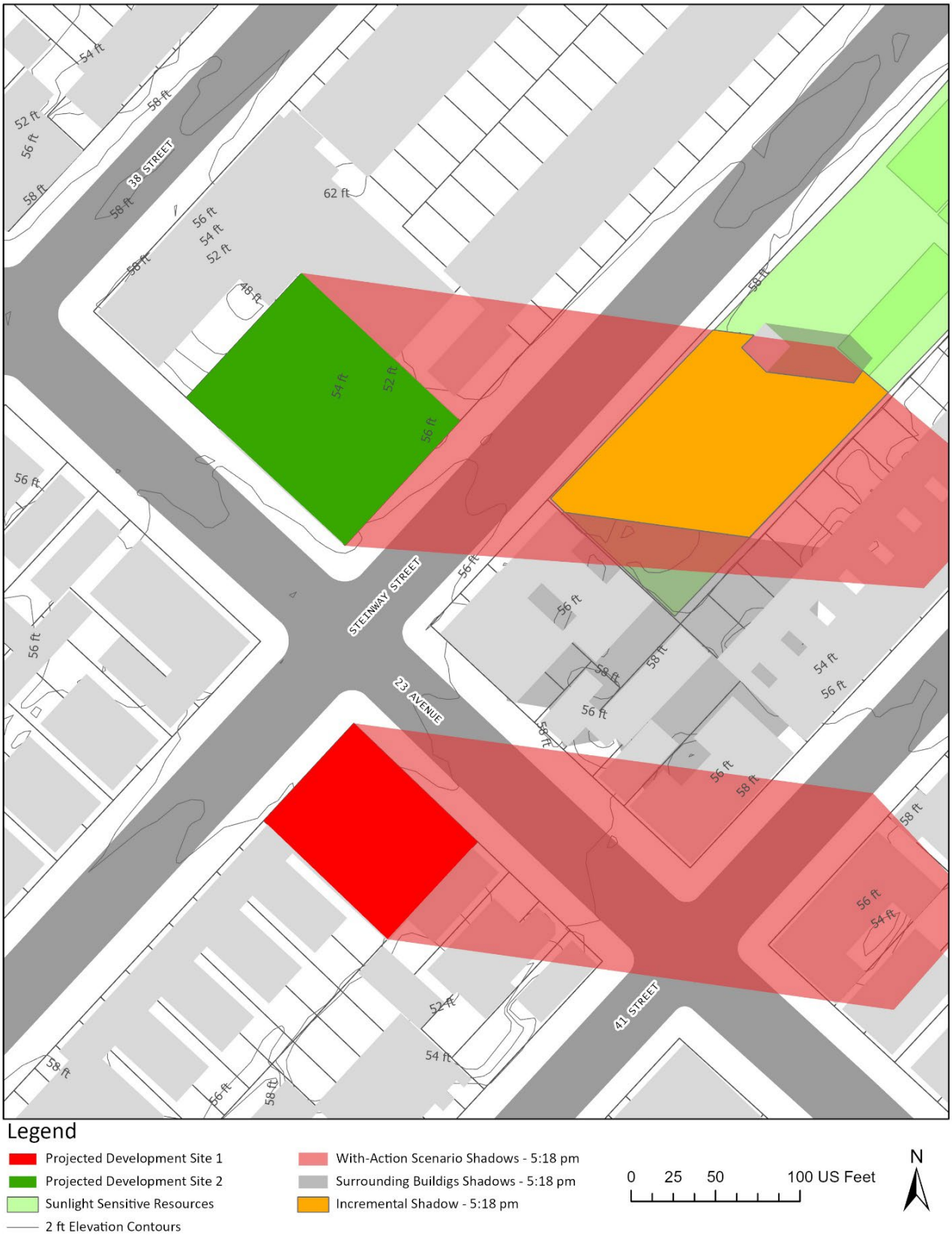


Figure 2.2-14: Detailed Shadow Analysis June 21st – 3:57 pm

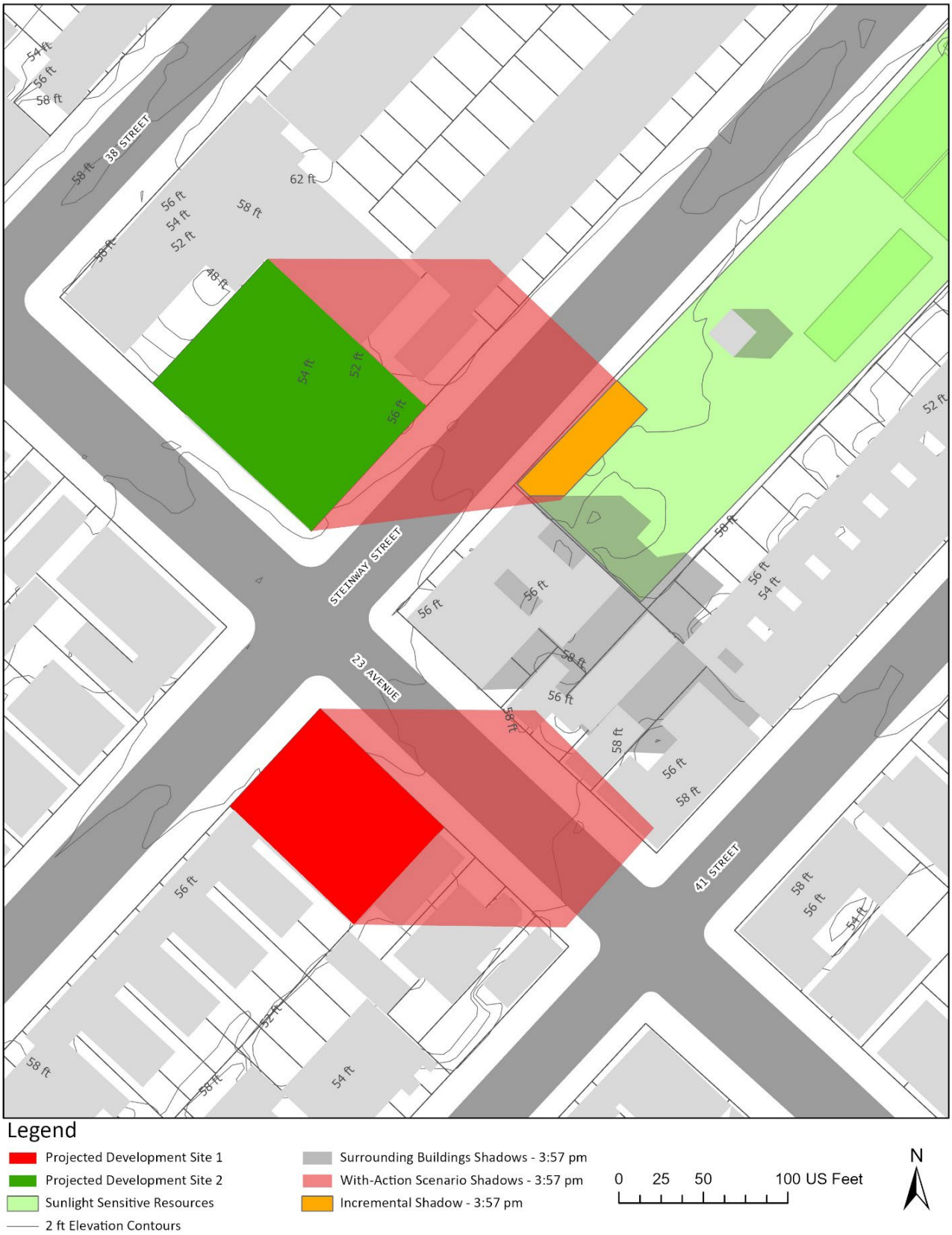


Figure 2.2-15: Detailed Shadow Analysis June 21st – 4:57 pm

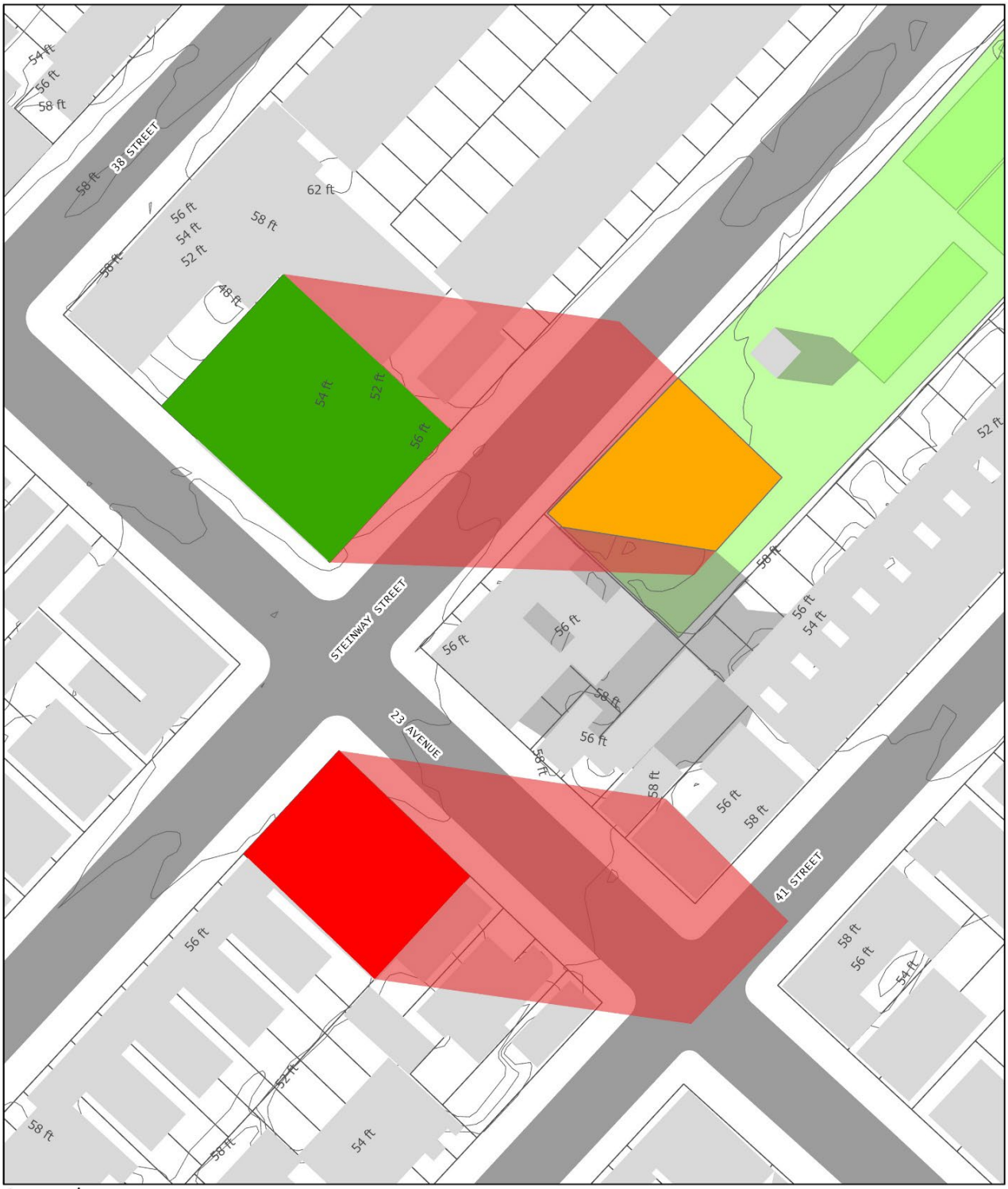


Figure 2.2-16: Detailed Shadow Analysis June 21st – 6:01 pm



Figure 2.2-17: Ditmars Playground – Sunlight Sensitive Resource 1



Figure 2.2-18: Ditmars Playground – Sunlight Sensitive Resource 1



Determination of Shadow Impact Significance

The *2021 CEQR Technical Manual* states that the determination of significance of shadow on a sunlight-sensitive resource is based on: (1) the information resulting from the detailed shadow analysis describing the extent and duration of incremental shadows; and (2) an analysis of the resource's sensitivity to reduced sunlight. Determining whether this impact is significant or not, under CEQR, depends on the extent and duration of the incremental shadow and the specific context in which the impact occurs.

For open space and natural resources, the uses and features of a resource is an indicator of its sensitivity to shadows. Shadows occurring during the cold-weather months, for example, generally do not affect the growing season of outdoor vegetation. This sensitivity is assessed for warm-weather-dependent features, such as vegetation that could be affected by a loss of sunlight during the growing season, and for features (such as benches) that could be affected by a loss of winter sunlight. Generally, four to six hours a day of sunlight, particularly in the growing season, is often a minimum requirement. Where the incremental shadows from the project fall on sunlight-sensitive features or uses, the analysis assesses the loss of sunlight relative to sunlight that would be available without the project.

As stated in the *CEQR Technical Manual*, to determine impact significance, an incremental shadow is generally not considered significant when its duration is no longer than 10 minutes at any time of year and the resource continues to receive substantial direct sunlight. A significant shadow impact generally occurs when an incremental shadow of 10 minutes or longer falls on a sunlight-sensitive resource and results in one of the following:

- Vegetation - A substantial reduction in sunlight available to a sunlight-sensitive feature of the resource to less than the minimum time necessary for its survival (when there was sufficient sunlight in the future without the project). Or, a reduction in direct sunlight exposure where the sunlight-sensitive feature of the resource is already subject to substandard sunlight (i.e., less than minimum time necessary for its survival).
- Open Space Utilization - A substantial reduction in the usability of open space as a result of increased shadow.
- For Any Sunlight-Sensitive Feature of a Resource - Complete elimination of all direct sunlight on the sunlight-sensitive feature of the resource, when the complete elimination results in substantial effects on the survival, enjoyment, or, in the case of open space or natural resources, the use of the resource.

2.2.5 Conclusion

Sunlight Sensitive Resource 1 (Ditmars Playground)

Sunlight Sensitive Resource 1, Ditmars Playground, is a .92-acre playground featured with a public bathroom, benches, playground equipment, spray showers, bocce courts, basketball courts, and

handball courts. The playground equipment and spray showers are located on the southern end of the site, the bocce courts, bathrooms, and benches or located at the center or the site, and the handball courts and basketball courts are located at the northern end of the site.

For the December 21st analysis period of Sunlight Sensitive Resource 1, shadows would be cast for a 28-minute period and would leave approximately 5 Hours and 34 minutes of direct sunlight. The incremental shadows cast by the Projected Developments would enter the playground at 2:25 PM and exit the playground at 2:53 PM in the early afternoon, moving across the center of the playground and covering a small portion of the playground area and some benches. The shadow covers a small percentage of the playground and bench area, leaving more playground equipment and benches to be utilized during the time of shadow. Therefore the Open Space Utilization of this resource would not be significantly impacted for the December analysis period.

For the March 21st/September 21st analysis period of Sunlight Sensitive Resource 1, there would be 51 minutes of incremental shadows cast, leaving 8 hours and 2 minutes of direct sunlight. The incremental shadows cast by the Projected Developments would enter the playground at 3:38 PM and exit the playground at 4:29 PM in the early afternoon, moving across the center of the playground covering a small portion of the playground area, some benches and the bocce courts. The shadow covers a small percentage of the playground and bench area, leaving more playground equipment and benches to be utilized during the time of shadow. Therefore, no adverse impacts on the Open Space Utilization would be expected for the March 21st/September 21st analysis period.

On May 6th/August 6th analysis days, the shadows cast from the Projected Buildings would reach the playground for 1 hour and 53 minutes, leaving 9 hours and 58 minutes of direct sunlight/ The incremental shadow cast by the Projected Developments would enter the playground at 3:25 PM and exit at 5:18 PM. The incremental shadows would move across the southern end of the playground, covering a portion of the playground equipment area. The shadow covers a small percentage of the playground, leaving more playground equipment and benches to be utilized during the time of shadow. Therefore, there would be no adverse impacts for the May 6th/August 6th analysis period on the Open Space Utilization of the playground.

As for June 21st analysis day, the shadows would affect the playground for 2 hours and 31 minutes, leaving 9 hours and 33 minutes of direct sunlight. The incremental shadow cast by the Projected Developments would enter the playground from 3:30 PM and exit at 6:01 PM, and would move across the southern end of the playground covering a portion of the playground equipment area. The shadow covers a small percentage of the playground, leaving more playground equipment and benches to be utilized during the time of shadow, and therefore, there would be no adverse impacts for the June 21st analysis period on the Open Space Utilization of the playground.

2.3 Historic and Cultural Resources

An assessment of historic and cultural resources is usually necessary for projects that are located in close proximity to historic or landmark structures or districts, or for projects that require in-ground disturbance, unless such disturbance occurs in an area that has been formerly excavated, according to the *CEQR Technical Manual*.

The term "historic resources" defines districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, architectural and archaeological importance. In assessing both historic and cultural resources, the findings of the appropriate city, state, and federal agencies are consulted. Historic resources include: the New York City Landmarks Preservation Commission (LPC) designated landmarks, interior landmarks, scenic landmarks, and historic districts; locations being considered for landmark status by the LPC; properties/districts listed on, or formally determined eligible for, inclusion on the State and/or National Register (S/NR) of Historic Places; locations recommended by the New York State Board for Listings on the State and/or National Register of Historic Places and National Historic Landmarks.

Methodology

Archaeological and architectural resources usually need to be assessed for projects that would result in any in-ground disturbance. In-ground disturbance is any disturbance to an area not previously excavated, including new excavation that is deeper and/or wider than previous excavation on the same site.

For projects that may affect historic or cultural resources, the first step in evaluating a project's potential effects on historic resources is to consider what area the project might affect and then identify historic resources—whether officially recognized or eligible for such recognition—within that area. The area of subsurface work for the proposed project is considered the impact area for archaeological resources, while the study area for architectural resources is the area in which any resources may be affected by the project, which is defined by the radius of 400 feet from the borders of the project site for most proposals.

After the study areas have been established, all known archaeological and architectural resources within the study areas are identified, and the potential for unknown resources is investigated. It is recommended that lead agencies and applicants contact LPC for archaeological and architectural resources review. Based on the report from LPC, if any listed historic or cultural resources are located in the study areas, then further analysis of the project's impact on these resources must be performed. The proposed project's effects on any designated or potential archaeological and architectural resources are then analyzed under Existing, No-Action, and With-Action condition. The assessment specifically considers whether the project may result in disturbance or destruction of those archaeological and architectural resources as a result of the Proposed Actions.

2.3.1 Architectural Resources

Per *2021 CEQR Technical Manual* guidelines, impacts on historic resources are considered on those sites affected by the proposed action and in the area surrounding identified development sites. The historic resources study area is therefore defined as the project site plus an approximately 400-foot radius around the Proposed Action area.

According to the *CEQR Technical Manual*, significant adverse impacts to historic and cultural resources could potentially result if a proposed action affects those characteristics that make a resource eligible for LPC designation or S/NR listing. This section assesses the potential for the proposed action to result in significant adverse impacts on identified historic and cultural resources. **Table 2.3-1** below provides information about possible direct, indirect and construction related impacts to historic and cultural resources. Generally, architectural resources should be surveyed and assessed if the proposed project would result in any of the following, whether or not any known historic resources are located near the site of the project:

Table 2.3-1: Possible Impacts to Historic and Cultural Resources

Construction resulting in ground disturbance, including construction of temporary roads and access facilities, grading, and landscaping.
Below-ground construction, such as excavation or installation of utilities.
Physical destruction, demolition, damage, alteration or neglect of all or part of an historic property.
Changes to the architectural resource that cause it to become a different visual entity, such as a new location, design, materials, or architectural features.
Isolation of the property from, or alteration of, its setting or visual relationship with the streetscape. This includes changes to the resource's visual prominence so that it no longer conforms to the streetscape in terms of height, footprint, or setback; is no longer part of an open setting; or can no longer be seen as part of a significant view corridor.
Introduction of incompatible visual, audible, or atmospheric elements to a resource's setting.
Replication of aspects of the resource so as to create a false historical appearance.
Elimination or screening of publicly accessible views of the resource.
Construction-related impacts such as falling objects, vibration, dewatering, flooding, subsidence, or collapse.
Introduction of significant new shadows, or significant lengthening of the duration of existing shadows, over an historic landscape or an historic structure to the extent that the architectural details that distinguish that resource as significant are obscured.

Direct Impacts

Historic resources could be directly affected by physical destruction, demolition, damage, alteration, or neglect of all or part of a historic resource. For example, alterations, such as the addition of a new wing to a historic building could result in significant adverse impacts, depending on the design. Direct impacts also include changes to an architectural resource that cause it to become a different visual entity, such as a new location, design, materials, or architectural features.

NR-listed and eligible resources are given a measure of protection from the effects and impacts of projects sponsored, assisted, or approved by federal agencies under Section 106 of the National Historic Preservation Act. Although preservation is not mandated, federal agencies must attempt to avoid adverse impacts on such resources through a notice, review, and consultation process. S/NR-listed and eligible resources are similarly protected against impacts resulting from projects sponsored, assisted, or approved by State agencies under the State Historic Preservation Act. However, private owners of S/NR-listed and eligible resources using private funds can alter or demolish their properties without such a review process. Privately owned properties that are NYCLs, in LPC-designated historic districts, or pending designation as Landmarks by LPC are protected under the New York City Landmarks Law. The law requires LPC review and approval before any alteration or demolition occurs, regardless of whether the project is publicly or privately funded. Publicly owned resources are also subject to review and advisement by LPC before project implementation.

Construction Impacts

The assessment of construction impacts on historic and cultural resources considers the possibility of physical damage to any architectural or archaeological resources identified in the project's historic and cultural resources assessment.

Pursuant to Chapter 22, Section 300 of the *2021 CEQR Technical Manual*, if a project's construction activities are located within 400 feet of a historic or cultural resource, potential hazards should be assessed, such as whether certain character-defining elements of a structure, including but not limited to rooftops or stained-glass windows, could be impacted by falling objects from an adjacent construction site.

The City has two procedures for avoidance of damage to historic structures from adjacent construction.

1. All buildings are provided some protection from accidental damage through New York City Department of Buildings (DOB) controls that govern the protection of any adjacent properties from construction activities, under Building Code Section 27-166 (C26-112.4). For all construction work, Building Code section 27-166 (C26-112.4) serves to protect buildings by requiring that all lots, buildings, and service facilities adjacent to foundation

and earthwork areas be protected and supported in accordance with the code requirements.

2. The second protective measure applies only to designated NYCL and S/NR listed historic buildings that are located within 90 linear feet of a proposed construction site. For these structures, the DOB's Technical Policy and Procedure Notice (TPPN) #10/88 is applicable. The DOB's TPPN 10/88 supplements the standard building protections afforded by the Building Code C26-112.4 by requiring, among other things, a monitoring program to reduce the likelihood of construction damage to adjacent LPC-designated or S/NR-listed resources (within 90 feet), and to detect at an early stage the beginnings of damage so that construction procedures can be changed.

If the project is not located within 90 feet of a historic or cultural resource that is NYC-landmark eligible, eligible for the State and National Register of Historic Places, or within an eligible New York City Historic District, then no special protections apply. Therefore, the potential for physical disturbance and adverse impacts on those historic and cultural resources should be disclosed.

Indirect Impacts

As per the *CEQR Technical Manual*, visual and contextual impacts on historic resources can include: isolation of a property from or alteration of its setting or visual relationship with the streetscape; introduction of incompatible visual, audible, or atmospheric elements to a resource's setting; elimination or screening of publicly accessible views of a resource; or introduction of significant new shadows, over a historic landscape or on a historic structure (if the features that make the resource significant depend on sunlight) to the extent that the architectural details that distinguish that resource as significant are obscured.

Architectural Resources within the Study Area

To determine whether the Proposed Actions have the potential to affect nearby off-site historic or architectural resources, the study area was screened for historic and architectural resources. The LPC was contacted for their initial review of the project's potential to impact nearby historic or architectural resources. By letter dated October 26, 2022 (see **Appendix A**), the LPC has indicated that no architectural resources were found in the study area that were considered historic or significant. Therefore, no significant adverse impacts to architectural resources are expected because of the Proposed Actions.

2.3.2 Archaeological Resources

Unlike the architectural evaluation of a study area that extends beyond the footprint of a project's block and lot lines, the analysis of potential and/or projected impacts to archaeological resources is controlled by the actual footprint of the limits of soil disturbance. Archeological resources are physical remains, usually subsurface, of the prehistoric and historic periods such as burials, foundations, artifacts, wells and privies. The *2021 CEQR Technical Manual* requires a

detailed evaluation of a project's potential effect on the archeological resources if it would potentially result in an in-ground disturbance to an area not previously excavated.

The Proposed Actions would result in new in-ground construction on the Projected Development Sites. As noted, the LPC was contacted for their initial review of the project's potential to impact nearby cultural or archaeological resources, and a response was received on October 26, 2022 (see **Appendix A**). The LPC has indicated that no cultural resource of archaeological significance is associated with the study area. Therefore, significant adverse impacts to archaeological resources are not expected because of the Proposed Actions, and further analysis is not warranted.

2.3.3 Conclusion

According to the *2021 CEQR Technical Manual*, significant adverse impacts to historic and cultural resources could potentially result if a proposed action affects those characteristics that make a resource eligible for LPC designation or S/NR listing. The LPC has indicated that no resources of architectural or archaeological significance that could be associated with the proposed project were found. Therefore, no significant adverse impacts to architectural or archaeological resources are expected as a result of the Proposed Actions, and further analysis is not warranted.

2.4 Urban Design and Visual Resources

According to the *CEQR Technical Manual*, urban design is the totality of components that may affect a pedestrian's experience of public space. Elements that play an important role in the pedestrian's experience include streets, buildings, visual resources, open space, and natural features, as well as wind as it relates to channelization and downwash pressure from tall buildings. Pursuant to the *2021 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 proposed rezoning of the Affected Area from R5D and R5D/C2-3 would alter permitted use, bulk, and height within the Affected Area. Therefore, further analysis is warranted. The differences between existing and proposed zoning, with regards to those aspects of zoning affecting urban design, are presented in the following **Table 2.4-1**.

Table 2.4-1: No-Action and With-Action Zoning

	No-Action		With-Action
Zoning	R5D	R5D/C2-3	R6A/C2-4
Permitted Uses	Res., CF	Com., Res., CF	Com., Res., CF
Maximum FAR	Res.: 2.00 CF: 2.00	Com: 2.00 Res.: 2.00 CF: 2.00	Com: 2.00 Res.: 3.60 CF: 3.00
Maximum Height	45 (w/QGF)	45 (w/QGF)	Base Height: 75 feet (w/QGF) Max Height: 85 feet (w/QGF)
Lot Coverage (corner lot)	80%	80%	100%

Com. = Commercial; CF = Community Facility; Manu. = Manufacturing; Res. = Residential; QGF = Qualifying Ground Floor

2.4.1 Existing Conditions

The Affected Area includes four 100 ft x 100 ft corners of the intersection of Steinway Street and 23rd Avenue in the Astoria neighborhood of Queens, Community District 1 and is described in detail in **Sections 1.4** and **2.1.**

The existing land uses in the 400-foot surrounding area primarily consist of one- and two- family and multi-family residences, mixed commercial and residential buildings, commercial structures, transportation and utility uses, and open space. The residential buildings mostly consist of two-story one- and two-family buildings and two- to four-story multiple family walkup apartment buildings. Transportation and utility uses are presented by one-story structures occupied by auto body services. Commercial structures include a four-story multitenant commercial and office building adjacent to the Affected Area and another one-story commercial building. There is also

a three-story community facility building, P.S. 084 Steinway School, within the 400-foot Study Area.

Steinway Street is an 80-foot-wide, north-south right-of-way classified as a Major Collector Road by the New York State Department of Transportation (NYS DOT) with one moving lane of traffic in each direction and curbside parking. Steinway Street is mostly developed with two- to four-story multiple family walkup apartment buildings to the northeast of the Affected Area and two- to four-story mixed use residential with ground floor commercial buildings to the southwest of the Affected Area which gives the street a commercial character. Ditmars Playground is located along Steinway Street to the northeast of and adjacent to the Affected Area.

23rd Avenue is an 80-foot-wide, east-west road with one lane of traffic in each direction and curbside parking. 23rd Avenue is developed with two-story one- and two-family buildings and two- to four-story multiple family walkup apartment buildings. 23rd Avenue is mostly residential in character with some commercial uses, including nonconforming ground-floor commercial uses.

The Affected Area includes two Projected Development Sites.

Projected Development Site 1

The Applicant-Owned Projected Development Site 1, located at 23-01, 23-05 Steinway Street, includes Block 793, Lots 73 and 75, with a total lot area of 7,500 SF.

- Lot 73 is a 5,000-SF interior lot with 50 feet of frontage on Steinway Street. The lot contains a 1-story, 16-foot-tall building with 5,000 GSF of commercial use (0.96 FAR) currently used as an auto body facility.
- Lot 75 is a 2,500-SF corner lot with 25 feet of frontage on Steinway Street and 100 feet of frontage along 23rd Avenue. The lot contains a 3-story, 35-foot-tall, 4,500-GSF (1.71 FAR) building with 2,500 GSF of commercial space on the ground floor used as a cafe and 2,000 GSF of residential space with 2 dwelling units on the upper two floors

Projected Development Site 2

Projected Development Site 2 consists of the non-Applicant-controlled Block 805, Lots 61 and 64.

- Lot 61 is a 10,002-SF lot with 70 feet of frontage along Steinway Street. Only 7,500 SF is within the Affected Area. The lot contains a 2-story, 31-foot-tall, 14,745-GSF (1.41 FAR) building with 10,801 GSF of commercial use on the ground floor and 3,944 GSF of residential space with 4 dwelling units on the second floor. The ground floor commercial space includes a 6,857-GSF auto body facility, a 1,972-GSF Accountant office, and 1,972-GSF warehouse/office space of an architectural materials supplier.
- Lot 64 is 2,500-SF corner lot with 25 feet of frontage on Steinway Street and 100 feet of frontage on 23rd Avenue. The lot contains a 3-story, 36-foot-tall, 5,000-GSF (1.90 FAR)

building with 1,250 GSF of ground floor commercial space that includes a cafe and a carpet store, 1,250 GSF of auto body facility, and 2,500 GSF of residential space with 4 residential units on the upper two floors.

Other lots

Other lots in the Affected Area include Block 793, Lots 72 and p/o 171, Block 803, Lots 43, 45, and 46, and Block 795, Lots 1, 2, 3, and 61.

- Block 793, Lot 72 is a 2000-SF lot with 20 feet of frontage along Steinway Street. The lot contains a 3-story, 36-feet-tall building with 1,453 GSF of commercial space on the ground floor used as a Mexican restaurant and 2,907 GSF of residential space with 5 residential units on the top two floors.
- Block 793, Lot 171 is a 2000-SF lot with 20 feet of frontage along Steinway Street. The lot contains a 3-story, 36-feet-tall building with 2,907 GSF of residential space with 5 residential units on the top two floors and 1,453 GSF of commercial space on the ground floor used as a personal training facility. Only a 500-SFportion of lot 171 is within Affected Area.
- Block 803, Lot 43 is a 5000-SF corner lot with 50 feet of frontage along Steinway Street and 100 feet of frontage along 23rd Avenue. The lot contains a 4-story and 45-feet-tall building with 14,980 GSF of residential space with 18 residential units and 1,000 GSF of commercial space on a portion of the ground floor.
- Block 803, Lot 45 is a 2,500-SF lot with 25 feet of frontage along Steinway Street. The lot contains a 2-story, 4-feet-tall building with 500 GSF of commercial space on the ground floor used as a Driving school and 1,700 GSF of residential space with 3 Residential units on the upper floor.
- Block 803, Lot 46 is a 2,500-SF lot with 25 feet of frontage along Steinway Street. The lot contains a 2-story, 23-feet-tall building with 2,200 GSF of residential space which includes 3 residential units.
- Block 795, Lot 1 is a 1,950-SF corner lot with 25 feet of frontage along Steinway Street and 78 feet of frontage along 23rd Avenue. The lot contains a 3-story, 33-feet-tall building and has 3,000 GSF of residential space with 4 units and 1,500 GSF of commercial space on the ground floor used as a Lounge.
- Block 795, Lot 2 is a 1,950-SF lot with 25 feet of frontage along Steinway Street. The lot contains a 3-story, 34-foot-tall building with 1,500 GSF of commercial space on the ground floor used as a Beauty salon and 3,000 GSF of residential space on the upper two floors with 9 residential units.

- Block 795, Lot 3 is a 5,000-SF lot with 50 feet of frontage along Steinway Street. The lot contains a 4-story, 47-feet-tall building with 13,412 GSF of residential space with 24 units.
- Block 795, Lot 61 is a 1,100-SF lot with 22 feet of frontage along 23rd Avenue. The lot contains a 1.5-story, 25 feet-tall One-Family building with 1,530 GSF of residential space.

The surrounding area features a mostly regular traffic grid with the exception of its southern portion where 23rd Road crosses the blocks at a different angle resulting in some irregularity in the traffic grid. Beside Steinway Street, the closest to the Affected Area commercial corridor is located along Ditmars Boulevard.

The area is well-served by transit. The Ditmars Boulevard subway station, with service from N and W trains, is located approximately 1,800 feet northwest of the Affected Area near the corner of 23rd Avenue and 31st Street. The train service provides direct access to Midtown Manhattan and the transportation hub in Long Island City with multiple transit options. There are four bus lines (Q101/Q69/M60-SBS/Q19) that are accessible to users in the area. The Q101 bus connects Astoria, the neighborhood of Queens and Midtown Manhattan and has two bus stops within the Affected Area on different directions of Steinway Street. The Q69 bus connects the Astoria neighborhood and Long Island City and has two bus stops 750 ft northeast of the Affected Area, on different directions of Ditmars Boulevard at its intersection with Steinway Street. The M60-SBS bus connects Upper West Side neighborhood of Manhattan and LaGuardia Airport and has two stops on different directions approximately 750 feet southwest of the Affected Area on Astoria Boulevard. The Q19 bus connects the Astoria neighborhood and Downtown Flushing, a major commercial and retail area in Queens, the fourth-largest central business district in New York City. The bus has two stops on different directions approximately 750 feet southwest of the Affected Area on Astoria Boulevard.

Sidewalks on Steinway Street and 23rd Avenue are predominantly wide and measure 10- to 20-feet in width. Sidewalks on other streets within the Affected Area are typically 7- to 12-foot-wide. All sidewalks are in good condition and feature limited to sufficient street trees. All streets are equipped with regular street lights throughout the Study Area. Intersections of 23rd Avenue with Steinway Street and 38th Street are under good control with properly functioning traffic lights and clear crossing markings. The two intersections are equipped with ramps. However, only the northern corner of 23rd Avenue and Steinway Street and the southern corner of 23rd Avenue and 38th Street feature ADA-compliant ramps. The intersection of 23rd Avenue and 41st Street doesn't feature traffic lights but has clear crossing markings across 41st Street and no crossing markings across 23rd Avenue. The intersection is equipped with ramps, but none of the ramps are ADA-compliant. Additionally, 23rd Avenue features shared bike lanes in both directions.

Figure 2.4-1 contains a photo key map with locations of Urban Design Massing Views.

2.4.2 Future No-Action Condition

Affected Area

There are no records of building work permits on the DOB website for Projected Development Sites 1 and 2. As such, it is conservatively assumed that under No-Action Scenario, existing conditions would remain the same. Other non-Applicant-controlled lots (Block 793, Lots 72 and p/o 171, Block 803, Lots 43, 45, and 46, and Block 795, Lots 1, 2, 3, and 61) are not considered likely to be redeveloped under No-Action Conditions and would remain as they exist. The existing commercial uses within the Affected Area on Block 793, Lots 72, 75, and 171 and Block 795, Lots 1 and 2, as well as an automotive use on Block 793, Lot 73 would remain legal non-conforming in the future without the Proposed Actions.

Land Use Study Area

There are no active construction permits within the 400-foot Study Area. There are no other known major land use changes anticipated in the foreseeable future within the Study Area. Therefore, existing patterns are generally expected to continue in the future without the Proposed Action. Any new development within the Surrounding Area would be governed by the underlying zoning regulations.

Pedestrian activity within the Study Area under Future No-Action Condition would not experience changes compared to that in the existing conditions. The sidewalks would be expected to remain in existing good condition with limited to sufficient street trees and regular lights. Built form in the surrounding area would continue to consist of two-story one- and two-family residential buildings, two- to four-story multiple family walkup apartment buildings, one- to four-story commercial buildings, and one-story structures occupied by auto body services. No significant changes to the area's urban character are anticipated.

