

equity environmental engineering
A Division of GZA

21-17 37TH AVENUE REZONING

Environmental Assessment Statement (EAS) and Supplemental Studies to the EAS

CEQR No: 23DCP060Q

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

Prepared for:
21-17 37th Ave. LLC

Prepared by:
Equity Environmental Engineering
a *Division of GZA*
104 W 29th St, New York, NY 10001
55 Lane Road | Fairfield, NJ 07004

Location:
Block 348
Lots 1, 2, p/o 6, and p/o 35
Queens Community District 1
Queens, New York 11101

Date Submitted:
Septmeber, 2023

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* 21-17 37th Avenue Rezoning

3. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
23DCP060Q	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
230306ZMQ	

4a. *Lead Agency Information*			**4b. *Applicant Information***		
NAME OF LEAD AGENCY			NAME OF APPLICANT		
New York City Department of City Planning			21-17 37th Ave. LLC		
NAME OF LEAD AGENCY CONTACT PERSON			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON		
Stephanie Shellooe, AICP Director of Environmental Assessment and Review Division			Amber Kartalyan, Equity Environmental Engineering		
ADDRESS 120 Broadway, 31st Floor			ADDRESS 500 International Drive, Suite 150		
CITY New York	STATE NY	ZIP 10271	CITY Mount Olive	STATE NJ	ZIP 07828
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5. *Project Description*

The Applicant, 21-17 37th Ave. LLC, requests the approval of a zoning map amendment from an M1-1 zoning district to an M1-5 zoning district (the "Proposed Action") to rezone Queens Block 348, Lots 1, 2, p/o 6, and p/o 35 (the "Affected Area"). The Proposed Action would facilitate the development of a new 7-story plus cellar and sub-cellar, 113-foot-10-inch-tall light manufacturing and commercial building at Projected Development Site 1 (Block 348, Lot 2) in the Ravenswood neighborhood of Queens, Community District 1. The proposed building would contain approximately 119,854 gross square feet (84,475 zoning square feet; 4.97 FAR), including 22,242 GSF (21,386 ZSF; 1.26 FAR) of commercial uses (UG 6, local retail stores and commercial offices), 65,612 GSF (63,088 ZSF; 3.71 FAR) of light manufacturing uses (UG 17), and 32,000 GSF of accessory parking area containing 58 spaces.

The Proposed Action is a discretionary action subject to environmental review. The NYC Department of City Planning shall be the lead agency on behalf of the City Planning Commission for environmental review under CEQR.

Project Location

BOROUGH Queens	COMMUNITY DISTRICT(S) 1	STREET ADDRESS 21-17 37th Avenue
TAX BLOCK(S) AND LOT(S) Block 348, Lots 1, 2, p/o 6, and p/o 35		ZIP CODE 11101
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS The Project Area is bounded by 36th Avenue to the north, 22nd Street to the east, 37th Avenue to the south, and 21st Street to the west.		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY M1-1		ZONING SECTIONAL MAP NUMBER 9b

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

Other City Approvals Not Subject to CEQR (check all that apply)
☐ PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)
☐ LANDMARKS PRESERVATION COMMISSION APPROVAL
☐ OTHER, explain:

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

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

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

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

Physical Setting (both developed and undeveloped areas)
Total directly affected area (sq. ft.): 20,023
Waterbody area (sq. ft) and type:
Roads, buildings, and other paved surfaces (sq. ft.):
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): 119,854
NUMBER OF BUILDINGS: 1
GROSS FLOOR AREA OF EACH BUILDING (sq. ft.):
HEIGHT OF EACH BUILDING (ft.): 113'-10"
NUMBER OF STORIES OF EACH BUILDING: 7

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: 16,984
The total square feet not owned or controlled by the applicant: 3,039

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: 16,984 sq. ft. (width x length)
VOLUME OF DISTURBANCE: 169,840 cubic ft. (width x length x depth)
AREA OF PERMANENT DISTURBANCE: 16,984 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.)		22,242		65,612
Type (*e.g.,* retail, office, school)	units	Local Retail; Commercial Office		Light Manufacturing

Does the proposed project increase the population of residents and/or on-site workers? ☒ YES ☐ NO
If "yes," please specify:
NUMBER OF ADDITIONAL RESIDENTS:
NUMBER OF ADDITIONAL WORKERS: 119
Provide a brief explanation of how these numbers were determined: 3 employees per 1,000 SF for local retail; 1 employee per 250 SF for commercial office; 1 employee per 1,000 SF light manufacturing space.

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: 18

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

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: Factoring the technical and environmental review process of 18 to 24 months, with an approximately 6-month public review process, and an approximately 18-month construction schedule.

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

☐ RESIDENTIAL ☒ MANUFACTURING ☒ COMMERCIAL ☐ PARK/FOREST/OPEN SPACE ☒ OTHER, specify: Transportation and Utility

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 EAS Chapter 2.3		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	☒	☐
(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:	☐	☒
(j) Based on the Phase I Assessment, is a Phase II Investigation needed?	☒	☐
10. *WATER AND SEWER INFRASTRUCTURE*: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	☐	☒
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 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?	☐	☒
(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?	☐	☒

	YES	NO
(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): 18,530 = (55 * 13) + (25 * 79) + (66 * 240)		
○ 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): 41,179,676.20 = (65,612 * 554.3) + (22,242 * 216.3)		
(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)	☐	☒
(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		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality;	☒	☐

	YES	NO
noise that preclude the potential for significant adverse impacts?		
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; 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. See EAS Chapter 2.9		
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	☒	☐
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary. See EAS Chapter 2.10		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
○ Construction activities lasting longer than two years?	☐	☒
○ Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☐	☒
○ Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☐	☒
○ Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☐	☒
○ The operation of several pieces of diesel equipment in a single location at peak construction?	☐	☒
○ Closure of a community facility or disruption in its services?	☐	☒
○ Activities within 400 feet of a historic or cultural resource?	☐	☒
○ Disturbance of a site containing or adjacent to a site containing natural resources?	☐	☒
○ Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	☐	☒
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination.		

20. *APPLICANT'S CERTIFICATION*

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

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

APPLICANT/REPRESENTATIVE NAME	DATE
Amber Kartalyan	6/13/2023

SIGNATURE Amber Kartalyan

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

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

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

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

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

2. Are there any aspects of the project relevant to the determination of whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? ☐ YES ☒ NO

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

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

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

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

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

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

TITLE	LEAD AGENCY
Deputy Director, Environmental Assessment and Review Division	City Planning Commission
NAME	DATE
Evren Ulker-Kacar, AICP	September 8, 2023

SIGNATURE



NEGATIVE DECLARATION

Statement of No Significant Effect

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

Reasons Supporting this Determination

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

Land Use, Zoning, and Public Policy

A detailed analysis of land use, zoning, and public policy is included in this EAS. The Applicant, 21-17 37th Ave. LLC, is seeking a zoning map amendment to rezone Queens Block 348, Lots 1, 2, p/o 6, and p/o 35 (the "Affected Area") from an M1-1 zoning district to an M1-5 zoning district (the "Proposed Action"). The Proposed Action would facilitate the development of the proposed project -- a new seven-story plus cellar and sub-cellar, 113-foot-10-inch-tall light manufacturing and commercial building at 31-17 37th Avenue (Block 348, Lot 2; "Projected Development Site 1"), in the Ravenswood neighborhood of Queens, Community District 1. The proposed building would contain approximately 119,854 gross square feet (gsf), including 22,242 gsf of commercial uses (UG 6, local retail stores and commercial offices), 65,612 gsf of light manufacturing uses, and 32,000 gsf of accessory parking area containing 58 spaces. The ground floor would be used for local retail while the second floor through the fifth floor would be occupied by light manufacturing uses and the sixth and seventh floors would be occupied by commercial office. The Proposed Action is anticipated to result in the redevelopment of an underutilized site with a mixed light manufacturing and commercial building that would be compatible with surrounding uses. The proposed zoning district would allow for an increase the density of development over the No Action scenario that would not be inconsistent with the nearby low-to-medium-density zoning districts including the adjacent M1-3 district. The Proposed Project would introduce new jobs and space suitable for light manufacturing uses, which would be supportive of public policies applicable to Projected Development Site 1, including the Industrial Business Zone program. The analysis concludes that the Proposed Action would not result in significant adverse impacts to land use, zoning, or public policy and further assessment is not warranted.

Shadows

A detailed analysis related to shadows is included in this EAS. Projected Development Site 1 would cast incremental shadow on portions of a publicly accessible open space, Sixteen Oaks Grove, ranging from 28 minutes on the March 21/September 21 analysis date, to up to 2 hours and 8 minutes on the June 21 analysis period. Incremental shadow from the Proposed Development also would affect portions of the P.S. 111 Jacob Blackwell School playground on the May 6/ August 6 and June 21 analysis dates for up to 22 minutes. The analysis demonstrates that the duration of project-generated shadows would be limited in size and duration, and would not affect the vegetation or usability of these open space resources. All of the affected resources would continue to receive substantial direct sunlight throughout the representative analysis days and public utilization or enjoyment of the resources' sunlight-sensitive features would not be adversely affected. Vegetation in the affected resources would continue to receive adequate sunlight, which is a minimum of six to eight hours during the growing season. The analysis concludes that the Proposed Action would not result in significant adverse shadow impacts and further assessment is not warranted.

Hazardous Materials, Air Quality, and Noise

An (E) designation (E-718) related to hazardous materials, air quality, and noise would be established as part of the approval of the Proposed Action. Refer to "Determination of Significance Appendix: (E) designation" for the applicable (E) designation requirements. The hazardous materials, air quality, and noise analyses conclude that with the (E) designation in place, the Proposed Action would not result in a significant adverse impact related to hazardous materials, air quality, or noise.

No other significant effects upon the environment that would require the preparation of a Draft Environmental Impact Statement are foreseeable. This Negative Declaration has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law (SEQRA). Should you have any questions pertaining to this Negative Declaration, you may contact Stacey Barron, AICP at sbarron@planning.nyc.gov.

TITLE Deputy Director, Environmental Assessment and Review Division	LEAD AGENCY Department of City Planning on behalf of the City Planning Commission 120 Broadway, 31st Fl. New York, NY 10271 | 212.720.3493
NAME Evren Ulker-Kacar, AICP	DATE 9/8/2023
SIGNATURE Evren Ulker Kacar	
TITLE Chair, City Planning Commission	
NAME Daniel R. Garodnick	DATE 9/11/2023
SIGNATURE	

Project Name: 21-17 37th Avenue Rezoning
CEQR # 23DCP060Q
SEQRA Classification: Unlisted

Determination of Significance Appendix

The Proposed Action was determined to have the potential to result in changes to development on the following site:

Development Site	Borough	Block and Lot
Projected Development Site 1	Queens	Block 348, Lot 2

(E) Designation Requirements

To ensure that the Proposed Action would not result in significant adverse impacts related to hazardous materials, air quality, and noise an (E) designation (**E-718**) would be established as part of approval of the Proposed Action on **Projected Development Site 1** as described below:

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

Hazardous Materials

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

Task 1-Sampling Protocol

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

Task 2-Remediation Determination and Protocol

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

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

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

Project Name: 21-17 37th Avenue Rezoning
CEQR # 23DCP060Q
SEQRA Classification: Unlisted

Air Quality

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

Projected Development Site 1: *To preclude any potential significant adverse air quality impacts from light industrial uses, special features that go beyond the normal construction practices must be installed at this site.*

(a) A licensed architect or engineer must certify with the Department of Buildings, and provide proof of filing to OER, that the manufacturing use on the above-referenced property will adhere to the following restrictions:

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

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

(b) The emission stack of the proposed light industrial/manufacturing uses developed pursuant to Section 74-962 of the Zoning Resolution of the City of New York must be located at the building's highest tier and at least 117 feet above grade.

(c) Install an odor/vapor barrier and a modified mechanical ventilation system.

(i) The mechanical ventilation prevention system will be comprised of a mechanical ventilation system designed to operate in parallel and separate from the mechanical ventilation system of the retail and commercial office, providing fresh air to, and exhaust from, the light industrial floors (second through fifth floors), with vents running above the roof line of the highest floor (seventh floor).

(ii) An odor/vapor barrier will be installed at the structural slab and/or partition walls separating the manufacturing and retail and commercial office spaces eliminating vapor exchange across interior partitions.

Noise

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

Projected Development Site 1: *In order to ensure an acceptable interior noise environment, future commercial office uses must provide a closed-window condition with a minimum of 23 dB(A) window/wall attenuation on the western façade facing 21st Street, the southern façade facing 37th Avenue within 50 feet of the western lot line of Lot 2, and the northern façade within 50 feet of the western lot line of Lot 2 to maintain an interior noise level not greater than 50 dB(A) for commercial office uses as illustrated in the EAS. To maintain a closed-window condition, an alternate means of ventilation must be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning.*

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Appendicies

Appendix A: Agency Correspondence

Appendix B: Illustrative Architectural Drawings

Appendix C: Noise Backup Data

Appendix D: Air Quality Backup Data

Appendix E: Phase 1 ESA

Figure 1.1-1: Site Location Map

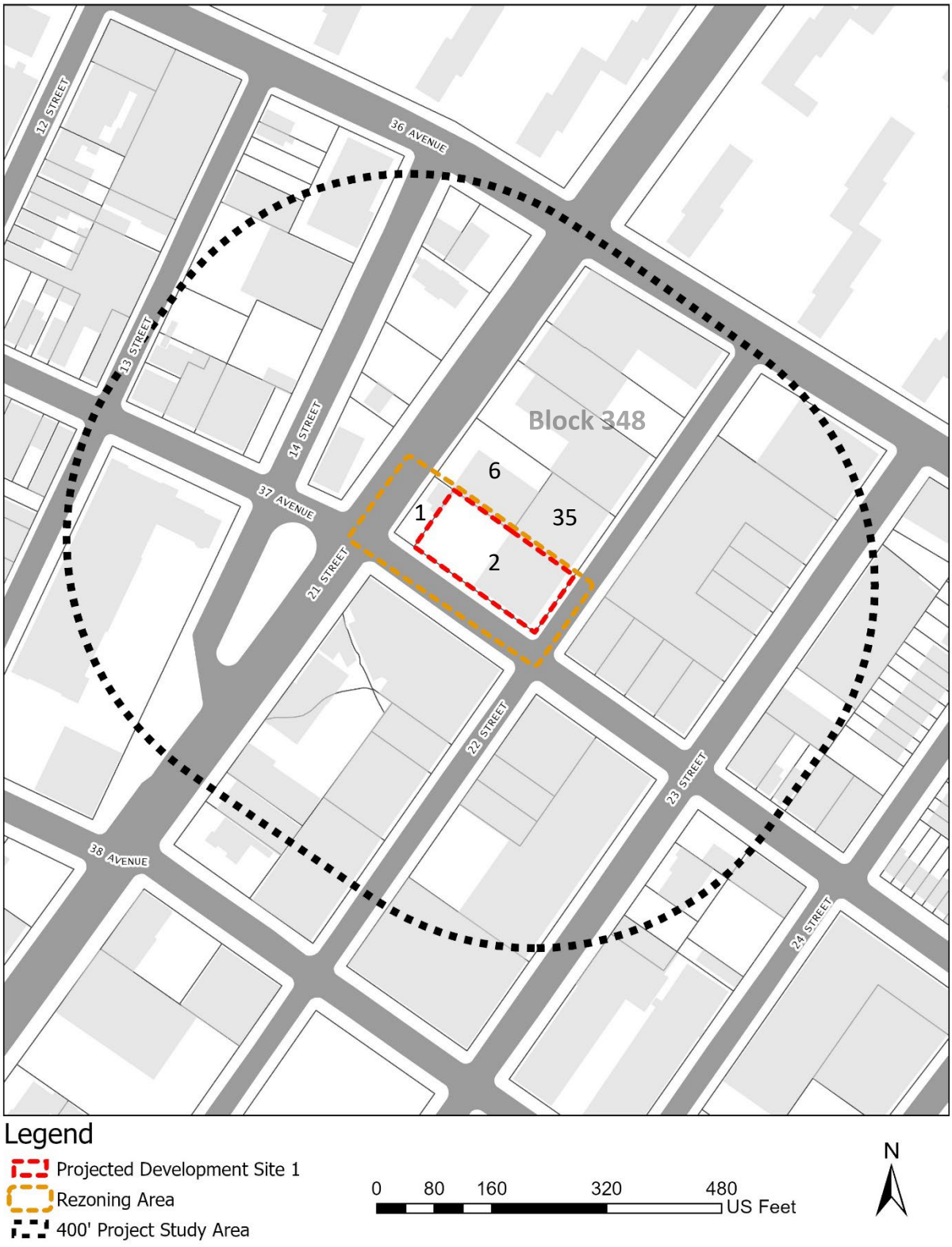


Figure 1.1-2: Existing Land Use Map



Figure 1.1-3: Zoning Sectional Map

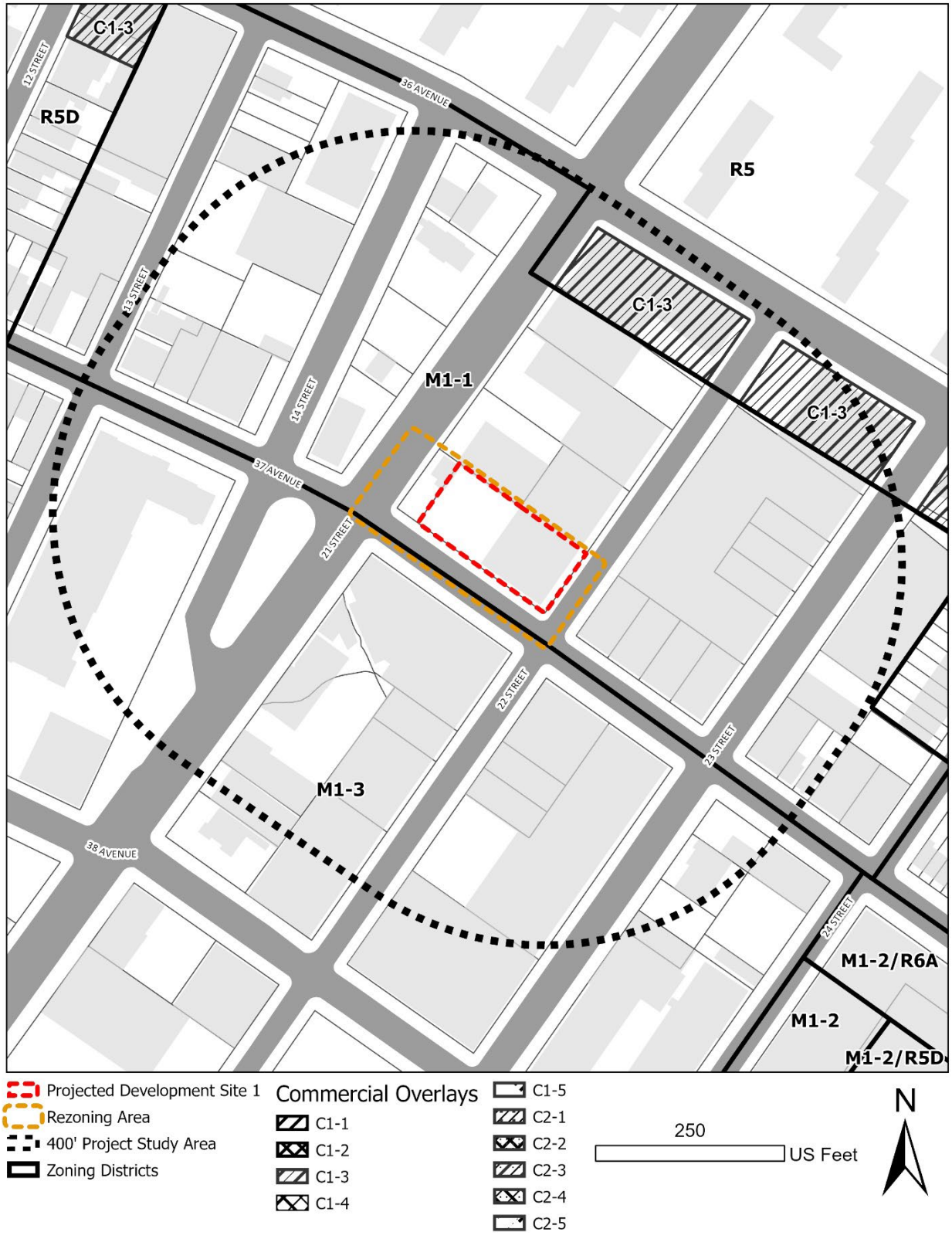
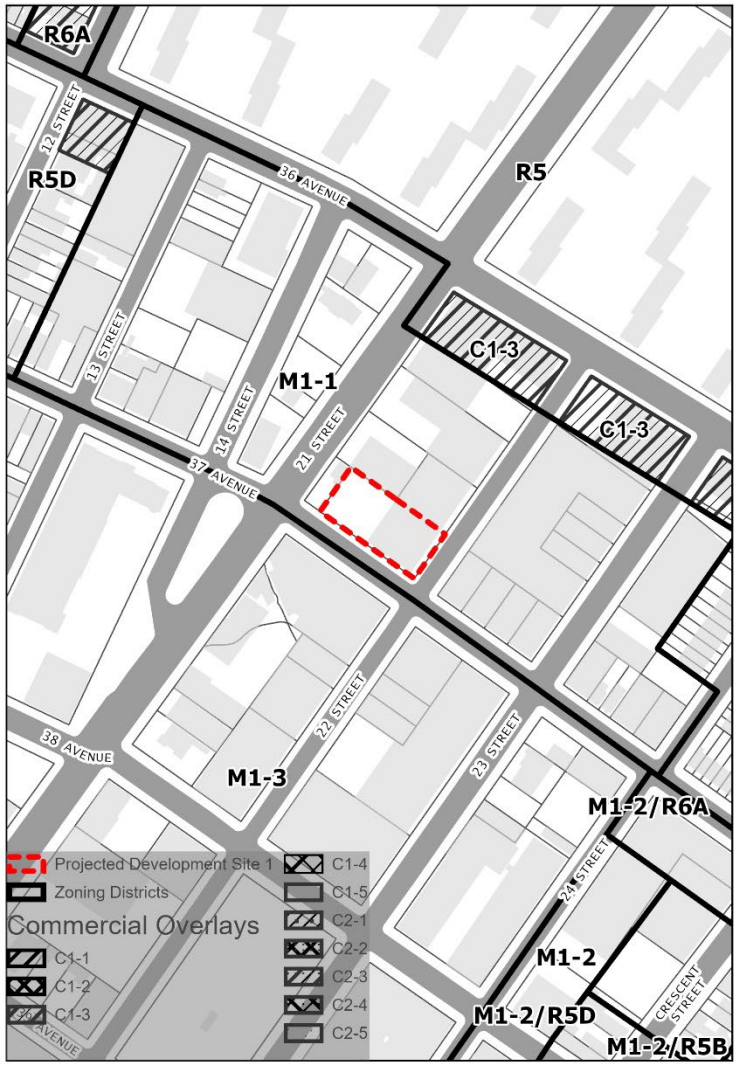


Figure 1.1-4: Zoning Change Map



Existing M1-1 Zoning District



Proposed M1-5 Zoning District

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Figure 1.1-5: Tax Map

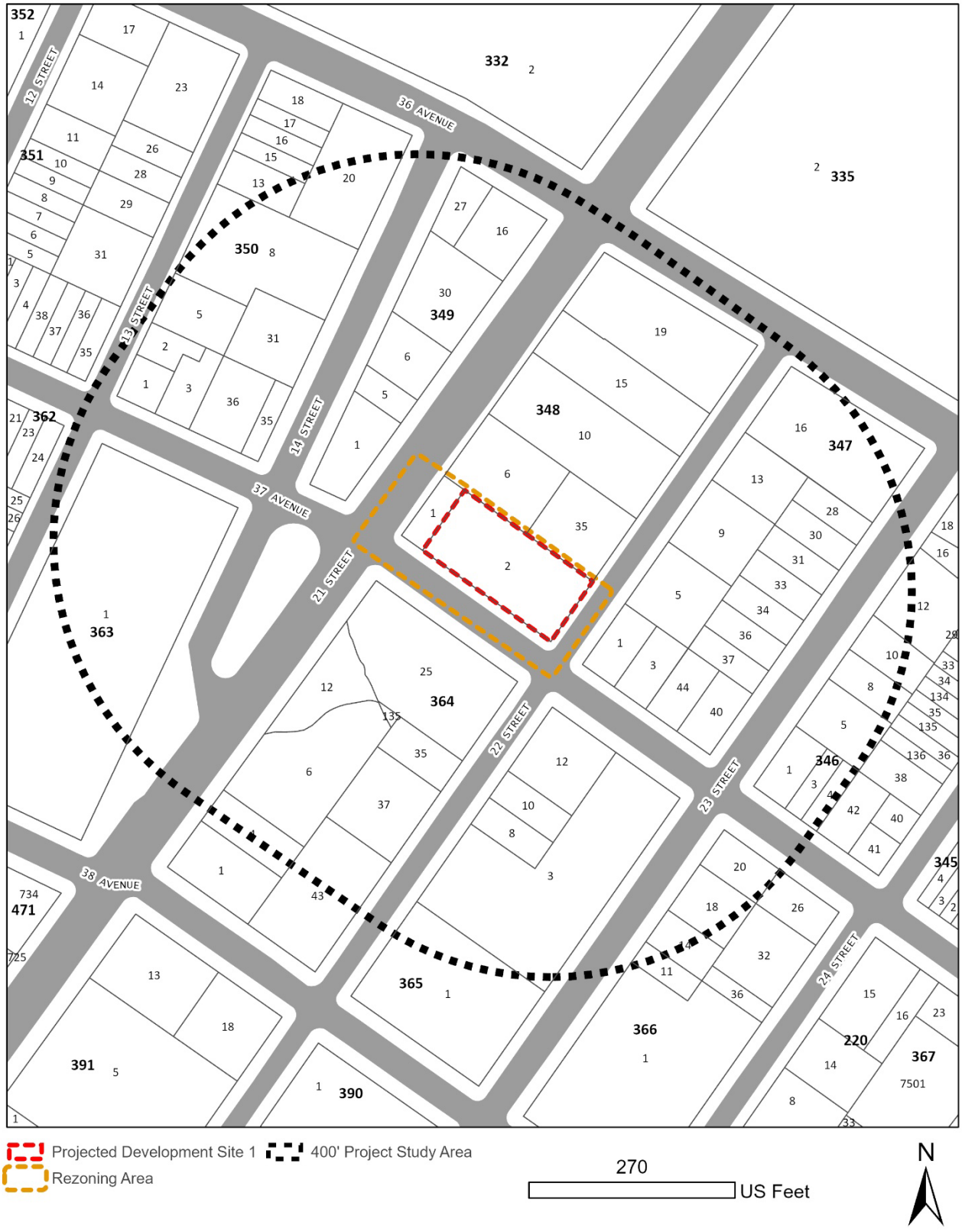


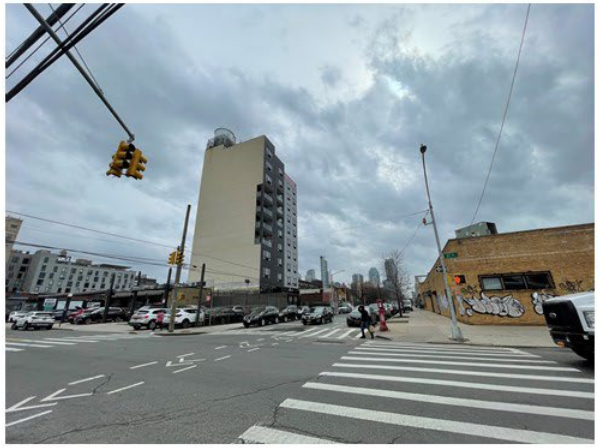
Figure 1.1-6: Site Photos (1)

21-17 37th Avenue Rezoning — Photos #1-3

01 View of 37th Avenue facing west with the Project Site on the right.



02 View looking south at the intersection of 37th Avenue and 23rd Street.



03 View facing north at the intersection of 37th Avenue and 21st Street. Project Site facing north.



Photo Key

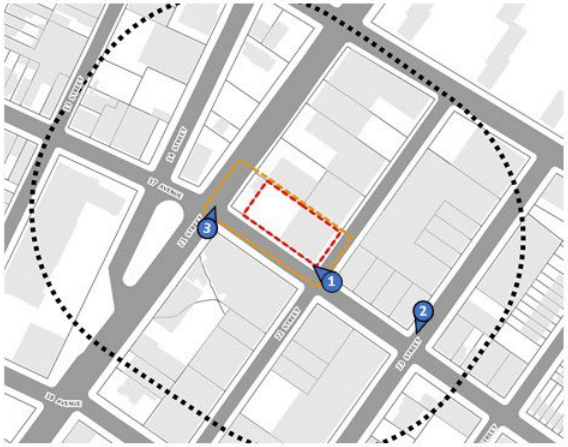
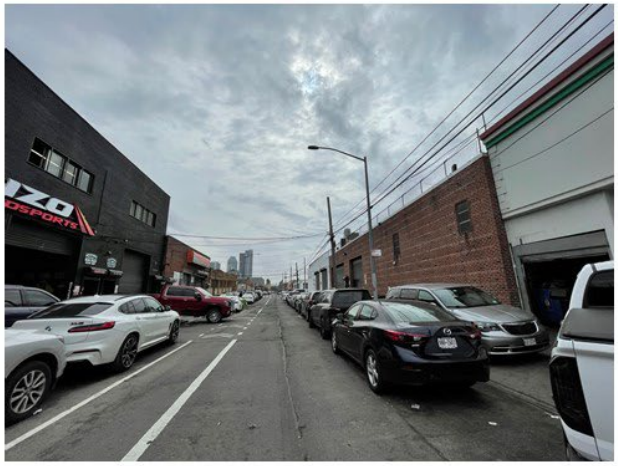


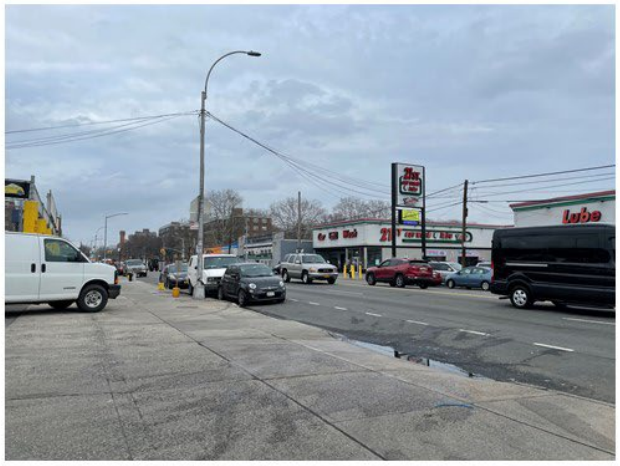
Figure 1.1-7: Site Photos (2)

21-17 37th Avenue Rezoning — Photos #4-6

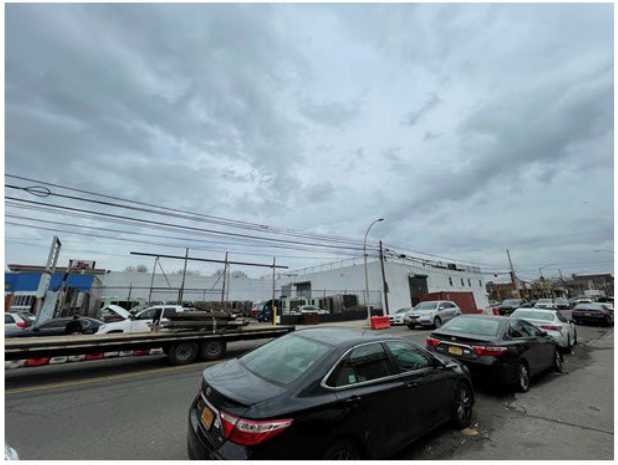
04 View of 22nd Street facing south.



05 View of 21st Street looking northeast.



06 View of Project Site from 37th Avenue looking northeast.



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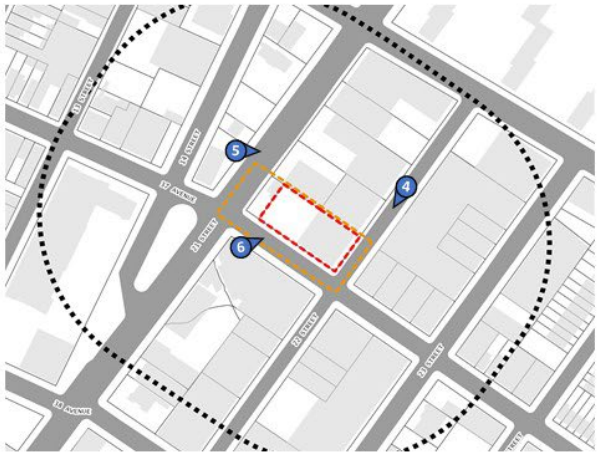

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1 Project Description

1.1 Introduction

The Applicant, 21-17 37th Ave. LLC, requests approval of a zoning map amendment to rezone Queens Block 348, Lots 1, 2, p/o 6, and p/o 35 (the "Affected Area") from an M1-1 zoning district to an M1-5 zoning district (the "Proposed Action"). The Proposed Action would facilitate the development of a 7-story plus cellar and sub-cellar, 113-foot-10-inch-tall light manufacturing and commercial building at 21-17 37th Avenue (Block 348, Lot 2; "Projected Development Site 1"), in the Ravenswood neighborhood of Queens, Community District 1. The Affected Area comprises approximately 20,023 square feet (sf) and is bounded by 36th Avenue to the north, 22nd Street to the east, 37th Avenue to the south, and 21st Street to the west.