2.4.3 Future With-Action Condition

Affected Area

Projected Development Site 1 (Block 793, Lots 73 and 75)

Projected Development Site 1 includes Applicant-controlled Block 793, Lots 73 and 75, with a total projected lot size of 7500 SF. Under Future With-Action conditions, the Projected Development Site 1 would be developed with a single 39,811 GSF (27,000 ZSF, 3.60 FAR) mixed residential and commercial building containing approximately 2,794 GSF (2,654 ZSF, 0.35 FAR) of local retail on the ground floor, 27,717 GSF (24,346 ZSF, 3.25 FAR) of residential use on the upper floors, and 9,300 SF of parking space on the cellar level and ground floor. The Projected Development would include 33 dwelling units, 25-30% (9-10 units) of which would be affordable pursuant to MIH at an average of 60-80% AMI depending on the Option selected. For the purposes of Early Childhood Programs analysis, 20% (7 units) of residential floor area is assumed to be affordable at or below 60% AMI. The below-grade parking lot would contain approximately

13 parking spaces (50% of the number of market rate dwelling units). The building would have 8 stories and rise to 85 feet. At the base height of 65 feet, there would be a 10-foot setback on Steinway Street and 23rd Avenue, as these streets are considered to be wide (75 feet or more). A 10-foot mechanical bulkhead would be assumed for the development site for a conservative shadows analysis under CEQR. No new curb cuts would be proposed.

Projected Development Site 2 (Block 805, Lots 61 and 64)

Projected Development Site 2 includes non-Applicant-controlled Block 805, Lots 61 and 64, with a total projected lot size of 12,502 SF. Only 7,500 SF of lot 61 is within the Affected Area and would be mapped R6A/C2-4. Approximately 2,502 SF of lot 61 would continue to be mapped R5D/C2-3. However, the regulations of R6A/C2-4 district could be applied to the entire lot 61 since the width of R5D/C2-3 district would measure 25 feet or less in the With-Action scenario.

Under Future With-Action conditions, the Projected Development Site 2 would be developed with a single 61,871 GSF (45,007 ZSF, 3.60 FAR) mixed residential and commercial building containing approximately 10,002 GSF (9,617 ZSF, 0.77 FAR) of Local Retail on the ground floor, 37,867 GSF (35,390 ZSF, 2.83 FAR) of residential use on the upper floors, and 14,002 SF of parking space on the cellar level and ground floor. The Projected Development would include 45 dwelling units, 25-30% (12-14 units) of which would be affordable pursuant to MIH at an average of 60-80% AMI depending on the Option selected. For the purposes of Early Childhood Programs analysis, 20% (9 units) of residential floor area is assumed to be affordable at or below 60% AMI. The below-grade parking lot would contain approximately 18 parking spaces (50% of the number of market rate dwelling units). The building would have 8 stories and rise to 85 feet. At the base height of 65 feet, there would be a 10-foot setback on Steinway Street and 23rd Avenue as these streets are considered to be wide (75 feet or more). A 10-foot mechanical bulkhead would be assumed for the development site for a conservative shadows analysis under CEQR. No new curb cuts would be proposed.

For both Projected Development Sites, the RWCDS assumes the maximum permitted building height and FAR under the proposed R6A/C2-4 zoning district and includes a ground floor commercial space to meet the qualifying ground floor requirement for the purposes of conservative analysis. The dwelling units were assumed to be an average of 850 GSF. Parking is required for 50% of market-rate units under the proposed zoning.

Other Lots

Other non-Applicant-controlled lots (Block 793, Lots 72 and p/o 171, Block 803, Lots 43, 45, and 46, and Block 795, Lots 1, 2, 3, and 61) do not pass the soft site criteria established by the CEQR Technical Manual, Chapter 2 and are not considered likely to be redeveloped under With-Action Conditions and would remain as they exist.

Land Use Study Area

The Proposed Actions would only affect the Affected Area. There are no active construction permits within the 400-foot Study Area. There are no other known major land use changes anticipated in the foreseeable future within the Study Area. Therefore, existing patterns are generally expected to continue in the future with the Proposed Action. Any new development within the Surrounding Area would be governed by the underlying zoning regulations.

The Proposed Actions would introduce development that is larger in scale than the surrounding buildings but with similar uses at a location well-suited to increased density. The increase of density of residential and commercial uses is appropriate on the intersection of wide streets. The proposed development would be designed to be visually compatible and consistent with existing developments, but would not be replicating existing buildings so as to create a false historical appearance. The proposed development would also improve the pedestrian experience by renovating sidewalks and providing ground floor local retail at the intersection of Steinway Street and 23rd Avenue.

The Urban Design Massing Views under the With-Action conditions in comparison to No-Action/Existing conditions are shown in **Figure 2.4-2** to **Figure 2.4-5** below. Different colors were used to illustrate building envelopes of the two Projected Development Sites. The building envelope of Projected Development Site 1 is colored red, and the building envelope of Projected Development Site 2 is colored green.

Conclusion

The development facilitated by the Proposed Actions would not adversely impact any of the constituent urban design elements or the overall character of the neighborhood. It would not adversely change the pedestrian experience, nor would it negatively affect the vitality, walkability, or the visual character of the area. Instead, the mixed-use residential development with ground-floor commercial uses would improve the pedestrian experience and increase the vitality of the area. Therefore, a detailed analysis is not warranted.

Figure 2.4-1: Locations of Urban Design Massing Views



Study Area Map with Photo Key

Figure 2.4-2: Massing View 1. Illustrative Comparison of the No-Action and With-Action Conditions

No-Action/Exising Condition



With-Action Condition



1 Looking south from the intersection of Steinway Street and 23rd Avenue

Figure 2.4-3: Massing View 2. Illustrative Comparison of the No-Action and With-Action Conditions

No-Action/Exising Condition



With-Action Condition



2 Looking north toward the intersection of Steinway Street and 23rd Avenue

Figure 2.4-4: Massing View 3. Illustrative Comparison of the No-Action and With-Action Conditions

No-Action/Exising Condition



With-Action Condition



3 Looking northeast along Steinway Street toward its intersection with 23rd Avenue

Figure 2.4-5: Massing View 4. Illustrative Comparison of the No-Action and With-Action Conditions

No-Action/Exising Condition



With-Action Condition



4 Looking southeast along 23rd Avenue toward its intersection with Steinway Street

2.5 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.

Methodology

The hazardous materials assessment begins with a Phase 1 ESA, which is a qualitative evaluation of the environmental conditions present at a site, based on a review of available information, site observations, and interviews. Pursuant to the *2021 CEQR Technical Manual*, the Phase 1 ESA is conducted in accordance with the standards established by the current ASTM Phase 1 ESA Standard and includes research and field observations to determine whether the site may contain contamination from either past or present activities on the site or as a result of activities on adjacent or nearby properties. If a potential Recognized Environmental Conditions (RECs) is identified during this assessment, then building any subsurface investigations are usually conducted as part of a Phase II ESA to confirm the presence and extent of the contamination.

Analysis

A detailed description of the Affected Area is described above in **Section 1.4**. Development is anticipated on Projected Development Sites 1 and 2 as follows:

Projected Development Site 1 (Block 793, Lots 73 and 75)

Projected Development Site 1 includes Applicant-controlled Block 793, Lots 73 and 75, with a total projected lot size of 7500 SF. Under Future With-Action conditions, the Projected Development Site 1 would be developed with a single 8-story, 39,811 GSF (27,000 ZSF, 3.60 FAR) mixed residential and commercial building containing approximately 2,794 GSF (2,654 ZSF, 0.35 FAR) of local retail on the ground floor, 27,717 GSF (24,346 ZSF, 3.25 FAR) of residential use on the upper floors, and 9,300 SF of parking space on the cellar level and ground floor.

Projected Development Site 2 (Block 805, Lots 61 and 64)

Under Future With-Action conditions, Projected Development Site 2 would be developed with a single 8-story 61,871 GSF (45,007 ZSF, 3.60 FAR) mixed residential and commercial building containing approximately 10,002 GSF (9,617 ZSF, 0.77 FAR) of Local Retail on the ground floor, 37,867 GSF (35,390 ZSF, 2.83 FAR) of residential use on the upper floors, and 14,002 SF of parking space on the cellar level and ground floor.

2.5.1 Phase I Environmental Site Assessment

The proposed rezoning would allow for residential and commercial uses to be built with a higher FAR in the proposed R6A/C2-4 zoning district. Accordingly, a Phase I Environmental Site Assessment (ESA) was conducted for the Applicant-controlled Projected Development Site 1 by

Equity Environmental Engineering (Equity) on August 25, 2022. A copy of this report is included as **Appendix C**.

The purpose of a Phase I ESA is to determine whether any type of environmental hazard exists within or adjacent to the project site. Environmental hazards may include, but are not limited to, hazardous/toxic wastes or raw chemicals stored, dumped, or spilled on the site, underground and above ground storage of petroleum or hazardous materials; asbestos within the building materials/structures; and identification of potential off-site sources of hazardous waste contamination, such as industrial facilities adjacent to 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.

Equity has performed a Phase I Environmental Site Assessment on August 25, 2022, in conformance with the scope and limitations of ASTM Practice E 1527-21. The following conditions were observed:

- Recognized Environmental Condition (RECs): There are no RECs associated with the Subject Property.
- Historical Recognized Environmental Condition (HRECs): There are no HRECs associated with the Subject Property.
- Controlled Recognized Environmental Condition (CRECs): There are no CRECs associated with the Subject Property.
- Vapor Encroachment Conditions (VECs): According to the EDR Vapor Encroachment database, two VECs were identified at the Subject Property. One historical automotive repair shop is listed at the Subject Property from 1969 to 2014, and an E-Designation site is listed with the following description: “Hazardous Materials* Phase I and Phase II Testing Protocol.” A possible VEC could not be ruled out.

  The EDR Vapor Encroachment database identified multiple VEC records within 1/10th of a mile of the Subject Property related to three small quantity spill cases at the corner of Steinway Street and 23rd Avenue that have all been closed. There are five E-Designation Sites, four of them with the following description: “Hazardous Materials* Phase I and Phase II Testing Protocol” and one with “Exhaust stack location limitations.” The closest E-Designation site is approximately 0.018 miles away at 20-41 Steinway Street. There are five total historical gas stations within 1/10th of a mile from the Subject Property. The

closest historical gas station was approximately 0.028 miles away at 23-20 Steinway Street, listed from 2001 to 2004 in the Database Report. The four other historical gas stations are listed at 38-01 23rd Avenue, 23-32 38th Street, 23-34 42nd Street, and 40-25 Astoria Boulevard. There are five active ASTs, two active USTs, and several removed USTs listed in the Database Report. There are no spill records associated with any of the tanks listed. Also listed in the Database Report, there is one historical drycleaner approximately 0.040 miles away at 41-03 23rd Avenue, listed from 1969 to 1974. The historical drycleaner is too distant from the Subject Property to be considered a VEC. Based on these findings, a possible VEC cannot be ruled out for the Subject Property.

Based on the findings of the Phase 1 ESA, VECs were identified related to the Subject Property. Therefore, a Phase II Investigation is required at Projected Development Site 1 to adequately identify/characterize the surface and subsurface soils, groundwater and soil vapor of the subject property, and to inform and disclose the measures necessary to avoid impacts.

2.5.2 Conclusion

Projected Development Site 1 is currently developed with a 3-story building containing a restaurant on the first floor and residential on the 2nd and 3rd floors. It is also developed with a 1-story building used as an auto repair shop. It also is developed with a 1-story garage.

The restaurant is open 11 am – 10 pm, six days a week. The restaurant has recently been renovated. The basement is currently utilized as the kitchen for the restaurant. It contains kitchen equipment and two (2) walk-in freezers. The small size of the basement would make a site investigation extremely difficult. In addition, the site investigation would most likely take more than one (1) day due to the nature of the space, which would result in the closure of the restaurant, resulting in a financial hardship for the restaurant.

The one-story garage in the rear of Lot 75 could be accessed for site investigation, but the area consists of approximately 15% of the lot and would not be suitable in isolation of the remaining footprint of Projected Development Site 1 to characterize the presence of contamination.

The auto repair shop is open 5 days a week from 8 am – 6 pm. Although the site investigation could be completed on a weekend when the shop was closed, it would be a multiple-day effort to move all of the cars, equipment and hydraulic lifts from inside the auto repair shop to prepare for the site investigation; this would result in a multiple-day closure of the facility. In addition, there is no outdoor space onsite. Therefore, a location would need to be rented to store equipment. Closing the shop and renting an additional space would be a financial hardship for the auto repair facility.

As such, Phase II investigative work is not feasible at this time, and an E-Designation is required to undertake Phase II work once the property is vacated, demolished, and cleared, following approval of the Proposed Actions.

The (E) Designation will ensure that testing and mitigation will be performed as necessary before any future development and/or soil disturbance. Further hazardous materials assessments would be coordinated through the Mayor's Office of Environmental Remediation (OER).

With this E-Designation in place, no significant adverse impacts related to hazardous materials are expected, and no further analysis is warranted.

The E-Designation language related to Hazardous Materials is as follows:

E-Designation (E-XXX)

Projected Development Site 1: Block 793, Lots 73 and 75 (Applicant-Controlled) & Projected Development Site 2: Block 805, Lots 61 and 64 (Non-Applicant-Controlled)

Task 1-Sampling Protocol

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

Task 2-Remediation Determination and Protocol

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

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

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.

2.6 Air Quality

When assessing the potential for air quality significant impacts, the *CEQR Technical Manual* seeks to determine a Proposed Action's effect on ambient air quality, or the quality of the surrounding air. Ambient air can be affected by motor vehicles, referred to as "mobile sources," or by fixed facilities, referred to as "stationary sources". This can occur during operation and/or construction of a project being proposed. The pollutants of most concern are carbon monoxide, lead, nitrogen dioxide, ozone, relatively coarse inhalable particulates (PM_{10}), fine particulate matter ($PM_{2.5}$), and sulfur dioxide. The *CEQR Technical Manual* generally recommends an assessment of the potential impact of mobile sources on air quality when an action increases traffic or causes a redistribution of traffic flows, creates any other mobile sources of pollutants (such as diesel train usage), or adds new uses near mobile sources (e.g., roadways, parking lots, garages). The *CEQR Technical Manual* generally recommends assessments when new stationary sources of pollutants are created, when a new use might be affected by existing stationary sources, or when stationary sources are added near existing sources and the combined dispersion of emissions would impact surrounding areas.

Ambient air quality describes pollutant levels in the surrounding environment to which the public has access. To assess potential health hazards due to ambient air quality, the impact of air pollutants emitted by motor vehicles (mobile source) and by fixed facilities (stationary source) are analyzed, where the effects of both the proposed project on ambient air quality and the ambient air quality effect on the proposed project are considered. The analysis framework, as mandated by the State Environmental Review Act, follows the *2021 CEQR Technical Manual*.

2.6.1 Mobile Sources

According to the *CEQR Technical Manual*, projects, whether site- specific or generic, may result in significant mobile source air quality impacts when they increase or cause a redistribution of traffic; create any other mobile sources of pollutants (such as diesel trains, helicopters etc.); or add new uses near mobile sources (roadways, garages, parking lots, etc.). Projects requiring further assessment include:

- Projects that would result in placement of operable windows, balconies, air intakes or intake vents generally within 200 feet of an atypical source of vehicular pollutants.
- Projects that would result in the creation of a fully or partially covered roadway, would exacerbate traffic conditions on such a roadway, or would add new uses near such a roadway.
- Projects that would generate peak hour auto traffic or divert existing peak hour traffic of 170 or more auto trips in this area of the City.
- Projects that would generate peak hour heavy- duty diesel vehicle traffic or its equivalent in vehicular emissions resulting from 12 or more heavy-duty diesel vehicles (HDDVs) for

paved roads with average daily traffic of fewer than 5,000 vehicles, 19 or more HDDVs for collector roads, 23 or more HDDVs for principal and minor arterials, or 23 or more HDDVs for expressways and limited-access roads.

- Projects that would result in new sensitive uses (e.g., schools or hospitals) adjacent to large existing parking facilities or parking garage exhaust vents.
- Projects that would result in parking facilities or applications requesting the grant of a special permit or authorization for parking facilities; or projects that would result in a sizable number of other mobile sources of pollution (e.g., a heliport or a new railroad terminal).
- Projects that would substantially increase the vehicle miles traveled in a large area.

The Proposed Actions would not result in operable windows or air intakes within 200 feet of an atypical roadway. It would not result in creation of a covered roadway or affect any covered roadway. Peak hour trip generation is far below the 170-car threshold, as per the transportation section, as potentially warranting further assessment (see EAS Short Form screen). The project would not generate HDDV equivalent traffic volume more than 12 – 23 per hour depending on the road types. The project would not create a new sensitive receptor adjacent to large parking facilities. The incremental capacity of parking facilities introduced by the project would not exceed the threshold of 85 off-street parking spaces. The project would not result in any other mobile sources of pollution, and would not significantly increase vehicle miles traveled in a large area. Therefore, no further assessment of the potential for mobile source air quality impacts is warranted.

2.6.2 Stationary Sources

According to the *2021 CEQR Technical Manual*, projects may result in stationary source air quality impacts when one or more of the following occurs:

- New stationary sources of pollutants are created (e.g., emission stacks for industrial plants, hospitals, and other large institutional uses).
- Certain new uses near existing (or planned future) emissions stacks are introduced that may affect the use.
- Structures near such stacks are introduced so that the structures may change the dispersion of emissions from the stacks so that surrounding uses are affected.
- Fossil fuels (fuel oil or natural gas) for heating/hot water, ventilation, and air conditioning systems are used.
- Large emission sources are created (e.g., solid waste or medical-waste incinerators, cogeneration facilities, asphalt/concrete plants, or power-generating plants, etc.).

- New sensitive uses are located near a large emission source.
- Medical, chemical, or research labs are created or result in new uses being located near them.
- Operation of manufacturing or processing facilities is created.
- New sensitive uses created within 400 feet of manufacturing or processing facilities.
- New uses created within 400 feet of a stack associated with commercial, institutional, or residential developments (and the height of the new structures would be similar to or greater than the height of the emission stack).
- Potentially significant odors are created.
- New uses near an odor-producing facility are created.
- "Non-point" sources that could result in fugitive dust are created.
- New uses near nonpoint sources are created.
- A generic or programmatic action is introduced that would change or create a stationary source or that would expose new populations to such a station

Analysis Framework

The stationary source analysis will study the potential impacts of Projected Development Site 1 and Projected Development Site 2 on nearby receptors. The Reasonable Worst Case Development Scenario for Projected Development Site 1 and Projected Development Site 2 are described below.

The Affected Area consists of Block 793, Lots 72, 73, 75, and p/o 171, Block 803, Lots 43, 45, and 46, Block 805, Lot 64 and p/o 61 and Block 795 Lots 1, 2, 3, and 61 in the Astoria neighborhood of Queens, CD 1. The Affected Area contains two Projected Development Sites.

Projected Development Site 1 includes Applicant-controlled Block 793, Lots 73 and 75, with a total projected lot size of 7500 SF. Under Future With-Action conditions, the Projected Development Site 1 would be developed with a single 39,811 GSF (27,000 ZSF, 3.60 FAR) Mixed Residential and Commercial building containing approximately 2,794 GSF (2,654 ZSF, 0.35 FAR) of Local Retail on the ground floor, 27,717 GSF (24,346 ZSF, 3.25 FAR) of Residential use on the upper floors, and 9,300 SF of Parking space on the cellar level and ground floor. The below-grade parking lot would contain approximately 13 parking spaces. The building would have 8 stories and rise to 85 feet. At the base height of 65 feet, there would be a 10-foot setback on Steinway Street and 23rd Avenue.

Projected Development Site 2 includes non-Applicant-controlled Block 805, Lots 61 and 64 with a total projected lot size of 12,502 SF. Under Future With-Action conditions, Projected

Development Site 2 would be developed with a single 61,871 GSF (45,007 ZSF, 3.60 FAR) Mixed Residential and Commercial building containing approximately 10,002 GSF (9,617 ZSF, 0.77 FAR) of Local Retail on the ground floor, 37,867 GSF (35,390 ZSF, 2.83 FAR) of Residential use on the upper floors, and 14,002 SF of Parking space on the cellar level and ground floor. The below-grade parking lot would contain approximately 18 parking spaces. The building would have 8 stories and rise to 85 feet. At the base height of 65 feet, there would be a 10-foot setback on Steinway Street and 23rd Avenue.

Heating and Hot Water Systems

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

There are no existing buildings similar or greater in height in the 400-foot area surrounding the Projected Development Sites. There are no active construction permits within the 400-foot Study Area. There are no other known major land use changes anticipated in the foreseeable future within 400-foot Study Area. Therefore, existing land use patterns are generally expected to continue in the 2026 future With Action condition.

Screening Assessment

The potential for the heat and hot water system(s) to have a significant adverse impact on nearby receptors depends on the type of fuel that would be used by the HVAC system, the height of the stack venting the emissions, the distance to the nearest building of similar or greater height, the building's use which affects the emissions, and the square footage of the development that would be served by the system. The *2021 CEQR Technical Manual* screening analysis is based on these factors. A detailed analysis is required if the screening analysis fails.

The RWCDS would facilitate the construction of buildings of the same height (85 feet) on both Projected Development Sites. As screening analysis is only applicable to a single smokestack, for the purposes of a cumulative screening analysis, emissions from multiple stacks were combined in a single stack situated as close as possible to the receiving building.

Project-on-Existing

The impact of Projected Development Site 1 and Projected Development Site 2 on existing land uses is represented by a hypothetical HVAC system serving a 101,682 GSF mixed-use residential building (the RWCDS combined floor area of Projected Development Site 1 and Projected

Development Site 2). The stack would be located above the RWCDS building height of 85 feet and assumed to be 3 feet above the roof height of the buildings. The distance to the closest recipient is assumed to be 400 feet, as no other building in the area is equal or greater in height than the RWCDS building height. **Figure 2.6-1** (based on Figure 17-3 of the *CEQR Technical Manual*) contains a point located on the chart by plotting the size of the development against the distance in feet to the nearest building of similar or greater height (assumed to be 400 feet). As seen in **Figure 2.6-1**, the point is significantly below the curve. As such, Projected Development Sites 1 and 2 pass the HVAC screening analysis on existing land uses, and a detailed project-on-existing analysis is not warranted.

Project-on-Project

Projected Development Sites 1 and 2 are both projected to be redeveloped with 85-foot-tall buildings with a distance between them of approximately 107 feet. Project-on-Project Screening Analysis shown in **Figure 2.6-2** indicates the impact of Projected Development Site 1 on Projected Development Site 2 (red line) and the impact of Projected Development Site 2 on Projected Development Site 1 (green line). **Figure 2.6-2** (based on Figure 17-3 of the *CEQR Technical Manual*) contains two points located on the chart by plotting the size of the two projected developments of equal height against the distance between the Projected Development Sites in feet (107 feet). As seen in **Figure 2.6-2**, both points are below the curve. Therefore, Projected Development Sites 1 and 2 pass the HVAC Project-on-Project screening analysis, and a detailed analysis is not warranted.

Conclusion

Based on the screening assessment, an E-Designation will be placed on Projected Development Sites 1 and 2. The below restrictions related to HVAC stacks will ensure that no significant adverse impacts associated with project-generated HVAC emissions will occur pursuant to the Proposed Actions. The E-Designation language is as follows:

E-Designation (E-XXX)

- **Block 793, Lots 73 and 75 (Projected Development Site 1): Any new residential and/or commercial development on the above-referenced property must ensure the heating, ventilation, and air conditioning (HVAC) and hot water equipment stack is located at the highest tier and at least 88 feet above grade to avoid any potential significant adverse air quality impact.**
- **Block 805, Lots 61 and 64 (Projected Development Site 1): Any new residential and/or commercial development on the above-referenced property must ensure the heating, ventilation, and air conditioning (HVAC) and hot water equipment stack is located at the highest tier and at least 88 feet above grade to avoid any potential significant adverse air quality impact.**

Figure 2.6-1: The Projected Development Sites 1 and 2 Screening Analysis on Existing Land Uses

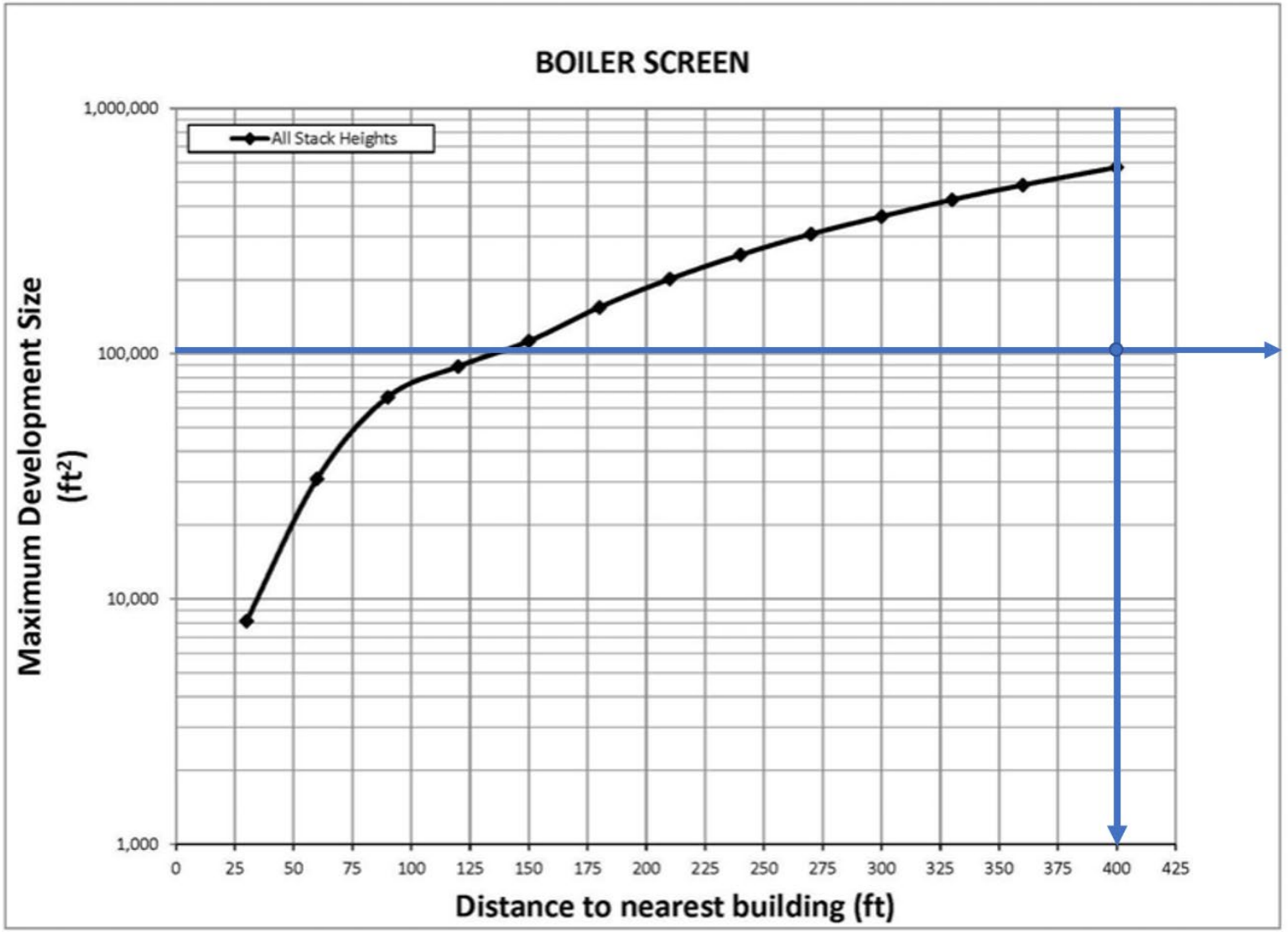
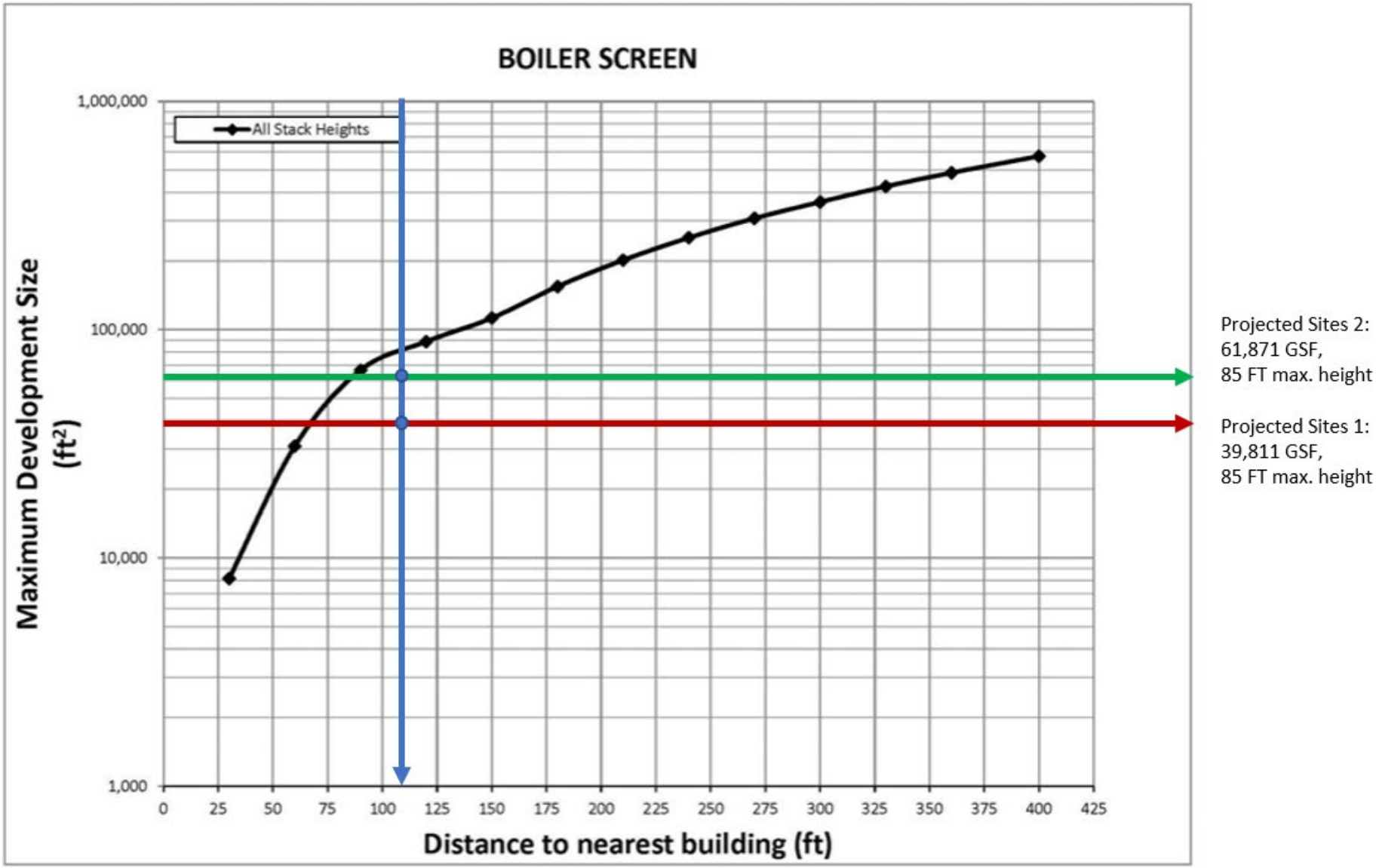


Figure 2.6-2: The Projected Development Sites 1 and 2 Project-on-Project Screening Analyses



2.6.3 Industrial Emissions

The Proposed Actions would introduce a sensitive land use into the area. Accordingly, a preliminary screening was conducted to determine if there are any potential sources of industrial process emissions that could affect project occupants. Industrial sources were identified through a site visit within a 400-foot study area and the DEP CATS search.

400-Foot Study Area

The Affected Area is located within an R5D zoning district, and the surrounding area is a mixture of residential, commercial, and industrial properties. The 400-foot radius was screened for potential sources of industrial emissions and is shown below in **Figure 2.6-3** and **Table 2.6-1**. Based on field observations and reviews of DCP land use maps, 3 sites (marked in **Figure 2.6-3** with their respective numbers) were identified as potentially containing industrial/ manufacturing land uses. Based on a review of the DEP CATS database, there were no expired or active permits identified.

1,000-Foot Study Area

As outlined in the *2021 CEQR Technical Manual*, projects that would introduce new uses near major sources, large sources, and odor-producing facilities may result in potentially significant adverse air quality impacts. The study area considers major sources, large sources, and odor-producing facilities within 1,000 feet of the Affected Area. Major emission sources are identified as those sources located at Title V facilities that require Prevention of Significant Deterioration permits; large emission sources are identified as sources located at facilities which require a State facility permit. Solid waste or medical waste incinerators, asphalt and concrete plants, power generating plants, large boilers of large public facilities for example, and large industrial facilities are typical type of sources requiring these permits. Odor-producing facilities are operations that have the potential to cause discomfort, such as: solid waste management facilities, water pollution control plants (i.e., sewage treatment plants), and incinerators.

A search using the EPA's Envirofacts database was conducted for large or major source emissions. No existing large or major combustion sources, such as power plants, cogeneration facilities, etc. are located within 1,000 feet of the Affected Area were identified. As such, no analysis was warranted

Conclusion

As indicated above, there are no active industrial emissions permits within 400-foot study area. In addition, no large or major industrial emission sources were identified within the 1,000-foot study area. Additionally, there is no evidence present to conclude that there are illegal unpermitted air emissions present in the study area. Therefore, there does not appear to be any potentially significant impact in terms of air toxics to project occupants.

Figure 2.6-3: Industrial Emissions Screening

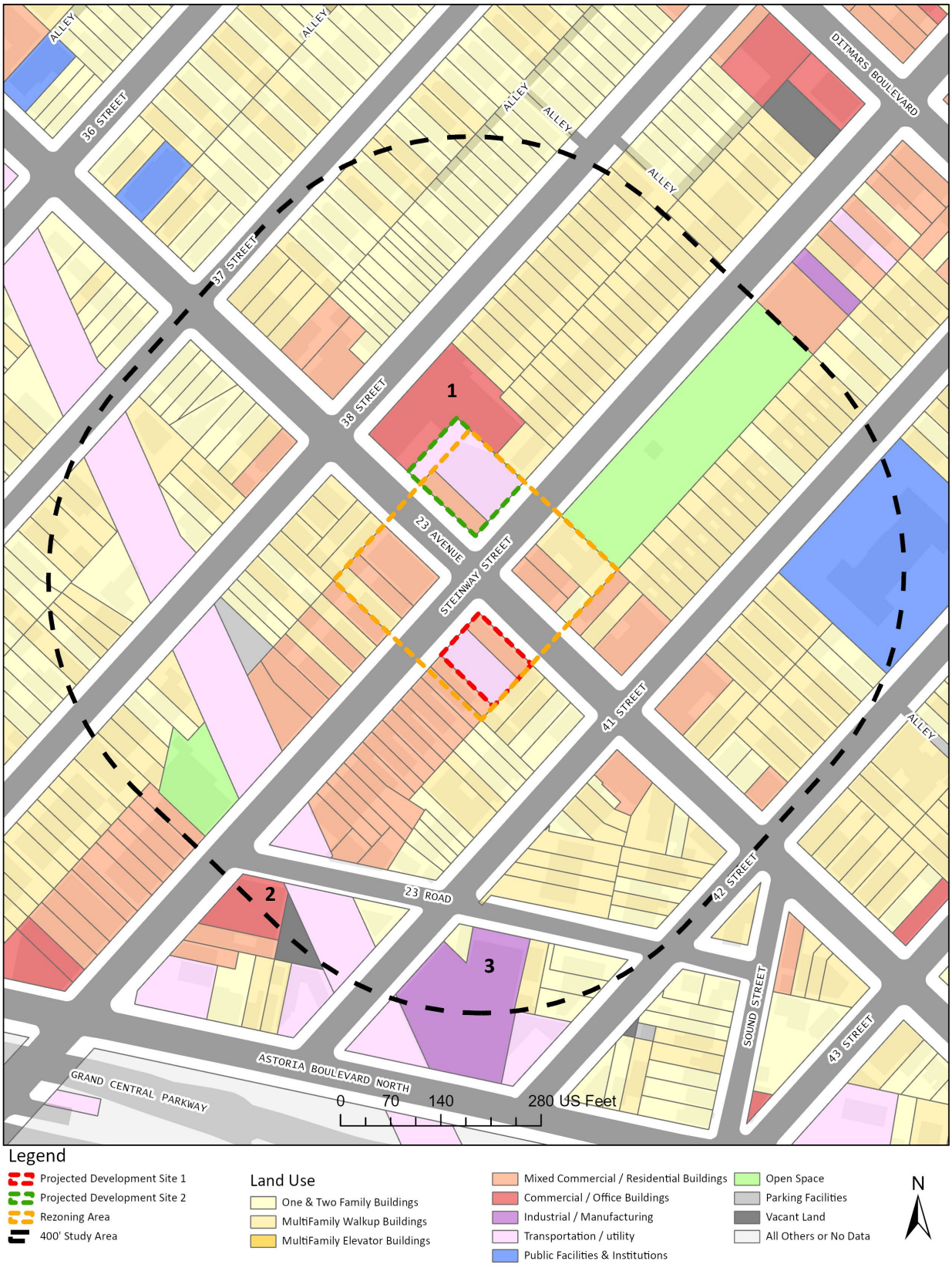


Table 2.6-1: Industrial/Manufacturing within 400 feet of the Affected Area

Site ID	Block	Lot	Address	Current Use	Active/Expired Industrial Permits
1	805	1	38-01 23rd Avenue	Multitenant Commercial and office Building	No Record
2	793	42	23-53 Steinway Street	Wholesale and Retail Distributor	No Record
3	792	30	41-15 Astoria Boulevard N	Safeguard Storage	No Record

2.7 Noise

Introduction

The Proposed Actions would create noise-sensitive residential development. Therefore, an assessment of the potential for adverse effects on project occupants from ambient noise is warranted. The Projected Developments would not create a significant stationary noise generator. Additionally, project-generated traffic would not existing double vehicular traffic on nearby roadways, and, therefore, would not result in a perceptible increase in vehicular noise. Therefore, this noise assessment is limited to an assessment of ambient noise that could adversely affect occupants of the Projected Development Sites.