Projected Development Site 1 would be improved with a new 7-story plus cellar and sub-cellar, 113-foot-10-inch-tall light manufacturing and commercial building comprising 119,854 GSF (84,475 ZSF; 4.97 FAR), including 22,242 GSF (21,386 ZSF; 1.26 FAR) of commercial uses (UG 6, local retail stores and commercial offices), 65,612 GSF (63,088 ZSF; 3.71 FAR) of light manufacturing uses (UG 17), and 32,000 GSF of parking spaces (the "Proposed Development"). The first floor would contain UG 6 local retail uses of a cafeteria and an auto parts retail store, as well as a lobby, a reception desk, and bathrooms for the local retail uses. In addition to the local retail spaces, the ground floor would also contain two 12' X 33' loading docks, holding area, and freight elevators associated with light manufacturing proposed for the second through fifth floors. The sixth and seventh floors would be occupied by commercial office uses. No accessory parking is required for the commercial and light manufacturing uses in the proposed M1-5 district. However, 58 voluntary spaces would be provided in two below-grade levels. The below-grade parking facility would be served by an existing 20-foot-wide two-way curb cut on 37th Avenue. Two off-street loading berths would be served by an existing 25-foot-wide curb cut on 22nd Street.

The Proposed Action is a discretionary action subject to environmental review. The New York City (NYC) Department of City Planning (DCP) shall be the lead agency on behalf of the NYC City Planning Commission (CPC) for environmental review under CEQR.

1.2 Background and Site History

The Affected Area is located in the northern part of the Ravenswood neighborhood of Queens, Community District 1. It was originally zoned M1-1 with the adoption of the 1961 Zoning Resolution and has not changed since then. No E-Designations were identified within the Affected Area.

The Affected Area is located within an Industrial Business Zones (IBZ), which was established in early 2006 in an effort to offer targeted support services for industrial firms and attend to area-wide improvements. The IBZ designation provides relocation tax credits to qualifying businesses

that locate within an IBZ to direct investment to New York City's strongest industrial areas. To create more certainty on land use policy, IBZ designation also carries a commitment by the Bloomberg Administration not to support a rezoning permitting new residences so that the existing industrial uses could be preserved.

Historic Certificate of Occupancy

Within the Affected Area, each of the lots has a Certificate of Occupancy (CO) identified in the NYC Department of Building (DOB) Building Information System.

- A 1933 CO for Lot 1 permits the building to be occupied by automobile, laundry, auto repair shops, and grocery stores.
- Five COs were identified on Lot 2, including a 1956 CO that permits the building to be occupied by storage yard for building materials and structural steel with frame storage sheds; 1967 and 1968 COs that permit uses as storage yard for building materials and structural steel with frame storage sheds, sales and storage of building materials, garage for storage and repair of contractor's equipment, and accessory offices; 1977 and 1984 COs that permit uses as storage yard of vehicles and trailers, trucking terminal and motor freight station, and parking of accessory commercial vehicles of open area, as well as uses as enclosed motor freight station, warehouse for storage of dry goods and wholesale establishment, accessory offices, and permitted off-street loading berth of the building.
- Two COs were identified on Lot 6, including a 1947 CO that allows the building to be used as residential with storage, boiler room, and garage at the cellar level and dwelling units on the first and second floors and a 1977 CO that allows the building to be used as automobile laundry with reservoir space for not less than three automobiles and auto wrecking as well as the open area to be used as junk or salvage yard for auto wrecking and reservoir space for not less than seven automobiles accessible to automobile laundry.
- A 1984 CO for Lot 35 permits the building's use as industrial with a trucking terminal and motor freight station on the open area of the lot; an enclosed motor freight station, a warehouse for storage of dry goods (wholesale), a permitted accessory off-street loading berth, and an accessory office on the ground floor; and an accessory office at the mezzanine level.

Previously Approved and Ongoing Rezonings

The Department of City Planning ("DCP") has initiated two large-scale rezoning in the past decade, which have exerted a great impact on the existing zoning in the proximity of the Affected Area.

In 2008, an area of approximately 40 blocks adjacent to Sunnyside Yards and just north of Queens Plaza and the Long Island City core were rezoned as part of the Dutch Kills Rezoning (N 080428 ZRQ, C 080429 ZMQ, effective October 7, 2008). The Dutch Kills Rezoning changed M1-1 and M1-

3D districts to M1-2, M1-2/R5B, M1-2/R5D, M1-2/R6A, and M1-3/R7X districts and established a Special Long Island City District (LIC) in a lively mixed-use residential, commercial, and light industrial community of Queens Community District 1. With the Dutch Kills Rezoning, DCP proposed to use mixed-use and contextual zoning districts to support the wide range of uses found in Dutch Kills, remove restrictions on residential development, and provide incentives to promote affordable housing.

In 2010, an approximately 238-block area to the north of the Affected Area was rezoned in the Astoria Rezoning (N 100200 ZRY, C 100199 ZMQ, effective May 25, 2010). The rezoning eliminated commercial overlays in certain medium-density residential districts, changed non-contextual residential zoning districts to contextual residential and commercial zoning districts, and established commercial overlays within existing and adopted contextual residential districts. This rezoning aimed to preserve the existing scale and character of the area while allowing for a modest increase in residential and commercial density in appropriate limited locations.

In addition to the two large-scale rezonings, there are three recently approved rezoning and one pending rezoning located close to the Affected Area. The 11-14 35th Avenue Ravenswood Rezoning (C 180211 ZMQ, N 180212 ZRQ, effective October 31, 2018) rezoned the eastern portion of 12th Street between 35th and 36th Avenues in the Ravenswood section of Astoria Queens Community District 1 from an R5 zoning district to an R6A/C1-3 zoning district. The rezoning aims to facilitate the development of a new 8-story mixed-use building with 74 dwelling units, including 22 affordable units under the MIH program. The Vernon Boulevard-Broadway Rezoning (C 100421 ZMQ, N 190151 ZRQ, C 190386 ZSQ, effective October 17, 2019) rezoned Block 315 from an existing R5 district to R6B and R7X/C1-3 districts to facilitate a proposed large-scale general development of a five-story residential building, an eight-story residential building, and an eight story mixed-use residential and commercial building, containing a total of 261 dwelling units, including 52 affordable units, approximately 16,692 GSF of commercial space, and 200 below grade accessory parking spaces. The Broadway and 11th Street Rezoning (C 210025 ZMQ, N 210026 ZRQ, effective October 21, 2021) rezoned Block 316 from R5 to M1-4/R7A and zoning text amendments pursuant to ZR 123-90 and Appendix F to facilitate the development of a new eight-story, mixed-use residential, commercial, and light manufacturing building with approximately 217 residential units and 30,000 GSF of commercial and light manufacturing uses.

In addition, 11th Street and 34th Avenue Rezoning (C 210234 ZMQ, N 210235 ZRQ), which is located to the northwest of the Affected Area, was recently adopted. It rezoned an R5 district to an M1-5/R6A district, and included zoning text amendments to establish a Special Mixed-Use District and an MIH area to facilitate the development of two eight-story mixed-use buildings, with a combined 352 residential units and 156,466 GSF of commercial and light industrial space.

1.3 Description of the Surrounding Area

Existing land uses within the 400-foot buffer around the Affected Area, referred to as the Surrounding Area, are presented above in **Figure 1.1-2**. The land uses in the 400-foot surrounding

area are primarily a mix of manufacturing, commercial, and automotive uses, with scattered public institutions and parking facilities.

A cluster of mid-rise elevator apartment buildings owned by the NYC Housing Authority (NYCHA) is located just outside of the 400-foot area boundary to the north of the Affected Area. Grouped three and a half blocks (Blocks 332, 335, p/o 523, and 559), Ravenswood Houses is a 31-building, 2,163-unit public housing complex bounded by 36th Avenue, 24th Street, 34th Avenue, and 12th Street. All the elevator residential buildings within the Ravenswood Houses are of brick façade, and are 6 to 7 stories in height, which accommodates approximately 4,178 residents with affordable rents. The complex also contains public facilities such as the Queens Public Library Family Literacy Center and the Ravenswood Universal Pre-K facility. Ravenswood Playground is located to the northwest of the Affected Area within the medium-density residential community, and is featured with fitness equipment, handball courts, playgrounds, and spray showers.

Manufacturing uses are mainly light industrial as warehouses, dry foods wholesaler (KBF Inc.), furniture manufacturing (Delphi Custom Furniture Ltd.), electrical supply store (G & Fast Electric Inc.), and food manufacturing (Goshen Foods; Prime Time Shiskabab). Major commercial uses are located along 36th Avenue, including a supermarket (Trade Fair Supermarket), pharmacies (Metrocare Pharmacy; CHN Pharmacy), restaurants (Exquisito; 23-02 Deli & Grocery; Palace Fried Chicken; Coffee & Green), and a cell phone store (Boost Mobile). Automotive uses in the area are primarily automotive related, including a mix of auto body shops (A&P Auto Body and Repair Inc.; A1 Collision; Twins Collision; Molla Auto Repair and Body Shop), auto parts stores (Morales Tire Shop; Toro Tire Shop; Arm Automotive Inc.), gas stations (BP, Gulf, and Citgo), and a car rental business (Fast Track Mobility TLC Rentals). The public facility uses in the 400-foot area consist of a public school (P.S. 111 Jacob Blackwell), a childcare center (Jackson Development Center), a church (Adath Israel Center), and a medical center (Community Healthcare Network - Long Island City).

Built form within the 400-foot surrounding area varies by use. Manufacturing buildings range from one to two stories in height and are generally located to the east and north of the Affected Area. Commercial buildings are comprised of one-story buildings for local retail stores and car wash and lubritorium facilities, a three-story office building, and a thirteen-story hotel building called Manhattan View located at Block 364, Lot 4 to the south of the Affected Area. Automotive use buildings range from one to two stories in height and are mostly located to the east and south of the Affected Area. The public facility buildings are scattered in the abovementioned uses and have building heights from one to three stories.

Zoning districts in the Surrounding Area include M1-1, M1-3, and R5/C1-3. The Affected Area is within an M1-1 zoning district that generally extends from 37th Avenue on the south to 36th Avenue on the north between 24th Street on the east and midblock of 12th and 13th Streets on the west. The neighboring area to the south of the Affected Area falls into a large M1-3 district. Areas to the north of the Affected Area are mapped with a medium-density R5 zoning district,

with C1-3 commercial overlays along 36th Avenue. A further discussion of area zoning is provided in the following Land Use, Zoning, and Public Policy section of this document.

The traffic grid around the Affected Area is regularly shaped. The Surrounding Area includes or is adjacent to major thoroughfares such as 36th Avenue (a minor arterial road) and 21st Street (a principle arterial road).

The area is well-served by transit. The Affected Area is located within a Transit Zone, where households are accessible to transit, retail, and services within one-half mile and have low car ownership rates, which leads to lower parking requirements compared to other areas. Bus Q66, connecting Long Island City and Flushing, passes by the Affected Area on the west side along 21st Street, with two stops in both directions within a 1-minute walk distance. The Q69 bus, running between Long Island City and Astoria, serves the Affected Area at the same stop locations as Q66 Bus on 21st Street. The area also falls within the 10-minute-walk service area of the Q102 bus, which runs along 31st Street to the east of the Affected Area and provides the connection between Roosevelt Island and Astoria. Within a 10-minute walking distance (approximately half a mile) from the Affected Area, there are two MTA subway stations including the 36th Avenue station serving the F line and the 22nd Street station serving the N and W lines. Within one mile distance, other subway lines such as 7, G, E, R, and M trains also provide service at stations located further from the Affected Area. In addition, within a quarter of a mile of the Affected Area, there are three Citi Bike stations.

1.4 Description of the Affected Area

The Affected Area consists of Block 348, Lots 1, 2, p/o 6, p/o 35 and is located within the Ravenswood neighborhood of Queens, Community District 1. The Affected Area would be at a depth of 90 feet from 37th Avenue, covering an approximately 3-foot portion of Lots 6 and 35.

The Affected Area is bounded by 36th Avenue to the north, 22nd Street to the east, 37th Street to the south, and 21st Street to the west. 36th Avenue is an east-west two-way narrow road of 70 feet with one moving lane of traffic in each direction and curbside parking. 22nd Street is a north-to-south one-way narrow road of 60 feet with a single moving lane of traffic and curbside parking. 37th Avenue is an east-west two-way wide road of 75 feet with one moving lane of traffic in each direction and curbside parking. 21st Street is a north-south two-way wide road of 100 feet with two moving lanes in each direction and curbside parking.

Of all the four lots within the Affected Area, the Applicant only owns and controls one lot (Lot 2), known as Projected Development Site 1.

<u>Applicant-Owned Lots</u>

Projected Development Site 1 consists of Block 348, Lot 2, which is owned and controlled by the Applicant. Lot 2 is a corner lot with an area of approximately 16,984 sf. The lot has approximately

90 feet of frontage on 22nd Street and approximately 191 feet of frontage on 37th Avenue. It is improved with a 9,000 GSF, one-story plus cellar, light manufacturing building that was built in 1968, which is currently used as warehouse for auto parts sales (Parts Authority). There are two curb cuts of approximately 15 feet wide each on 37th Avenue and two curb cuts of approximately 12 feet wide each on 22nd Street.

Non-Applicant Controlled Sites

The other lots in the Affected Area are Block 348, Lots 1, p/o 6, and p/o 35:

- Lot 1 is a 2,690-sf corner lot with approximately 88 feet of frontage on 21st Street and approximately 31 feet of frontage on 37th Avenue. The lot is improved with a 1-story 850 GSF gas station building with auto repair service that was built in 1930. Currently, it is occupied by a Gulf gas station and an auto repair shop called Ultimate Auto Care. There is a curb cut of approximately 12 feet on 37th Avenue and a curb cut of approximately 20 feet on 21st Street.
- Lot 6 is a 12,017-sf interior lot with approximately 100 feet of frontage on 21st Street, which was improved with a 1-story, 6,800 GSF commercial building that was originally built in 1931 and altered in 1992 and 2004 respectively. The building is currently operated as a car wash store called 21st Street Lube. There is a curb cut of approximately 25 feet on 21st Street.
- Lot 35 is a 10,000-sf interior lot with approximately 100 feet of frontage on 22nd Street, which was improved with a 1-story, 9,960 GSF light manufacturing building that was built in 1982. Currently, the building is occupied by a warehouse. There are two curb cuts of approximately 15 feet wide each on 22nd Street.

1.5 Description of the Proposed Development

The Proposed Development is the demolition of the existing structure and the construction of a new mixed light manufacturing and commercial development of a 119,854 GSF (84,475 ZSF; 4.97 FAR), 7-story plus cellar and sub-cellar, 113'-10" building at Block 348, Lot 2 (Projected Development Site 1). The Proposed Development would have a 5-story, 82-foot-tall front wall before setting back 15 feet from 37th Avenue and 20 feet from 22nd Street and rising to a maximum building height of 113 feet 10 inches. The Proposed Development would include 22,242 GSF (21,386 ZSF; 1.26 FAR) of commercial uses (UG 6, local retail stores and commercial offices), 65,612 GSF (63,088 ZSF; 3.71 FAR) of light manufacturing uses (UG 17), and 32,000 GSF of accessory parking area containing 58 spaces.

The first floor would contain UG 6 uses local retail, one cafeteria, and one auto parts retail store. It should be noted that the existing auto parts business would remain on-site within the new development. In addition to the local retail spaces, the ground floor would also contain two 12' X 33' loading docks, a holding area, and freight elevators associated with light manufacturing

proposed for the second through fifth floors. The first floor would also contain a lobby, a reception desk, and bathrooms for the commercial retail space. The second floor through the fifth floor would be occupied by light manufacturing uses and the sixth and seventh floors would be occupied by commercial office uses. It should be noted that the Applicant is proposing to expand the floor-to-floor heights to better accommodate the light manufacturing uses, making the height of the ground floor reach 18'-10" and the height of the second to seventh floors reach 15'-10" each.

No accessory parking is required for the commercial and light manufacturing uses in the proposed M1-5 district. However, 58 voluntary spaces would be provided in two below-grade levels, which is derived from transportation demand analysis. The below-grade parking facility would be served by an existing 20-foot-wide two-way curb cut on 37th Avenue. Two off-street loading berths would be served by an existing 25-foot-wide curb cut on 22nd Street.

1.6 Action Necessary to Facilitate the Project

The action necessary to facilitate the construction of the Proposed Development is approval of:

(1) a Zoning Map Amendment to rezone Block 348, Lots 1, 2, p/o 6, and p/o 35 from an M1-1 zoning district to an M1-5 zoning district.

1.7 Purpose and Need

The Proposed Development would not be possible under existing M1-1 zoning regulations (1.00 FAR for manufacturing and commercial and 2.40 FAR for community facilities). The Applicant believes that the increased bulk permitted within M1-5 zoning districts (5.00 FAR for manufacturing and commercial and 6.50 FAR for community facilities) is appropriate for the area due to its close proximity to a medium-density residential neighborhood, bus stops, and subway stations, as well as its location at the intersection of two wide roads (21st Street and 37th Avenue). An M1-3 zoning district is already mapped across 37th Avenue to the south of the Affected Area, and the proposed M1-5 zoning district would create a development of a similar use and scale as the existing M1-3 zoning district. The Applicant also believes that the provision of a large amount of office space in a location near public transit would further the City's goals of job creation. Moreover, the Proposed Action could also help preserve industrial jobs within the IBZ by providing light manufacturing uses in the Proposed Development.

1.8 Analysis Framework

The analysis framework compares the incremental difference between the proposed and potential development under the Proposed Action (With-Action) and the development which could occur under the existing zoning (No-Action). This EAS studies the potential for individual and cumulative environmental impacts related to the Proposed Action occurring in a study area of approximately 400 feet around the Affected Area. This environmental assessment considers

the potential effects of the Proposed Action compared to future conditions without the approval sought by the Applicant. This 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 project in operation (With-Action Scenario).

Build Year

The build year for the analysis is anticipated to be 2026, factoring in the technical and environmental review process of 18 to 24 months, with an approximately 6-month public review process, and an approximately 18-month construction schedule for Projected Development Site 1.

Future Without the Proposed Action (No-Action Scenario)

The No-Action Scenario for the Affected Area would be the same as existing conditions. Redevelopment is not considered likely in the No-Action Scenario because of the bulk permitted under the current M1-1 district (1.00 commercial and manufacturing; 2.40 community facility) and significant parking requirement (1 space per 300 sf of uses).

Future With the Proposed Action (With-Action Scenario)

Projected Development Site 1 (Block 348, Lot 2; Applicant-Owned Lot)

The Applicant-Owned lot would be developed with the Applicant's Proposed Development. Projected Development Site 1 would be improved with a new mixed light manufacturing and commercial development of a 119,854 GSF (84,475 ZSF; 4.97 FAR), 7-story plus cellar and sub-cellar, 113'-10" building. The Proposed Development would have a 5-story, 82-foot-tall front wall before setting back 15 feet from 37th Avenue and 20 feet from 22nd Street and rising to a maximum building height of 113 feet 10 inches. The Proposed Development would include 22,242 GSF (21,386 ZSF; 1.26 FAR) of commercial uses (UG 6, local retail stores and commercial offices), 65,612 GSF (63,088 ZSF; 3.71 FAR) of light manufacturing uses (UG 17), and 32,000 GSF of accessory parking area containing 58 spaces.

The first floor would contain UG 6 uses local retail, one cafeteria, and one auto parts retail store. In addition to the local retail spaces, the ground floor would also contain two 12' X 33' loading docks, holding area, and freight elevators associated with light manufacturing proposed for the

second through fifth floors. The first floor would also contain a lobby, a reception desk, and bathrooms for the commercial retail space. The second floor through the fifth floor would be occupied by light manufacturing uses and the sixth and seventh floors would be occupied by commercial office uses. It should be noted that the Applicant is proposing to expand the floor-to-floor heights to better accommodate the light manufacturing uses, making the height of the ground floor reach 18'-10" and the height of the second to seventh floors reach 15'-10" each.

No accessory parking is required for the commercial and light manufacturing uses in the proposed M1-5 district. However, 58 voluntary spaces would be provided in two below-grade levels, which is derived from transportation demand analysis. The below-grade parking facility would be served by an existing 20-foot-wide two-way curb cut on 37th Avenue. Two off-street loading berths would be served by an existing 25-foot-wide curb cut on 22nd Street.

Given the zoning requirements within the proposed M1-5 zoning district as well as the size and shape of the lot, the Applicant's Proposed Development is assumed to be the RWCDS in terms of bulk, height, and uses (8,389 GSF of UG 6 local retail uses, 65,612 GSF of UG 17 light manufacturing uses, 13,853 GSF of UG 6 commercial office uses, and 32,000 GSF of accessory parking) for Projected Development Site 1.

The Proposed Development would have a FAR of 4.97 or 450 square feet less than the maximum allowed under the M1-5 for manufacturing/commercial uses. Given the street-wall setback requirements, the Proposed Development still represents a reasonable worst-case scenario as the additional 450 square feet would have to be developed on an additional 8th floor, which is not practical according to the sky plane exposure setback requirements and the vertical circulation requirements that would minimize the utility of the 450-square-foot floor area and a reasonable return on investment. Meanwhile, although a 6.50 FAR community facility building could be built under the proposed M1-5 zoning district, given the Applicant's intent to occupy the building with its corporate headquarters and a manufacturing and distribution hub, such additional FAR for community facility uses would be incompatible with the programming as intended.

Given that Lot 1 has a small lot size with the potential need of environmental cleanup remediation, and only 3-foot portions of Lots 6 and 35 would be included in the Affected Area, redevelopment is not likely on the other lots within the Affected Area as a result of the Proposed Action. The affected lots that are not projected to be redeveloped include:

- Lot 1 is improved with a Gulf gas station and an auto repair shop (Ultimate Auto Care), which are both long-established uses that are appropriate on this corner lot at the intersection of two wide roads, given that the area is heavily developed with automotive uses.

- Lot 6 is improved with a 1-story, 6,800 GSF commercial building, which was originally built in 1931 and altered in 1992 and 2004 respectively. The building is currently operated as a car wash store called 21st Street Lube.
- Lot 35 is improved with a 1-story, 9,960 GSF light manufacturing building that was built in 1982. Currently, the building is occupied by a warehouse.

Because only Projected Development Site 1 is considered in the increment between the No-Action and With-Action, the Other Affected Sites will not be considered in the analysis of density-related aspects of the environmental review (such as traffic sections). The net commercial square footage would increase 13,242 GSF (including a decrease of 611 GSF of local retail and an increase of 13,853 GSF of commercial office) and the net light manufacturing square footage would increase 65,612 GSF.

Projected Development Site 1 and Other Affected Sites are shown in **Figure 1.1-1**, while the RWCDS Analysis Framework is shown below in **Table 1.8-1**. The Existing, No-Action, and With-Action Scenarios on the lots within the Affected Area are presented in **Table 1.8-2**.

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

Site Info				Existing/ No-Action Condition		With-Action Condition			Net Increment	
Site ID	Block	Lot	Lot Area	Zoning	Com. (gsf)	Zoning	Mf (gsf)	Com. (gsf)	Mf (gsf)	Com. (gsf)
Projected Development Site 1	348	2	16,984	M1-1	9,000	M1-5	65,612	22,242	65,612	13,242
Total			**16,984**		**9,000**		**65,612**	**22,242**	**65,612**	**13,242**

gsf = gross square feet

Com. = Commercial

Mf = Manufacturing

Table 1.8-2: RWCDS Incremental Analysis Table

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Land Use				
Residential	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If "yes," specify the following:				
Describe type of residential structures	N/A	N/A	N/A	
No. of dwelling units	N/A	N/A	N/A	
No. of low- to moderate-income units	N/A	N/A	N/A	
Gross floor area (sq. ft.)	N/A	N/A	N/A	
Commercial	☑ Yes ☐ No	☑ Yes ☐ No	☑ Yes ☐ No	
If "yes," specify the following:				
Describe type (retail, office, other)	UG6 retail	UG6 retail	UG6 retail and office	
Gross floor area (sq. ft.)	9,000	9,000	22,242	13,242
Manufacturing/Industrial	N/A	N/A	Yes	
If "yes," specify the following:				
Type of Use	N/A	N/A	Light Industrial	
Gross floor area (sq. ft.)	N/A	N/A	65,612	65,612
Open storage area (sq. ft.)	N/A	N/A	0	
If any enclosed activities, specify:	N/A	N/A	N/A	
Community Facility	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If "yes," specify the following:				
Type of Use	N/A	N/A	N/A	
Gross floor area (sq. ft.)	N/A	N/A	N/A	
Vacant Land	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If "yes", describe:	N/A	N/A	N/A	
Publicly Accessible Open Space	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If "yes," specify type (mapped City, State, or Federal Parkland, wetland-mapped or otherwise known, other):	N/A	N/A	N/A	
Other Land Uses	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If "yes," describe:	N/A	N/A	N/A	
Parking				
Garages	☐ Yes ☑ No	☐ Yes ☑ No	☑ Yes ☐ No	
If "yes," specify the following:				
No. of public spaces	N/A	N/A	0	
No. of accessory spaces	N/A	N/A	58	58
Operating hours	N/A	N/A	24/7	
Attended or non-attended	N/A	N/A	non-attended	
Lots	☑ Yes ☐ No	☑ Yes ☐ No	☐ Yes ☑ No	
If "yes," specify the following:				
No. of public spaces	0	0	N/A	
No. of accessory spaces	27	27	N/A	-27
Operating hours	24/7	24/7	N/A	
Other (includes street parking)	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If "yes," describe:	N/A	N/A	N/A	
Population				

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Residents	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If "yes," specify number:	N/A	N/A	N/A	
Briefly explain how the number of residents was calculated:				
Businesses	☑ Yes ☐ No	☑ Yes ☐ No	☑ Yes ☐ No	
If "yes," specify the following:				
No. and type	1 Auto Parts Store	1 Auto Parts Store	Retail; Professional Offices; Light Manufacturing	
No. and type of workers by business	27	27	146	119
No. and type of non-residents who are not workers				
Briefly explain how the number of businesses was calculated:	Employees: 3 per 1,000 sf for local retail, 1 per 250 sf for commercial office, 1 per 1,000 sf for light manufacturing			
Other (students, visitors, concert-goers, *etc*.)	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If any, specify type and number:	N/A	N/A	N/A	
Briefly explain how the number was calculated:				
Zoning				
Zoning classification	M1-1	M1-1	M1-5	
Maximum amount of floor area that can be developed	1.0 C or M, 2.4 CF	1.0 C or M, 2.4 CF	5.0 C or M, 6.5 CF	
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	Land Use includes Transportation/Utility, Industrial/Manufacturing, Commercial/Office Buildings, and Public Facilities and Institutions; Zoning includes M1-1, M1-3, and R5/C1-3			
Attach any additional information that may be needed to describe the project. If your project involves changes that affect one or more sites not associated with a specific development, it is generally appropriate to include total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

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 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
- Transportation
- Air Quality
- Noise
- Public Health
- Neighborhood Character

2.1 Land Use, Zoning, and Public Policy

The *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 Projected Development Site and the Surrounding Area as well as the larger area in which the Proposed Action may have an effect. Because the Proposed Action 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 21v3 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 New York City Department of City Planning (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. Existing land uses within approximately 400 feet of the Affected Area are presented in **Figure 2.1-1**.

Figure 2.1-1: Land Use Map



Existing Conditions

Land Use Study Area

As shown in **Figure 2.1-1** and stated in **Section 1.3**, the surrounding area is predominantly manufacturing, commercial, and automotive uses, with scattered public institutions and parking facilities. Manufacturing uses are mainly light industrial as warehouses, dry foods wholesaler (KBF Inc.), furniture manufacturing (Delphi Custom Furniture Ltd.), electrical supply store (G & Fast Electric Inc.), and food manufacturing (Goshen Foods; Prime Time Shiskabab). Major commercial uses are located along 36th Avenue, including a supermarket (Trade Fair Supermarket), pharmacies (Metrocare Pharmacy; CHN Pharmacy), restaurants (Exquisito; 23-02 Deli & Grocery; Palace Fried Chicken; Coffee & Green), and a cell phone store (Boost Mobile). Transportation uses in the area are primarily automotive related, including a mix of auto body shops (A&P Auto Body and Repair Inc.; A1 Collision; Twins Collision; Molla Auto Repair and Body Shop), auto parts stores (Morales Tire Shop; Toro Tire Shop; Arm Automotive Inc.), gas stations (BP, Gulf, and Citgo), and a car rental business (Fast Track Mobility TLC Rentals). The public facility uses in the 400-foot area consist of a public school (P.S. 111 Jacob Blackwell), a childcare center (Jackson Development Center), a church (Adath Israel Center), and a medical center (Community Healthcare Network - Long Island City).

Manufacturing buildings range from one to two stories in height and are generally located to the east and north of the Affected Area. Commercial buildings are comprised of one-story buildings for local retail stores and car wash and lubritorium facilities, a three-story office building, and a thirteen-story hotel building called Manhattan View located at Block 364, Lot 4 to the south of the Affected Area. Transportation buildings range from one to two stories in height and are primarily located to the east and south of the Affected Area. The public facility buildings are scattered in the abovementioned uses and have building heights from one to three stories.

Affected Area

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

The Applicant-owned Development Site consists of one lot (Block 348, Lot 2), which is a corner lot with a lot area of approximately 16,984 sf. The lot has approximately 90 feet of frontage on 22nd Street and approximately 191 feet of frontage on 37th Avenue. It is improved with a 9,000 GSF, one-story plus cellar, light manufacturing building that was built in 1968, which is currently used as warehouse for auto parts sales (Parts Authority).

Other lots within the Affected Area include a 1-story 850 GSF gas station building (Gulf gas station) with auto repair service (Ultimate Auto Care) on Lot 1 (0.32 FAR); a 1-story, 6,800 GSF commercial building, which is currently occupied by a car wash store (21st Street Lube) on Lot 6 (1.00 FAR); and a 1-story, 9,960 GSF light manufacturing building, which is currently occupied by a warehouse on Lot 35 (0.57 FAR).

Future No-Action Condition

Land Use Study Area

There is one active construction permit within the 400-foot surrounding area, accounting for a net increment of 39,579 GSF of development and 93 proposed dwelling units. The active development is located at 37-11 23rd Street (Block 366, Lot 18) to the southeast of Projected Development Site 1, which would be a new 10-story hotel building of 93 units owned by New Generation Development LLC. Other than the active hotel construction project, there would be no changes to land uses under the No-Action Condition within the 400-foot study area.

It should also be noted that another new hotel building, though not within the 400-foot study area, is located at 37-27 12th Street (Block 362, Lot 9), approximately 650 feet to the southwest of the Affected Area. The new hotel would rise to 9 stories with 68 hotel units.

Affected Area

Within the Affected Area, existing conditions are expected to remain the same within the No-Action Condition. Though the tenants within the buildings may change, the overall use of these buildings within the Affected Area would remain the same.

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 Action. Any new development in the surrounding area would be consistent with the underlying zoning regulations.

Affected Area

Projected Development Site 1 (Block 348, Lot 2)

Under the With-Action Condition, the Applicant-Owned lot (Projected Development Site 1) would be developed with the Applicant's Proposed Development. Projected Development Site 1 would be improved with a new mixed light manufacturing and commercial development of a 119,854 GSF (84,475 ZSF; 4.97 FAR), 7-story plus cellar and sub-cellar, 113-foot-10-inch-tall building. The Proposed Development would include 22,242 GSF (21,386 ZSF; 1.26 FAR) of commercial uses (UG 6, local retail stores and commercial offices), 65,612 GSF (63,088 ZSF; 3.71 FAR) of light manufacturing uses (UG 17), and 32,000 GSF of parking spaces. The ground floor would be used for local retail while the second floor through the fifth floor would be occupied by light manufacturing uses and the sixth and seventh floors would be occupied by commercial office. In addition to the local retail spaces, the ground floor would also contain a lobby, reception desk, and bathrooms for the commercial retail space. No accessory parking is required for the commercial and manufacturing uses in the proposed M1-5 district. However, 58 voluntary spaces would be provided at two below-grade levels.

The Proposed Development would have a 5-story, 82-foot-tall front wall before setting back 15 feet from 37th Avenue and 20 feet from 22nd Street and rising to a maximum building height of 113 feet 10 inches. The below-grade parking facility would be served by a two-way curb cut on 37th Avenue. Two off-street loading berths would be served by a curb cut on 22nd Street.