The Affected Area consists of four 100 ft x 100 ft corners of the intersection of Steinway Street and 23rd Avenue in the Astoria neighborhood of Queens, Community District 1, and includes two Projected Development Sites. The Applicant-Owned Projected Development Site 1 is located at 23-01, 23-05 Steinway Street and includes Block 793, Lots 73 and 75, with a total lot area of 7,500 SF. Projected Development Site 2 consists of the non-Applicant-controlled Block 805, Lots 61 and 64. Steinway Street is an 80-foot-wide, north-south right-of-way classified as a Major Collector Road by the New York State Department of Transportation (NYS DOT) with one moving lane of traffic in each direction and curbside parking. 23rd Avenue is an 80-foot-wide, east-west road with one lane of traffic in each direction and curbside parking. Shared bike lanes are marked on 23rd Avenue in both directions.

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 acoustic energy that is 10 times higher. However, humans do not perceive a 10-dB increase as 10 times louder. Instead, they perceive it as twice as loud.

Sound is often measured and described in terms of its overall energy, taking all frequencies into account. However, the human hearing process is not the same at all frequencies. Humans are less sensitive to low frequencies (less than 250 Hz) than mid-frequencies (500 Hz to 1,000 Hz) and are most sensitive to frequencies in the 1,000- to 5,000-Hz range. Therefore, noise measurements are often adjusted, or weighted, as a function of frequency to account for human perception and sensitivities. The most common frequency weightings used are the A- and C-

weightings. These weight scales were developed to allow sound level meters, which use filter networks to approximate the characteristic of the human hearing mechanism, to simulate the frequency sensitivity of human hearing. The A-weighting is the most commonly used for environmental measurements, and sound levels measured using this weighting are denoted as dBA. The letter "A" indicates that the sound has been filtered to reduce the strength of very low and very high-frequency sounds, much as the human ear does. C-weighting gives nearly equal emphasis to sounds of most frequencies. Mid-range frequencies approximate the actual (unweighted) sound level, while the very low and very high-frequency bands are significantly affected by C-weighting. **Table 2.7-1** notes the decibel levels of common noise sources.

Table 2.7-1: Noise Levels of Common Sources[3]

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.	

The following are typical human perceptions of dB(A) relative to changes in noise level:

- 3 dB(A) change is the threshold of change detectable by the human ear;
- 5 dB(A) change is readily noticeable; and
- 10 dB(A) increase is perceived as a doubling of the noise level.

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

[3] Source: *2021 CEQR Technical Manual*

also will vary with both terrain conditions and the presence of obstructions in the sound propagation path.

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.
- Lmax is the highest SPL measured during a given period of time. It is useful in evaluating Leqs for time periods that have an especially wide range of noise levels.
- L_{dn} is the day-night equivalent sound level, defined as a 24-hour continuous Leq with a 10 dB adjustment added to all hourly noise levels recorded between the hours of 10 PM and 7 AM. This 10 dB addition accounts for the extra sensitivity people have to noise during typical sleeping hours.
- DNL is the annual average day-night average sound level. Aircraft noise around airports is usually mapped out in terms of DNL, which are normally depicted as noise contours on a map.

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.

Noise Standards and Guidelines

In 1983, the New York City Department of Environmental Protection (NYCDEP) adopted the CEQR noise exposure guidelines for exterior noise levels. As shown in **Table 2.7-2** below, noise standards classify noise exposure into four categories based on noise level limits and land use, for vehicular traffic, rail, and aircraft noise sources: Acceptable, Marginally Acceptable, Marginally Unacceptable and Clearly Unacceptable. Table 19-3 of the *2021 CEQR Technical Manual* defines attenuation requirements for buildings based on exterior noise exposure levels. Recommended noise attenuation values for buildings are designed to maintain interior L_{10} noise levels of 45 dB(A) or below or interior Ldn noise levels of 40 dB(A) or below, depending on the noise source, as shown below in **Table 2.7-2**.

Table 2.7-2: Noise Exposure Guidelines for Use in City Environmental Impact Review

Receptor Type	Time Period	Acceptable General External Exposure	Airport[3] Exposure	Marginally Acceptable General External Exposure	Airport[3] Exposure	Marginally Unacceptable General External Exposure	Airport[3] Exposure	Clearly Unacceptable General External Exposure	Airport[3] Exposure
1. Outdoor area requiring serenity and quiet[2]		$L_{10} \leq 55$ dBA	----------DNL ≤ 60 dBA----------		----------60 < DNL ≤ 65 dBA----------		(I) 65 < DNL ≤ 75 dBA		---------- 75 dBA < DNL----------
2. Hospital, nursing home		$L_{10} \leq 55$ dBA		55 < $L_{10} \leq 65$ dBA		65 < $L_{10} \leq 80$ dBA		$L_{10} > 80$ dBA	
3. Residence, residential hotel, or motel	(7 AM to 10 PM)	$L_{10} \leq 65$ dBA		65 < $L_{10} \leq 70$ dBA		70 < $L_{10} \leq 80$ dBA		$L_{10} > 80$ dBA	
	(10 PM to 7 AM)	$L_{10} \leq 55$ dBA		55 < $L_{10} \leq 70$ dBA		70 < $L_{10} \leq 80$ dBA		$L_{10} > 80$ dBA	
4. School, museum, library, court, house of worship, transient hotel or motel, public meeting room, auditorium, out-patient public health facility		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)	
5. Commercial or office		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)	
6. Industrial, public areas only[4]	Note 4	Note 4		Note 4		Note 4		Note 4	

Notes:

(i) In addition, any new activity shall comply with Impact Thresholds detailed in Section 410.

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

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

[3] One may use the FAA-approved DNL contours supplied by the Port Authority of New York and New Jersey (PANYNJ), or the noise contours may be computed from the federally approved Aviation Environmental Design Tool (AEDT) Computer Model using flight data supplied by the PANYNJ.

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

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

Table 2.7-3: Attenuation Values to Achieve Acceptable Interior Noise Levels

	Marginally Unacceptable				Clearly Unacceptable
Vehicular Traffic	70 < L10 ≤ 73	73 < L10 ≤ 76	76 < L10 ≤ 78	78 < L10 ≤ 80	80 < L10
Aircraft[A]	65 < DNL ≤ 68	68 < DNL ≤ 71	71 < DNL ≤ 73	73 < DNL ≤ 75	75 < DNL
Train	65 < Ldn ≤ 68	68 < Ldn ≤ 71	71 < Ldn ≤ 73	73 < Ldn ≤ 75	75 < Ldn
Attenuation[B]	(i) 28 dB(A)	(ii) 31 dB(A)	(iii) 33 dB(A)	(iv) 35 dB(A)	See Note c

Note:

A. DNL descriptor based on average values of Ldn over a year period.

B. The above composite window-wall attenuation values are for residential dwellings and community facility development. Commercial office spaces and meeting rooms would be 5 dB(A) less in each category. All of the above categories require a closed window situation and hence an alternate means of ventilation.

C. The required attenuation value is the difference between Lbuild and Linterior, using the appropriate noise descriptor Where:
Lbuild is the projected noise level under the build condition rounded up to the whole number
Linterior is the designed interior noise level (45 dB(A) for vehicular noise, 40 dB(A) for aircraft and train noise)

2.7.1 Initial Impact Screening

The *CEQR Technical Manual* recommends an analysis of two principal types of noise sources: mobile sources; and stationary sources. Both types of noise sources are examined in the following sections. The initial impact screening considers whether the project would:

(1) generate any mobile or stationary sources of noise; and/or

(2) be located in an area with existing high ambient noise levels.

As discussed above, this noise analysis is limited to an assessment of ambient noise that could adversely affect building occupants of the proposed development.

2.7.2 Stationary Sources

As per the *2021 CEQR Technical Manual*, a detailed analysis of stationary noise may be appropriate if the proposed project would introduce a stationary noise source, such as a playground, to be operating within 1,500 feet of a receptor, or within direct line of sight to that receptor or if the project would be subject to high ambient noise levels from any nearby stationary source. The Proposed Project would not add any new stationary noise source. A review of the existing ambient noise levels is discussed below.

2.7.3 Noise Monitoring Results

Measurement Location and Equipment

Because the predominant noise sources in the area of the proposed project consist of vehicular traffic and rail movements, noise monitoring was conducted during peak weekday vehicular travel periods (AM, Midday, PM) on a typical midweek day for 20-minute periods, as well as one elevated 24-hour noise monitoring period. Noise Monitoring Location One (1) was located on the roof of Projected Development Site 1 and was collected for a 24-hour period; Noise Monitoring Location Two (2) was located on street level on the southwest side of 23rd Avenue between Steinway Street and 41st Street, and was collected for 20-minute periods; Noise Monitoring Location Three (3) was located on street level on the northeast side of 23rd Avenue between 38th Street and Steinway Street, and was collected for 20-minute periods; Noise Monitoring Location Four (4) was located on street level on the northwest side of Steinway Street between 23rd Avenue and Ditmas Boulevard, and was collected for 20-minute periods. The noise monitoring locations are shown in **Figure 2.7-1** and **Figure 2.7-2** to **Figure 2.7-5** below.

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

Figure 2.7-1: Noise Monitoring Locations



Figure 2.7-2: Location 1 – Rooftop of Project Development Site 1



Figure 2.7-3: Location 2 –23rd Avenue between Steinway Street and 41st Street



Figure 2.7-4: Location 3 – 23rd Avenue between 38th Street and Steinway Street



Figure 2.7-5: Location 4 – Steinway Street between 23rd Avenue and Ditmas Boulevard



Existing Conditions

Monitoring was conducted during typical midweek conditions, on Wednesday, October 12 through Thursday October 13, 2022. The weather was dry and wind speeds were moderate during all monitoring periods. The sound meters were calibrated before and after each monitoring session. **Table 2.7-4** to **7** below contains the results for the measurements taken at Location 1 to Location 4, respectively.

Table 2.7-4: Noise Levels in dBA at Location 1

Start Date & Time	LAeq	LAS 10%	LAS 50%	LAS 90%	LASmin	LASmax
10/12/2022 7:22	63.4 dB	66.5 dB	61.0 dB	57.5 dB	52.6 dB	76.9 dB
10/12/2022 8:22	63.7 dB	67.0 dB	60.0 dB	56.0 dB	51.6 dB	80.9 dB
10/12/2022 9:22	66.1 dB	68.0 dB	61.0 dB	56.5 dB	53.1 dB	88.6 dB
10/12/2022 10:22	62.3 dB	65.0 dB	60.0 dB	56.0 dB	52.1 dB	80.8 dB
10/12/2022 11:22	64.4 dB	66.5 dB	60.5 dB	57.0 dB	53.2 dB	87.7 dB
10/12/2022 12:22	64.2 dB	67.0 dB	60.5 dB	57.0 dB	53.7 dB	84.3 dB
10/12/2022 13:22	64.3 dB	66.5 dB	61.0 dB	58.0 dB	55.6 dB	84.4 dB
10/12/2022 14:22	65.6 dB	67.0 dB	61.5 dB	59.0 dB	56.5 dB	89.3 dB
10/12/2022 15:22	62.6 dB	65.0 dB	60.5 dB	58.5 dB	56.6 dB	78.0 dB
10/12/2022 16:22	63.7 dB	65.5 dB	61.0 dB	59.0 dB	56.5 dB	86.9 dB
10/12/2022 17:22	67.6 dB	65.0 dB	61.0 dB	58.5 dB	56.1 dB	96.8 dB
10/12/2022 18:22	61.6 dB	63.0 dB	60.0 dB	57.5 dB	55.7 dB	81.8 dB
10/12/2022 19:22	68.9 dB	65.5 dB	60.0 dB	57.0 dB	54.7 dB	94.8 dB
10/12/2022 20:22	61.7 dB	63.0 dB	58.5 dB	56.5 dB	54.8 dB	83.9 dB
10/12/2022 21:22	59.2 dB	60.5 dB	57.0 dB	55.0 dB	52.8 dB	76.8 dB
10/12/2022 22:22	59.0 dB	61.0 dB	57.0 dB	55.0 dB	53.3 dB	75.2 dB
10/12/2022 23:22	60.7 dB	61.0 dB	56.0 dB	54.0 dB	52.7 dB	86.7 dB
10/13/2022 0:22	58.9 dB	59.5 dB	55.0 dB	53.0 dB	51.8 dB	83.3 dB
10/13/2022 1:22	59.8 dB	60.5 dB	53.5 dB	51.0 dB	48.9 dB	82.4 dB
10/13/2022 2:22	58.2 dB	61.0 dB	53.0 dB	50.0 dB	48.4 dB	76.3 dB
10/13/2022 3:22	61.3 dB	65.5 dB	54.0 dB	51.0 dB	48.5 dB	78.5 dB
10/13/2022 4:22	61.1 dB	63.5 dB	56.0 dB	53.5 dB	51.9 dB	78.4 dB
10/13/2022 5:22	70.4 dB	68.5 dB	61.0 dB	57.0 dB	54.0 dB	97.7 dB
10/13/2022 6:22	63.3 dB	66.0 dB	60.5 dB	57.5 dB	55.3 dB	80.6 dB
Ldn						**70.0**

Table 2.7-5: Noise Levels in dBA at Location 2

October 12, 2022			
Time	**7:36 am – 7:56 am**	**12:15 pm – 12:35 pm**	**4:35 pm – 4:55 pm**
L_{max}	86.9	82.8	87
L_{10}	**70**	**70**	66.5
L_{eq}	67.4	66.5	65.1
L_{50}	62.5	61	61
L_{90}	56.5	55	57.5
L_{min}	51	51	54.9

Table 2.7-6: Noise Levels in dBA at Location 3

October 12, 2022			
Time	**7:59 am – 8:19 am**	**12:39 pm – 12:59 pm**	**4:59 pm – 5:19 pm**
L_{max}	84	81.7	88.3
L_{10}	68.5	69.5	68.5
L_{eq}	66.3	66.5	67
L_{50}	63	62	62
L_{90}	57.5	55	58.5
L_{min}	52.6	51.7	55.1

Table 2.7-7: Noise Levels in dBA at Location 4

October 12, 2022			
Time	**8:23 am – 8:43 am**	**1:03 pm – 1:23 pm**	**5:21 pm – 5:41 pm**
L_{max}	93	84.7	83.3
L_{10}	**71.5**	**71.5**	69.5
L_{eq}	69.5	68.3	66.4
L_{50}	62.5	64	62.5
L_{90}	56.5	57.5	57.5
L_{min}	51.9	53.2	52.7

The traffic volumes (vehicle counts) and vehicle classifications were recorded during peak vehicular travel periods [morning (AM), noon (MD), and evening (PM)] concurrent with noise monitoring at Locations 2 through 4, as shown below in **Table 2.19-8** through **Table 2.19-10**.

Table 2.7-8: Traffic Volumes and Vehicle Classifications Noise Location 2

October 12, 2022			
	7:36 am – 7:56 am	**12:15 pm – 12:35 pm**	**4:35 pm – 4:55 pm**
Car/ Taxi	39	33	49
Van/Light Truck/SUV	112	79	104
Medium Truck	5	5	1
Heavy Truck	2	1	0
Bus	2	0	0

Table 2.7-9: Traffic Volumes and Vehicle Classifications Noise Location 3

October 12, 2022			
	7:59 am – 8:19 am	**12:39 pm – 12:59 pm**	**4:59 pm – 5:19 pm**
Car/ Taxi	41	40	62
Van/Light Truck/SUV	127	98	105
Medium Truck	3	5	2
Heavy Truck	1	1	0
Bus	3	0	1

Table 2.7-10: Traffic Volumes and Vehicle Classifications Noise Location 4

October 12, 2022			
	8:23 am – 8:43 am	**1:03 pm – 1:23 pm**	**5:21 pm – 5:41 pm**
Car/ Taxi	29	34	59
Van/Light Truck/SUV	80	80	76
Medium Truck	15	19	7
Heavy Truck	6	9	1
Bus	5	2	3

Conclusion

The *2021 CEQR Technical Manual* sets external noise exposure standards, which are classified into four categories: acceptable, marginally acceptable, marginally unacceptable, and clearly unacceptable. Table 19-3 of the *2021 CEQR Technical Manual* defines attenuation requirements for buildings based on exterior noise exposure levels. Recommended noise attenuation values for buildings are designed to maintain interior L_{dn} noise levels of 40 dB(A) or lower, where train movements are the dominant noise source. For a residential use such as what would occur under the Proposed Actions, an L_{10} of between 70 and 80 dB(A) is identified as marginally unacceptable general external exposure.

- The highest recorded L_{10} at Location 1 was 68.5 dB(A) during the October 13th 5:22 am to 6:22 am monitoring period and the L_{dn} was 70.0 dB(A). As shown in **Figure 2.7-2,** Location 1 has a direct line-of-sight to the rail line. Therefore, the dominant source of noise at this location is train noise.
    - The nearby elevated rail line will be affected by the Penn Station Access Plan. Based on the environmental review of the Penn Station Access Plan EAS, the measured noise readings sufficiently represent that exiting and future train noise, given that the train noise would only differ by 1 dB(A) between existing and future conditions.
- The highest recorded L_{10} at Location 2 was 70.0 dB(A) during the AM and Midday monitoring periods.
- The highest recorded L_{10} at Location 3 was 69.5 dB(A) during the Midday monitoring period.
- The highest recorded L_{10} at Location 4 was 71.5 dB(A) during the AM and Midday monitoring periods.

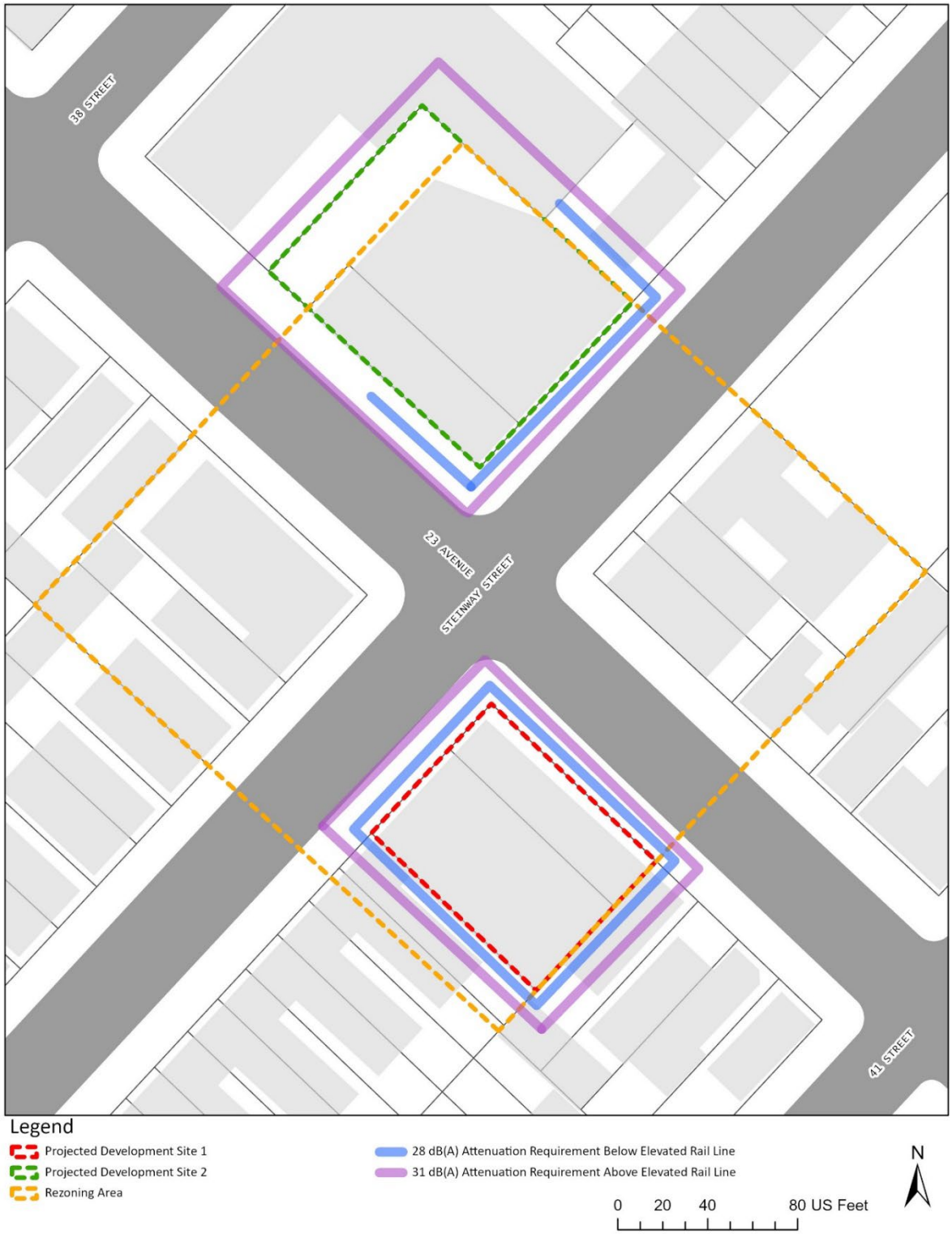
To ensure no significant adverse impacts related to noise occur pursuant to the Proposed Actions, E-Designation (E-XXX) would be placed on the Projected Development Sites as written below and as shown in **Figure 2.7-6** below:

Projected Development Site 1: a 28 dB(A) window/wall attenuation would be required on all facades below the elevated rail lines, and a 31 dB(A) window/wall attenuation is required above the elevated rail line.

Projected Development Site 2: a 28 dB(A) window/wall attenuation would be required on the facades facing Steinway Street (east), the 23rd Avenue façade (south) for 50’ from Steinway Street, and the northern façade for 50’ from Steinway Street below the elevated rail line and a 31 dB(A) window/wall attenuation is required above the elevated rail line. The remaining facades do not require attenuation.

With these provisions in place, there is no potential for significant adverse impacts on project occupants due to noise exposure.

Figure 2.7-6: Attenuation Requirements[4]



[4] Attenuation requirements are for residential and community facility uses. Commercial office uses would require attenuation 5 dB(A) less.

2.8 Neighborhood Character

According to the *2021 CEQR Technical Manual*, a neighborhood character assessment considers how elements of the environment combine to create the context and feeling of a neighborhood and how a project may affect that context and feeling. Thus, to determine a project's effects on the neighborhood character, the elements that contribute to a neighborhood's context and feeling are considered together. These elements may include land use, zoning, public policy, socioeconomic conditions, open space, historic and cultural resources, urban design, visual resources, shadows, transportation, and noise. The study area for a preliminary analysis of neighborhood character is typically consistent with the study areas of the relevant technical areas under CEQR that contribute to the defining elements of the neighborhood. The study area should generally extend to a 400-foot radius around the Affected Area.

2.8.1 Preliminary Analysis

Existing Conditions

The Affected Area includes four 100 ft x 100 ft corners of the intersection of Steinway Street and 23rd Avenue in the Astoria neighborhood of Queens, Community District 1. Steinway Street is an 80-foot-wide, north-south right-of-way classified as a Major Collector Road by the New York State Department of Transportation (NYS DOT) with one moving lane of traffic in each direction and curbside parking. Steinway Street is primarily developed with two- to four-story multiple family walkup apartment buildings and mixed use residential with ground floor commercial buildings giving the street a commercial character. Adjacent to the Affected Area is Ditmars Playground located along Steinway Street. 23rd Avenue is an 80-foot-wide, east-west road with one lane of traffic in each direction and curbside parking. 23rd Avenue is developed with two-story one- and two-family buildings and two- to four-story multiple family walkup apartment buildings and features some nonconforming ground-floor commercial uses.

The 400-foot Study Area is generally bounded by 37th Street to the northwest and 42 Street to the southeast of the Affected Area. The built form in the Study Area varies by use. The surrounding area primarily consist of one- and two-family and multi-family residences, mixed commercial and residential buildings, commercial structures, transportation and utility uses, and open space. The residential buildings mostly consist of two-story one- and two-family buildings and two- to four-story multiple family walkup apartment buildings. Transportation and utility uses are presented by one-story structures occupied by auto body services. Commercial structures include a four-story multitenant commercial and office building adjacent to the Affected Area and another one-story commercial building. There is also a three-story community facility building, P.S. 084 Steinway School, within the 400-foot Study Area.

The surrounding area features a mostly regular traffic grid with the exception of its southern portion where 23rd Road crosses the blocks at a different angle resulting in some irregularity in

the traffic grid. Beside Steinway Street, the closest to the Affected Area commercial corridor is located along Ditmars Boulevard.

The area is well-served by transit. The Ditmars Boulevard subway station, with service from N and W trains is located approximately 1,800 feet northwest of the Affected Area near the corner of 23rd Avenue and 31st Street. The train service provides direct access to Midtown Manhattan and the transportation hub in Long Island City with multiple transit options. There are four bus lines (Q101/Q69/M60-SBS/Q19) that are accessible to users in the area. The Q101 bus connects Astoria, the neighborhood of Queens and Midtown Manhattan. The Q69 bus connects the Astoria neighborhood and Long Island City. The M60-SBS bus connects the Upper West Side neighborhood of Manhattan and LaGuardia Airport. The Q19 bus connects the Astoria neighborhood and Downtown Flushing, a major commercial and retail area in Queens, the fourth-largest central business district in New York City.

Sidewalks on Steinway Street and 23rd Avenue are predominantly wide and measure 10- to 20-feet in width. Sidewalks on other streets within the Affected Area are typically 7- to 12-foot-wide. All sidewalks are in good condition and feature limited to sufficient street trees. All streets are equipped with regular street lights throughout the Study Area. Intersections of 23rd Avenue with Steinway Street and 38th Street are under good control with properly functioning traffic lights and clear crossing markings. The two intersections are equipped with pedestrian ramps. However, only the northern corner of 23rd Avenue and Steinway Street and the southern corner of 23rd Avenue and 38th Street feature ADA-compliant ramps. The intersection of 23rd Avenue and 41st Street doesn't feature traffic lights, but has clear crossing markings across 41st Street and no crossing markings across 23rd Avenue. The intersection is equipped with ramps. However, none of the ramps are ADA-compliant. Additionally, 23rd Avenue features shared bike lanes in both directions.

The Applicant-Owned Projected Development Site 1, located at 23-01, 23-05 Steinway Street, includes Block 793, Lots 73 and 75, with a total lot area of 7,500 SF.

- Lot 73 is a 5,000-SF interior lot with 50 feet of frontage on Steinway Street. The lot contains a 1-story, 16-foot-tall building with 5,000 GSF of Commercial use (0.96 FAR) currently used as an auto body facility.
- Lot 75 is a 2,500-SF corner lot with 25 feet of frontage on Steinway Street and 100 feet of frontage along 23rd Avenue. The lot contains a 3-story, 35-foot-tall, 4,500-GSF (1.71 FAR) building with 2,500 GSF of Commercial space on the ground floor used as a cafe and 2,000 GSF of Residential space with 2 dwelling units on the upper two floors.

Projected Development Site 2 consists of the non-Applicant-controlled Block 805, Lots 61 and 64.

- Lot 61 is a 10,002-SF lot with 70 feet of frontage along Steinway Street. Only 7,500 SF is within the Affected Area. The lot contains a 2-story, 31-foot-tall, 14,745-GSF (1.41 FAR) building with 10,801 GSF of Commercial use on the ground floor and 3,944 GSF of

Residential space with 4 dwelling units on the second floor. The ground floor commercial space includes a 6,857-GSF auto body facility, a 1,972-GSF Accountant office, and 1,972-GSF warehouse/office space of an architectural materials supplier.

- Lot 64 is 2,500-SF corner lot with 25 feet of frontage on Steinway Street and 100 feet of frontage on 23rd Avenue. The lot contains a 3-story, 36-feet-tall, 5,000-GSF (1.90 FAR) building with 1,250 GSF of ground floor Commercial space that includes a cafe and a carpet store, 1,250 GSF of auto body facility, and 2,500 GSF of Residential space with 4 Residential units on the upper two floors.

Other lots in the Affected Area include Block 793, Lots 72 and p/o 171, Block 803, Lots 43, 45, and 46, and Block 795, Lots 1, 2, 3, and 61.

- Block 793, Lot 72 is a 2000-SF lot with 20 feet of frontage along Steinway Street. The lot contains a 3-story, 36-feet-tall building with 1,453 GSF of Commercial space on the ground floor used as a Mexican restaurant and 2,907 GSF of Residential space with 5 residential units on the top two floors.

- Block 793, Lot 171 is a 2000-SF lot with 20 feet of frontage along Steinway Street. The lot contains a 3-story, 36-feet-tall building with 2,907 GSF of Residential space with 5 residential units on the top two floors and 1,453 GSF of Commercial space on the ground floor used as a personal training facility. Only a 500-SF portion of lot 171 is within Affected Area.

- Block 803, Lot 43 is a 5000-SF corner lot with 50 feet of frontage along Steinway Street and 100 feet of frontage along 23rd Avenue. The lot contains a 4-story and 45-feet-tall building with 14,980 GSF of Residential space with 18 residential units and 1,000 GSF of Commercial space on a portion of the ground floor.

- Block 803, Lot 45 is a 2,500-SF lot with 25 feet of frontage along Steinway Street. The lot contains a 2-story, 4-feet-tall building with 500 GSF of Commercial space on the ground floor used as a Driving school and 1,700 GSF of Residential space with 3 Residential units on the upper floor.

- Block 803, Lot 46 is a 2,500-SF lot with 25 feet of frontage along Steinway Street. The lot contains a 2-story, 23-feet-tall building with 2,200 GSF of Residential space, which includes 3 Residential units.

- Block 795, Lot 1 is a 1,950-SF corner lot with 25 feet of frontage along Steinway Street and 78 feet of frontage along 23rd Avenue. The lot contains a 3-story, 33-feet-tall building and has 3,000 GSF of Residential space with 4 units and 1,500 GSF of Commercial space on the ground floor used as a Lounge.

- Block 795, Lot 2 is a 1,950-SF lot with 25 feet of frontage along Steinway Street. The lot contains a 3-story, 34-feet-tall building with 1,500 GSF of Commercial space on the

ground floor used as a Beauty salon and 3,000 GSF of Residential space on the upper two floors with 9 residential units.

- Block 795, Lot 3 is a 5,000-SF lot with 50 feet of frontage along Steinway Street. The lot contains a 4-story, 47-feet-tall building with 13,412 GSF of Residential space with 24 units.
- Block 795, Lot 61 is a 1,100-SF lot with 22 feet of frontage along 23rd Avenue. The lot contains a 1.5-story, 25 feet-tall One-Family building with 1,530 GSF of Residential space.

Future No-Action Condition

Under Future No-Action Conditions, Projected Development Site 1 (Block 793, Lots 73 and 75) and Projected Development Site 2 (Block 805, Lots 61 and 64) would remain in the existing condition. Other non-Applicant-controlled lots (Block 793, Lots 72 and p/o 171, Block 803, Lots 43, 45, and 46, and Block 795, Lots 1, 2, 3, and 61) are not considered likely to be redeveloped under No-Action Conditions and would remain as they exist. The existing commercial uses within the Affected Area on Block 793, Lots 72, 75, and 171 and Block 795, Lots 1 and 2, as well as an automotive use on Block 793, Lot 73 are legal non-conforming. It is assumed that these uses would remain in the future without the Proposed Actions.

There are no active construction permits within the 400-foot Study Area. There are no other known major land use changes anticipated in the foreseeable future within the land use Study Area. Therefore, for the purposes of this analysis, it is assumed that the constituent elements of neighborhood character in the No-Action Condition would be consistent with the existing conditions.

Future With-Action Condition

The Proposed Actions would rezone Block 793, Lots 72, 73, 75, and p/o 171 and Block 795 Lots 1, 2, 3, and 61 from R5D zoning district to an R6A/C2-4 zoning district and Block 803, Lots 43, 45, and 46 and Block 805, Lot 64 and p/o 61 from R5D/C2-3 zoning district to an R6A/C2-4 zoning district.

Under the With-Action condition, the proposed R6A/C2-4 zoning district would permit a maximum of 3.6 FAR for residential use (MIH area), 2.0 FAR for commercial uses, and 3.0 for community facility uses. The maximum building height within the R6A/C2-4 district would be 85 feet after a setback from the base height of up to 65 feet. Buildings within the proposed zoning district must have a 10-foot setback above the maximum base height on a wide street and a 15-foot setback on a narrow street before rising to a maximum of 8 floors. The Applicant is also proposing a Zoning Text Amendment to Appendix F to add a Mandatory Inclusionary Housing (MIH) area coterminous with the Affected Area. Off-street parking is required for 50 percent of the residential dwelling units but is not required for income-restricted housing units within the Transit Zone.

In comparison with the existing R5D and R5D/C2-3 zoning districts currently mapped in the Affected Area, the proposed R6A/C2-4 zoning districts would allow for an increased residential FAR (by 1.0 FAR) and increased building heights. Within Block 793, Lots 72, 73, 75, and p/o 171 and Block 795 Lots 1, 2, and 3, currently zoned R5D, the Proposed Actions would also permit commercial uses with up to 2.0 FAR and bring the existing legal nonconforming commercial uses into conformance.

Under Future With-Action conditions, two Projected Development Sites were identified within the Affected Area:

Projected Development Site 1 (Block 793, Lots 73 and 75) would be developed with a single 39,811 GSF (27,000 ZSF, 3.60 FAR) mixed residential and commercial building containing approximately 2,794 GSF (2,654 ZSF, 0.35 FAR) of local retail on the ground floor, 27,717 GSF (24,346 ZSF, 3.25 FAR) of Residential use on the upper floors, and 9,300 SF of Parking space on the cellar level and ground floor. The Projected Development would include 33 dwelling units, 25-30% (9-10 units) of which would be affordable pursuant to MIH at an average of 60-80% AMI depending on the Option selected. For the purposes of Early Childhood Programs analysis, 20% (7 units) of residential floor area is assumed to be affordable at or below 60% AMI. The below-grade parking lot would contain approximately 13 parking spaces (50% of the number of market rate dwelling units). The building would have 8 stories and rise to 85 feet. At the base height of 65 feet, there would be a 10-foot setback on Steinway Street and 23rd Avenue, as these streets are considered to be wide (75 feet or more). A 10-foot mechanical bulkhead would be assumed for the development site for a conservative shadows analysis under CEQR. No new curb cuts would be proposed.