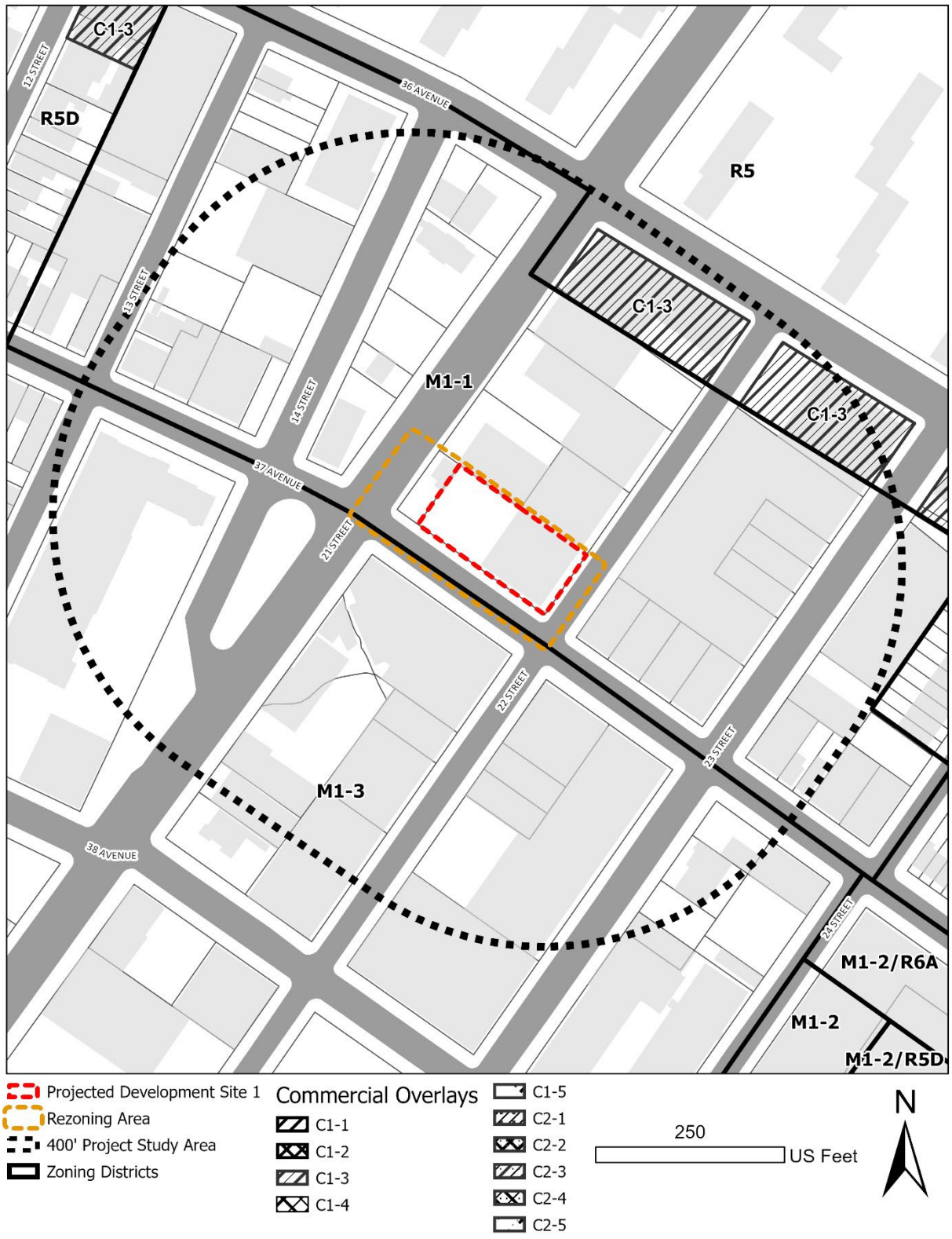
Conclusion

Based on the analysis above, the Applicant believes that the Proposed Action would allow for the productive redevelopment of the underdeveloped lots on Projected Development Site 1 with land uses of light manufacturing and commercial that are similar to the surrounding area. Therefore, the Proposed Action would not generate a land use that would be incompatible with surrounding land uses. There would be no significant adverse impacts to Land Use as a result of the Proposed Action, and further analysis is not required.

2.1.2 Zoning

The *CEQR Technical Manual* suggests that a zoning study area should extend 400 feet from the Affected Area. The proposed zoning map amendment would affect the following lots: Block 348, Lots 1, 2, p/o 6, and p/o 35 from an M1-1 zoning district to an M1-5 zoning district. Existing zoning districts within approximately 400 feet of the Affected Area are presented in **Figure 2.1-2.**

Figure 2.1-2: Area to be Rezoned Overlaid Existing Zoning Map



Existing Conditions

Zoning Study Area

The zoning districts within 400 feet of the Affected Area are M1-1, M1-3, R5, and C1-3 commercial overlays as illustrated in **Table 2.1-1** below.

Table 2.1-1: Zoning Districts in the Surrounding Area

Zoning District	Type and Use Group (UG)	Floor Area Ratio (FAR)	Parking (Required Spaces)
M1-1	Light Manufacturing UGs 4-14, 16, 17	1.00 FAR - Manufacturing 1.00 FAR - Commercial 2.40 FAR - Community Facility	1 space per 300 sf
M1-3	Light Manufacturing UGs 4-14, 16, 17	5.00 FAR - Manufacturing 5.00 FAR - Commercial 6.50 FAR - Community Facility	1 space per 300 sf
R5	Residential UGs 1-4	1.25 FAR - Residential 2.00 FAR - Community Facility	85 percent of dwelling units
C1-3	Commercial Overlay UGs 1-6	1.00 FAR - Commercial (R1-R5) 2.00 FAR - Commercial (R6-R10)	1 per 400 sf

* Zoning Handbook, New York City Department of City Planning, 2019

Existing zoning districts in the study area include:

M1-1

M1 districts are often developed with multistory lofts, one- or two-story warehouses characterized by loading bays, serving as a buffer between M2 or M3 districts of intensive industrial uses and adjacent residential or commercial districts. M1 districts typically include light industrial uses, such as woodworking shops, repair shops, and wholesale service and storage facilities. Permitted uses in M1-1 districts are as follows: UG 4-14, 16 and 17. M1-1 districts permit a FAR of 1.00 for permitted commercial and manufacturing uses, and 2.40 for permitted community facility uses. M1-1 districts are subject to parking requirements based on the type of use and size of an establishment (1 per 300 sf for PRC-B). Building heights are regulated by a sky exposure plane beginning at 30 feet (or two stories) above the street line.

M1-3

M1 districts often serve as buffers between M2 or M3 and adjacent residential or commercial districts. M1-3 districts typically include light industrial uses, such as woodworking shops, repair shops, and wholesale service and storage facilities. Permitted uses in M1-3 districts are as follows: UG 4-14, 16, and 17. M1-3 districts permit a FAR of 5.00 for permitted commercial and manufacturing uses, and 5.60 for permitted community facility uses. M1-3 districts are subject to parking requirements based on the type of use and size of an establishment (1 per 300 sf for PRC-B). Building heights are regulated by a sky exposure plane beginning at 85 feet (or six stories) above the street line.

R5

R5 districts are low-density non-contextual zoning districts intended for neighborhoods with an assortment of housing types at densities higher than those found in R3-2 or R4 districts, and are often transition districts between medium and lower density areas. The floor area ratio (FAR) of 1.25 typically produces three-and four-story attached houses and small apartment houses. With a height limit of 40 feet, R5 districts provide a transition between lower- and higher-density neighborhoods and permit Use Groups 1-4.

To ensure compatibility with the neighborhood scale, the maximum street wall height of a new building 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, 42.5% of IRHU (inclusionary residential housing) units (outside transit zone) and 10% of AIRS (affordable independent residences for seniors) units (outside transit zone). Parking is not required for IRHU/AIRS units within a transit zone

C1-3 Commercial Overlay

C1-3 districts are commercial overlays mapped within residential districts. Mapped along streets that serve local retail needs, they are found extensively throughout the city's lower- and medium-density areas and occasionally in higher-density districts. Typical retail uses include neighborhood grocery stores, restaurants and beauty parlors. 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 floor area ratio (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. One parking space is required for every 400 sf of commercial floor area within C1-3 districts.

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 M1-1, which permits low-density light manufacturing developments at a maximum FAR of 1.00, along with commercial uses at a maximum FAR of 1.00 or community facility uses at a maximum FAR of 2.40.

Future No-Action Condition

Zoning Study Area and Affected Area

No changes to zoning would occur in the future without the Proposed Action within the 400-foot Zoning Study Area and Affected Area. Existing zoning patterns would remain, and the Affected Area would continue to be subject to M1-1 zoning regulations.

Future With-Action Condition

Zoning Study Area

Under the With-Action Condition, changes to zoning would only occur in the Affected Area from an M1-1 district to an M1-5 district.

Affected Area - M1-5

Block 348, Lots 1, 2, p/o 6, and p/o 35 would be rezoned from an existing M1-1 zoning district to an M1-5 zoning district. Under the With-Action condition, the proposed M1-5 district would permit a maximum of 5.00 FAR for commercial and light manufacturing uses and 6.50 for community facility uses within the Affected Area. Permitted uses in the proposed M1-5 district would include UG 4-14, 16, and 17. Building heights within M1-5 districts are regulated by a sky exposure plane beginning at 85 feet (or six stories) above the street line. There are no parking requirements within M1-5 districts.

In comparison with the existing M1-1 zoning districts mapped in the Affected Area currently, the proposed M1-5 zoning district would not introduce new uses and would allow for larger bulks and higher building heights within the Affected Area, which would enhance the zoning conformity in the surrounding area which is featured with a mix of medium-density industrial and commercial districts.

Conclusion

The Applicant believes that the Proposed Action would induce development consistent with the nearby low-to-medium-density zoning districts, which permit a mix of light industrial and commercial uses. The Affected Area is located between the residential zoning district to the north (R5) and the industrial zoning districts to the south (M1-1 and M1-3), which, from the Applicant's perspective, is appropriate for a medium density of mixed commercial and light manufacturing uses. The Proposed Action would not adversely affect surrounding land uses, nor would it be

incompatible with those land uses. Therefore, no significant adverse impacts are anticipated to zoning, and further analysis is not required.

2.1.3 Public Policy

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), or the New York City Landmarks Law. The Affected Area is not located within the NYC Coastal Zone boundary. As a result, analysis of the Proposed Development's alignment with Waterfront Revitalization Program is not warranted.

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, which are a vibrant democracy, an inclusive economy, thriving neighborhoods, healthy lives, equity and excellence in education, a livable climate, efficient mobility, and modern infrastructure. Though the Proposed Action is not a large publicly sponsored project and consistency with the City's OneNYC for sustainability is not warranted, it is supportive to the OneNYC strategies in terms of an inclusive economy and thriving neighborhoods by creating new job opportunities within the proposed commercial and light manufacturing spaces.

In addition, the Proposed Action is also supportive to a new public policy called "Rebuild, Renew, Reinvent: A Blueprint for New York City's Economic Recovery", which 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, which are restarting city's economic engines and reactivating the public realm; supporting small businesses, entrepreneurship, and a more equitable economy; driving inclusive sector growth and building a future-focused economy; connecting New Yorkers to quality jobs and in-demand skills; and planning and building for inclusive growth now and in the future. The Proposed Development would provide new-built spaces for small businesses, increase the economic diversity of the community, and create quality jobs to New Yorkers.

The Affected Area is located within the Industrial Business Zone (IBZ), which was established in early 2006 in an effort to offer targeted support services for industrial firms and attend to area-wide improvements. The IBZ designation provides relocation tax credits to qualifying businesses that locate within an IBZ to direct investment to New York City's strongest industrial areas. To create more certainty on land use policy, IBZ designation also carries a commitment by the Bloomberg Administration not to support a rezoning permitting new residences so that the existing industrial uses could be preserved.

The Proposed Development would be a new mixed light manufacturing and commercial development of a 119,854 GSF (84,475 ZSF; 4.97 FAR), 7-story plus cellar and sub-cellar, 113-foot-10-inch-tall building at Projected Development Site 1 (Block 348, Lot 2). The Proposed Development would include 22,242 GSF of commercial uses (UG 6, local retail stores and commercial offices), 65,612 GSF of light manufacturing uses (UG 17), and 32,000 GSF of parking

spaces. The ground floor would be used for local retail while the second floor through the fifth floor would be occupied by light manufacturing uses and the sixth and seventh floors would be occupied by commercial office. In addition to the local retail spaces, the ground floor would also contain a lobby, reception desk, and bathrooms for the commercial retail space. No accessory parking is required for the commercial and manufacturing uses in the proposed M1-5 district. However, 58 voluntary spaces would be provided at two below-grade levels.

As mentioned above, the IBZ are geographic areas that serve as safe havens for manufacturing and industrial firms, under which the City of New York guarantees not to support the rezoning of properties to allow residential uses. The Proposed Development would not introduce any residential units into the area. Instead, it would provide high-quality spaces for light manufacturing, commercial office, and local retail uses, which aligns with the objectives of the IBZ program to encourage active industrial development within the IBZ areas. Therefore, the Proposed Action would not conflict with the IBZ program and would not have significant impact on this public policy.

Conclusion

The development that is projected as a result of the Proposed Action would not create a land use conflict, nor would itself conflict with public policies and plans for the site or surrounding area. The Proposed Action would also not result in significant material changes to existing regulations or policy. Therefore, no significant adverse impacts are anticipated to public policies and no further analysis is 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 Action 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 the *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 Action in order to determine whether a more detailed assessment would be appropriate.

Analysis Framework

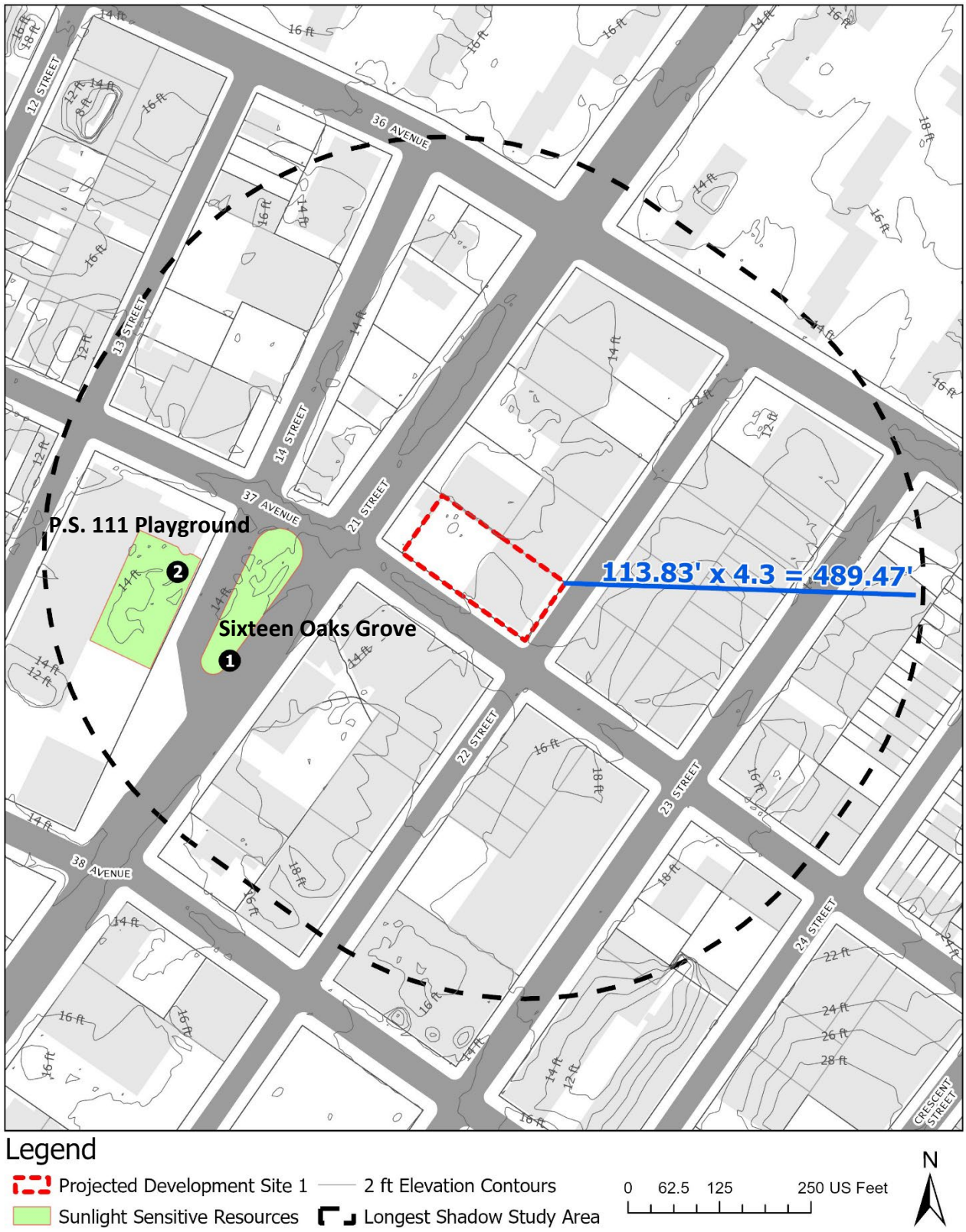
Projected Development Site 1 is located on Block 348, Lot 2 in the Ravenswood neighborhood of Queens, Community District 1. The development proposed by the Applicant would consist of a 7-story plus cellar and sub-cellar, mixed commercial and light manufacturing building that would reach a height of 113 feet and 10 inches (113.83 feet). Projected Development Site 1 is currently occupied by a one-story, 20-foot-tall, 9,000 GSF light manufacturing building used as warehouse for auto parts sales (Parts Authority). The Proposed Action would result in an incremental change in height greater than 50 feet. Therefore, 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 Action. Thus, the only site that will be assessed for potential shadow impacts will be the Applicant-owned site.

2.2.1 Tier 1 Shadow Screening Assessment

Under the Future With-Action Condition, Projected Development Site 1 (Block 348, Lot 2) could be developed with a new building having a height of 113.83 feet and the longest action-induced shadow would be approximately 489.47 feet (4.3 x 113.83 feet) in length. The first step in a shadow analysis is to determine there are any sunlight sensitive resources located within the length of the 489.47-foot radius.

As **Figure 2.2-1** shows below, two sunlight-sensitive resources, Sixteen Oaks Grove (Resource 1) and P.S. 111 playground (Resource 2), are located within the longest shadow study area. 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 the Projected Development Site 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 the Sixteen Oaks Grove (Resource 1) and P.S. 111 playground (Resource 2) are 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 Proposed Development would reach Sixteen Oaks Grove (Resource 1) on three analysis days in March/September, May/August, and June and P.S. 111 playground (Resource 2) on two analysis days in May/August and June. Therefore, a detailed shadow analysis is required to determine the impacts on Sixteen Oaks Grove (Resource 1) and P.S. 111 playground (Resource 2).

Figure 2.2-2: Tier 2 Shadow Screening Assessment

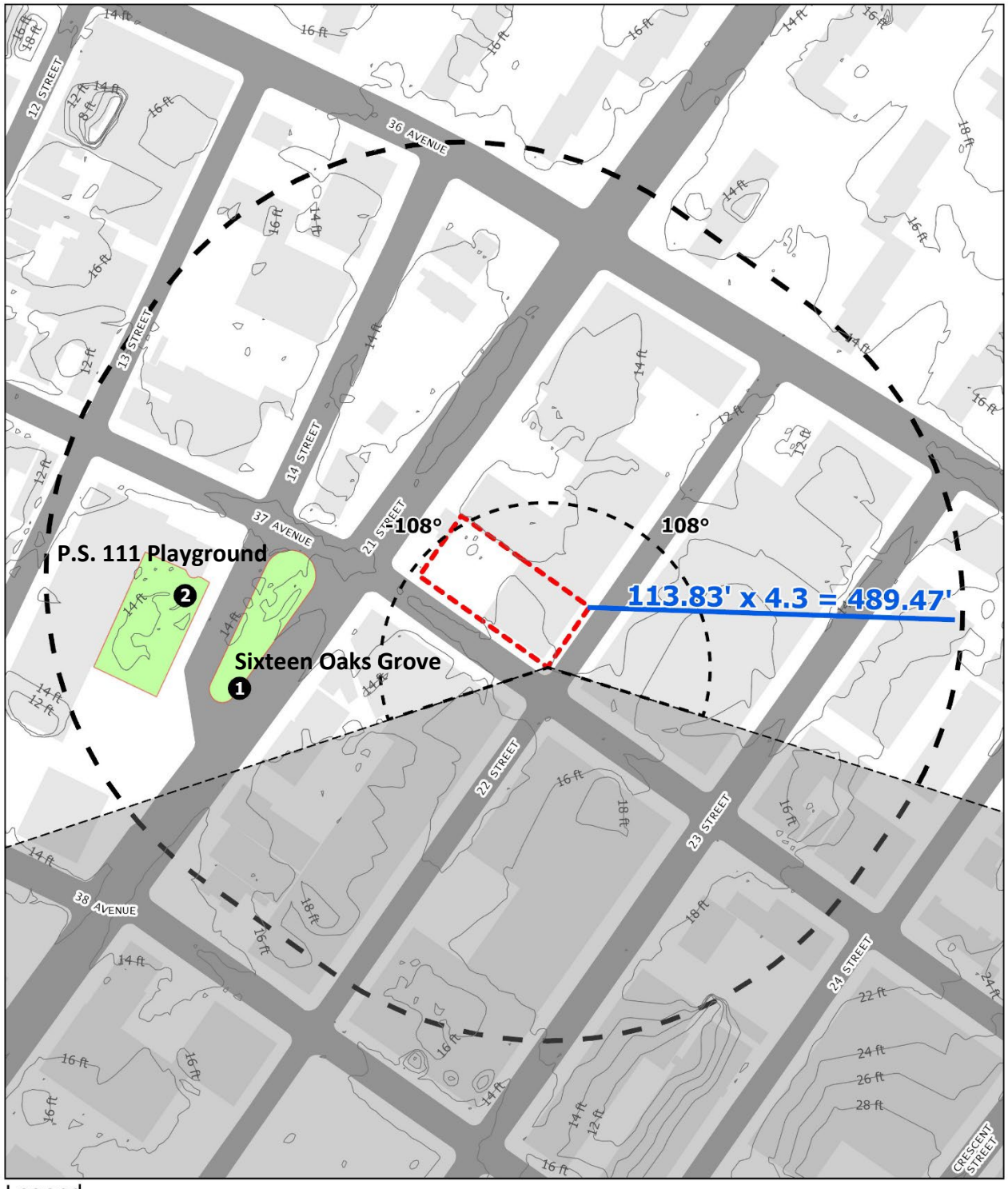


Figure 2.2-3: Tier 3 Shadow Screening December 21st (Winter Solstice)



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

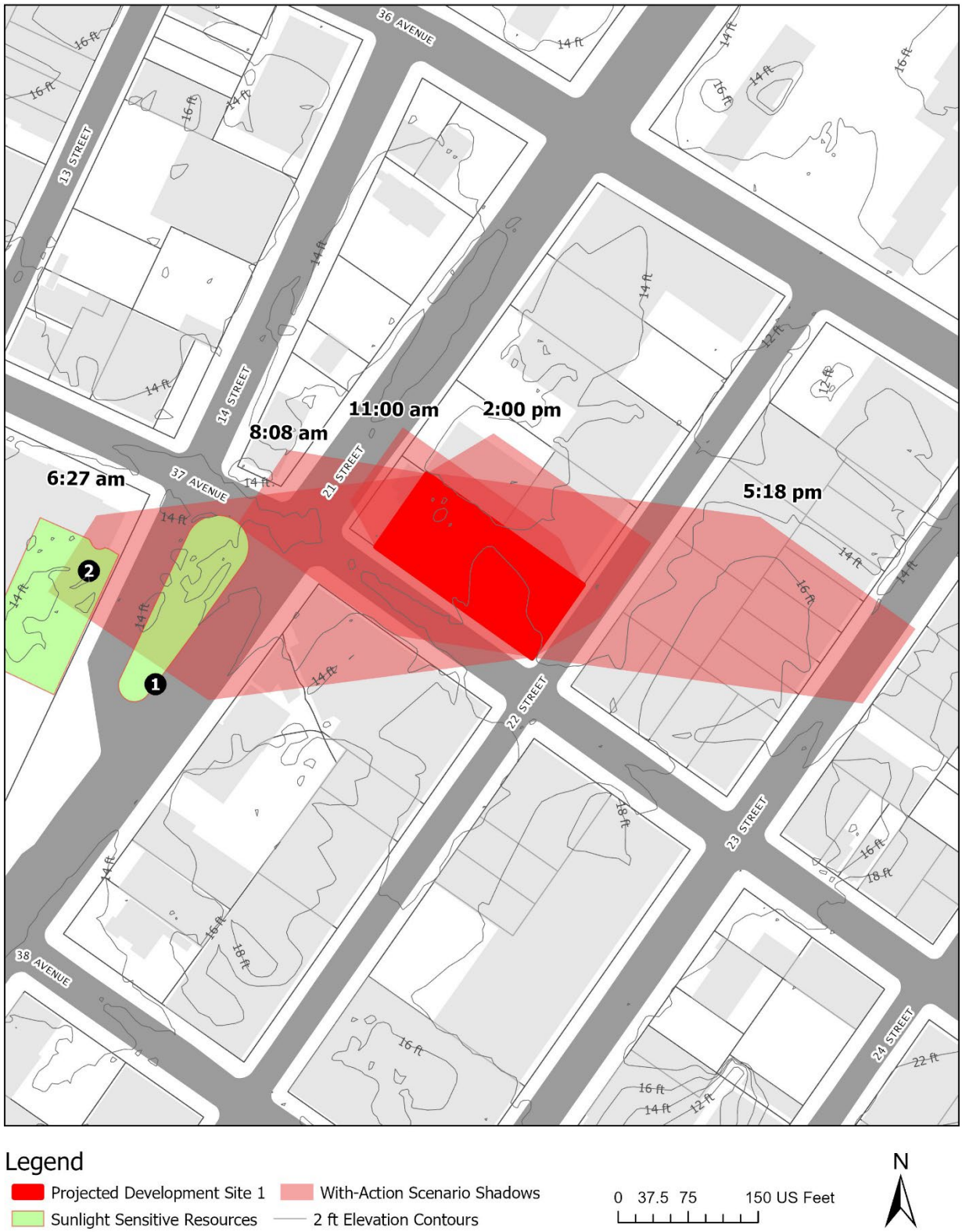
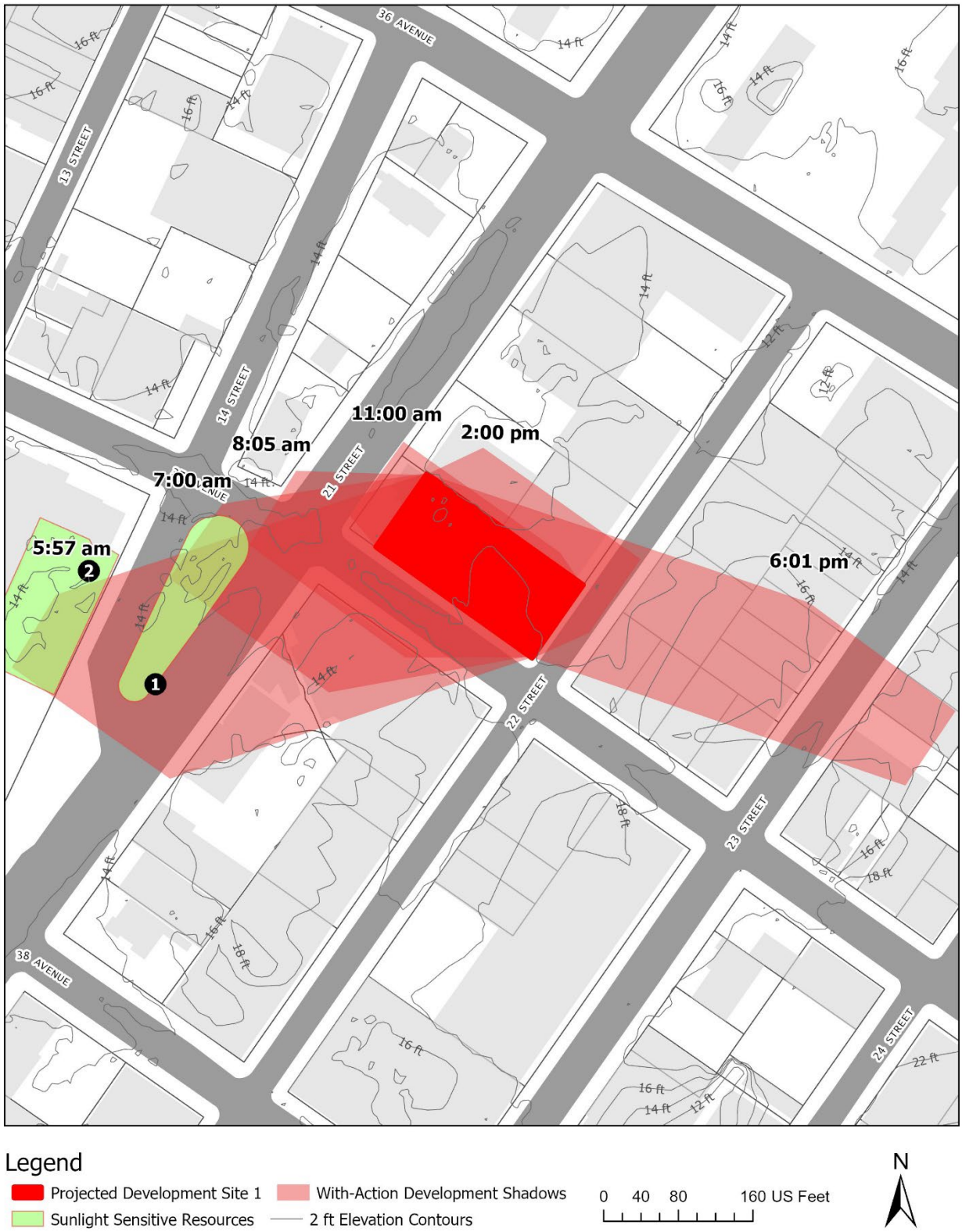


Figure 2.2-6: Tier 3 Shadow Screening June 21st (Summer Solstice)



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 Development. The results of the detailed shadow analyses on the identified resources of concern are summarized in **Table 2.2-1** below, and the incremental shadows that would be cast by Projected Development Site 1 are shown below in **Figure 2.2-7** to **Figure 2.2-12.**

Based on the findings of the Detailed Shadow Analysis, the Proposed Action would cast shadows on Sixteen Oaks Grove (Resource 1) from 7:36 am to 8:04 am on March 21st/September 21st, from 6:27 am to 8:08 am on May 6th/August 6th, and from 5:57 am to 8:05 am on June 21st. Meanwhile, the Proposed Action would also cast shadows on the P.S. 111 playground (Resource 2) from 6:27 am to 6:49 am on May 6th/August 6th, and from 5:57 am to 6:18 am on June 21st. The existing conditions of the sunlight-sensitive resources, Sixteen Oaks Grove and P.S. 111 playground, are shown in **Figure 2.2-13** and **Figure 2.2-14** below.

Table 2.2-1: Detailed Shadow Analysis Results

Analysis Day	December 21	March 21 / September 21	May 6 / August 6	June 21
Timeframe Window	8:51 am - 2:53 pm	7:36 am - 4:29 pm	6:27 am - 5:18 pm	5:57 am - 6:01 pm
Sunlight Sensitive Resource 1	Sixteen Oaks Grove			
Shadow enter - exit times	-	7:36 am - 8:04 am	6:27 am - 8:08 am	5:57 am - 8:05 am
Incremental Shadow Duration	-	28 Minutes	1 Hour 41 Minutes	2 Hours 8 Minutes
Sunlight Sensitive Resource 2	P.S. 111 Jacob Blackwell School Playground			
Shadow enter - exit times	-	-	6:27 am - 6:49 am	5:57 am - 6:18 am
Incremental Shadow Duration	-	-	22 Minutes	21 Minutes
Note: Daylight savings time not used				