Projected Development Site 2 (Block 805, Lots 61 and 64) would be developed with a single 61,871 GSF (45,007 ZSF, 3.60 FAR) Mixed Residential and Commercial building containing approximately 10,002 GSF (9,617 ZSF, 0.77 FAR) of Local Retail on the ground floor, 37,867 GSF (35,390 ZSF, 2.83 FAR) of Residential use on the upper floors, and 14,002 SF of Parking space on the cellar level and ground floor. The Projected Development would include 45 dwelling units, 25-30% (12-14 units) of which would be affordable pursuant to MIH at an average of 60-80% AMI depending on the Option selected. For the purposes of Early Childhood Programs analysis, 20% (9 units) of residential floor area is assumed to be affordable at or below 60% AMI. The below-grade parking lot would contain approximately 18 parking spaces (50% of the number of market rate dwelling units). The building would have 8 stories and rise to 85 feet. The building would have 8 stories and rise to 85 feet. At the base height of 65 feet, there would be a 10-foot setback on Steinway Street and 23rd Avenue as these streets are considered to be wide (75 feet or more). A 10-foot mechanical bulkhead would be assumed for the development site for a conservative shadows analysis under CEQR. No new curb cuts would be proposed.

The Proposed Actions would introduce development that is larger in scale than the surrounding buildings but with similar uses at a location well-suited to increased density. The increase of density of residential and commercial uses is appropriate on the intersection of wide streets. The

proposed development would also improve the pedestrian experience by renovating sidewalks and providing ground floor local retail at the intersection of Steinway Street and 23rd Avenue.

In order to determine the Proposed Actions' potential effects on neighborhood character, the elements that contribute to a neighborhood's context and feeling are considered both separately and cumulatively. The examination focuses on whether a defining feature of the neighborhood's character may be significantly affected, as further described below:

- **Land Use, Zoning, and Public Policy:** The Proposed Actions would not adversely impact the neighborhood in terms of land use, zoning, or public policy. Though the proposed rezoning would effectuate development at a higher density than that is currently allowed within the study area, the intersection of wide streets is a well-suited location for increased density of residential and commercial uses. The Proposed Actions are compatible with the predominantly residential and commercial surrounding uses and would not alter development patterns in the area. The proposed C2-4 commercial overlay would also bring the existing legal nonconforming commercial uses on the portions of the Affected Area within Block 793 and 795 currently zoned R5D into conformance. Moreover, the proposed Zoning Text Amendment to Appendix F to add a Mandatory Inclusionary Housing (MIH) Area would allow for residential growth with affordable housing and contribute to the City's goals for affordable housing. Accordingly, the Proposed Actions would not alter the overall land use patterns in the area or jeopardize the intent of the zoning resolution. The development effectuated as a result of the Proposed Actions would not conflict with public policies and plans for the Affected Area and the Study Area as a whole.

- **Shadows:** The shadows derived from the Projected Development Sites associated with the Proposed Actions would reach the sunlight-sensitive resource, Ditmars Playground. For the December 21st analysis period, shadows would be cast for a 28-minute period and cover a small percentage of the playground and bench area, leaving more playground equipment and benches to be utilized during the time of shadow, and therefore the Open Space Utilization of this resource would not be significantly impacted for the December analysis period. For the March 21st/September 21st analysis period shadows would be cast for 51-minutes and cover a small percentage of the playground and bench area, leaving more playground equipment and benches to be utilized during the time of shadow. Therefore, no adverse impacts would be expected for the March 21st/September 21st analysis period on the Open Space Utilization. On May 6th/August 6th analysis days, shadows would be cast for 1 hour and 53 minutes and cover a small percentage of the playground, leaving more playground equipment and benches to be utilized during the time of shadow. Therefore, there would be no adverse impacts for the May 6th/August 6th analysis period on the Open Space Utilization of the playground. As for June 21st analysis day, the shadows would affect the playground for 2 hours and 31 minutes and covers a small percentage of the playground, leaving more playground

equipment and benches to be utilized during the time of shadow, and therefore, there would be no adverse impacts for the June 21st analysis period on the Open Space Utilization of the playground.

- **Historic and Cultural Resources:** The LPC has indicated that no resources of architectural or archaeological significance that could be associated with the proposed project were found. Therefore, no significant adverse impacts to architectural or archaeological resources are expected as a result of the Proposed Actions, and further analysis is not warranted.

- **Urban Design and Visual Resources:** The development facilitated by the Proposed Actions would not adversely impact any of the constituent urban design elements or the overall character of the neighborhood. It would not adversely change the pedestrian experience, nor would it negatively affect the vitality, walkability, or the visual character of the area. Instead, the mixed-use residential development with ground-floor commercial uses would improve the pedestrian experience and increase the vitality of the area. Therefore, a detailed analysis is not warranted.

- **Hazardous Materials:** A Phase I ESA was prepared for Projected Development Site 1, and VECs could not be ruled out. Therefore, an E-Designation will be mapped on Projected Development Site 1 and 2. With the (E) designation in place, no significant adverse impacts related to hazardous materials are expected.

- **Air Quality:** The Proposed Actions would not result in a development that would have a significant adverse impact on the air quality within the Study Area, nor would it introduce receptors where existing industrial emissions that would have a significant adverse impact on project occupants. Accordingly, no impacts associated with Air Quality are anticipated as a result of the Proposed Actions, and no further analysis is warranted.

- **Noise:** For Projected Development Site 1, a 28 dB(A) window/wall attenuation would be required on all facades below the elevated rail lines and a 31 dB(A) window/wall attenuation is required above the elevated rail line. For Projected Development Site 2, a 28 dB(A) window/wall attenuation would be required on the facades facing Steinway Street (east), the 23rd Avenue façade (south) for 50’ from Steinway Street, and the northern façade for 50’ from Steinway Street below the elevated rail line and a 31 dB(A) window/wall attenuation is required above the elevated rail line. The remaining facades do not require attenuation. With these provisions in place, there is no potential for significant adverse impacts on project occupants due to noise exposure.

Combination of Moderate Effects:

Based on the above findings, there would be no combination of moderate effects to several elements that cumulatively may affect neighborhood character.

2.8.2 Conclusion

As discussed above, the Proposed Actions would not in whole or from a specific technical study standpoint result in a significant impact to the neighborhood character, nor would have cumulative effects of two or more of the above technical areas have any significant impacts to the 400-foot study area.

2.9 Construction

According to the *2021 CEQR Technical Manual*, 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. Consideration of several factors, including the location and setting of the project in relation to other uses and intensity of construction activities are used to determine if a project's construction activities warrant analysis in one or more of the following technical areas:

- Transportation
- Air Quality or Noise
- Historic and Cultural Resources
- Hazardous Materials
- Natural Resources
- Open Space
- Socioeconomic Conditions
- Community Facilities
- Land Use and Public Policy
- Neighborhood Character
- Infrastructure

A preliminary construction analysis may be required because the proposed development would result in the following:

- Construction activities are considered long-term (Last longer than two years); or
- Short term construction activities would directly affect a technical area, such as impeding the operation of a community facility.
- Result in the closing, narrowing, impeding of traffic, transit, or obstruction of pedestrian or vehicular routes in proximity to critical land uses.
- 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.
- 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.

Analysis Framework

Future No-Action Condition

In the Future No-Action Scenario, existing conditions would be expected to remain. No redevelopment or construction-related activities would be expected to occur.

Future With-Action Condition

Projected Development Site 1 (Block 793, Lots 73 and 75)

Projected Development Site 1 includes Applicant-controlled Block 793, Lots 73 and 75, with a total projected lot size of 7500 SF. Under Future With-Action conditions, the Projected Development Site 1 would be developed with a single 39,811 GSF (27,000 ZSF, 3.60 FAR) mixed residential and commercial building containing approximately 2,794 GSF (2,654 ZSF, 0.35 FAR) of local retail on the ground floor, 27,717 GSF (24,346 ZSF, 3.25 FAR) of residential use on the upper floors, and 9,300 SF of parking space on the cellar level and ground floor. The Projected Development would include 33 dwelling units. The below-grade parking lot would contain approximately 13 parking spaces. The building would have 8 stories and rise to 85 feet. At the base height of 65 feet, there would be a 10-foot setback on Steinway Street and 23rd Avenue, as these streets are considered to be wide (75 feet or more). No new curb cuts would be proposed.

Projected Development Site 2 (Block 805, Lots 61 and 64)

Projected Development Site 2 includes non-Applicant-controlled Block 805, Lots 61 and 64, with a total projected lot size of 12,502 SF. Under Future With-Action conditions, the Projected Development Site 2 would be developed with a single 61,871 GSF (45,007 ZSF, 3.60 FAR) mixed residential and commercial building containing approximately 10,002 GSF (9,617 ZSF, 0.77 FAR) of Local Retail on the ground floor, 37,867 GSF (35,390 ZSF, 2.83 FAR) of residential use on the upper floors, and 14,002 SF of parking space on the cellar level and ground floor. The Projected Development would include 45 dwelling units. The below-grade parking lot would contain approximately 18 parking spaces. The building would have 8 stories and rise to 85 feet. At the base height of 65 feet, there would be a 10-foot setback on Steinway Street and 23rd Avenue, as these streets are considered to be wide (75 feet or more). No new curb cuts would be proposed.

Build Year

The build year for the analysis is anticipated to be 2026 in consideration of an 18-month CEQR review period and a 7-month ULURP process. The proposed construction schedules for each site can be found in **Appendix E**.

Construction Schedule

- Projected Development Site 1 is anticipated to begin with demolition and site clearance in August 2024 and complete with interior fit-out in December of 2025 for a construction duration of 16 months. Lastly, Final Certificate of Occupancy is anticipated by January 2026 when occupancy is assumed.
- Projected Development Site 2 is anticipated lag the Applicant development of Projected Development Site 2 by about six months, with demolition and site clearance beginning in February 2025, with exterior work anticipated to be completed by June of 2026 for a construction duration of 18 months. Lastly, Final Certificate of Occupancy is anticipated by September 2026 when occupancy is assumed.

While a small period of exposure of Projected Development Site 2 construction on Projected Development Site 1 would occur, this period is forecast to only extend for approximately 9 months. Beginning with demolition and clearance on Projected Development Site 1 in August 2024, and ending with interior finishes and fit out on Projected Development Site 2 in June 2026, the total duration of construction is anticipated to be 22 months. Because the construction activities would last for fewer than 24 months, the Proposed Actions are not expected to result in significant impacts to the adjacent community.

Analysis

Transportation

According to the *CEQR Technical Manual*, a number of factors should be considered before determining whether a preliminary assessment of the effect of construction on transportation is needed including:

- Whether the project's construction would be located in a Central Business District (CBD) or along an arterial or major thoroughfare;
- Whether the project's construction activities would require closing, narrowing, or otherwise impeding moving lanes, roadways, key pedestrian facilities, parking lanes and/or parking spaces, bicycle routes and facilities, bus lanes or routes, or access points to transit; and
- Whether the project would involve construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap, and last for more than two years overall.

Both Projected Development Sites 1 and 2 have frontages along Steinway Street (classified as a Major Collector Road by the NYS DOT) and 23rd Avenue. The construction of the development sites may require the temporary closing of the sidewalks adjacent to Projected Development Sites 1 and 2. As part of the Proposed Actions the sidewalks will be reconstructed, which may temporarily impact pedestrian flow and the availability of parking spaces along these streets. However, changes to moving traffic lanes are not expected.

Located within a 400-foot radius of the Projected Development Sites, an important community facility in the area includes P.S. 084 Steinway School located at 22-45 41st St. However, the affected facility would not be particularly sensitive to such a closure as the sidewalks and roadways affected by the proposed construction would not be considered to be near capacity. Nearby residential, commercial, and industrial uses would not be particularly sensitive to such sidewalk closures as they are not in an area with high pedestrian activity, and the sidewalks and roadways affected by the proposed construction would not be considered to be near capacity. Any potential closure of the sidewalks adjacent to the Projected Development Sites would be considered a routine closure that would be addressed by a permit and pedestrian access plan issued by NYC DOT Office of Construction Mitigation and Coordination at the time of closure.

Although the project would involve construction on two development sites on different blocks with some overlapping activities, the overall construction of the two development sites would be considered short term (less than two years) overall.

Considering the above, construction of the development sites would not be expected to result in significant adverse impacts on transportation.

Air Quality

Demolition, excavation, and foundation activities, which often generate the highest levels of air emissions, would be temporary and limited in duration and would take approximately 4.3 months for Projected Development Site 1 (beginning in August 2024, and ending in December 2024), and 4.8 months for Projected Development Site 2 (beginning in January 2025, and ending in June of 2026). These activities would be spread out over two locations on different blocks and would not overlap. In addition, any heavy equipment associated with the construction of the buildings (such as a crane) would operate from at least two different locations during construction.

As with most construction projects in the City, the proposed project would require the operation of several pieces of diesel equipment at one time during the heavier periods of construction, such as demolition and excavation. However, as stated in the *CEQR Technical Manual*, all the necessary measures would be implemented to ensure compliance with the NYC Air Pollution Control Code regulating construction-related dust emissions. Based on the project size and the construction work involved, construction activities for the Proposed Actions would not be considered out of the ordinary or exceptional in terms of intensity and would be of a relatively short duration (less than 2 years). Therefore, based on the above and with the implementation of emissions control

measures that are required by local law, the construction of the development sites would not result in any significant adverse impacts on air quality.

Noise

While increases in ambient noise levels due to construction exceeding the CEQR impact criteria for two years or less may be noisy and intrusive, they are not considered to be significant adverse noise impacts. As described above, construction of the development sites would occur over a relatively short time period of approximately 22 months. In addition, as discussed above, demolition, excavation, and foundation activities, and superstructure activities, which are the noisiest construction activities, would be temporary and limited in duration and would take approximately 7.5 months for Projected Development Site 1 (beginning in August 2024, and ending in April 2025), and 9 months for Projected Development Site 2 (beginning in February 2025, and ending in November of 2025).

Construction noise is regulated by the NYC Noise Control Code and by EPA's noise emission standards for construction equipment. These local and federal requirements mandate that certain classifications of construction equipment and motor vehicles meet specified noise emission standards; that construction activities be limited to weekdays between the hours of 7AM and 6PM; and that construction materials be handled and transported in such a manner as not to create unnecessary noise. If weekend or after hour work is necessary, permits would be required to be obtained, as specified in the NYC Noise Control Code. Therefore, no significant noise impacts are expected to occur as a result of the project construction.

Historic and Cultural Resources

As discussed in Section 2.3, the Landmarks Preservation Commission has determined that no resources of architectural or archaeological significance that could be associated with the proposed project were found. Therefore, no significant adverse construction-related impacts to historic and cultural resources are expected.

2.9.1 Conclusion

Construction activities at the Development Sites would be completed in 22 months. Construction would be performed subject to relevant EPA, DEP, DOT and DOB codes and regulations to ensure minimal construction impacts. With the construction control and protective measures identified above, no impacts to transportation, air quality, noise, or historic buildings would occur. On the basis of the above analysis, the Proposed Actions would not have any significant adverse construction impacts, and further analysis is not required.

APPENDIX A

AGENCY 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: 23-01 STEINWAY REZONING
Date Received: 9/7/2022

REVISED OF THIS DATE.

Properties with no Architectural or Archaeological significance:

1) 23-05 STEINWAY STREET, BBL: 4007930073
2) 23-01 STEINWAY STREET, BBL: 4007930075
3) 22-78 STEINWAY STREET, BBL: 4008050061
4) 22-80 STEINWAY STREET, BBL: 4008050064

Gina Santucci

10/26/2022

SIGNATURE DATE

Gina Santucci, Environmental Review Coordinator

File Name: 36601_FSO_DNP_09122022.docx

APPENDIX B

ARCHITECTURAL PLANS

23-01 Steinway Street

31-May-22

QNS CD#1

OPTION 1: REZONED TO R6A w/C2-4

Block:	793
Development Lot(s):	73, 75
Map:	9C
Zoning District:	Existing R5D
	Proposed R6A w/ C2-4
	Mandatory Inclusionary Housing (MIH)
	Not in Flood Hazard Area

Site Area:	**R6A**
Total Lot Area	**7,500 SF**
Permitted FAR:	
Residential	3.60
Community Facility	3.00
Commercial	2.00
Max Overall ZFA:	27,000 SF

0

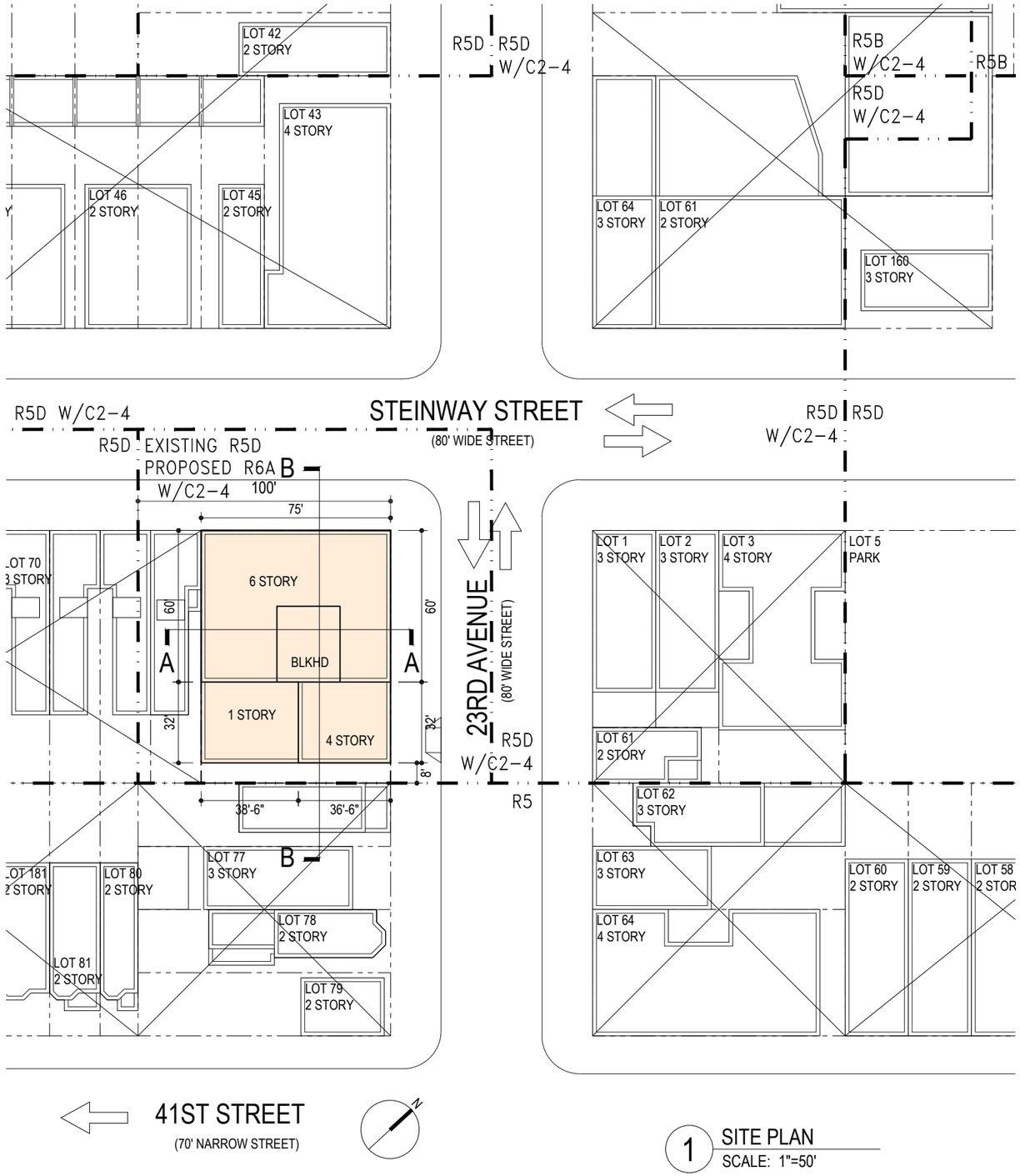
Proposed Gross Floor Areas (GFA)		**R6A**
Floor	*QTY*	*Area/FL*
C	1	6,901 SF
1	1	6,901 SF
2	1	5,669 SF
3-4	2	5,669 SF
5-6	2	4,501 SF
Total Gross	**7**	**39,811 SF**
Total Gross Above Grad	**6**	**32,910 SF**
Total Estimated ZFA		**27,000 SF**

Gross Areas by Use (GFA):

Floor	QTY	Commercial	Residential	Mechanical	Parking	Total
C	1	0 SF	0 SF	1,762 SF	5,139 SF	6,901 SF
1	1	2,794 SF	1,708 SF	268 SF	2,131 SF	6,901 SF
2	1	0 SF	5,669 SF	0 SF	0 SF	5,669 SF
3-4	2	0 SF	11,338 SF	0 SF	0 SF	11,338 SF
5-6	2	0 SF	9,002 SF	0 SF	0 SF	9,002 SF
Total Gross Floor Area	**7**	**2,794 SF**	**27,717 SF**	**2,030 SF**	**7,270 SF**	**39,811 SF**
Total GFA Above Grade	**6**	**2,794 SF**	**27,717 SF**	**268 SF**	**2,131 SF**	**32,910 SF**
Deductions						
Above grade Mech/Parking		0 SF	0 SF	268 SF	2,131 SF	2,399 SF
Est. Mech/Plumbing chase (5.0%)		140 SF	1,386 SF	0 SF	0 SF	1,526 SF
Est. QHP Deductions						
Recreation Space		0 SF	1,168 SF	0 SF	0 SF	1,168 SF
Corrdior - for natural light		0 SF	194 SF	0 SF	0 SF	194 SF
Corrdior - for density		0 SF	563 SF	0 SF	0 SF	563 SF
Trash Room		0 SF	60 SF	0 SF	0 SF	60 SF
Total Estimated ZFA		2,654 SF	24,346 SF	0 SF	0 SF	27,000 SF

Note:

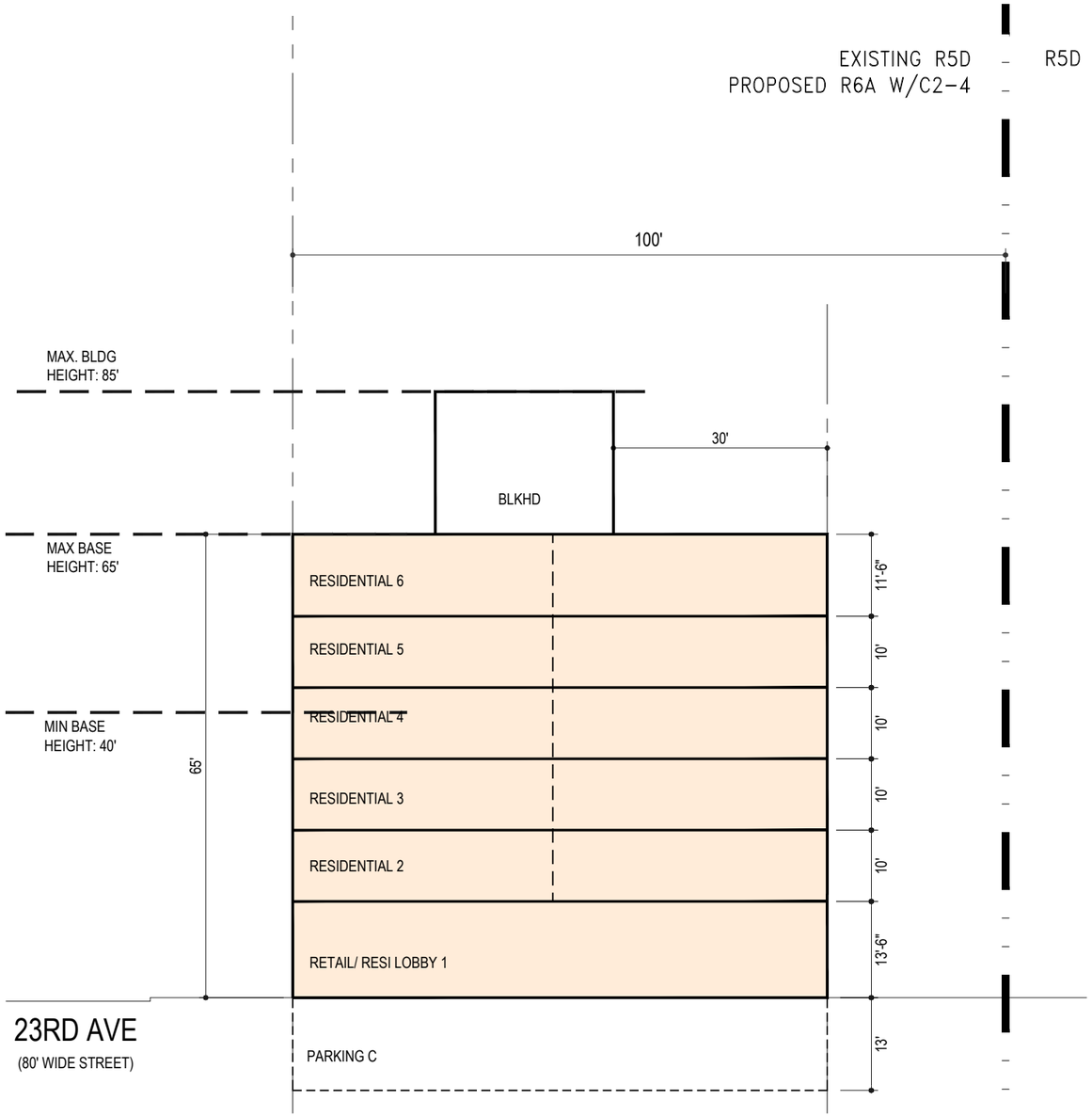
1. All figures are approximations based on readily available sources and are subject to confirmation with survey.
2. Per ZR 23-153, the max residential lot coverage for a corner lot is 100%.
3. Per ZR 23-541, no rear yard is required within 100 feet of the intersection of two street lines.
4. Per ZR 23-693, the max permitted height within 25 FT of adjacent R5 District is 45 FT.
5. Per ZR 23-851(b), an inner court with an area of 1,200 SF and the min dimension of 30 FT is proposed.
6. Per ZR 36-21, for retail uses with PRC-B, a min 1 accessory parking space is required per 400 SF of floor area.
7. Per ZR 36-231, up-to 25 required retail accessory parking may be waived (up-to 10,000 SF of retail space).
8. Per ZR 25-23, the residential accessory parking is required at a rate of 50% of market-rate dwelling units.
9. Per ZR35-54 a min 8FT side yard is required at adjacent R5 District.



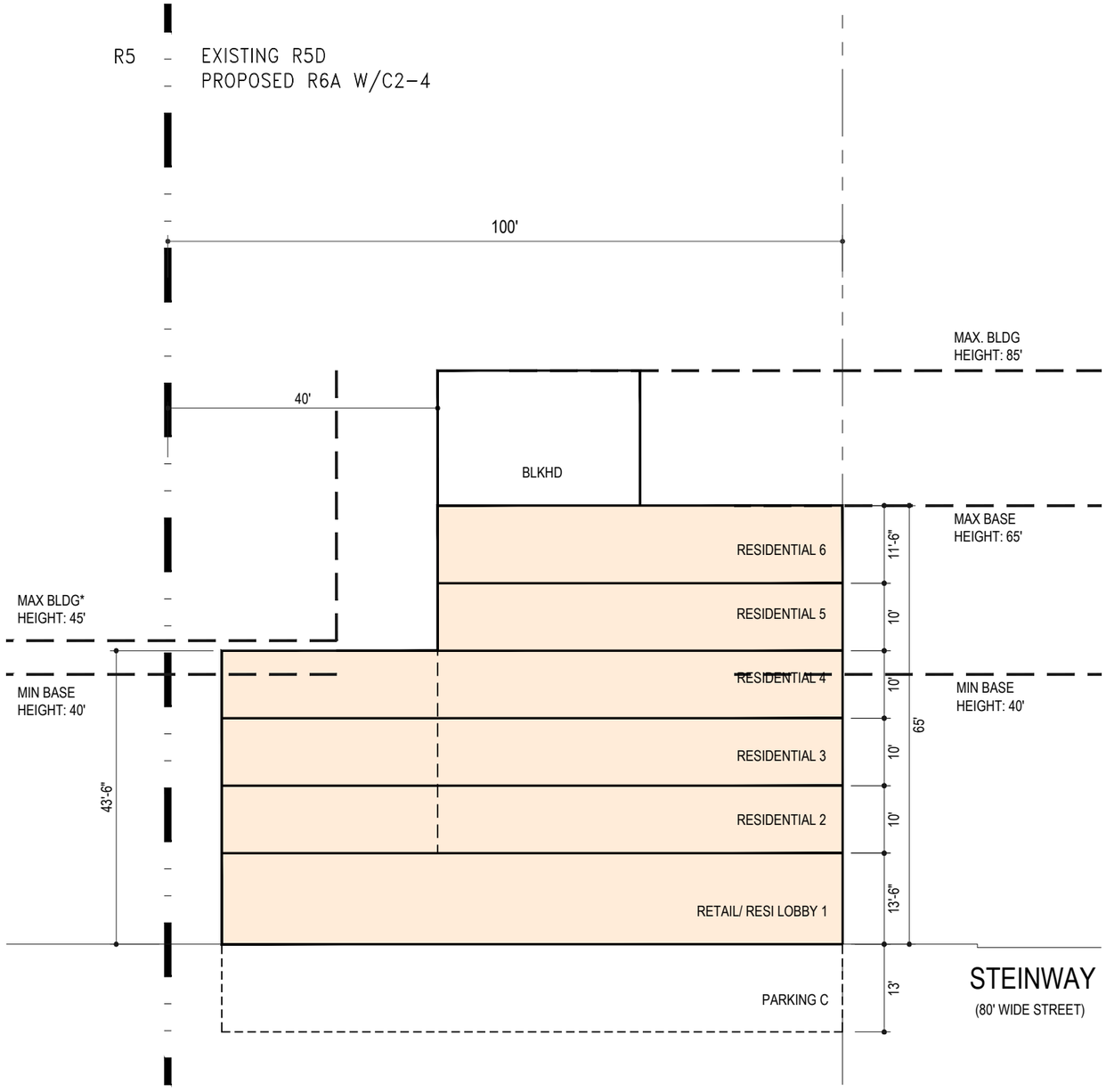
1 SITE PLAN
SCALE: 1"=50'

HILL | WEST ARCHITECTS
11 BROADWAY
17TH FLOOR
NEW YORK, NY 10004
T. 212 213 8007

ALL FIGURES ARE PRELIMINARY AND APPROXIMATE. LOT AREAS AND EXISTING FLOOR AREAS ARE SUBJECT TO SURVEY CONFIRMATION. ALL MASSING IS PRELIMINARY AND SUBJECT TO REVIEW AND FINAL APPROVAL BY THE NYC DEPARTMENT OF BUILDINGS. NOT RESPONSIBLE FOR MATTERS OF TITLE.



1 SECTION A
SCALE: 1"=20'



NOTE */ PER ZRF23-693, THE MAX HEIGHT PERMITTED WITHIN 25 FT OF ADJACENT R5 DISTRICT IS 45FT.

2 SECTION B
SCALE: 1"=20'

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23-01, 23-05 STEINWAY STREET

PRELIMINARY STUDY

VERSION 1

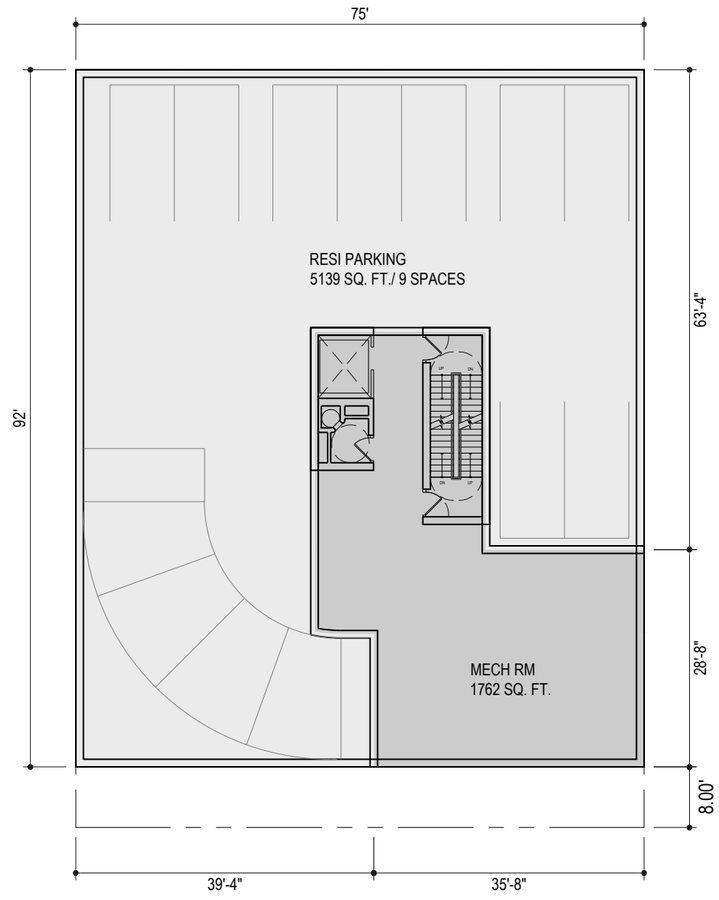
5/31/2022
21P28

Z2

Residential Net Area Analysis						
Floor	**QTY**	Gross FA	Core/ Circulation	Amenities	Net FA	Efficiency
1	1	1,708 SF	1,708 SF	0 SF	0 SF	0.0%
2	1	5,669 SF	586 SF	1,168 SF	3,915 SF	69.1%
3-4	2	11,338 SF	1,320 SF	0 SF	10,018 SF	88.4%
5-6	2	9,002 SF	1,172 SF	0 SF	7,830 SF	87.0%
Total	**6**	**27,717 SF**	**4,786 SF**	**1,168 SF**	**21,763 SF**	**78.5%**

Dwelling Units		DU's PER FLOOR				Total
Floor	**QTY**	Studio	1 BR	2 BR	3 BR	
1	1	0	0	0	0	0
2	1	0	2	1	1	4
3-4	2	0	2	2	1	10
5-6	2	0	2	1	1	8
Total Dwelling Units		**0**	**10**	**7**	**5**	**22**
		0.0%	*45.5%*	*31.8%*	*22.7%*	
					AVG SIZE PER DU	989 SF

Note:
1. 9 parking spaces provided for 16 market-rate dwelling units.
2. Affordable housing units are assumed to be 6 units.



1 CELLAR
SCALE: 1"=20'

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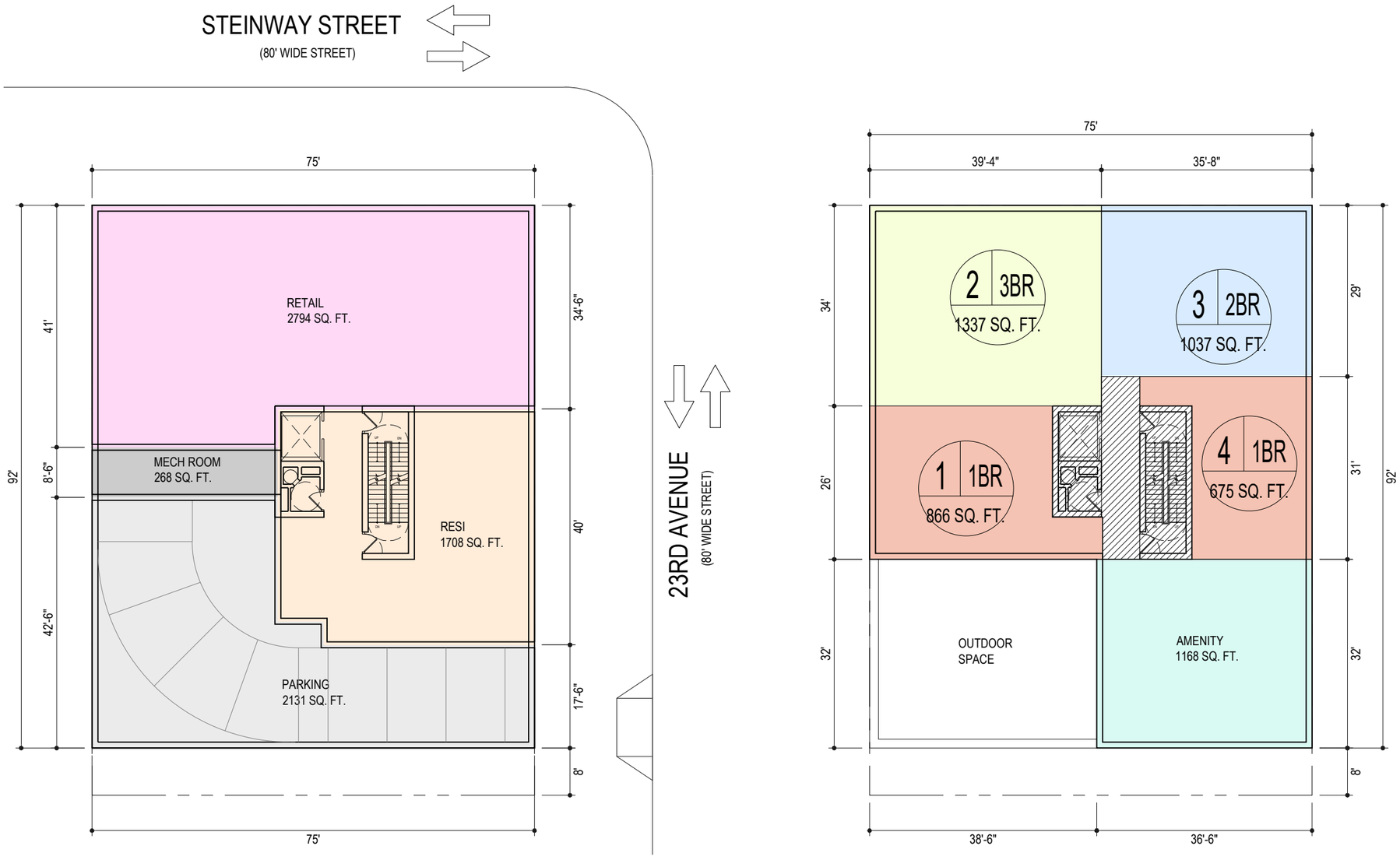

1 GROUND FLOOR
SCALE: 1"=20'

2 2ND FLOOR
SCALE: 1"=20'

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17TH FLOOR
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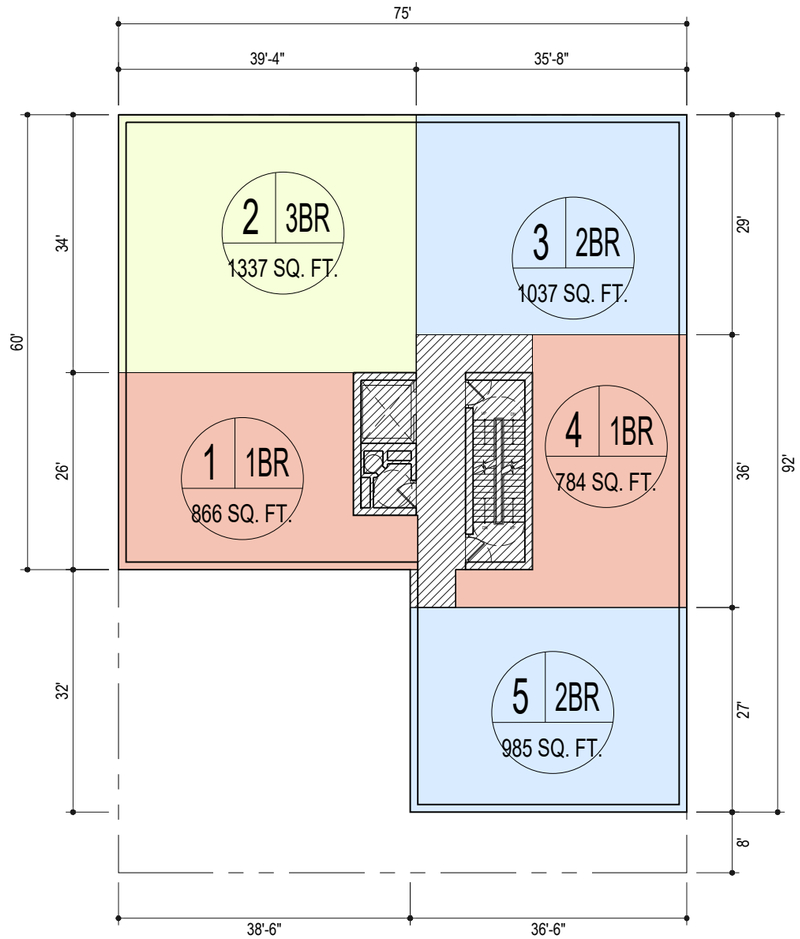
23-01, 23-05 STEINWAY STREET

PRELIMINARY STUDY

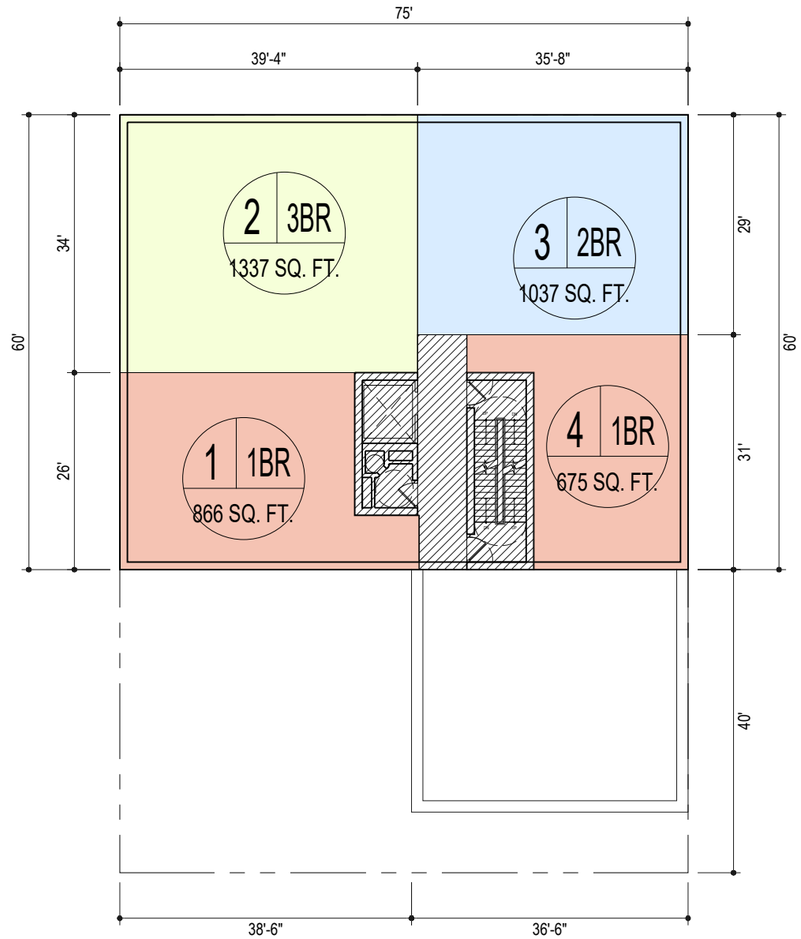
VERSION 1

4/4/2022
21P28

Z4



1 3RD-4TH FLOOR
SCALE: 1"=20'



2 5TH-6TH FLOOR
SCALE: 1"=20'

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23-01, 23-05 STEINWAY STREET

PRELIMINARY STUDY

VERSION 1

4/4/2022
21P28

Z5



COMMERCIAL
RESIDENTIAL
PARKING

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23-01, 23-05 STEINWAY STREET

PRELIMINARY STUDY

VERSION 1

4/4/2022
21P28

Z6

APPENDIX C

PHASE I ESA



PHASE I ENVIRONMENTAL SITE ASSESSMENT

23-01 Steinway Street, Queens, New York 11105
December 1, 2022

Prepared for:

Efraim Realty
22-11 24th Street, Queens, NY

Prepared by:

equity environmental engineering

500 International Drive, Suite 150
Mount Olive, New Jersey 07828
(973) 527-7451

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EXECUTIVE SUMMARY

Equity (Equity Environmental Engineering, LLC.) was retained by Efraim Realty to conduct a Phase I Environmental Site Assessment to identify RECs (Recognized Environmental Conditions) associated with the current and prior site use at the Subject Property identified as 23-01 Steinway Street, Queens, NY 11105. Equity conducted the assessment in accordance with the requirements of the ASTM (American Society for Testing and Materials) Standard E1527-21, "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process" and good professional practices.

A. Site Overview

The Subject Property is as follows:

Property Designation	23-01 Steinway Street
Property Address	23-01 Steinway Street, Queens, NY 11105
Parcel ID	Block 793, Lots 73 and 75
Parcel Size	7,500 sq ft
Number of Buildings	Two
Property Usage	Lot 75: Mixed commercial/residential, Gone Wrong, three car garage Lot 73: Steinway Auto Repairs
Inspection Date	August 25, 2022
Weather Conditions	80°F, sunny
Site Contact/Title	Nick Efraim/Landlord
Site Contact Phone	(917) 838-4119

B. Definitions

The ASTM Phase I Standard defines environmental conditions as follows:

- **Recognized Environmental Conditions (RECs)**
  The term "Recognized Environmental Condition" means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any

release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.

- **Controlled Recognized Environmental Conditions (CRECs)**
  The term "Controlled Recognized Environmental Condition" is a recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls).

- **Historical Recognized Environmental Conditions (HRECs)**
  The term "Historical Recognized Environmental Condition" is a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted residential use criteria established by a regulatory authority, without subjecting the property to any required controls, such as property use restrictions or AULs (activity and use limitations) , which include both institutional controls and engineering controls.

- **Vapor Encroachment Conditions (VECs)**
  The term "Vapor Encroachment Condition" is a condition where the presence or likely presence of chemical of concern vapors in the subsurface of the target property caused by the release of vapors from contaminated soil and/or groundwater either on or near the target property.

- **De Minimis Conditions**
  The term "De Minimis Condition" is a condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies.

- **Data Gaps**
  The term "Data Gap" is a lack of or inability to obtain information required by this practice despite good faith efforts by the environmental professional to gather such information. Data gaps may result from incompleteness in any of the activities required by this practice, including, but not limited to site reconnaissance (for example, an inability to conduct the site visit), and interviews (for example, an inability to interview the key site manager, regulatory officials, etc.).

- **Non-Scope Considerations**
  Consideration of business environmental risk issues some of which are identified in Section 13 and Appendix XI of ASTM E1527-14 (e.g., asbestos, ecological resources, mold, radon, wetlands, regulatory compliance et. Al.).

- **Key Site Manager**
  A key site manager is the person identified by the owner or operator of a Subject Property as having good knowledge of the uses and physical characteristics of the Subject Property.

C. Findings

The following environmental conditions were identified:

- **Recognized Environmental Conditions (RECs)**
  No RECs were identified as a result of this assessment.

- **Controlled Recognized Environmental Conditions (CRECs)**
  No Controlled RECs were identified as a result of this assessment.

- **Historical Recognized Environmental Conditions (HRECs)**
  No Historic RECs were identified as a result of this assessment.

- **Vapor Encroachment Conditions (VECs)**
  According to the EDR Vapor Encroachment database, two VECs were identified at the Subject Property. One historical automotive repair shop is listed at the Subject Property from 1969 to 2014, and an E-Designation site is listed with the following description: "Hazardous Materials* Phase I and Phase II Testing Protocol." A possible VEC could not be ruled out.

  The EDR Vapor Encroachment database identified multiple VEC records within 1/10th of a mile of the Subject Property related to three small quantity spill cases at the corner of Steinway Street and 23rd Avenue that have all been closed. There are five E-Designation Sites, four of them with the following description: "Hazardous Materials* Phase I and Phase II Testing Protocol" and one with "Exhaust stack location limitations." The closest E-Designation site is approximately 0.018 miles away at 20-41 Steinway Street. There are five total historical gas stations within 1/10th of a mile from the Subject Property. The closest historical gas station was approximately 0.028 miles away at 23-20 Steinway Street, listed from 2001 to 2004 in the Database Report. The four other historical gas stations are listed at 38-01 23rd Avenue, 23-32 38th Street, 23-34 42nd Street, and 40-25 Astoria Boulevard. There are five active ASTs, two active USTs, and several removed USTs listed in the Database Report. There are no spill records associated with any of the tanks listed. Also listed in the Database Report, there is one historical drycleaner approximately 0.040 miles away at 41-03 23rd Avenue, listed from 1969 to 1974. The historical drycleaner is too distant from the Subject Property to be considered a VEC. Based on these findings, a possible VEC cannot be ruled out for the Subject Property.

  Additional details about each VEC can be found in the VEC Report in Appendix C.

- **E Designation**
  Lot 73 of the Subject Property is subject to an "E" designation which will require the further investigation of the site to address potential hazardous materials issues.

- **De Minimis Conditions**
  No De Minimis Conditions were identified as a result of this assessment.

- **Data Gaps**
  Equity did identify one significant data gap that would not affect its ability to identify RECs associated with the Subject Property. The second floor residences in the Lot 75 building were inaccessible at the time of inspection.

D. Conclusions

Equity's review of available information and observations of the Subject Property and surrounding properties indicates that no RECs, CRECs, HRECs, or De Minimis conditions, were identified as a result of this assessment. However, a VEC could not be ruled out.

I. INTRODUCTION

A. Purpose

Equity was contacted by Efraim Realty, to perform a Phase I Environmental Site Assessment of the referenced property in accordance with the ASTM International Standard E1527-21, "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process. The ASTM International Standard satisfies the requirements of the USEPA's (United States Environmental Protection Agency's) All Appropriate Inquiry Standard, 40 CFR Part 312, which is required to qualify for certain landowner liability protections under the Comprehensive Environmental Response, CERCLA (Compensation and Liability Act). The ASTM Standard constitutes "all appropriate inquiry into previous ownership and uses of the property consistent with good commercial or customary practice." The investigation was conducted to identify RECs, which are identified as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.

It is Equity's understanding that the phase I is required as part of the Subject Property rezoning from the current R5D zoning district to a R6A/C2-4 to allow greater residential bulk.

B. Scope-of-Services

The Phase I consisted of the following components:

1. Review of environmental and historical records
2. Site reconnaissance
3. Interviews
4. Report preparation

The environmental assessment is non-invasive and does not include any testing or sampling of materials, such as soil, water, air or building materials. The environmental assessment included a non-invasive evaluation of the potential for asbestos-containing materials, lead-based paint, and lead in drinking water.

C. Significant Assumptions, Limitations and Exceptions

Unless noted, Equity assumes that the information obtained through the records review, site inspection, and interviews is correct. Equity does not warrant the accuracy of this information or warrant that any RECs that were not identified through the Phase I process do not exist on the Subject Property. RECs do not include De Minimis conditions that do not present a threat to human health or the environment, and that would not be subject to an enforcement action by government agencies.

D. Special Terms and Conditions

No Special Terms or Conditions apply to this project.

E. Reliance

This report is for the use and benefit of Efraim Realty, and any of their respective affiliates, agents, and advisors.

II. SITE DESCRIPTION

A. Location and Description

The Subject Property is identified as 23-01 Steinway Street, Queens, NY 11105. Title to the Subject Property is vested in Mavro Realty LLC.

The Subject Property is identified as Block 793/Lots 73 and 75 on the New York City Tax Map and Property is a rectangular shaped lot on the corner of Steinway Street and 23rd Avenue. The Subject Property is located in the Ditmars Steinway neighborhood of Queens.

A USGS Site Location Map and Site Boundary Map are included as Figures 1 and 2 in Appendix A. Photographs of the Subject Property are provided in Appendix B.

B. Site and Vicinity Characteristics

The Subject Property is located in an R5D zoning district surrounded by mixed residential and commercial uses. R5D zoning districts allow for moderate-density, multi-family housing with a maximum floor area ratio of 2.0. It is Equity's understanding that the Subject Property is proposed to be rezoned from the current R5D zoning district to an R6A/C2-4 zoning district. This rezoning would allow for greater residential bulk for the Subject Property and adjacent property. R6A zoning districts allow for a maximum floor area ratio of 3.0 and C2-4 zoning districts allow for commercial uses on the street level.

C. Current Use of the Property

At the time of the inspection, the 7,500 square-foot property is separated into two lots, Lot 75 and Lot 73. There is one building on Lot 75 and one building on Lot 73. The 4,500 square-foot building on Lot 75 is used for mixed commercial/residential use. There is a restaurant/lounge on the first floor and a basement. The second and third floor of the building contain residential units.

The 5,000 square-foot building on Lot 73 is an active auto repair shop. The vehicle repair/maintenance area with the vehicles and the equipment and chemicals takes up the majority of the building. There is also an office, bathroom, break room, and a staircase that leads to a loft/storage area.

D. Description of Structures, Improvements and Utilities

The existing buildings are constructed of brick.

Utilities at the property include the following:

1. Electricity

Electricity is provided by Consolidated Edison of New York (Con Edison). There are no emergency generators located on the subject property.

2. Water

Potable water is supplied by the City of New York. No groundwater drinking wells were reported or identified as a result of this assessment.

3. Sewers

Sanitary wastewater is discharged to the City of New York sewer system.

4. Heat

The building is heated by natural gas fired boilers. The natural gas is provided by Con Edison.

E. Current Uses of Adjoining Properties

The following land uses are present at properties adjoining the Subject Property:

- North – Mixed Commercial/Residential
  - Corner of Steinway and 23rd, The Corner Spot Café, Roxy's
- East – Mixed Commercial/Residential
  - 23rd Avenue, Church of Astoria
- South –Residential
- West – Mixed Commercial/Residential
  - Steinway Street, ADELITA'S, European Insurance Driving School

III. USER PROVIDED INFORMATION

The ASTM Standard defines the "User" as the person on whose behalf the Phase I is being conducted. The ASTM Standard requires the User to provide site information for the Phase I. Equity was not provided with the following information:

- Environmental liens (i.e., legal, deed notice) or Activity and Use Limitations (i.e., engineering controls, etc.).
- Specialized knowledge or commonly known information regarding current or historical hazardous material use on the Subject Property or adjoining properties, which would be considered a REC.
- Indications that the fair market value of the Subject Property was reduced due to environmental concerns.

IV. RECORDS REVIEW

A. Standard Environmental Record Sources

EDR was contracted by Equity to prepare an environmental database survey for the Subject Property and surrounding areas. A copy of the EDR report, which summarizes the environmental concerns presented by nearby sites, is attached as Appendix C. The listing of a site on any of these databases is, in itself, not indicative of an existing environmental concern. Distance, geology, and groundwater flow gradient are the factors that determine the importance of a listed site to the soil and groundwater quality on the Subject Property. Equity has relied on distance from the listed site and topographical gradient to judge whether that site has the potential to affect the Subject Property.

According to the EDR environmental database search, the Subject Property at 23-01 Steinway Street is identified in the NY E Designation and EDR Hist Auto databases. The two records include a historical automotive repair shop listed at the Subject Property from 1969 to 2014, and an E-Designation site with the following description: "Hazardous Materials* Phase I and Phase II Testing Protocol." The surrounding properties were identified in the federal and state databases within a one-mile search radius of the Subject Property and are identified as follows:

Database	Target Property	0-1/8 Mile	1/8 – 1/4 Mile	1/4 – 1/2 Mile	1/2 – 1 Mile
Delisted NPL	0	0	0	0	1
SEMS-ARCHIVE	0	0	1	0	0
CORRACTS	0	0	0	0	3
RCRA-LQG	0	1	4	NR	NR
RCRA-SQG	0	0	1	NR	NR
RCRA-VSQG	0	1	3	NR	NR
NY SHWS	0	0	0	0	1
NY SWF/LF	0	0	0	1	NR
NY LTANKS	0	0	9	28	NR
NY UST	0	5	8	NR	NR
NY AST	0	7	24	NR	NR

Database	Target Property	0-1/8 mile	1/8-1/4 Mile	1/4-1/2 Mile	1/2-1 Mile
NY INST CONTROL	0	0	0	1	NR
NY BROWNSFIELDS	0	0	1	1	NR
NY DEL SHWS	0	0	0	0	2
NY Spills	0	14	NR	NR	NR
RCRA NonGen/NLR	0	6	28	NR	NR
ROD	0	0	0	0	1
NY DRYCLEANERS	0	0	1	NR	NR
NY E DESIGNATION	1	5	NR	NR	NR
NY HSWDS	0	0	1	0	NR
NY MANIFEST	0	14	50	NR	NR
PA MANIFEST	0	0	1	NR	NR
NJ MANIFEST	0	1	0	NR	NR
EDR MGP	0	0	0	0	1
EDR Hist Auto	1	6	NR	NR	NR
EDR Hist Cleaner	0	1	NR	NR	NR

There are 61 records identified within 1/8 mile of the Subject Property. Equity's review focused on the Subject Property and the sites most likely to impact the Subject Property. The records identified within 1/8 mile of the Subject Property were found in 11 different databases.

The most notable records within 1/8 of a mile of the Subject Property include three small quantity spill cases at the corner of Steinway Street and 23rd Avenue that have all been closed. There are five E-Designation Sites, four of them with the following description: "Hazardous Materials* Phase I and Phase II Testing Protocol" and one with "Exhaust stack location limitations." Also in the Database Report, there are active fuel oil ASTs listed at 38-18 23rd Avenue, 23-20 41st Street, 22-73 Steinway Street, 41-01 23rd Avenue, 22-45 41st Steet, and 22-61 42nd Street. There are no spill cases associated with these tanks. There is a historical gas station at 23-20 Steinway Street, that is listed in the Database Report from 2001 to 2004. Additionally, there are five other historical gas stations listed at 38-01 23rd Avenue, 23-32 38th Street, 23-34 42nd Street, 40-25 Astoria Boulevard, and 40-13 Astoria Boulevard. The historical gas station listed at 40-13 Astoria Boulevard has a spill record listed. There was a 12 gallon gasoline spill due to human error; the worker forgot to turn off the gas pump when changing the filter. The spill has been properly remediated and is now closed. There are two active USTs and several other USTs that have been removed. One of the active USTs is at 22-76 41st Street, the other is at 38-01 23rd Avenue. Also in the Database Report, there is one historical drycleaner at 41-03 23rd Avenue listed from 1969 to 1974. Several other spill cases, USTs, ASTs, manifest sites, and generator sites are listed in the Database Report. The potential impact of the records identified in the environmental databases cannot be ruled out.

Additional information regarding each of the individual records identified in the databases listed above is provided in Appendix C.

B. Orphans Summary

The EDR Orphan Summary lists 25 records that were included in certain federal or state environmental databases, but were reported by EDR to be unmapped due to insufficient address information. The listing of orphan sites within the database search was reviewed, cross referencing available address information with facility names. Upon review, it was determined that no orphan sites appear to be associated with the Subject Property or adjoining properties. The orphan sites are not located on the Subject Property and are listed as follows:

Site Name	Address
Mystic Transportation, Inc.	19-01 & 19-39 Steinway Street
Con Ed Astoria	31st Avenue
34th Avenue & 62nd Street Plume	34th Avenue &62nd Street Intersection
Closed – Lack of Recent Info	52020 37th Street
TV Auto Service	36-37 21st Street
Colonial Sand and Stone (Adjacent)	31st Avenue, 122nd Street to Flushing
NYC Sanitation Q7	120-15 31st Avenue
Tank Test Fail	198-39 32nd Avenue
TTF	28-35 34th Street
Dolly Houller Housing	113-15 34th Avenue
Private Dwelling TTF	83-04 34th Avenue
Flushing	34th Avenue, 114th Street, 37th Avenue
Tank Test Fail	32-15 35th Street
TTF	147-10 41st Avenue
TTF	28-01 41st Street
On Roadway	3100 47th Avenue
LaGuardia Airport	81st Street, 19th Avenue, 46th Street
Alley Pond Park	Alley Pond Park, Northern Boulevard
Whitestone/World's Fair	Bounded by Flushing Airport, 2
Whitestone/20th Avenue	Bounded by 20th Avenue, 132nd
14th Street and Broadway	Broadway, 13th Street, 34th Avenue, 2
J&R Music World	58-75 Queens Midtown Expressway
College Point	East River, 123 Street, Powell Cov.
Seagirt Boulevard	Seagirt Boulevard, 25th Street, Seagirt
Garage 63	75-05 Winchester Boulevard, Ramp

Additional information regarding the EDR Orphan Summary Report can be found in Appendix C.

C. City Environmental Quality Review "E" Designation

The "E" designations shown on the zoning maps function as indicators of the environmental review that must be conducted when the lots are developed in accordance with the regulations

of the rezoned district. The City Planning Commission's rezoning actions, including environmental designations, were made effective upon the City Council's approval of the Zoning Map Amendment. Based upon a review of the NYCDEP "E" Designation database on July 5, 2022, Lot 73 of the Subject Property was identified in E-245.

D. Physical Setting Source

The Subject Property is located in Queens, New York, and is surrounded by mixed commercial and residential uses. The ground surface at the site is predominantly level. Ground cover consists of concrete sidewalks, and the building. The Subject Property is accessed from the north via 23rd Avenue and from the west via Steinway Street. Based on a review of the 2019 USGS topographic map for the area, groundwater is inferred to flow to the north/northeast towards the East River.

Based on the information provided in the EDR Report, the subsurface soils expected at the site include Urban Land, which is variable in texture and does not qualify as hydric soil. Urban land soils are those which have lost original characteristics due to human activity (construction, development, demolition, debris, etc.). The geologic age identification of the rock at the Subject Property is of the Mesozoic Era, Cretaceous System, Upper Cretaceous Series, and rock stratigraphic code uK. No settling ponds, lagoons, surface impoundments, wetlands or natural catch basins were observed on the Subject Property during this investigation.

E. Historical Use Information on the Property

1. Sanborn Fire Insurance Maps

Equity reviewed 27 digital Sanborn Fire Insurance Maps from 1898 to 2006 provided by EDR, Inc. Information derived from these maps is as follows:

Year	Subject Property	Surrounding Area
1898	The Subject Property is undeveloped.	The surrounding area is moderately developed. There is a public school to the northeast of the Subject Property across 23rd Avenue and another school further northeast. Astoria Silk Works is to the north of the Subject Property and includes dye houses. There is also a Baptist church to the west.
1915	Unchanged	Additional dwellings are spread throughout the surrounding area. Railroad tracks exist approximately 400 feet to the west of the Subject Property. A public library exists to the southeast, and an additional public school exists to the northeast. Astoria Silk Works has expanded.

Year	Subject Property	Surrounding Area
1936	A few stores and an auto garage exist on the Subject Property. A gasoline tank exists near the western property boundary, along Steinway Avenue	The adjacent property to the east is a dwelling and the adjacent property to the west is a store. A filling station with several gas tanks exists to the south on the west side of the railroad. Two garages also exist to the south, on the east side of the railroad. A court exists to the southwest, along 38th Street. Additionally, a bakery exists to the north and an auto parts storage area exists to the northeast.
1948, 1950	Unchanged	The buildings to the north are now Metropolitan Electric Manufacturing Co. There are several manufacturers in this complex including fuse manufacturers, fishing tackle manufacturers, and electric apparatus manufacturers. An auto repair shop and auto garage are adjacent to the filling station to the south. Three gasoline tanks exist to the south, east of the two garages.
1967	Unchanged	A playground exists to the northeast of the Subject Property. The two garages to the south no longer exist. A wood box manufacturing facility now exists at that location. A filling station and cotton goods manufacturer exist to the southwest. The public school to the northeast no longer exists.
1977, 1979, 1981, 1985, 1986, 1988	In the 1977 and 1979 Topographic Maps, the Subject Property is blacked out. Between the 1967 and 1981 Topographic Maps, the Subject Property is unchanged, meaning the blacked out maps in between those two years was unchanged.	Most of the manufacturing-related buildings to the north have been replaced with residential buildings. The warehouse to the north is now used for auto repair. The auto repair shop and auto garage to the south are no longer present.
1989, 1990, 1991, 1992, 1993	Unchanged	Within the same block as the Subject Property, several buildings no longer exist to the southern portion of the block.

Year	Subject Property	Surrounding Area
1994, 1995	Unchanged	The filling station to the south no longer exists. The three gasoline tanks to the southeast no longer exist. An auto repair shop is now at the location of the former gasoline tanks.
1996, 1999, 2001, 2002, 2003, 2004, 2005, 2006	Unchanged	Two new auto repair locations exist to the south. Parking exists within the same block as the Subject Property, to the south.

Copies of the Sanborn Fire Insurance Maps are provided as Appendix D.

2. USGS Topographic Maps

Equity reviewed a total of 11 historical Topographic Maps from 1897 to 2019 provided by EDR, Inc. The Subject Property is shown approximately 0.8 miles southwest of the coast of Steinway and approximately 1.5 miles southeast of Ward's Island. There is an unnamed body of water in Woodside, that is approximately 1.0 mile from the Subject Property. The Subject Property sits at an approximate elevation of 55 feet above sea level. The surrounding area is not heavily developed until 1947. Beginning in the 1947 map, the Subject Property is a few hundred feet away a railroad to the west and approximately 1.2 miles away from a gas and power plant. Several tanks can be seen at the power plant. The power plant is shown on the maps from 1947 to 1995/1997. The Topographic Maps do not provide details specific to the Subject Property. No significant topographical changes associated with the Subject Property were seen on the maps. Copies of the USGS Topographic Maps are provided as Appendix E.

3. Historic Aerial Photographs

Equity reviewed a total 16 of aerial photographs depicting the Subject Property spanning from 1924 to 2017 provided by EDR, Inc. Development on the Subject Property was first shown in 1924 according to the aerial photographs. The Subject Property is first shown in its current state in the 1947 aerial photograph. Based on the aerial photographs, there are no land use or other activities shown that could have impacted the Subject Property. Copies of the aerial photographs are provided as Appendix F.

4. City Directory

Equity reviewed local city directory listings provided by EDR, Inc. for the Subject Property and adjacent properties from 1934 to 2017. A few listings were included for the Subject Property in the City Directory Report. The listings at 23-05 Steinway Street (Lot 73) include Arc Rebuilders Inc. listed from 1967 to 1970, Steinway/Daytona garage from 1970 to 1994, and an auto repair shop from 1999 to 2017. The listings at 23-01 Steinway Street (Lot 75) include primarily residential and commercial listings, most notably a used car lot in 1939. The surrounding area is characterized by residential, commercial and industrial listings. The most

notable properties in the surrounding area include multiple different auto repair-related businesses and gasoline service stations, drycleaners, and multiple manufacturers. The City Directory report is included as Appendix G.

5. Regulatory File Review

The Subject Property is identified as Block 793/Lots 73 and 75. Title to the Subject Property is vested in Mavro Realty LLC on the ZOLA website

According to the New York City DOB (Department of Buildings) website, the following information was obtained for the Subject Property:

Five complaints, seven violations (six DOB violations), 17 jobs, and 23 actions have been identified between the two lots. The complaints are related to scaffold safety, working outside the limits of a permit, questionable structure stability of the garages, falling debris, and a professional certification compliance audit. All DOB violations are closed or dismissed. The one OATH/ECG violation is in reference to a Class 2 construction violation (major violations). The violation has been resolved; certificate of correction accepted. The one job at Lot 73 is related the installation of a backflow prevention device. The 16 jobs at Lot 75 are related to work on the floors, a retractable awning, general renovations, filing for the fire suppression system, removal of non-bearing partition walls, alteration of 2nd and 3rd floor apartments, and wall repairs. The 23 actions are related to various alterations, certificates of occupancy, electric signs, plumbing repair slips, new buildings, dismissed violations, and a building notice.

Equity submitted a FOIL (Freedom of Information Law) to the FDNY (New York City Fire Department) on June 29, 2022 and a request to the NYDEC (New York State Department of Environmental Conservation) and NYDEP (New York City Department of Environmental Protection) on September 12, 2022. A response was received from the FDNY on July 7, 2022. The response document included several permit accounts at the Subject Property for Brothers Tavern Corps and some coverage item details relating to rangehood systems, an amended rangehood plan review, and AC/Refrig. units. Responses from the NYDEC and NYDEP were unavailable prior to the completion of this report. In the event records of environmental concern are identified, this report will be amended and stakeholders will be notified.

Regulatory records are included in Appendix H.

6. Prior Environmental Assessments and Reports

Equity was not provided with any prior environmental assessments or reports.

F. Historical Use Information on Adjoining Properties

The following information summarizes the historical use of properties adjoining the Subject Property based on a review of the Sanborn Fire Insurance Maps and Historic Aerial Photographs.

- North – 23rd Avenue, commercial properties/stores
- East – Residential
- South – Residential
- West – Commercial/stores, Steinway Street

V. SITE RECONNAISSANCE

The Phase I Questionnaire completed for the Subject Property is provided in Appendix I.

A. Methodology and Limiting Conditions

Christian DiGennaro, Junior Scientist of Equity Environmental conducted the Phase I site inspection on August 25, 2022. One site representative, Nick Efraim of Efraim Realty lead the Subject Property walk through.

No limiting conditions were encountered during the completion of this assessment.

B. On-Site Operations/Manufacturing

Lot 75 has one three-story 4,500 square-foot building that is for mixed commercial/residential use. There is a restaurant/lounge on the first floor named "Gone Wrong". According to the landlord, the business will soon be open to the public when they acquire their liquor license. The first floor has a bar, seating area, two bathrooms, and a storage closet. The basement of the restaurant contains the boiler room, gas room, a small office, two kitchen areas, and two walk in freezers. The second and third floor of the building contain residential units. The roof of the building is accessible via the second floor window. There is a three car garage on the southside of Lot 75. There are vehicles and some other equipment stored in the garage.

Lot 73 has one 5,000 square-foot building with one floor that is an active auto repair shop named "Steinway Auto Repairs". The main work area with the vehicles and the vehicle-related equipment and chemicals takes up the majority of the square footage. On the east side of the building, there is an office, bathroom, break room, and a staircase that leads to a loft/storage area. Throughout the auto repair shop there are several compressor tanks, 55-gallon steel drums, vehicles, workbenches, tools, and other equipment. There is also an oil separator pit on the east side of the auto repair shop.

Photographs of the building interior and exterior are provided in Appendix B.

C. Chemical and Petroleum Use and Storage (USTs, ASTs, and Containers)

Typical chemicals in Lot 73 include 55-gallon steel drums of virgin oil, gasoline cans, antifreeze, transmission fluid, paints, cleaning supplies, and other auto body-related chemicals. There is an approximately 200-gallon waste oil AST in the southwestern corner of the auto repair business.

Typical chemicals in Lot 75 include paint thinner, Green Dash, detergent, Windex, paints, soaps, compressed carbon dioxide canisters, and propane tanks in the garage.

D. Solid and Hazardous Waste

Solid waste generated on-site is disposed of via the New York City Department of Sanitation trash removal services.

E. Releases or Spills

Staining and spills were observed in both Lots during the site reconnaissance. In Lot 75, dark staining was observed on the ground near the floor drain in the three car garage. In the restaurant, there appears to grease staining near the second kitchen area of the basement. In Steinway Auto Repairs there is staining near one of the floor drains.

F. Groundwater Wells

No potable, production, irrigation or monitoring wells were observed or determined through the assessment.

G. Surface Water, Stormwater Drainage and Wastewater Discharge

A stormwater catch basin was observed at the corner of 23rd Avenue and Steinway Street. The catch basin is assumed to drain into the municipal sewer system.

H. Wetlands

Equity reviewed National Wetland Inventory maps included as a layer within the EDR Radius Map Report. No wetlands were identified within the Subject Property. The report is provided as Appendix C.

I. Polychlorinated Biphenyls (PCBs)

No equipment likely to contain PCBs were observed during the site reconnaissance.

J. Drains and Sumps

Eight floor drains were identified at the Subject Property. Two floor drains were identified in Lot 73 and six floor drains were identified in Lot 75. In Lot 73, two of the floor drains were identified near the center of the auto repair business. In Lot 75, one floor drain was identified in the first floor restaurant, on the opposite side of the bar. In the basement of the restaurant there is a floor drain in the boiler room and the first kitchen area at the bottom of the basement stairs. Just past the first kitchen area, there is a rectangular shaped floor drain between the brick floor and the cleaning supplies storage area. On the far east side of the basement there is two more floor drains in the second kitchen area. In the three car garage in the southern portion of the Lot 75 building there is a large floor drain with visible staining near it. All drains are assumed to discharge into the municipal sewer system.

K. Vapor Migration/Encroachment

According to the EDR Vapor Encroachment database, two VECs were identified at the Subject Property. One historical automotive repair shop is listed at the Subject Property from 1969 to

2014, and an E-Designation site is listed with the following description: "Hazardous Materials* Phase I and Phase II Testing Protocol." A possible VEC could not be ruled out.