Figure 2.2-7: Detailed Shadow Analysis March 21st / September 21st – 7:36 AM



Figure 2.2-8: Detailed Shadow Analysis May 6th / August 6th – 6:27 AM

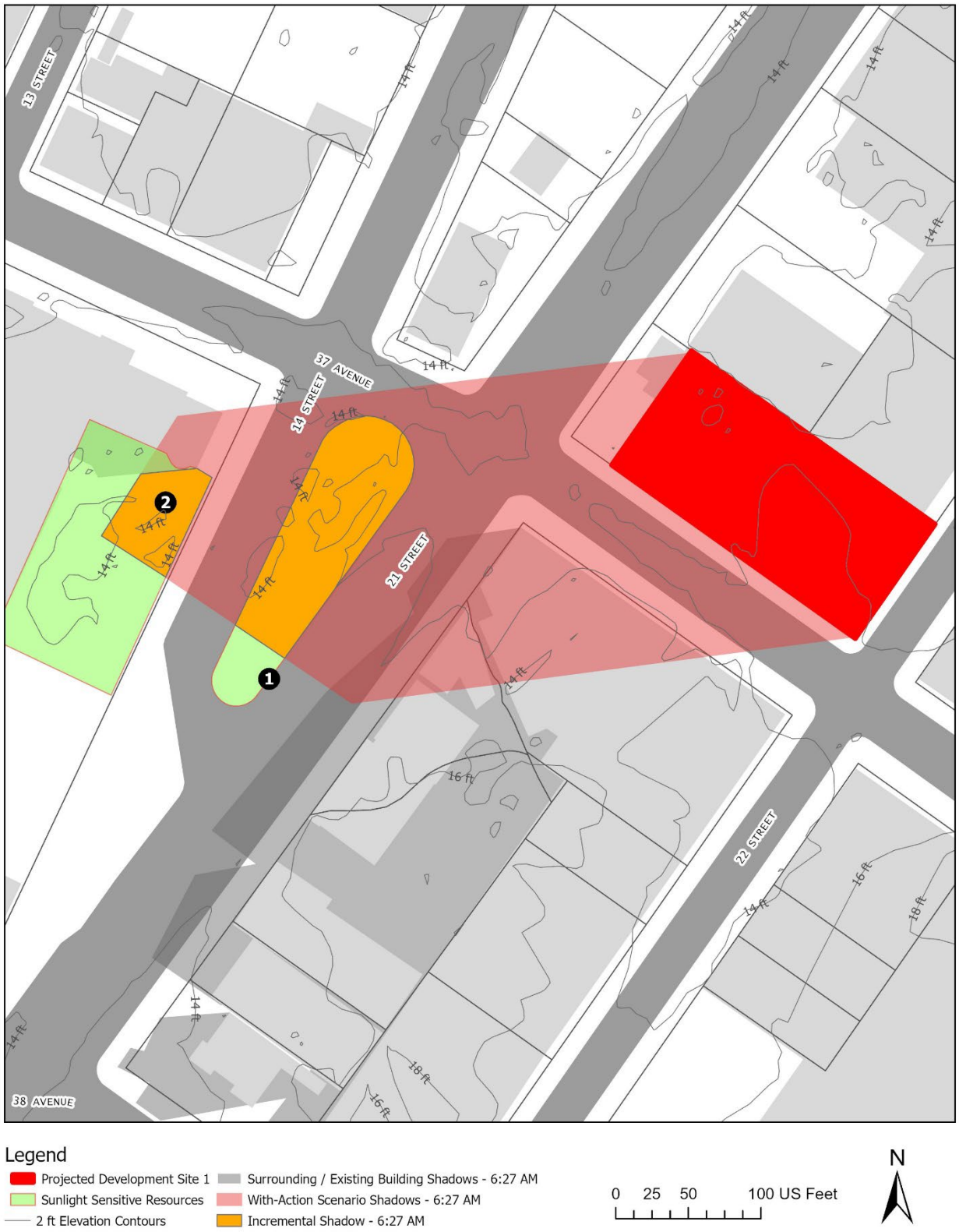


Figure 2.2-9: Detailed Shadow Analysis May 6th / August 6th – 7:27 AM

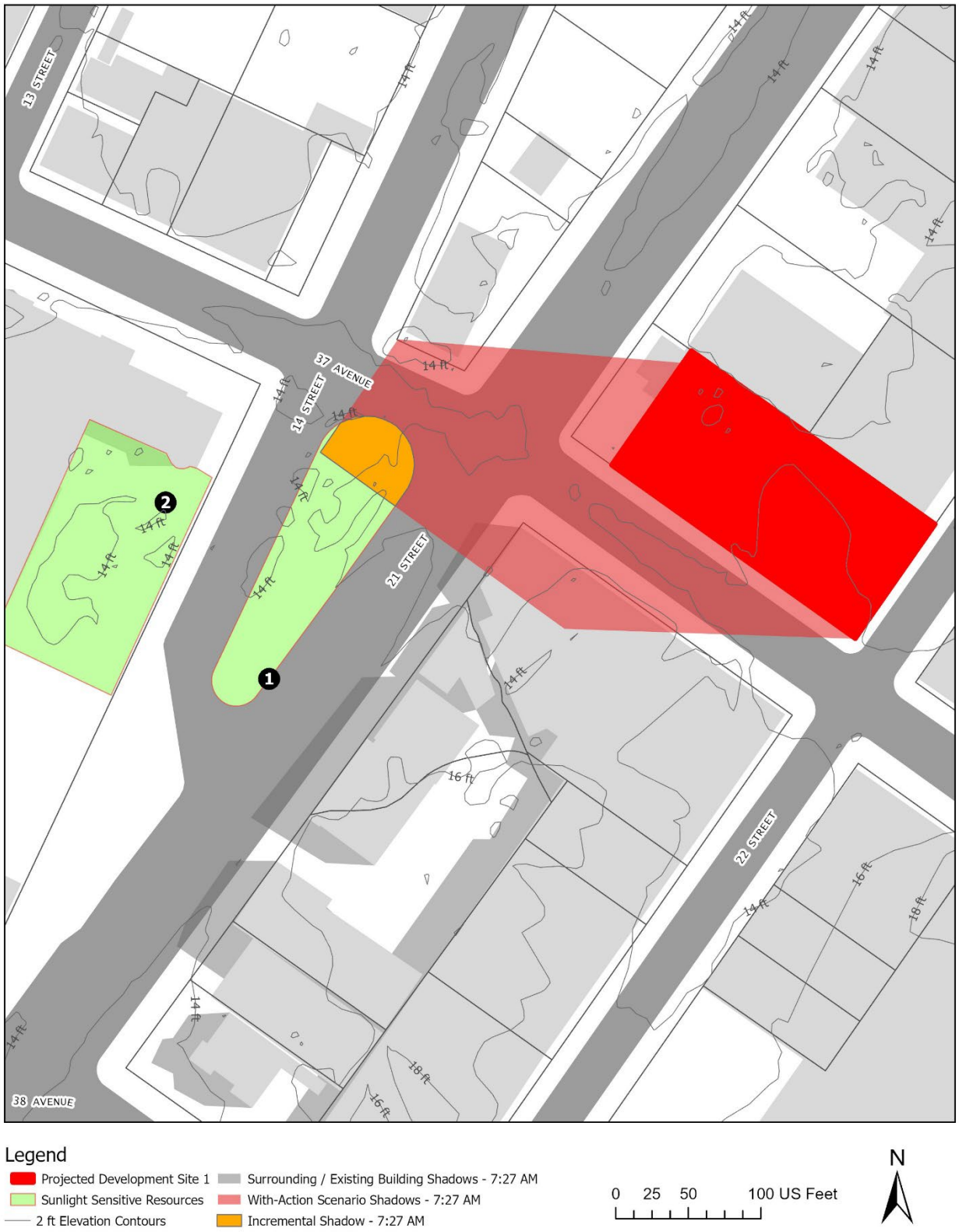


Figure 2.2-10: Detailed Shadow Analysis June 21st – 5:57 AM

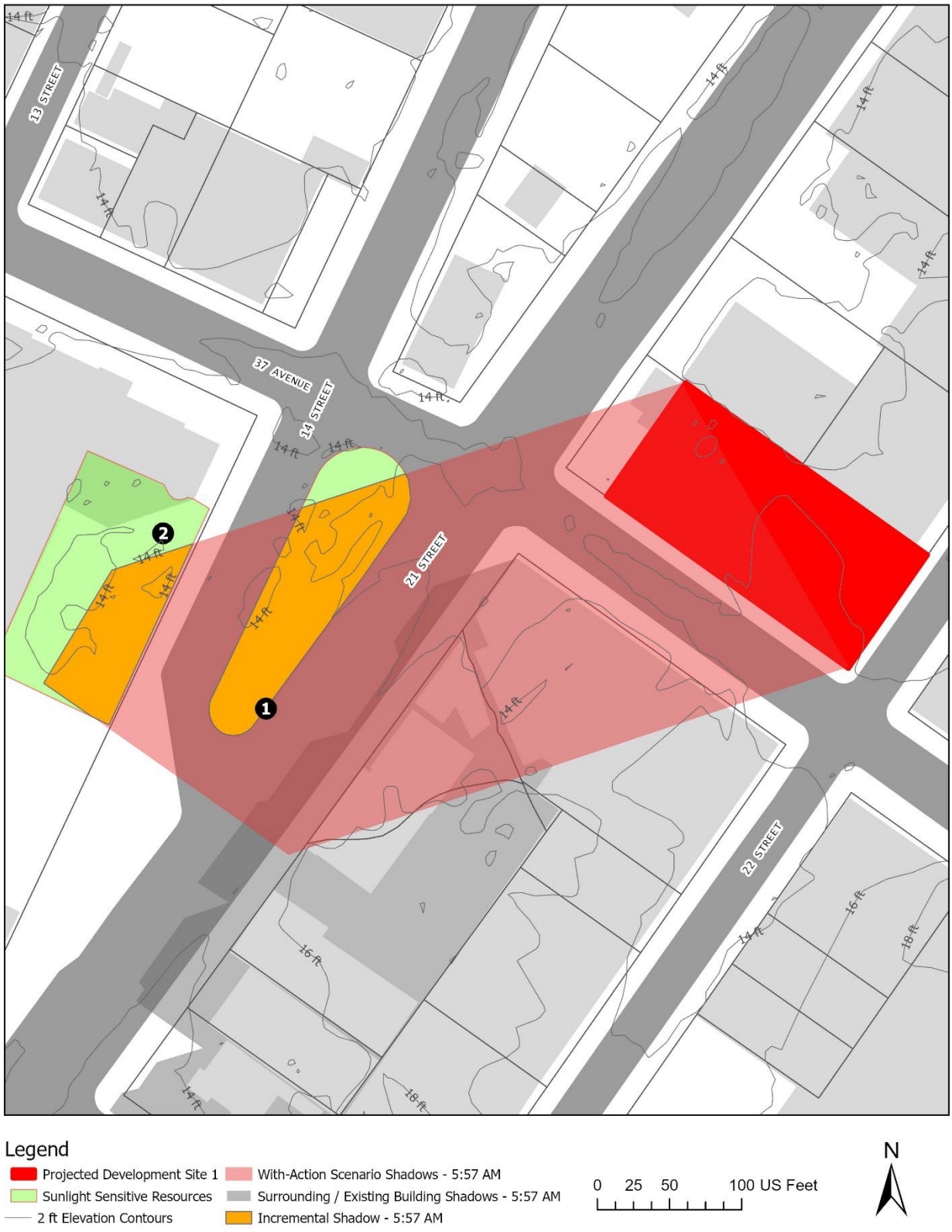


Figure 2.2-11: Detailed Shadow Analysis June 21st – 6:57 AM



Figure 2.2-12: Detailed Shadow Analysis June 21st – 7:57 AM

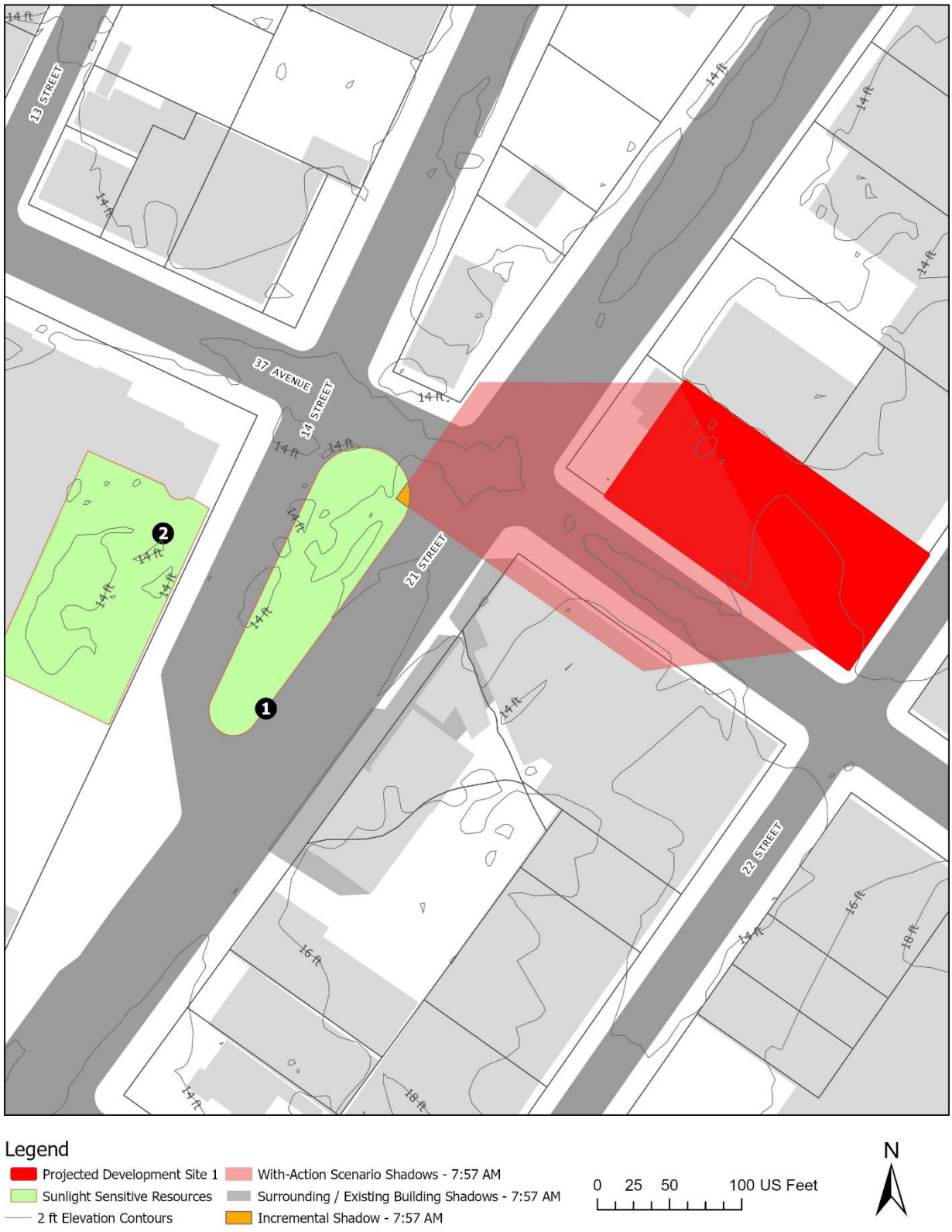


Figure 2.2-13: Sixteen Oaks Grove (Sunlight Sensitive Resource 1)



Figure 2.2-14: P.S. 111 Playground (Sunlight Sensitive Resource 2)



Determination of Shadow Impact Significance

The *2021 CEQR Technical Manual* states that the determination of the significance of shadows 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, six to eight 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 (Sixteen Oaks Grove)

Sunlight Sensitive Resource 1, Sixteen Oaks Grove, is a small sitting park bounded by 37th Avenue between 14th and 21st Streets. This resource contains sixteen oak trees and eight sitting benches used for passive recreation.

For the March 21st/ September 21st analysis period, there would be 28 minutes of incremental shadows cast on Sunlight Sensitive Resource 1, leaving 8 hours and 25 minutes of direct sunlight. For the May 6th/ August 6th analysis period, there would be 1 hour and 41 minutes of incremental shadows cast on Sunlight Sensitive Resource 1, leaving 9 hours and 10 minutes of direct sunlight. For the June 21st analysis period, there would be 2 hours and 8 minutes of incremental shadows cast on Sunlight Sensitive Resource 1, leaving 9 hours and 56 minutes of direct sunlight.

Though the shadows cast from the Proposed Development would cover the northern portion, even the entirety, of the small street park in the morning on the three analysis days, the movement of the shadows leaves the majority of the green space and benches with direct sunlight of more than 8 hours. Accordingly, the duration of shadows cast on the sunlight-sensitive resource is shown to be limited, and there would be no adverse impacts on the Open Space Utilization or Vegetation Growth for the analysis periods when the incremental shadows would reach the park. As such, no further analysis is warranted for Sixteen Oaks Grove (Resource 1).

Sunlight Sensitive Resource 2 (P.S. 111 Playground)

Sunlight Sensitive Resource 2, P.S. 111 Playground, is an accessory schoolyard for the students at P.S. 111 Jacob Blackwell, which is also included in the schoolyard-to-playground program with regular public access during the after-school hours. The playground is featured with well-paved surfaces and playground equipment. Shadows cast from the Proposed Development on the Projected Development Site would reach the schoolyard on May 6th/August 6th and June 21st analysis days.

Incremental shadows cast on the playground in May 6th/August 6th would last for a 22-minute period from 6:27 am to 6:49 am, leaving approximately 8 hours and 31 minutes of direct sunlight. Incremental shadows cast on the playground in June 21st would last for a 21-minute period from 5:57 am to 6:18 am, leaving approximately 10 hours and 30 minutes of direct sunlight. Since the incremental shadows would only impact the playground for a short period of time (less than 30 minutes) early in the morning before the school opens in the warm seasons, it is reasonable to assume that there would be no significant adverse impacts related to project-generated shadows on Open Space Utilization or Vegetation Growth of this sunlight-sensitive resource.

On all the impacted analysis days, the shadows cast from the Projected Development Site would affect the sunlight-sensitive resources, Sixteen Oaks Grove and P.S. 111 Playground, for a limited extent and duration. No adverse impact is expected on the open space utilization or vegetation growth, and therefore no further analysis is warranted.

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. 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 Action.

2.3.1 Architectural Resources

Per *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 Affected Area.

To determine whether the projected development has the potential to affect nearby off-site historic or architectural resources, the study area was screened for historic and architectural resources. No architectural resources were found in the Affected Area that were considered historic or significant.

The LPC was contacted for their initial review of the Proposed Action' potential to impact nearby historic or architectural resources, and by letter dated March 18, 2022 indicated that the study area does not contain any sites or buildings of known architectural significance (see **Appendix A**). Therefore, significant adverse impacts on architectural resources are not expected because of the Proposed Action, and further analysis is not warranted.