The EDR Vapor Encroachment database identified multiple VEC records within 1/10th of a mile of the Subject Property related to three small quantity spill cases at the corner of Steinway Street and 23rd Avenue that have all been closed. There are five E-Designation Sites, four of them with the following description: "Hazardous Materials* Phase I and Phase II Testing Protocol" and one with "Exhaust stack location limitations." The closest E-Designation site is approximately 0.018 miles away at 20-41 Steinway Street. There are five total historical gas stations within 1/10th of a mile from the Subject Property. The closest historical gas station was approximately 0.028 miles away at 23-20 Steinway Street, listed from 2001 to 2004 in the Database Report. The four other historical gas stations are listed at 38-01 23rd Avenue, 23-32 38th Street, 23-34 42nd Street, and 40-25 Astoria Boulevard. There are five active ASTs, two active USTs, and several removed USTs listed in the Database Report. There are no spill records associated with any of the tanks listed. Also listed in the Database Report, there is one historical drycleaner approximately 0.040 miles away at 41-03 23rd Avenue, listed from 1969 to 1974. The historical drycleaner is too distant from the Subject Property to be considered a VEC. Based on these findings, a possible VEC cannot be ruled out for the Subject Property.

Additional details about each VEC can be found in the VEC Report in Appendix C.

L. Other Environmental Considerations

1. Asbestos Containing Materials

The EPA banned several types of asbestos in the late 1970s, but its use continued in some building applications through the 1980s. A formal asbestos inspection was not performed as part of this study.

2. Drinking Water

Potable water is supplied by the City of New York. A drinking water assessment was not performed as part of this study.

3. Lead-Based Paint

In 1978, EPA banned the manufacture and use of lead-based paint and lead-based paint products. A lead-based paint assessment was not performed as part of this study.

4. Mold

No significant visual or olfactory signs of potential mold were identified during the site reconnaissance, a mold assessment was not performed as part of this study.

M. Off-Site Concerns

There were no offsite concerns, other than the VECs identified in Section K.

VI. INTERVIEWS

As part of the Phase I of the property, Equity interviewed Nick Efraim, Landlord. Nick provided information regarding the Subject Property operations and history.

VII. RECOGNIZED ENVIRONMENTAL CONDITIONS (RECS)

Equity completed the Phase I of the Subject Property in accordance with the scope and limitations of ASTM Practice 1527-21. Any exceptions to, or deletions from, this practice are noted in appropriate sections of this report. RECs are defined as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. A CREC is a recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of an NFA, no further action, letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls). HRECs are RECs previously remediated to current unrestricted residential use applicable to regulatory standards. De Minimis Conditions are those that do not present a threat to human health or the environment, and would not be the subject of an enforcement action by a government agency. Data Gaps are a lack of, or inability to obtain information required by the practice that affects the ability of the environmental professional to identify RECs despite good faith efforts to gather the information.

A. Recognized Environmental Conditions (RECs)

No RECs were identified as a result of this assessment.

B. Controlled Recognized Environmental Conditions (CRECs)

No Controlled RECs were identified as a result of this assessment.

C. Historical Recognized Environmental Conditions (HRECs)

No Historic RECs were identified as a result of this assessment.

D. Vapor Encroachment Concerns (VECs)

According to the EDR Vapor Encroachment database, two VECs were identified at the Subject Property. One historical automotive repair shop is listed at the Subject Property from 1969 to 2014, and an E-Designation site is listed with the following description: “Hazardous Materials* Phase I and Phase II Testing Protocol.” A possible VEC could not be ruled out.

The EDR Vapor Encroachment database identified multiple VEC records within 1/10th of a mile of the Subject Property related to three small quantity spill cases at the corner of Steinway Street and 23rd Avenue that have all been closed. There are five E-Designation Sites, four of them with the following description: "Hazardous Materials* Phase I and Phase II Testing Protocol" and one with "Exhaust stack location limitations." The closest E-Designation site is approximately 0.018 miles away at 20-41 Steinway Street. There are five total historical gas stations within 1/10th of a mile from the Subject Property. The closest historical gas station was approximately 0.028 miles away at 23-20 Steinway Street, listed from 2001 to 2004 in the Database Report. The four other historical gas stations are listed at 38-01 23rd Avenue, 23-32 38th Street, 23-34 42nd Street, and 40-25 Astoria Boulevard. There are five active ASTs, two active USTs, and several removed USTs listed in the Database Report. There are no spill records associated with any of the tanks listed. Also listed in the Database Report, there is one historical drycleaner approximately 0.040 miles away at 41-03 23rd Avenue, listed from 1969 to 1974. The historical drycleaner is too distant from the Subject Property to be considered a VEC. Based on these findings, a possible VEC cannot be ruled out for the Subject Property.

Additional details about each VEC can be found in the VEC Report in Appendix C.

E. E Designation

Lot 73 of the Subject Property is subject to an "E" designation which will require the further investigation of the site to address potential hazardous materials issues.

F. De Minimis Conditions

No De Minimis Conditions were identified as a result of this assessment.

G. Data Gaps

Equity did identify one significant data gap that could affect its ability to identify RECs associated with the Subject Property. The second floor residences in the Lot 75 building were inaccessible at the time of inspection.

Conclusions

Equity's review of available information and observations of the Subject Property and surrounding properties indicates that no RECs, CRECs, HRECs, De Minimis Conditions, or Data Gaps were identified as a result of this assessment. However, VECs could not be ruled out.

VIII. DEVIATIONS

Equity did not deviate from the scope of service outlined in Section I of this report.

IX. REFERENCES

The following references were used in the preparation of this report:

1. EDR Environmental Databases – June 27, 2022
2. Sanborn Fire Insurance Maps – June 28, 2022
3. Historical Topographic Maps – June 27, 2022
4. Aerial Photographs – June 27, 2022
5. City Directory – June 28, 2022
6. New York City Department of Buildings Website
7. New York City Zola Database

X. SIGNATURE(S) OF ENVIRONMENTAL PROFESSIONALS

We declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental Professional, as defined in the USEPA All Appropriate Inquiry Standard, 40 CFR, Part 312.10. We have the specific qualifications based on education, training, and experiences to assess a property of the nature, history, and setting of the subject property. We have developed and performed all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR, Part 312.

Assessor :

Christian DiGennaro
Junior Scientist

Assessor:

Victoria Moore
Junior Environmental Scientist

Environmental Professional:

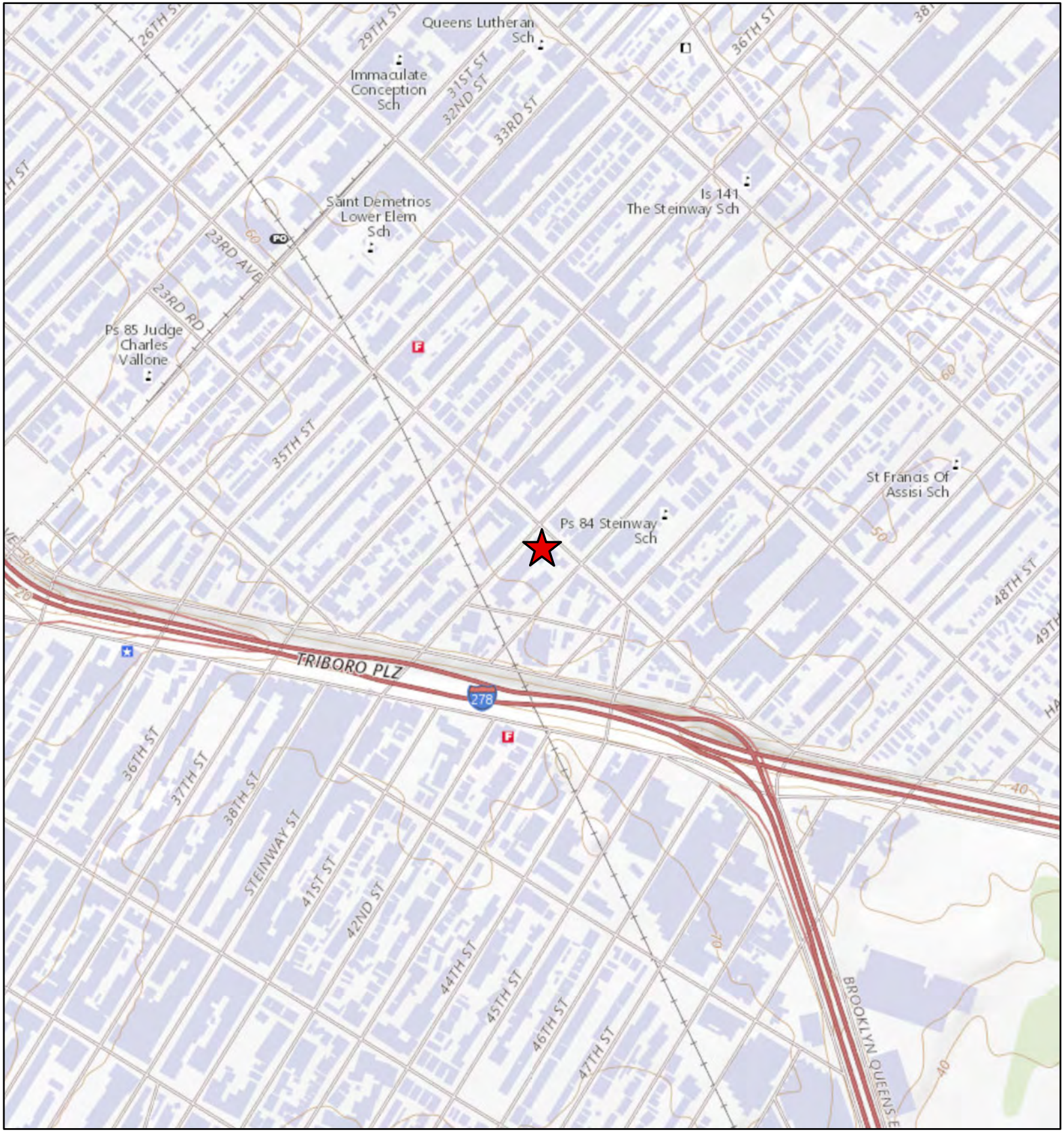
Robert Jackson
Managing Director

XI. QUALIFICATIONS OF ENVIRONMENTAL PROFESSIONALS

Qualifications of the Environmental Professionals are provided as Appendix J

Appendix A

FIGURES



Legend

23-01 Steinway Street

N

0 0.05 0.1 0.2 Miles

Figure 1
Phase I ESA
USGS Site Location Map

23-01 Steinway Street

equity environmental engineering
500 International Drive, Suite 150, Mount Olive, NJ 07828
Office: (973) 527-7451 / Fax: (973) 858-0280

DRAWN BY / DATE	REV / DATE	DRAWING NUMBER
GB/6.1.22		2022045-01



Legend

23-01 Steinway Street

N

0 25 50 100 US Feet

Figure 2
Phase I ESA
Site Boundary Map

23-01 Steinway Street

equity environmental engineering
500 International Drive, Suite 150, Mount Olive, NJ 07828
Office: (973) 527-7451 / Fax: (973) 858-0280

DRAWN BY / DATE	REV / DATE	DRAWING NUMBER
GB/6.1.22		2022045-02

APPENDIX B

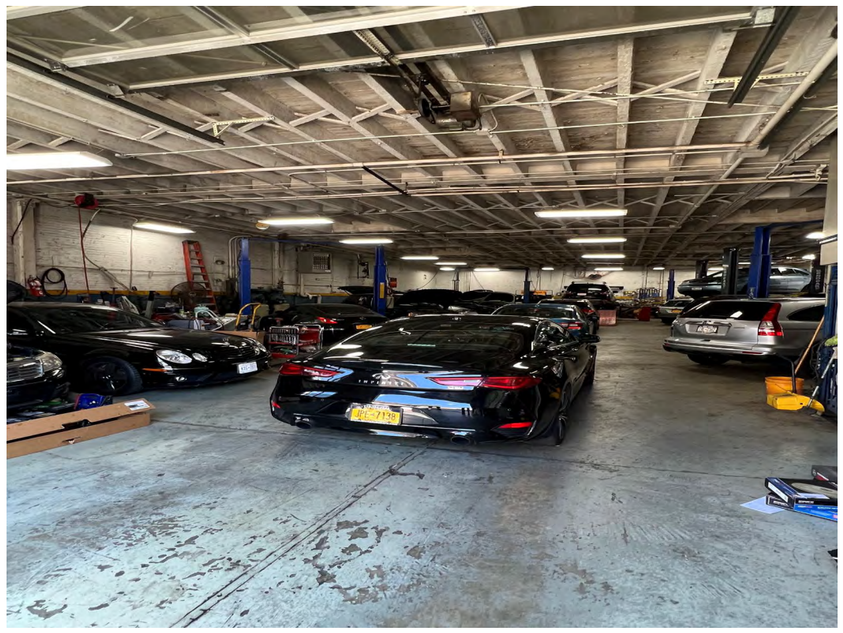
SITE PHOTOGRAPHS



01 Exterior view of the eastern side of the Lot 75 building



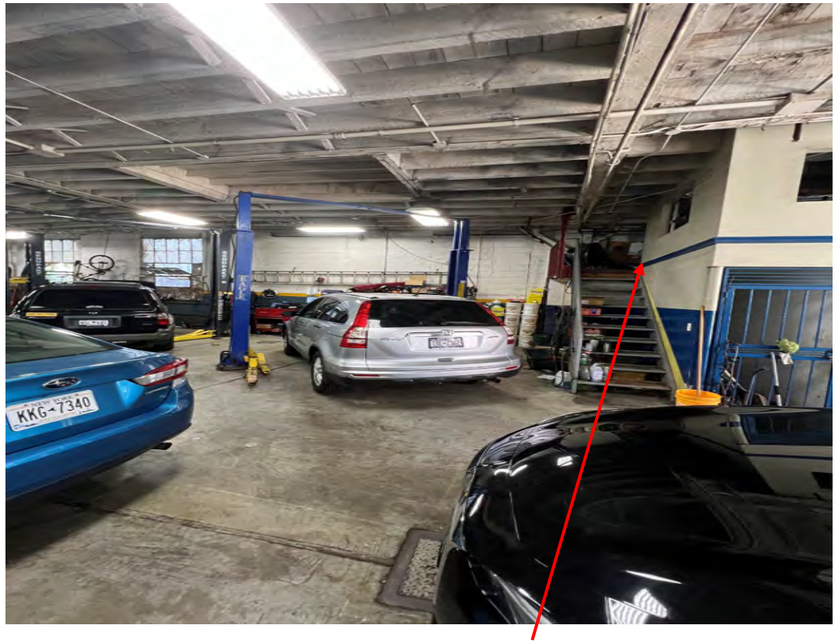
02 Commercial use on the first floor and residential use on the second floor of the Lot 75 building.



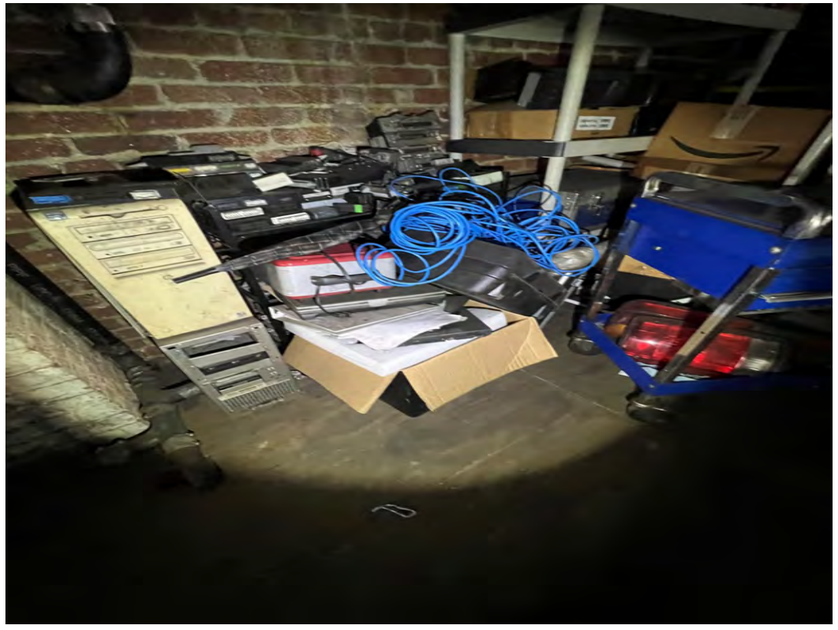
03 Interior view of Steinway Auto Repairs in Lot 73.



04 Waste oil tank in the southwestern corner of the auto repair business.



05 East side of the auto repair business. There is a storage area above the office.



06 Various items in the storage area.



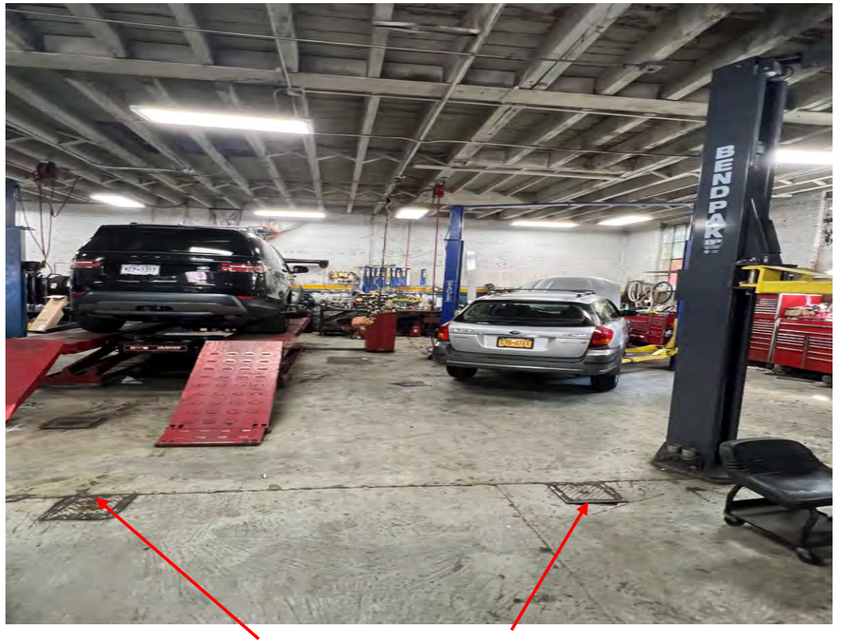
07 Oil separator pit in the southeastern corner of the auto repair business.



08 Bathroom in the southeastern corner of the auto repair business.



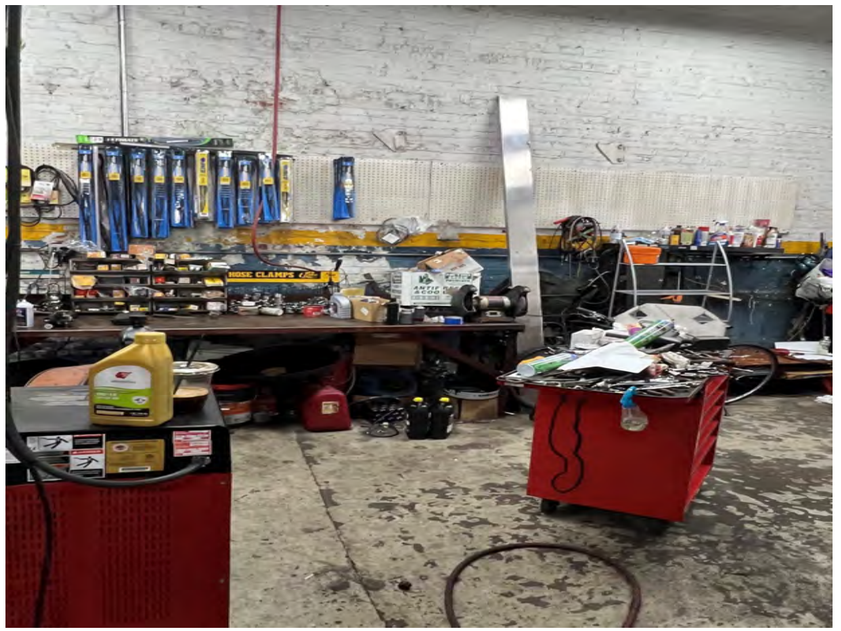
09 One of two floor drains identified in the auto repair business. There appears to be some staining around the drain.



10 Vents near the center of the business that lead to the exterior of the building.



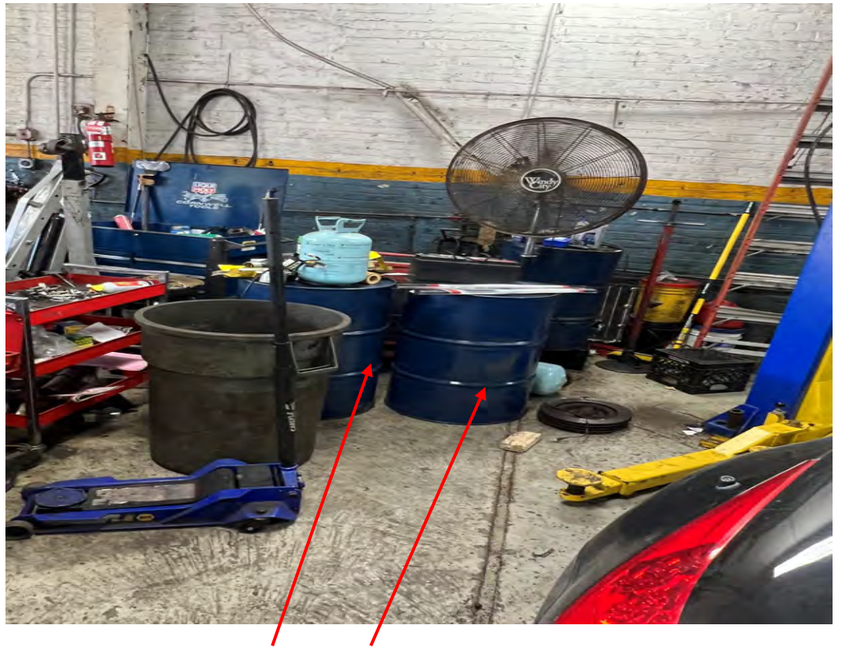
11 Shelf containing various auto body-related chemicals.



12 Workbench in the northeastern corner of the business.



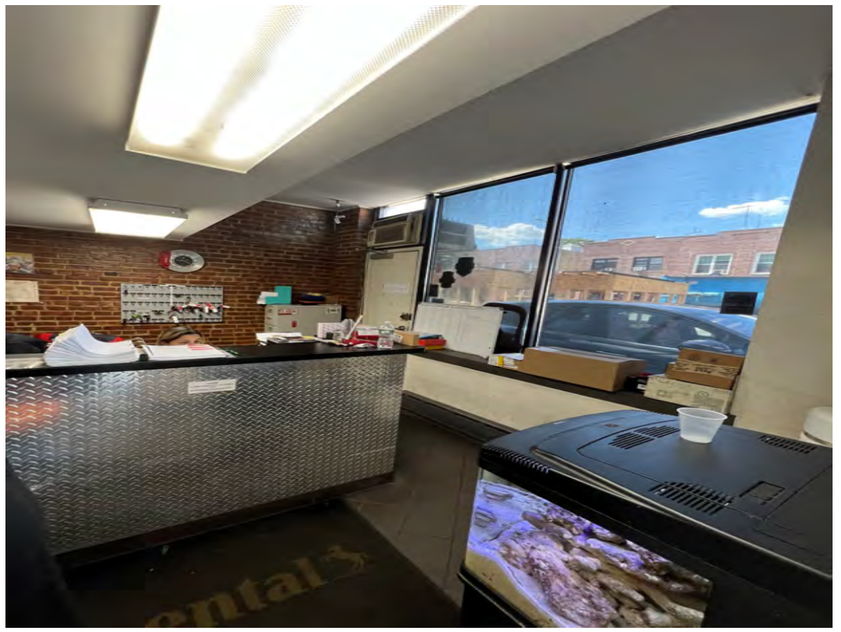
13 Compressor tanks on the west side of the business.



14 55-gallon steel drums filled with oil.



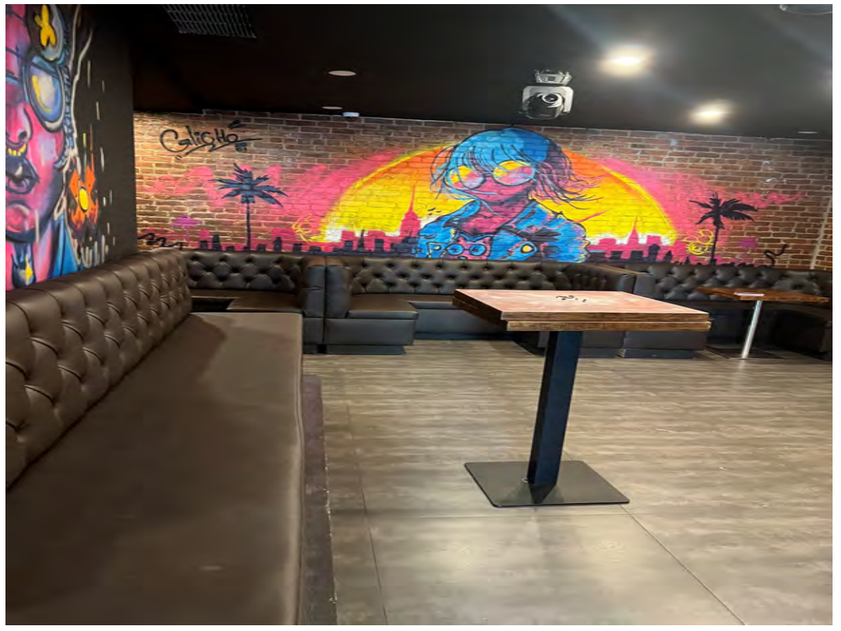
15 Second floor drain identified in the auto repair business. No staining observed.



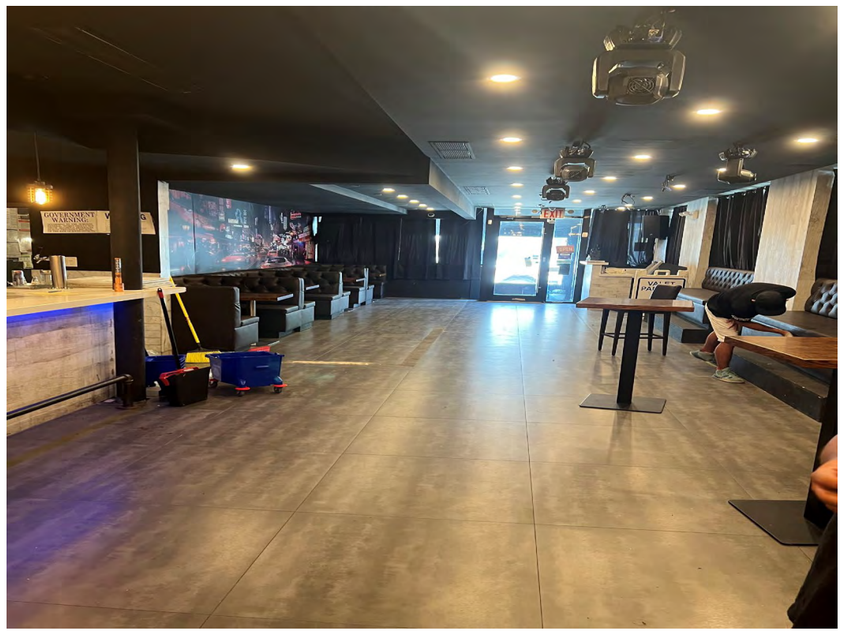
16 Office area.



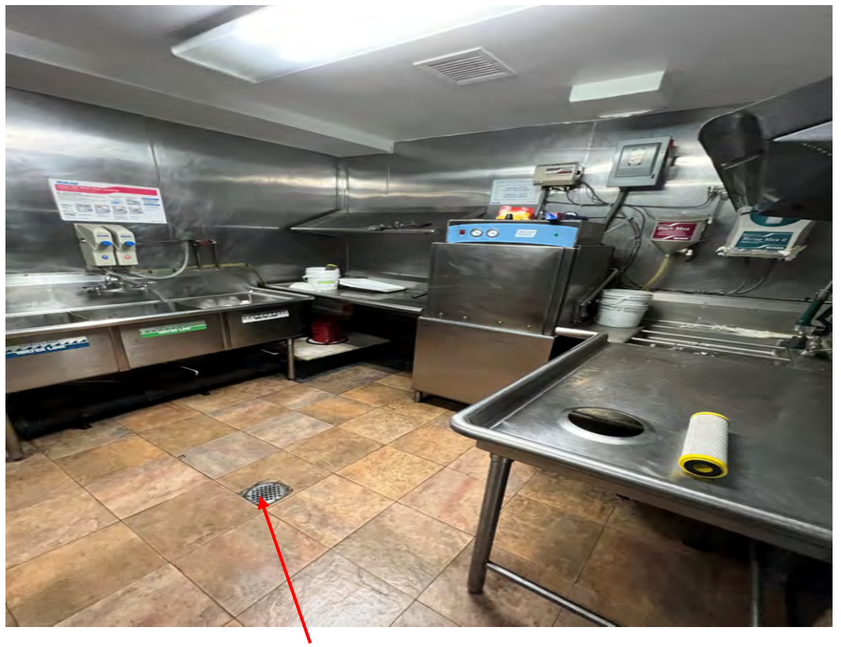
17 Car batteries identified on the ground, no staining observed.



18 First floor of the Lot 75 building.



19 A restaurant/lounge area on the first floor of the Lot 75 building.



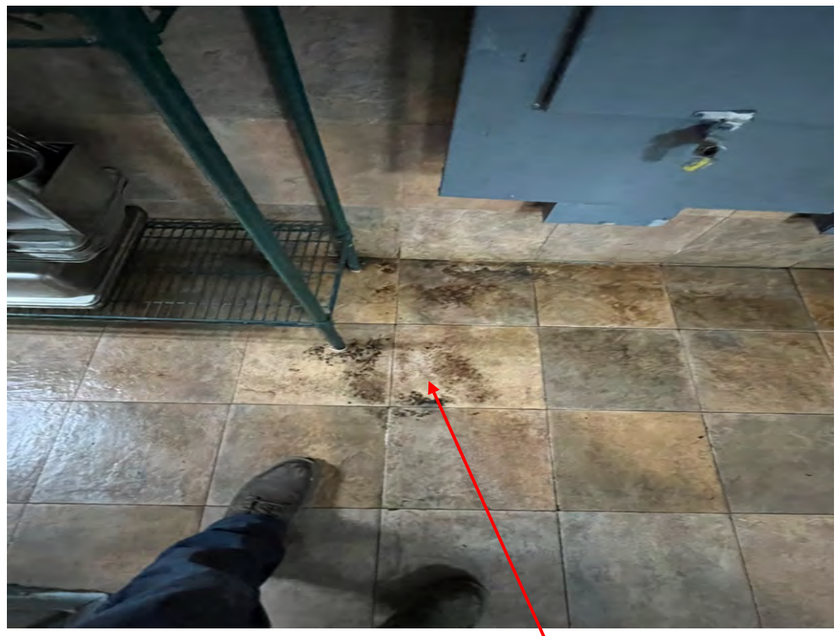
20 Basement and kitchen area of the restaurant in Lot 75. A floor drain was identified.



21 Additional floor drain identified in the basement.



22 Chemical storage area in the basement.



23 What appears to be grease staining in the eastern side of the basement.



24 One of two walk in the freezers.



25 Water damage identified on the ceiling of the basement. The source of the water is unknown.



26 One of two floor drains identified on the east side of the basement.



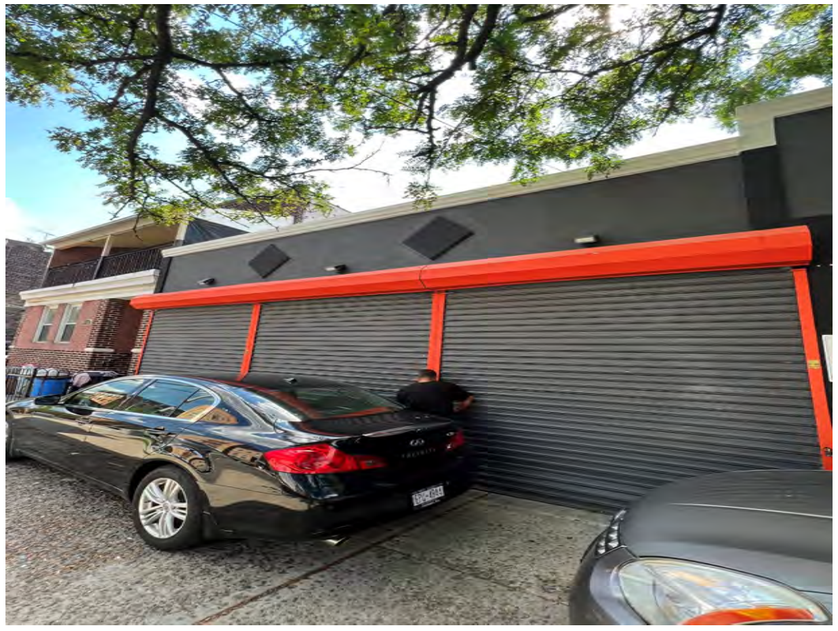
27 What appears to be a grease trap underneath one of the kitchen sinks.



28 Boiler room in the basement. There are two boilers present, a floor drain was also identified.



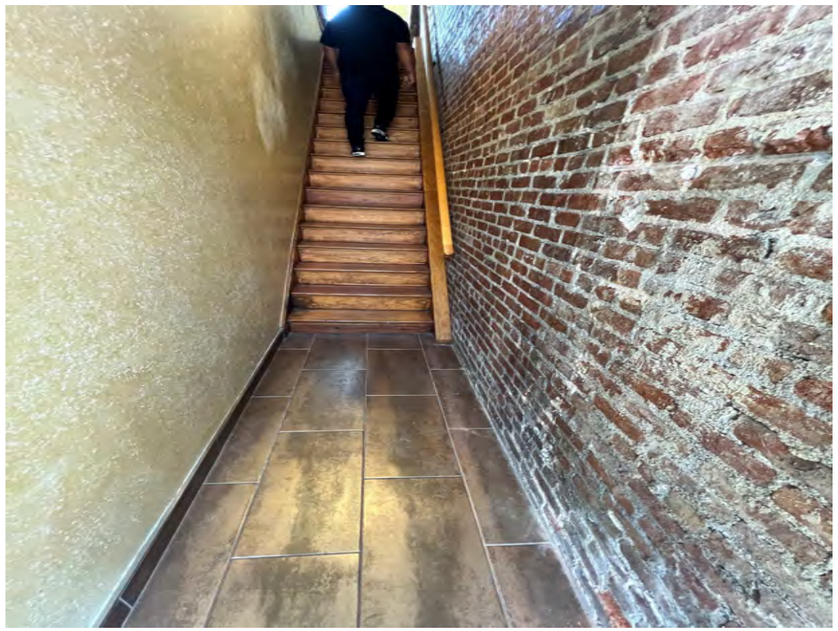
29 Vent observed on the northern portion of the building. A white paper-like substance was observed on the ground.



30 Three car garage in the southern portion of Lot 75.



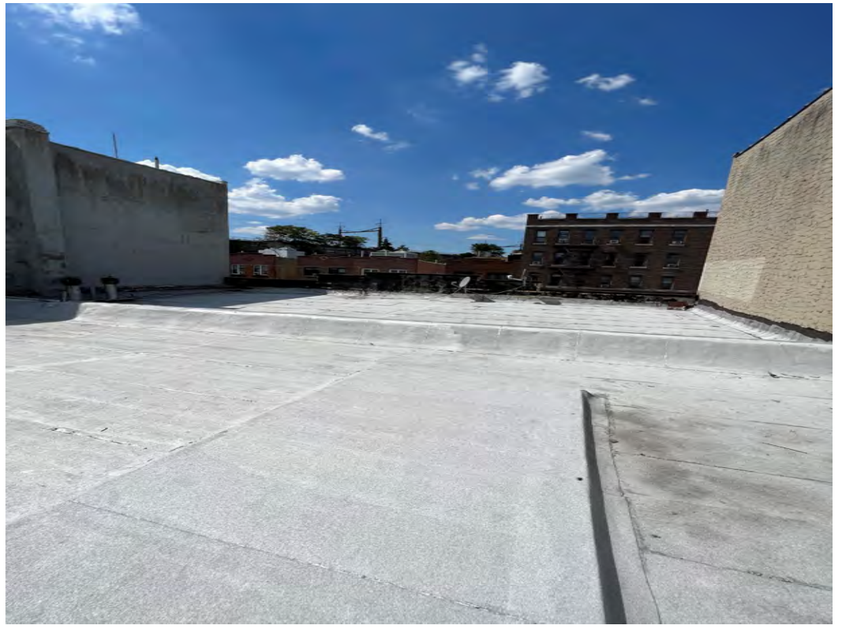
31 Staining observed near a floor drain in the garage.



32 Entrance into the residential portion of the Lot 75 building. The residences were not accessible at the time of inspection.



33 View of the roof accessed via the second floor window, HVAC system identified.



34 East side of the roof.



35 Building façades of the two buildings in the Subject Property. The photo was taken along Steinway Street.

APPENDIX D

NOISE BACKUP

Certificate of Conformity and Calibration



Instrument Model:-	**CEL-633C**		
Serial Number	2670911		
Firmware revision	V006-05		
Microphone Type:-	**CEL-251**	**Preamplifier Type:-**	**CEL-495**
Serial Number	3679	Serial Number	004744
Instrument Class/Type:-	**1**		

Applicable standards:-

IEC 61672: 2013 / EN 60651 (Electroacoustics - Sound Level Meters)
IEC 60651 1979 (Sound Level Meters), ANSI S1.4: 1983 (Specifications For Sound Level Meters)

Note:- The test sequences performed in this report are in accordance with the current Sound level meter *Standard - IEC61672. The combination of tests performed are considered to confirm the products electro-acoustic performance to all applicable standards including superceeded Sound Level Meter Standards - IEC60651 and IEC60804.*

Test Conditions:-	25 °C	**Test Engineer:-**	Paul Blackwell
	38 %RH	**Date of Issue:-**	July 27, 2022
	1015 mBar		

Declaration of conformity:-

This test certificate confirms that the instrument specified above has been successfully tested to comply with the manufacturer's published specifications. Tests are performed using equipment traceable to national standards in accordance with Casella's ISO 9001:2015 quality procedures. This product is certified as being compliant to the requirements of the CE Directive.

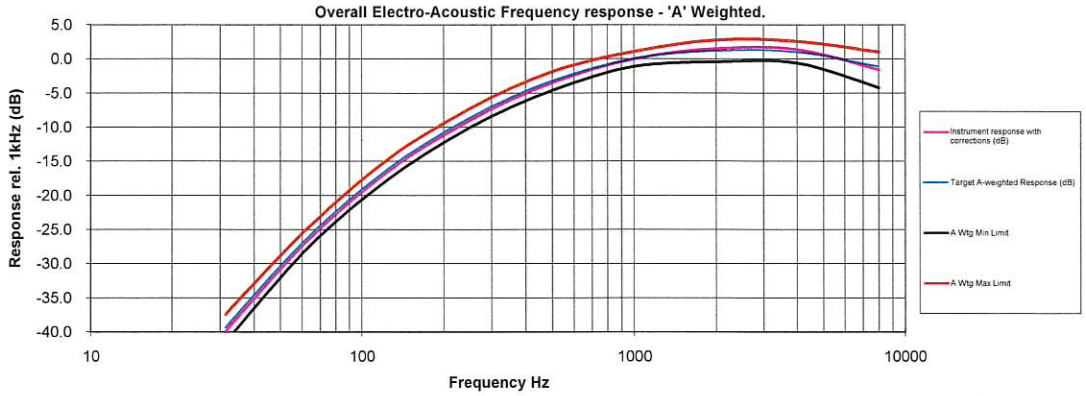
Test Summary:-

Self Generated Noise Test	**All Tests Pass**
Electrical Signal Test Of Frequency Weightings	**All Tests Pass**
Frequency & Time Weightings At 1 kHz	**All Tests Pass**
Level Linearity On The Reference Level Range	**All Tests Pass**
Toneburst Response Test	**All Tests Pass**
C-peak Sound Levels	**All Tests Pass**
Overload Indication	**All Tests Pass**
Acoustic Tests	**All Tests Pass**

Combined Electro-Acoustic Frequency Response - A Weighted

Combined Electro-Acoustic Frequency Response - A Weighted (IEC 61672-3:2006)

The following A-Weighted frequency response graph shows this instruments overall frequency response based upon the application of multi-frequency pressure field calibrations. The microphones Pressure to Free field correction coefficients are applied to pressure response. Reference level taken at 1kHz.



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Fax: +86-21-61605906
Email: info@casellasolutions.cn

Tested to CEL-63X test sheet TP444 revision 02-00

Certificate of Conformity and Calibration



Instrument Model:-	**CEL-633C**		
Serial Number	5086866		
Firmware revision	V006-05		
Microphone Type:-	CEL-251	Preamplifier Type:-	CEL-495
Serial Number	2268	Serial Number	003810
Instrument Class/Type:-	1		

Applicable standards:-

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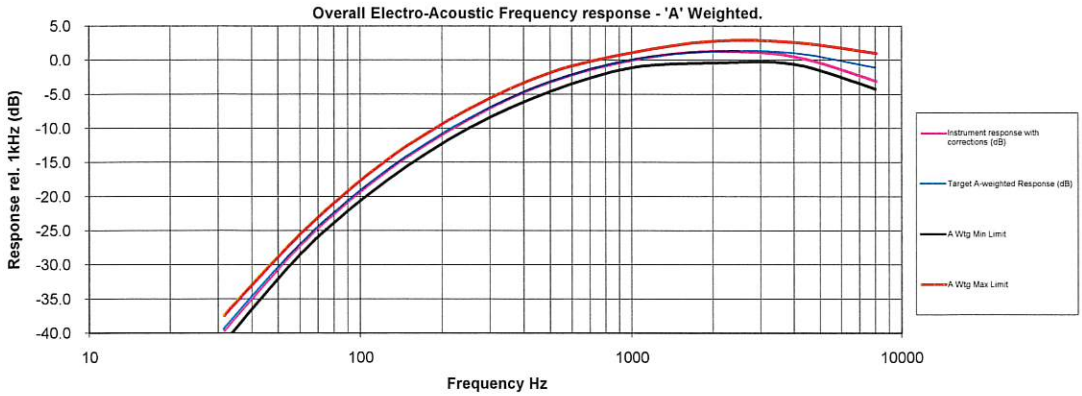

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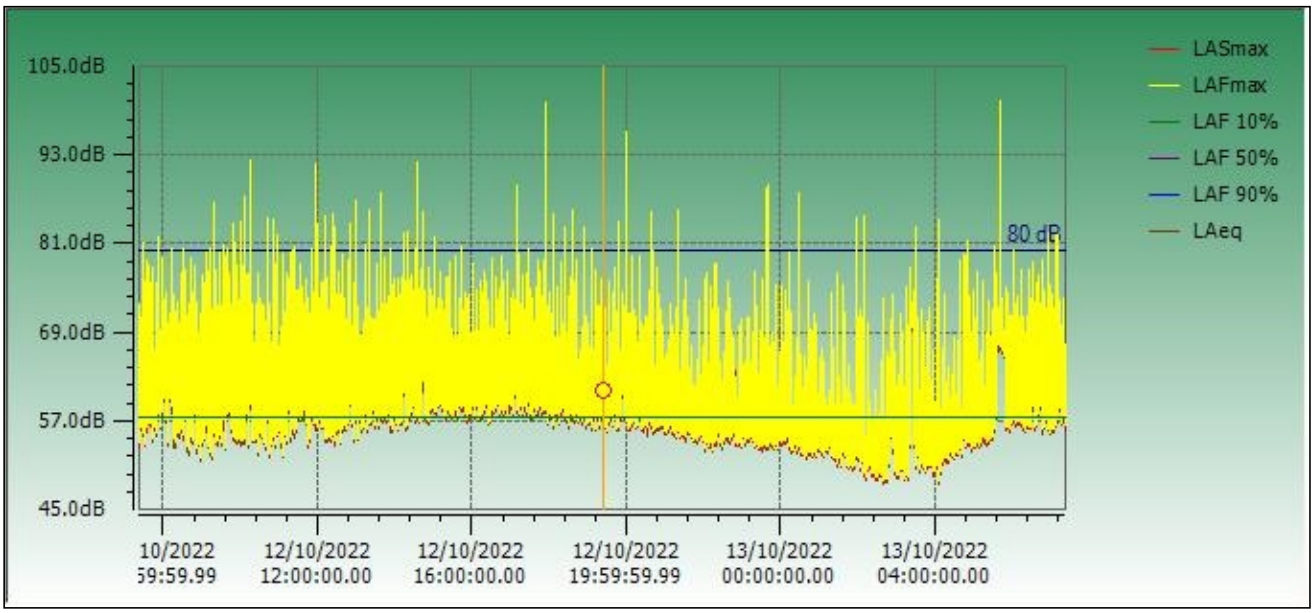
Fax: +86-21-61605906
Email: info@casellasolutions.cn

Tested to CEL-63X test sheet TP444 revision 02-00

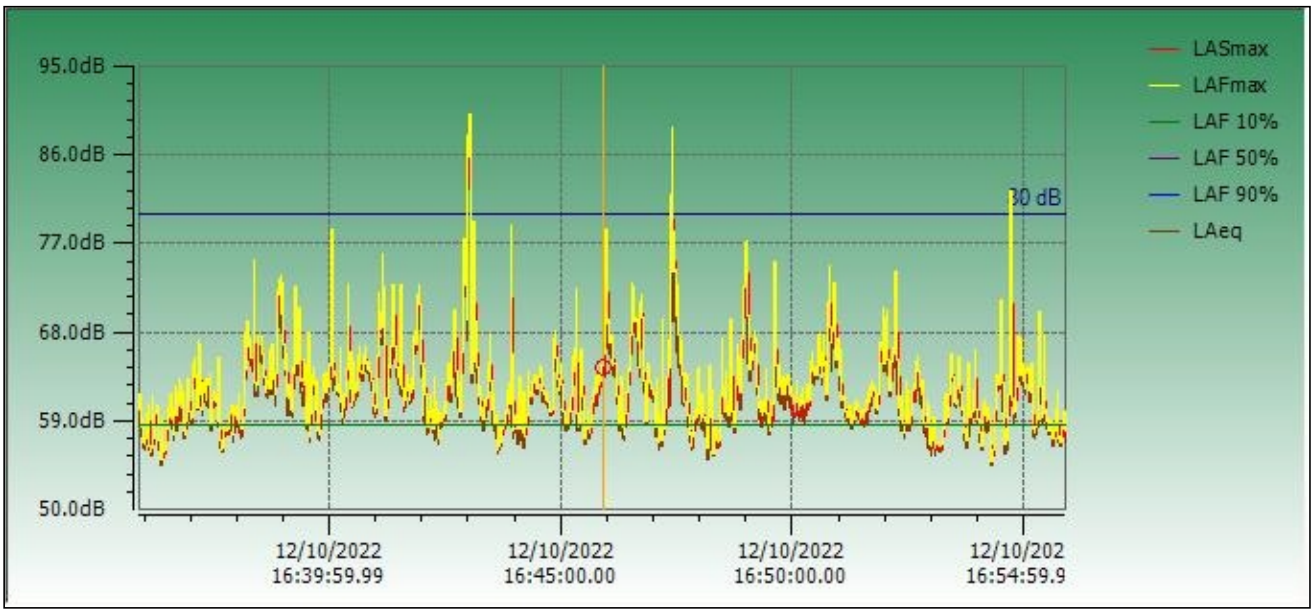
Instrument Model	**CEL-633C**		
Serial Number	2670911	LAS 10%	N/A
LDN	70	LAS 50%	N/A
LASmax	97.7 dB	LAS 90%	N/A
LASmin	48.4 dB	Calibration (Before) Date	10/12/2022 7:18:42 AM
Start Date & Time	10/12/2022 7:22:49 AM	Calibration (After) Date	10/13/2022 8:11:45 AM
Duration	24:00:00 HH:MM:SS	Calibration Drift	0.4 dB
LAeq	64.2 dB	Battery Low	No
End Date & Time	10/13/2022 7:22:49 AM	Result	Period
Notes			



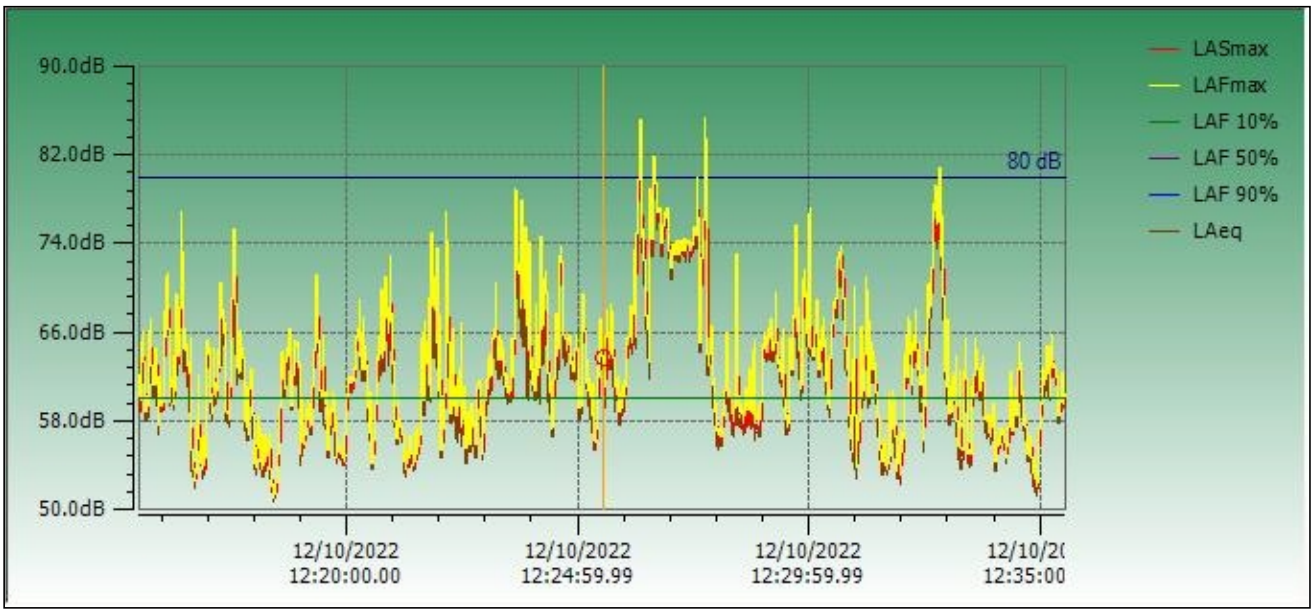


Start Date & Time	LAeq	LAS 10%	LAS 50%	LAS 90%	LASmin	LASmax	Notes
10/12/2022 7:22	63.4 dB	66.5 dB	61.0 dB	57.5 dB	52.6 dB	76.9 dB	
10/12/2022 8:22	63.7 dB	67.0 dB	60.0 dB	56.0 dB	51.6 dB	80.9 dB	
10/12/2022 9:22	66.1 dB	68.0 dB	61.0 dB	56.5 dB	53.1 dB	88.6 dB	
10/12/2022 10:22	62.3 dB	65.0 dB	60.0 dB	56.0 dB	52.1 dB	80.8 dB	
10/12/2022 11:22	64.4 dB	66.5 dB	60.5 dB	57.0 dB	53.2 dB	87.7 dB	
10/12/2022 12:22	64.2 dB	67.0 dB	60.5 dB	57.0 dB	53.7 dB	84.3 dB	
10/12/2022 13:22	64.3 dB	66.5 dB	61.0 dB	58.0 dB	55.6 dB	84.4 dB	
10/12/2022 14:22	65.6 dB	67.0 dB	61.5 dB	59.0 dB	56.5 dB	89.3 dB	
10/12/2022 15:22	62.6 dB	65.0 dB	60.5 dB	58.5 dB	56.6 dB	78.0 dB	
10/12/2022 16:22	63.7 dB	65.5 dB	61.0 dB	59.0 dB	56.5 dB	86.9 dB	
10/12/2022 17:22	67.6 dB	65.0 dB	61.0 dB	58.5 dB	56.1 dB	96.8 dB	
10/12/2022 18:22	61.6 dB	63.0 dB	60.0 dB	57.5 dB	55.7 dB	81.8 dB	
10/12/2022 19:22	68.9 dB	65.5 dB	60.0 dB	57.0 dB	54.7 dB	94.8 dB	
10/12/2022 20:22	61.7 dB	63.0 dB	58.5 dB	56.5 dB	54.8 dB	83.9 dB	
10/12/2022 21:22	59.2 dB	60.5 dB	57.0 dB	55.0 dB	52.8 dB	76.8 dB	
10/12/2022 22:22	59.0 dB	61.0 dB	57.0 dB	55.0 dB	53.3 dB	75.2 dB	
10/12/2022 23:22	60.7 dB	61.0 dB	56.0 dB	54.0 dB	52.7 dB	86.7 dB	
10/13/2022 0:22	58.9 dB	59.5 dB	55.0 dB	53.0 dB	51.8 dB	83.3 dB	
10/13/2022 1:22	59.8 dB	60.5 dB	53.5 dB	51.0 dB	48.9 dB	82.4 dB	
10/13/2022 2:22	58.2 dB	61.0 dB	53.0 dB	50.0 dB	48.4 dB	76.3 dB	
10/13/2022 3:22	61.3 dB	65.5 dB	54.0 dB	51.0 dB	48.5 dB	78.5 dB	
10/13/2022 4:22	61.1 dB	63.5 dB	56.0 dB	53.5 dB	51.9 dB	78.4 dB	
10/13/2022 5:22	70.4 dB	68.5 dB	61.0 dB	57.0 dB	54.0 dB	97.7 dB	
10/13/2022 6:22	63.3 dB	66.0 dB	60.5 dB	57.5 dB	55.3 dB	80.6 dB	

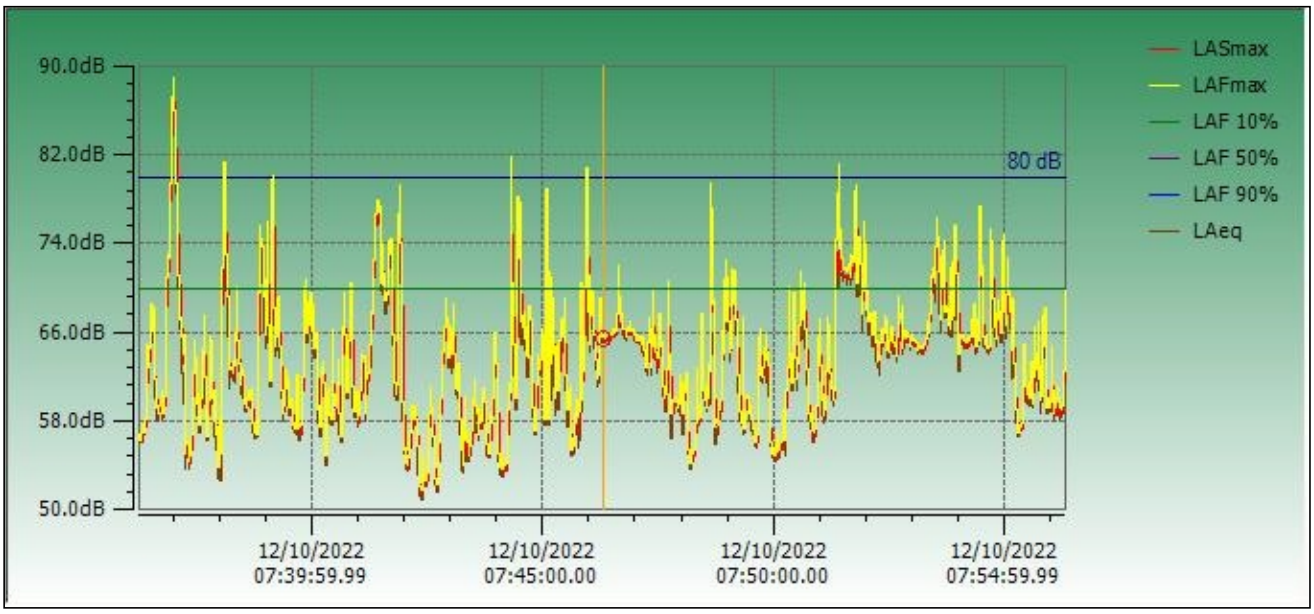
Instrument Model	**CEL-633C**		
Serial Number	5086866	LAS 10%	66.5 dB
LDN	0	LAS 50%	61 dB
LASmax	87 dB	LAS 90%	57.5 dB
LASmin	54.9 dB	Calibration (Before) Date	10/12/2022 4:35:09 PM
Start Date & Time	10/12/2022 4:35:53 PM	Calibration (After) Date	10/12/2022 5:42:35 PM
Duration	00:20:01 HH:MM:SS	Calibration Drift	0.2 dB
LAeq	65.1 dB	Battery Low	No
End Date & Time	10/12/2022 4:55:54 PM	Result	Cumulative
Notes			



Instrument Model	**CEL-633C**		
Serial Number	5086866	LAF 10%	70 dB
LDN	0	LAF 50%	61 dB
LASmax	82.8 dB	LAF 90%	55 dB
LASmin	51 dB	Calibration (Before) Date	10/12/2022 12:14:27 PM
Start Date & Time	10/12/2022 12:15:31 PM	Calibration (After) Date	10/12/2022 1:24:27 PM
Duration	00:20:02 HH:MM:SS	Calibration Drift	0.3 dB
LAeq	66.5 dB	Battery Low	No
End Date & Time	10/12/2022 12:35:33 PM	Result	Cumulative
Notes			

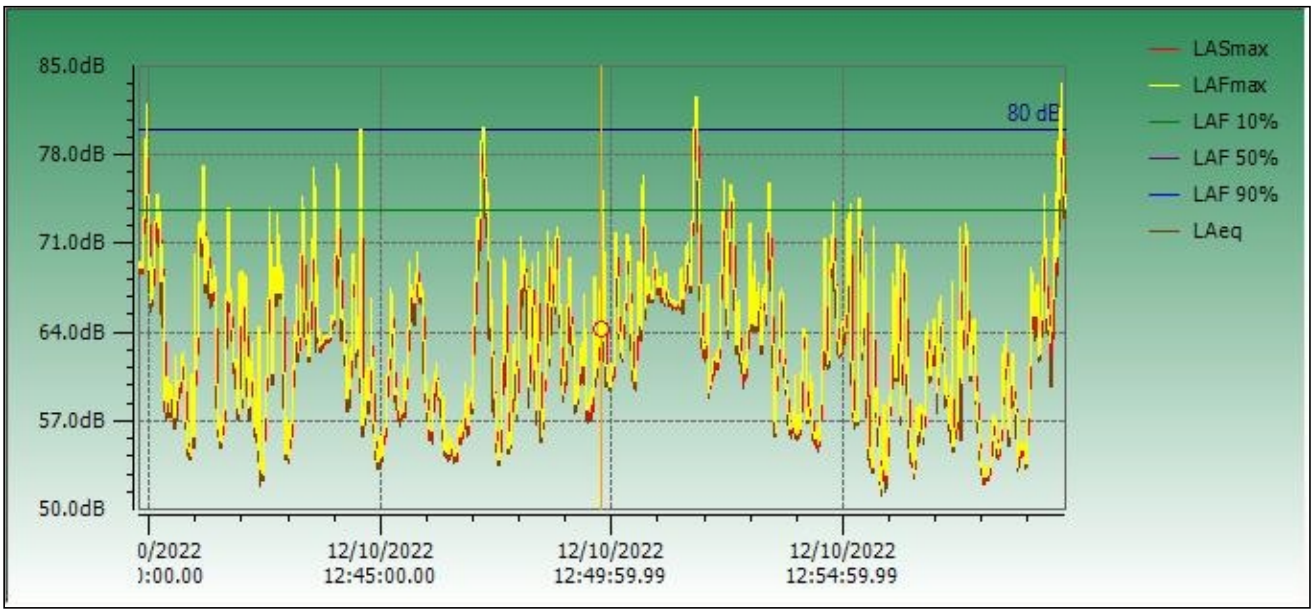


Instrument Model	**CEL-633C**		
Serial Number	5086866	LAF 10%	70 dB
LDN	0	LAF 50%	62.5 dB
LASmax	86.9 dB	LAF 90%	56.5 dB
LASmin	51 dB	Calibration (Before) Date	10/12/2022 7:35:00 AM
Start Date & Time	10/12/2022 7:36:15 AM	Calibration (After) Date	10/12/2022 8:44:01 AM
Duration	00:20:04 HH:MM:SS	Calibration Drift	-0.2 dB
LAeq	67.4 dB	Battery Low	No
End Date & Time	10/12/2022 7:56:19 AM	Result	Cumulative
Notes			

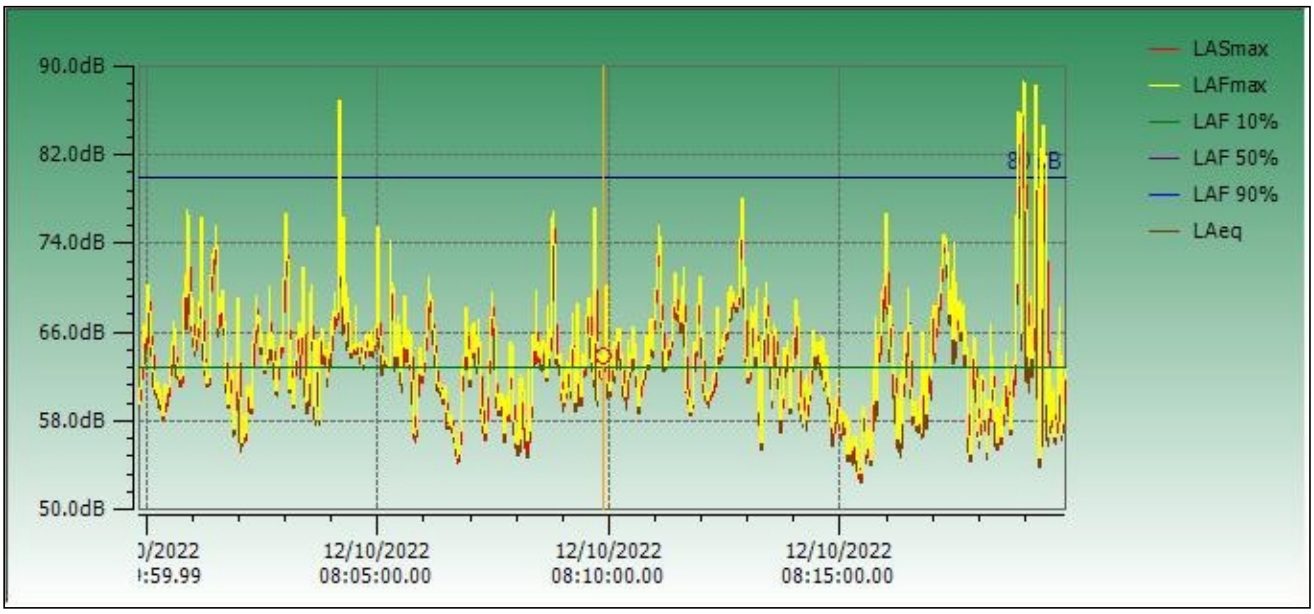


Instrument Model	**CEL-633C**
Serial Number	5086866
LDN	0
LASmax	81.7 dB
LASmin	51.7 dB
Start Date & Time	10/12/2022 12:39:47 PM
Duration	00:20:02 HH:MM:SS
LAeq	66.5 dB
End Date & Time	10/12/2022 12:59:49 PM
Notes	

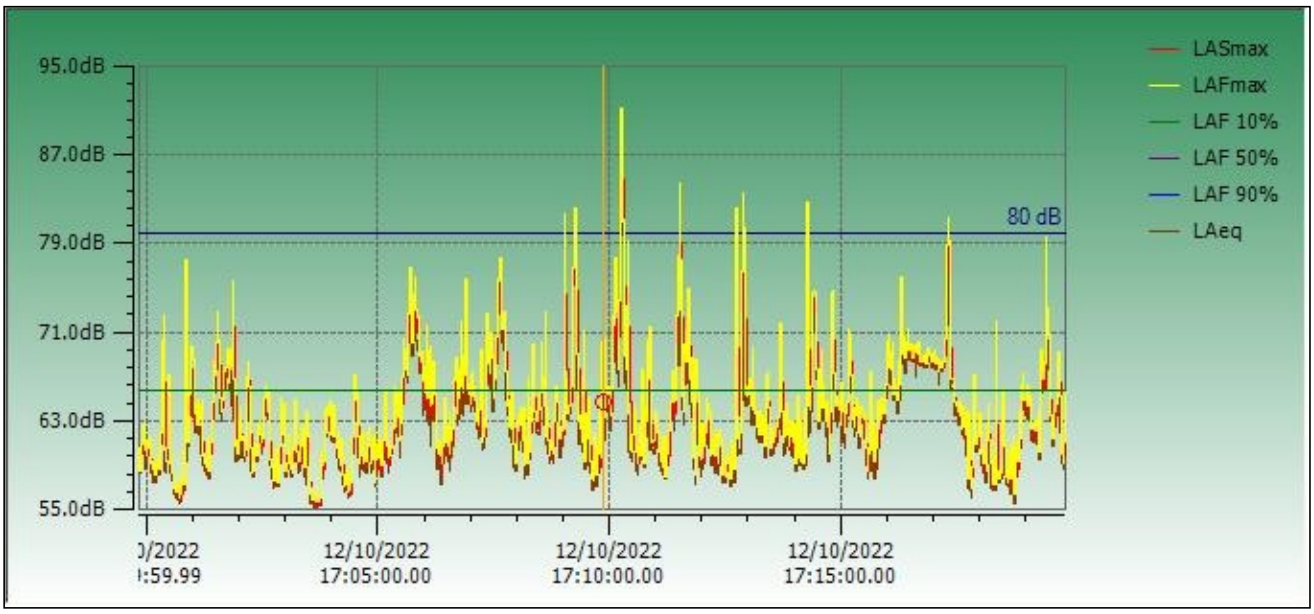
LAS	10%	69.5 dB
LAS	50%	62 dB
LAS	90%	55 dB
Calibration (Before) Date		10/12/2022 12:14:27 PM
Calibration (After) Date		10/12/2022 1:24:27 PM
Calibration Drift		0.3 dB
Battery Low		No
Result		Cumulative



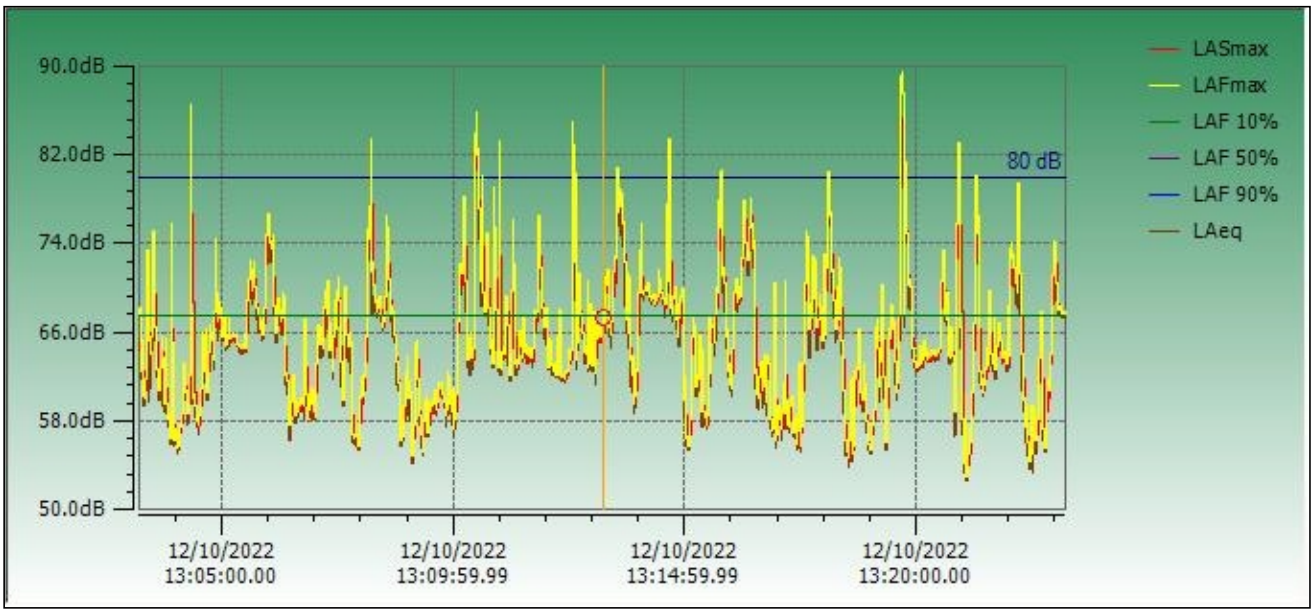
Instrument Model	**CEL-633C**		
Serial Number	5086866	LAF 10%	68.5 dB
LDN	0	LAF 50%	63 dB
LASmax	84 dB	LAF 90%	57.5 dB
LASmin	52.6 dB	Calibration (Before) Date	10/12/2022 7:35:00 AM
Start Date & Time	10/12/2022 7:59:50 AM	Calibration (After) Date	10/12/2022 8:44:01 AM
Duration	00:20:02 HH:MM:SS	Calibration Drift	-0.2 dB
LAeq	66.3 dB	Battery Low	No
End Date & Time	10/12/2022 8:19:52 AM	Result	Cumulative
Notes			



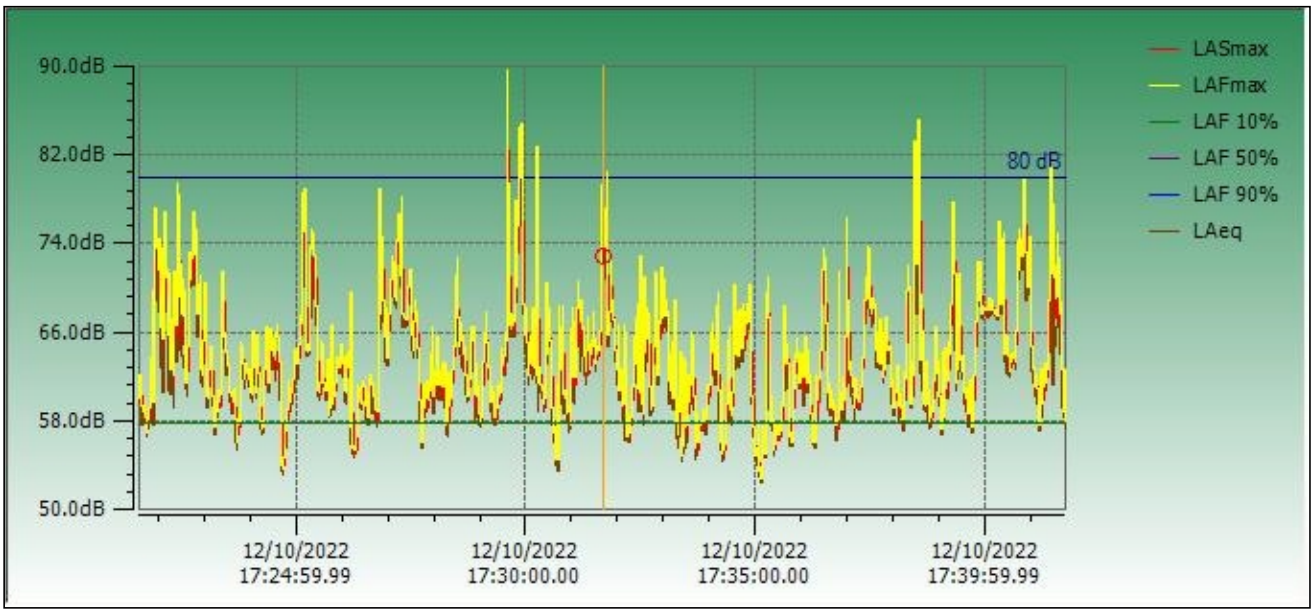
Instrument Model	**CEL-633C**		
Serial Number	5086866	LAF 10%	68.5 dB
LDN	0	LAF 50%	62 dB
LASmax	88.3 dB	LAF 90%	58.5 dB
LASmin	55.1 dB	Calibration (Before) Date	10/12/2022 4:35:09 PM
Start Date & Time	10/12/2022 4:59:50 PM	Calibration (After) Date	10/12/2022 5:42:35 PM
Duration	00:20:01 HH:MM:SS	Calibration Drift	0.2 dB
LAeq	67 dB	Battery Low	No
End Date & Time	10/12/2022 5:19:51 PM	Result	Cumulative
Notes			



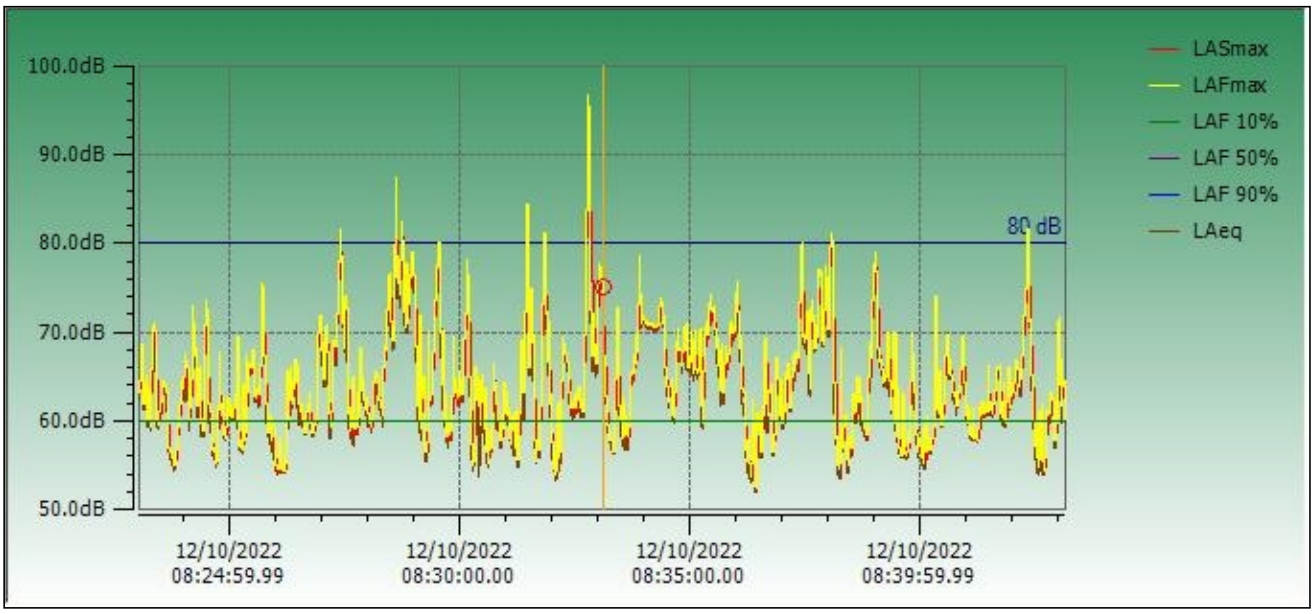
Instrument Model	**CEL-633C**		
Serial Number	5086866	LAS 10%	71.5 dB
LDN	0	LAS 50%	64 dB
LASmax	84.7 dB	LAS 90%	57.5 dB
LASmin	53.2 dB	Calibration (Before) Date	10/12/2022 12:14:27 PM
Start Date & Time	10/12/2022 1:03:12 PM	Calibration (After) Date	10/12/2022 1:24:27 PM
Duration	00:20:01 HH:MM:SS	Calibration Drift	0.3 dB
LAeq	68.3 dB	Battery Low	No
End Date & Time	10/12/2022 1:23:13 PM	Result	Cumulative
Notes			



Instrument Model	**CEL-633C**		
Serial Number	5086866	LAF 10%	69.5 dB
LDN	0	LAF 50%	62.5 dB
LASmax	83.3 dB	LAF 90%	57.5 dB
LASmin	52.7 dB	Calibration (Before) Date	10/12/2022 4:35:09 PM
Start Date & Time	10/12/2022 5:21:34 PM	Calibration (After) Date	10/12/2022 5:42:35 PM
Duration	00:20:11 HH:MM:SS	Calibration Drift	0.2 dB
LAeq	66.4 dB	Battery Low	No
End Date & Time	10/12/2022 5:41:45 PM	Result	Cumulative
Notes			



Instrument Model	**CEL-633C**		
Serial Number	5086866	LAF 10%	71.5 dB
LDN	0	LAF 50%	62.5 dB
LASmax	93 dB	LAF 90%	56.5 dB
LASmin	51.9 dB	Calibration (Before) Date	10/12/2022 7:35:00 AM
Start Date & Time	10/12/2022 8:23:03 AM	Calibration (After) Date	10/12/2022 8:44:01 AM
Duration	00:20:06 HH:MM:SS	Calibration Drift	-0.2 dB
LAeq	69.5 dB	Battery Low	No
End Date & Time	10/12/2022 8:43:09 AM	Result	Cumulative
Notes			



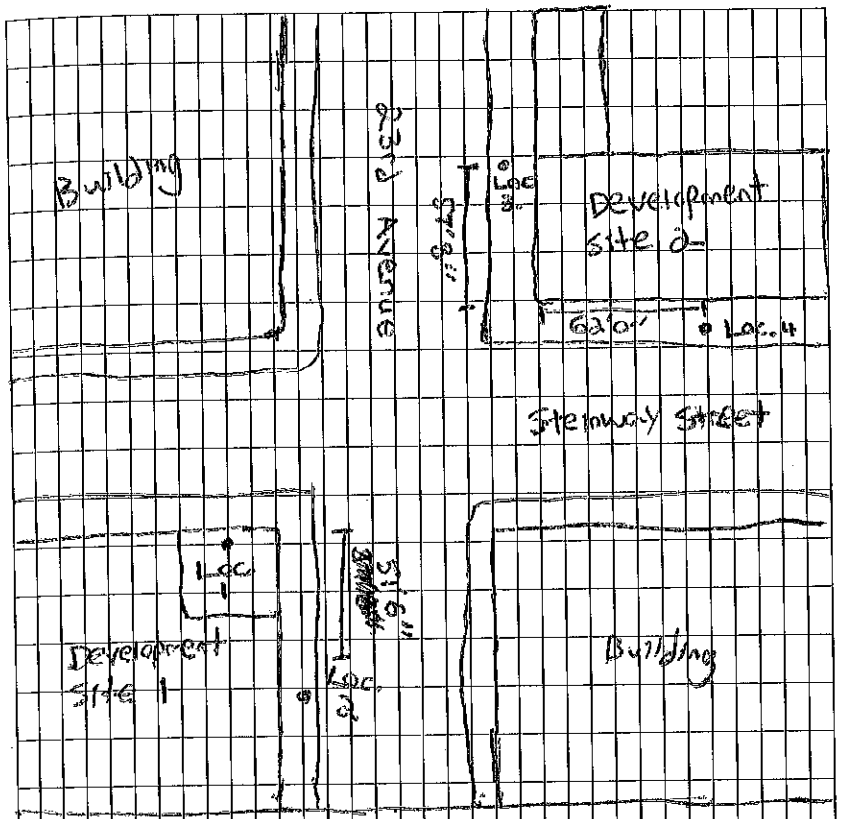
23-01 Steinway Street, Queens, NY

Personnel: CD
Weather: 50s, Sunny, light wind
Scope: CD Noise
Report: 5:15
Arrive: 6:40
- Met with Nick Efraim at 7:00.
- Location 1 set up on the roof of projected development site 1.
- Location 1 is 24-hr location.
- Location 1 started at 7:20.
- Pre-cal. for Location 1 at 7:18.
- 3 x 25-minute locations exterior at-grade.
- Location 2 pre-cal. at 7:34, started at 7:36.
- Location 3 started at 7:59.
- Location 4 started at 8:22, post cal. 8:43
- Site/Area photos and Air Texas Field Reconnaissance completed following the morning session.
- CD offsite at 10:25
- CD onsite at 11:57.
- Blowing leaves and taking out garbage at Location 2 at beginning of midday session, started at location 3.

- Location 3 started at 12:15.
- Location 2 started at 12:39.
- Location 4 started at 13:02, post-cal. 13:23
- CD Following Midday session, went up to the roof to check the 24-hr meter.
- The meter was still running.
- CD offsite 13:56
- CD onsite at 16:10
- Afternoon pre-cal. at 16:34
- Location 2 started at 16:35
- Location 3 started at 16:59
- Location 4 started at 17:21, post cal. at 17:42.
- Depart at 18:00.
- Arrive at 19:50.
- Back tomorrow for the 24-hr meter.

END OF DAY 1

Depart: 5:45
Arrive: 7:20
Scope: noise meter pickup
- Mic E from onsite at 8:08
- post cal. 24-hr meter at 8:11
- Depart: 8:25
- Arrive: 9:45



- Location 2: 7'2" away from projected development site 1.
- Location 3: 7'6" off of projected development site 2.
- Location 4: 6'3" off of development site 2.

FIELD SHEET COVER PAGE

Name of Project: 23-01 Steinway Rezoning

Project Address: 23-01 Steinway Street

Affected Area: Block 793, Lots 72, 73, 75, and p/o 171, Block 803, Lots 43, 45, and 46, Block 805, Lot 64 and p/o 61 and Block 795 Lots 1, 2, 3, and 61

Projected Development Sites: Projected Site 1 - Block 793, Lots 73, 75 (Applicant-Owned); Projected Site 2 - Block 805, Lots 61 and 64

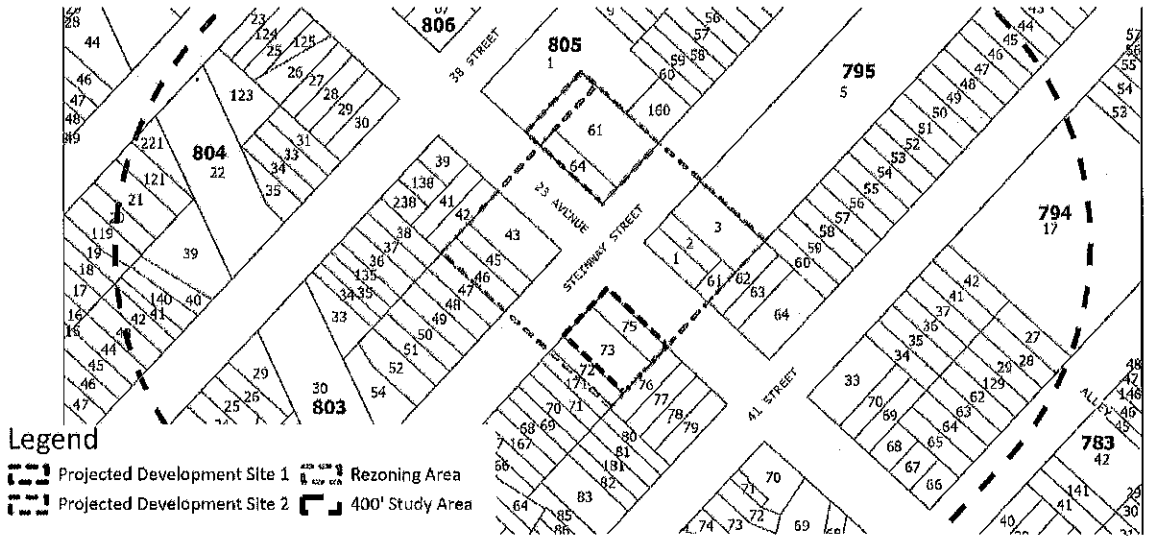
Date(s) of Field Work: 10/12-10/13

Personnel: Christian DiGennaro

Project Specific Scope of Work:

- 1 x 24 hour rooftop noise monitoring location
  - Location 1
- 3 x 20-minute noise monitoring locations exterior at-grade
- Site/Area Photos for Photokey (Landscape)
- Air Toxics Field Reconnaissance

Site Contact – Nick Efram 917-838-4119



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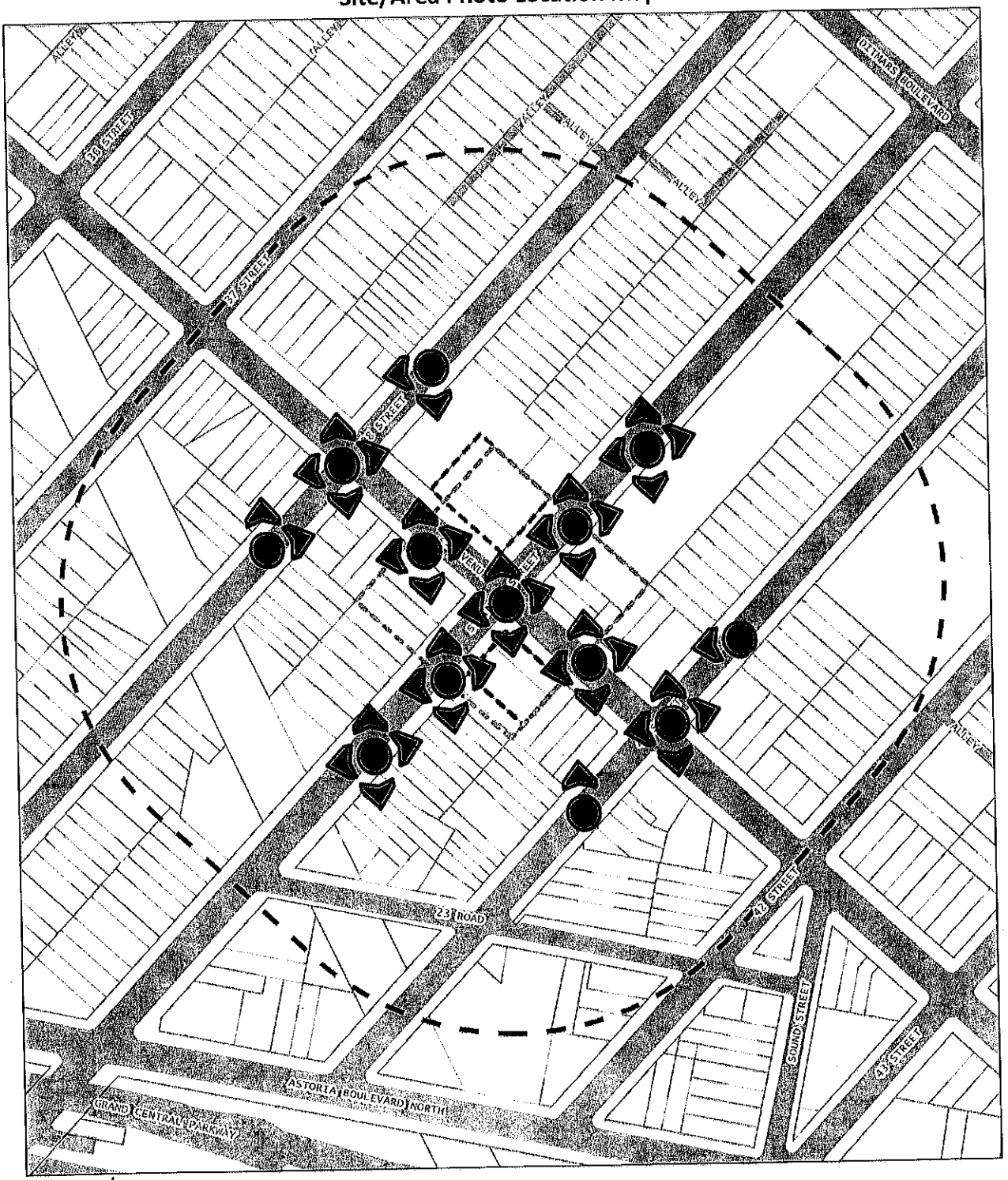
Steinway Rezoning
Field Notes

Area Photos – Landscape showing streetscape/buildings on either side looking generally north, south, east and west. Make sure to capture all views of and from the identified Sites/Affected Area

Site/Area Photo Location Map:


ALLEY
36 STREET
37 STREET
35 STREET
ALLEY
ALLEY
ALLEY

Steinway Rezoning
Field Notes

NOISE FIELD SHEET

I. Start of Noise Monitoring Day

Arrival Time: 6:40

Weather Conditions (temp, wind speed, precipitation):
50s, sunny
Were Photos Taken of Each Location? yes

**On a separate sheet of paper (field book) make a sketch of the noise meter locations and the distances to nearest wall, fence, building, or other solid surfaces.*

II. Morning Session 7:00 AM – 9:00 AM

Meter Type: CASELLA Meter Serial #: 5086866 Meter Location: 2, 3, 4
Meter Type: CASELLA Meter Serial #: 2670911 Meter Location: 1

Before Measurement:

Meter Serial #: 5086866 Time: 7:34 Calibration Passed at 114 dB? yes
Meter Serial #: 2670911 Time: 7:18 Calibration Passed at 114 dB? yes

After Measurement:

Meter Serial #: 5086866 Time: 8:43 Calibration Passed at 114 dB? yes
Meter Serial #: 2670911 Time: 8:11 10/13 Calibration Passed at 114 dB? yes

Location #	Start Time	End Time
2	7:36	7:56
3	7:59	8:19
4	8:22	8:42
1	7:22 10/12	7:22 10/13

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Steinway Rezoning
Field Notes

Location #	Car	SUV	Medium Truck	Heavy Truck	Bus	Train
2	39	112	5	2	2	0
3	41	127	3	1	3	0
4	29	80	15	6	5	0

Noise Source: please note any loud noises here and time (sirens, garbage truck, etc):
Several car honks at 7:44, and a loud motorcycle at 7:51. Backhoe at 8:08 and 8:36; another motorcycle at 8:32.

III. Midday Session 12:00 PM – 1:30 PM

Meter Type: CASELLA Meter Serial #: 5086866 Meter Location: 2, 3, 4
Meter Type: Meter Serial #: Meter Location:

Before Measurement:

Meter Serial #: 5086866 Time: 12:14 Calibration Passed at 114 dB? yes
Meter Serial #: Time: Calibration Passed at 114 dB?

After Measurement:

Meter Serial #: 5086866 Time: 13:23 Calibration Passed at 114 dB? yes
Meter Serial #: Time: Calibration Passed at 114 dB?

Location #	Start Time	End Time
3	12:15	12:35
2	12:39	12:59
4	13:02	13:22

Location #	Car	SUV	Medium Truck	Heavy Truck	Bus	Train
3	40	98	5	1	0	0
2	33	79	5	1	0	0
4	34	80	19	9	2	0

Noise Source: please note any loud noises here and time (sirens, garbage truck, etc):
Loud car at 12:27; honks at 12:44 and 13:04; loud heavy truck at 12:59.

IV. Evening Session 4:30 PM – 6:00 PM

Meter Type: CASELLA Meter Serial #: 5086866 Meter Location: 2, 3, 4
Meter Type: Meter Serial #: Meter Location:

Before Measurement:

Meter Serial #: 5086866 Time: 16:34 Calibration Passed at 114 dB? yes
Meter Serial #: Time: Calibration Passed at 114 dB?

After Measurement:

Meter Serial #: 5086866 Time: 17:42 Calibration Passed at 114 dB? yes
Meter Serial #: Time: Calibration Passed at 114 dB?

Noise Source: please note any loud noises here and time (sirens, garbage truck, etc):
Honks at 17:00, 17:12, and 17:14; loud motorcycles at 17:10 and 17:29; loud car at 16:42.

V. End of Noise Monitoring Day

- Please return all noise meters to their cases.
- Do not return dead batteries to the cases, throw them out.
- Did you take photos? (Y)
- Did you complete the site sketch? (Y)
- If a meter(s) was rented, please scan in calibration documents.

Anything of note/concern for the day:
Location 1 (24-hr meter) started at 7:22.

Departure Time: 18:00

Evening session:

Location	start time	End time
2	16:35	16:55
3	16:59	17:19
4	17:21	17:41

Location	car	SUV	med. truck	Heavy truck	BUS	Train
2	49	104	1	0	0	0
3	62	105	2	0	1	0
4	59	76	7	1	3	0

Noise Monitoring Location Map



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817 Avenue H Rezoning
Field Notes

AIR TOXICS FIELD SHEET

1. Confirm uses and photo document the sites identified below (keyed in Air Toxics Map on next sheet).

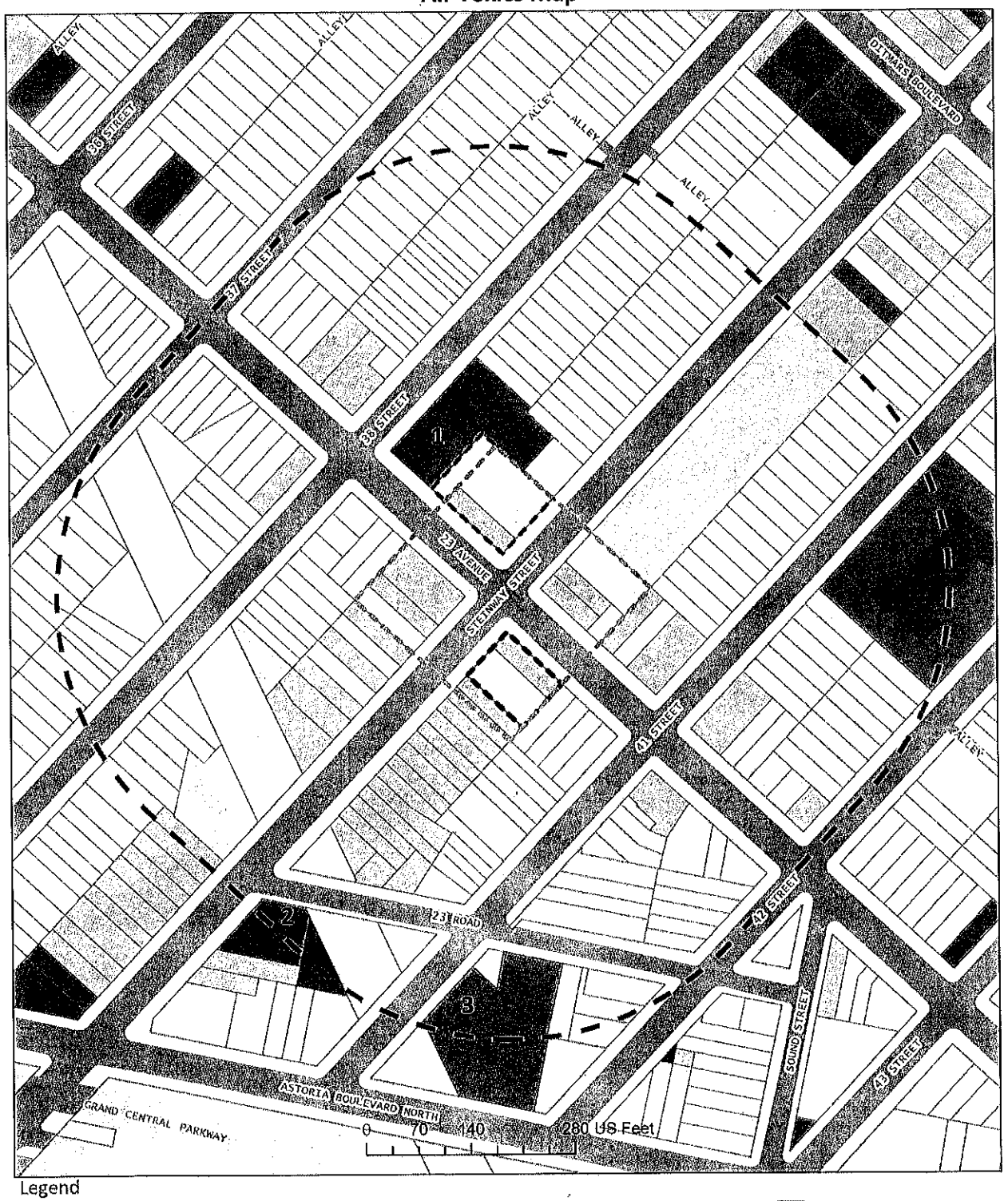
Site ID	Block	Lot	Address	Application #	Expired	Use based on Field Reconnaissance
1	805	61	38-03 23rd Avenue	PB034306	No	Jon's Auto Body, Astoria sound works
2	793	42	23-53 Steinway Street	NA	NA	wholesale and retail of fixtures and appliances M&S cabinets Distributors corp.
3*	792	30	23-43 41 Street & 41-17 Astoria Blvd	PA011088	Yes	Safeguard self storage

*Document 23rd and 41st Street frontages

2. Are any sites within the 400' study area shown in the below Figure operating uses with potential industrial emissions? No

   a. If yes, list by observed use, block, lot, and address

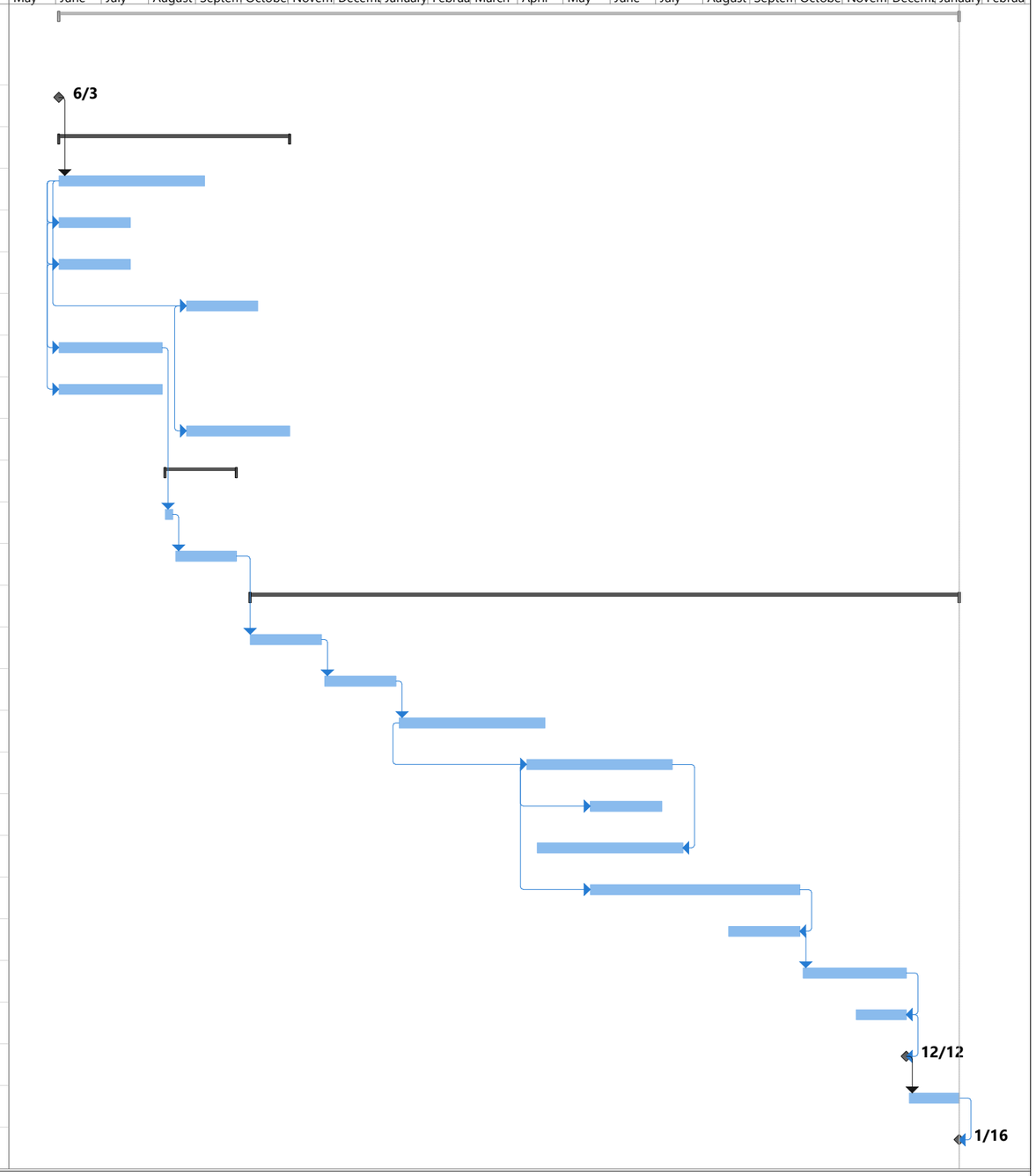
Air Toxics Map



APPENDIX E

CONSTRUCTION SCHEDULE

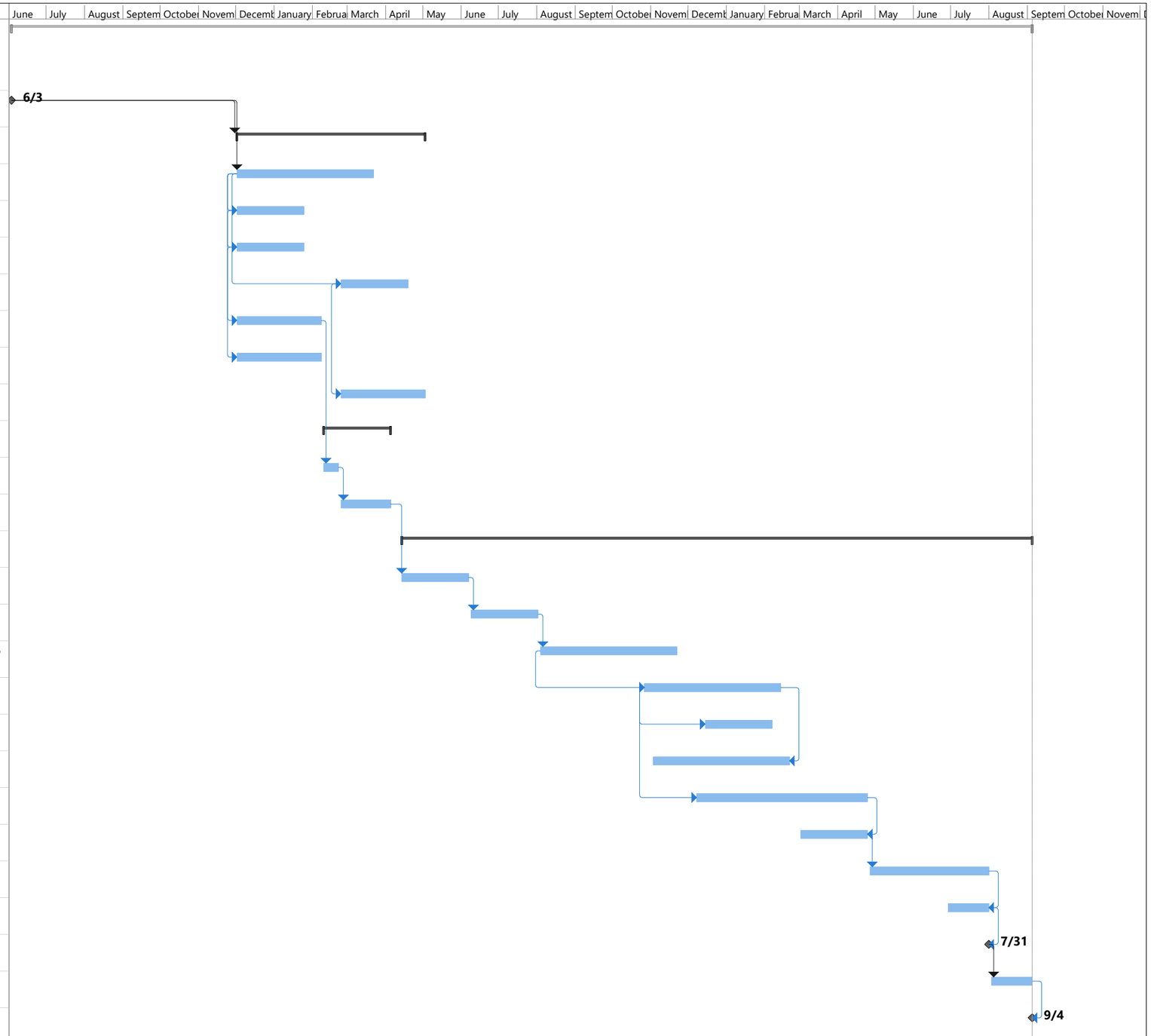
ID	Task Name	Duration	Start	Finish	Predecessors	Resource Names
0	**Projected Development Site 1 Construction Schedule**	**425 days**	**6/3/2024**	**1/16/2026**		
1	ULURP Approvals	0 days	6/3/2024	6/3/2024		
2	**Pre Construction Activities**	**110 days**	**6/3/2024**	**11/1/2024**		
3	Schematic - Construction Documents	70 days	6/3/2024	9/6/2024	1	
4	BID & Award - Demolition	35 days	6/3/2024	7/19/2024	3SS	
5	BID & Award - Foundation	35 days	6/3/2024	7/19/2024	3SS	
6	BID & Award - Full Building	35 days	8/26/2024	10/11/2024	3SS+60 days	
7	DOB Approval - Demolition	50 days	6/3/2024	8/9/2024	4SS	
8	DOB Approval - Foundation	50 days	6/3/2024	8/9/2024	5SS	
9	DOB Approval - Full Building	50 days	8/26/2024	11/1/2024	6SS	
10	**Demolition and Site Clearance**	**35 days**	**8/12/2024**	**9/27/2024**		
11	Mobilization/ Building Protection/Temp Facilit	5 days	8/12/2024	8/16/2024	7	
12	Demolition & Site Clearing	30 days	8/19/2024	9/27/2024	11	
13	**Construction**	**335 days**	**10/7/2024**	**1/16/2026**		
14	Excavation and Support of Excavation	35 days	10/7/2024	11/22/2024	12FS+5 days	
15	Foundation	35 days	11/25/2024	1/10/2025	14	
16	Superstructure	70 days	1/13/2025	4/18/2025	15	
17	Façade Enclosure	70 days	4/7/2025	7/11/2025	16SS+60 days	
18	Roofing and Waterproofing	35 days	5/19/2025	7/4/2025	17SS+30 days	
19	Elevator	70 days	4/14/2025	7/18/2025	17FF+5 days	
20	Interior Core and Shell	100 days	5/19/2025	10/3/2025	17SS+30 days	
21	DOB Inspection Core and Shell	35 days	8/18/2025	10/3/2025	20FF	
22	Interior Finishes & Fitout	50 days	10/6/2025	12/12/2025	21	
23	Fire Inspection Approval	25 days	11/10/2025	12/12/2025	22FF	
24	Obtain TCO	0 days	12/12/2025	12/12/2025	23FF	
25	Final Punchlist & Cleaning	25 days	12/15/2025	1/16/2026	24	
26	Certificate of Occupancy	0 days	1/16/2026	1/16/2026	25FF	



Project: Projected Developmen
Date: 12/1/2022

Task	Project Summary	Manual Task	Start-only	Deadline
Split	Inactive Task	Duration-only	Finish-only	Progress
Milestone	Inactive Milestone	Manual Summary Rollup	External Tasks	Manual Progress
Summary	Inactive Summary	Manual Summary	External Milestone

ID	Task Name	Duration	Start	Finish
0	**Projected Development Site 2 Construction Schedule**	**590 days**	**6/3/2024**	**9/4/2026**
1	ULURP Approvals	0 days	6/3/2024	6/3/2024
2	**Pre Construction Activities**	**110 days**	**12/2/2024**	**5/2/2025**
3	Schematic - Construction Documents	80 days	12/2/2024	3/21/2025
4	BID & Award - Demolition	40 days	12/2/2024	1/24/2025
5	BID & Award - Foundation	40 days	12/2/2024	1/24/2025
6	BID & Award - Full Building	40 days	2/24/2025	4/18/2025
7	DOB Approval - Demolition	50 days	12/2/2024	2/7/2025
8	DOB Approval - Foundation	50 days	12/2/2024	2/7/2025
9	DOB Approval - Full Building	50 days	2/24/2025	5/2/2025
10	**Demolition and Site Clearance**	**40 days**	**2/10/2025**	**4/4/2025**
11	Mobilization/ Building Protection/Temp Facilit	10 days	2/10/2025	2/21/2025
12	Demolition & Site Clearing	30 days	2/24/2025	4/4/2025
13	**Construction**	**365 days**	**4/14/2025**	**9/4/2026**
14	Excavation and Support of Excavation	40 days	4/14/2025	6/6/2025
15	Foundation	40 days	6/9/2025	8/1/2025
16	Superstructure	80 days	8/4/2025	11/21/2025
17	Façade Enclosure	80 days	10/27/2025	2/13/2026
18	Roofing and Waterproofing	40 days	12/15/2025	2/6/2026
19	Elevator	80 days	11/3/2025	2/20/2026
20	Interior Core and Shell	100 days	12/8/2025	4/24/2026
21	DOB Inspection Core and Shell	40 days	3/2/2026	4/24/2026
22	Interior Finishes & Fitout	70 days	4/27/2026	7/31/2026
23	Fire Inspection Approval	25 days	6/29/2026	7/31/2026
24	Obtain TCO	0 days	7/31/2026	7/31/2026
25	Final Punchlist & Cleaning	25 days	8/3/2026	9/4/2026
26	Certificate of Occupancy	0 days	9/4/2026	9/4/2026



Project: Projected Developmen
Date: 12/1/2022

Task	Summary	Inactive Milestone	Duration-only	Start-only	External Milestone	Manual Progress	
Split	Project Summary	Inactive Summary	Manual Summary Rollup	Finish-only	Deadline		
Milestone	Inactive Task	Manual Task	Manual Summary	External Tasks	Progress		