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 *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 Action would result in new in-ground construction on Projected Development Site 1 (Block 348, Lot 2). 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 March 18, 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 on archaeological resources are not expected because of the Proposed Action, and further analysis is not warranted.

2.3.3 Conclusion

The project would result in in-ground disturbance to develop the proposed mixed-use buildings with cellar and sub-cellar space for parking. LPC was contacted for their initial review of the proposed project's potential to impact historic and cultural resources on or near the Affected Area. In a letter dated March 18, 2022, LPC indicated that the Study Area does not contain any sites or buildings of known architectural or archaeological significance (see **Appendix A**). Thus, the Proposed Action is not anticipated to result in significant adverse impacts on sensitive architectural or archaeological resources.

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 an M1-1 zoning district to an M1-5 zoning district over Projected Development Site 1 (Block 348, Lot 2) would alter the permitted 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	M1-1	M1-5
Permitted Uses	Manu., Com., CF	Manu., Com., CF
Maximum FAR	Manu. and Com.: 1.00 CF: 2.40	Manu. and Com.: 5.00 CF: 6.50
Maximum Height	Sky Exposure Plane	Sky Exposure Plane
Lot Coverage (corner lot)	100%	100%

Com. = Commercial; CF = Community Facility; Manu. = Manufacturing

2.4.1 Existing Conditions

The Affected Area consists of Block 348, Lots 1, 2, p/o 6, and p/o 35 bounded by 36th Avenue to the north, 22nd Street to the east, 37th Street to the south, and 21st Street to the west in the Ravenswood neighborhood of Queens, which is described in detail in **Section 1.4** and **Section 2.1**.

The primary existing land uses in the 400-foot surrounding area consist of manufacturing, commercial, and transportation uses, with scattered public institutions and parking facilities. Manufacturing uses are mainly light industrial as warehouses, dry foods wholesaler (KBF Inc.), furniture manufacturing (Delphi Custom Furniture Ltd.), electrical supply store (G & Fast Electric Inc.), and food manufacturing (Goshen Foods; Prime Time Shiskabab). Major commercial uses are located along 36th Avenue, including a supermarket (Trade Fair Supermarket), pharmacies (Metrocare Pharmacy; CHN Pharmacy), restaurants (Exquisito; 23-02 Deli & Grocery; Palace Fried Chicken; Coffee & Green), and a cell phone store (Boost Mobile). Transportation uses in the area are primarily automotive related, including a mix of auto body shops (A&P Auto Body and Repair Inc.; A1 Collision; Twins Collision; Molla Auto Repair and Body Shop), auto parts stores (Morales

Tire Shop; Toro Tire Shop; Arm Automotive Inc.), gas stations (BP, Gulf, and Citgo), and a car rental business (Fast Track Mobility TLC Rentals). The public facility uses in the 400-foot area consist of a public school (P.S. 111 Jacob Blackwell), a childcare center (Jackson Development Center), a church (Adath Israel Center), and a medical center (Community Healthcare Network - Long Island City).

Manufacturing buildings range from one to two stories in height and are generally located to the east and north of the Affected Area. Commercial buildings are comprised of one-story buildings for local retail stores and car wash and lubritorium facilities, a three-story office building, and a thirteen-story hotel building called Manhattan View located at Block 364, Lot 4 to the south of the Affected Area. Transportation buildings range from one to two stories in height and are mostly located to the east and south of the Affected Area. The public facility buildings are scattered in the abovementioned uses and have building heights from one to three stories.

The Applicant-owned Development Site consists of one lot (Block 348, Lot 2), which is a corner lot with an area of approximately 16,984 sf. The lot has approximately 90 feet of frontage on 22nd Street and approximately 191 feet of frontage on 37th Avenue. It is improved with a 9,000 GSF, one-story plus cellar, light manufacturing building that was built in 1968, which is currently used as a warehouse for auto parts sales (Parts Authority).

Other lots within the Affected Area include a 1-story 850 GSF gas station building (Gulf gas station) with auto repair service (Ultimate Auto Care) on Lot 1 (0.32 FAR); a 1-story, 6,800 GSF commercial building, which is currently occupied by a car wash store (21st Street Lube) on Lot 6 (1.00 FAR); and a 1-story, 9,960 GSF light manufacturing building, which is currently occupied by a warehouse on Lot 35 (0.57 FAR).

The traffic grid around the Affected Area is regularly shaped. The Surrounding Area includes or is adjacent to major thoroughfares such as 36th Avenue (a minor arterial road) and 21st Street (a principal arterial road). 36th Avenue is an east-west two-way narrow road of 70 feet with one moving lane of traffic in each direction and curbside parking. 22nd Street is a north-to-south one-way narrow road of 60 feet with a single moving lane of traffic and curbside parking. 37th Avenue is an east-west two-way wide road of 75 feet with one moving lane of traffic in each direction and curbside parking. 21st Street is a north-south two-way wide road of 100 feet with two moving lanes in each direction and curbside parking.

The area is well-served by transit. The Affected Area is located within a Transit Zone, where households are accessible to transit, retail, and services and have low car ownership rates. The existing public transportation system around the Affected Area is sufficient to meet the residents' needs. Bus Q66, connecting Long Island City and Flushing, passes by the Affected Area on the west side along 21st Street, with two stops in both directions within a 1-minute walk distance. The Q69 bus, running between Long Island City and Astoria, serves the Affected Area at the same stop locations as Q66 Bus on 21st Street. The area also falls within the 10-minute-walk service area of the Q102 bus, which runs along 31st Street to the east of the Affected Area and provides

the connection between Roosevelt Island and Astoria. Within a 10-minute walking distance (approximately half a mile) from the Affected Area, there are two MTA subway stations including 36th Avenue station serving the F line and the 22nd Street station serving the N and W lines. Within one mile distance, other subway lines such as 7, G, E, R, and M trains also provide service at stations located further from the Affected Area. In addition, within a quarter of a mile of the Affected Area, there are three Citi Bike stations.

Sidewalks, ranging from 15 feet to 20 feet wide, are in fair condition with paved surfaces and regular street lights throughout the study area. Since the area has an abundance of automotive-related businesses, there are many curb cuts and rolling doors for the convenience of car entrance and exit. All the intersections are under good control with either properly functioning traffic lights or clear crossing markings, securing the safety of the pedestrians when crossing the streets.

A photo key for all images is shown below in **Figure 2.4-1**. The ground-level photographs of the study area under the existing condition are shown in **Figure 2.4-2** to **Figure 2.4-3** below.

2.4.2 Future No-Action Condition

In the future without the Proposed Action, it is expected that while tenants within the manufacturing and commercial buildings may change, the overall use of these buildings within the study area would remain the same. Any physical changes to buildings in the study area would comply with designated zoning regulations and other surrounding districts.

Pedestrian activity within the study area under Future No-Action Condition would not experience dramatic changes compared to that in the existing conditions. The sidewalks would be expected to remain in existing fair condition with paved surfaces and street lights. The existing curb cuts and rolling doors would remain for the convenience of car entrance and exit.

The surrounding area would primarily consist of light manufacturing, commercial, and transportation buildings. The light manufacturing buildings range from 1 to 2 stories in height. The commercial buildings consist of one-story buildings for local retail stores and car wash and lubritorium facilities, a three-story office building, and a thirteen-story hotel building. Transportation buildings range from 1 to 2 stories in height and public facility buildings are scattered and have building heights from 1 to 3 stories.

No significant changes to the area's urban character are anticipated. No changes to the area's views to the adjacent parks and open spaces are also expected.

Figure 2.4-1: Urban Design Study Area – Photomontage Locations

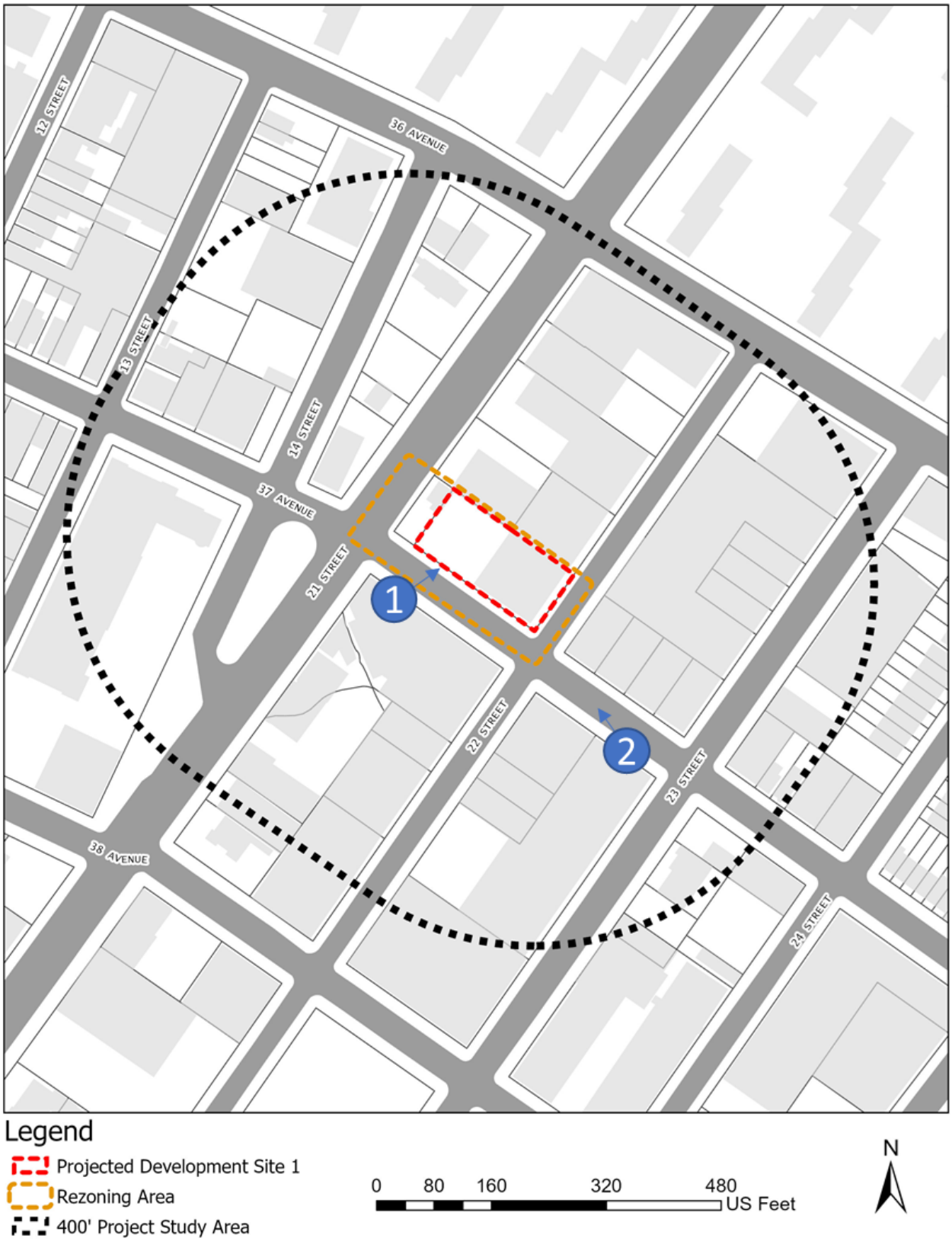


Figure 2.4-2: Existing and No-Action Condition 1 - Looking Northeast on 37th Avenue



Figure 2.4-3: Existing and No-Action Condition 2 - Looking Northwest on 37th Avenue and 22nd Street



2.4.3 Future With-Action Condition

Projected Development Site 1 (Block 348, Lot 2; Applicant-Owned Lots)

Projected Development Site 1 would be improved with a new mixed light manufacturing and commercial development of a 119,854 GSF (84,475 ZSF; 4.97 FAR), 7-story plus cellar and sub-cellar, 113-foot-10-inch-tall building. The Proposed Development would include 22,242 GSF (21,386 ZSF; 1.26 FAR) of commercial uses (UG 6, local retail stores and commercial offices), 65,612 GSF (63,088 ZSF; 3.71 FAR) of light manufacturing uses (UG 17), and 32,000 GSF of parking spaces. The ground floor would be used for local retail, while the second floor through the fifth floor would be occupied by light manufacturing uses and the sixth and seventh floors would be occupied by commercial office. In addition to the local retail spaces, the ground floor would also contain a lobby, reception desk, and bathrooms for the commercial retail space. No accessory parking is required for the commercial and manufacturing uses in the proposed M1-5 district. However, 58 voluntary spaces would be provided at two below-grade levels.

The Proposed Development would have a 5-story, 82-foot-tall front wall before setting back 15 feet from 37th Avenue and 20 feet from 22nd Street and rising to a maximum building height of 113 feet 10 inches. The below-grade parking facility would be served by a two-way curb cut on 37th Avenue. Two off-street loading berths would be served by a curb cut on 22nd Street. The sidewalks along 37th Avenue and 22nd Street would remain its existing condition, which are both approximately 15 feet in width.

The Proposed Action would introduce a development that is larger in scale than surrounding buildings but with similar uses to those in the surrounding area. The new mid-rise development with ground floor local retail uses, currently improved with a low-rise manufacturing warehouse building, would improve the pedestrian experience and provide locally serving retail uses.

The urban design figures under the With-Action condition are shown in **Figure 2.4-4** to **Figure 2.4-5** below.

2.4.4 Conclusion

The development facilitated by the Proposed Action would not adversely impact any of the constituent urban design elements or impact the overall character of the neighborhood. It would not significantly change the pedestrian experience, nor would it disturb the vitality, walkability, or the visual character of the area. Instead, with the local retail service provided on-site, the Proposed Development would improve the pedestrian experience in the area. The development with ground floor commercial uses would improve walkability and the visual character of the area, and would also provide locally serving retail uses. Therefore, the Proposed Action would not result in any significant adverse impact to the constituent elements of Urban Design, and a detailed analysis is not warranted.

Figure 2.4-4: With-Action Condition 1 - Looking Northeast on 37th Avenue



Figure 2.4-5: With-Action Condition 2 - Looking Northwest on 37th Avenue and 22nd 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

Projected Development Site 1 consists of Block 348, Lot 2, which is owned and controlled by the Applicant. Lot 2 is a corner lot with a lot area of approximately 16,984 sf. The lot has approximately 90 feet of frontage on 22nd Street and approximately 191 feet of frontage on 37th Avenue. It is improved with a 9,000 GSF, one-story plus cellar, light manufacturing building that was built in 1968, which is currently used as a warehouse for auto parts sales (Parts Authority).

The Proposed Action would allow for commercial and light manufacturing uses to be built with a higher FAR in the proposed M1-5 districts, compared to the existing M1-1 zoning regulations. Accordingly, a Phase I Environmental Site Assessment (ESA) was conducted for the Applicant-owned Projected Development Site 1 by Equity Environmental Engineering on June 10th, 2020. A copy of the report is included as an Attachment. The Phase I ESA will be reviewed by the Department of Environmental Protection.

2.5.1 Phase I Environmental Site Assessment

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 Environmental Engineering performed a Phase I Environmental Site Assessment on June 10th, 2020 in conformance with the scope and limitations of ASTM Practice E 1527-13. 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): The EDR Vapor Encroachment database identified several VECs (Vapor Encroachment Conditions) of concern within 1/10 of a mile of the Subject Property including historic auto repair shops, a historic dry cleaner, and a gas station. Based on these findings, a vapor encroachment condition cannot be ruled out.

Based on the findings of the Phase I ESA, VECs were identified related to the Subject Property. Department of Environmental Protection (DEP) has reviewed the Phase I ESA report. By letter dated December 19, 2022, DEP indicated that based on the historical on-site and/or surrounding area land uses, a Phase II Environmental Site Assessment is necessary to adequately identify/characterize the surface and subsurface soils, groundwater and soil vapor of the subject property, and to inform and disclose the measures necessary to avoid impacts from hazardous materials (See **Attachment A**). Therefore, the development of Projected Development Site 1 under the Proposed Action may have the potential for adverse impacts related to hazardous materials and a Phase II ESA should be undertaken, collecting original samples of soil, groundwater or building materials to analyze for quantitative values of various contaminants.

The business that occupies the Development Site is an EV Foods, a food warehouser and distributor. The business operates from 8:00am to 6:00pm – six days a week. Phase II ESA testing will require site investigative work in multiple locations on the property, including the drilling of multiple borings into pavement areas and inside of the building. No area of the property is undeveloped with exposed earth - and the only open areas on the property are paved parking areas. However, the parking lot is busy and is always fully occupied with vehicles, and the

remaining open area consisting of active ingress and egress area. Phase II ESAs require multiple borings into the ground to capture subsurface conditions for the entire property, with a rig powerful enough to penetrate pavement. It should be noted these rigs are large enough to prevent parking lot access. Based on our experience, these tests will take approximately 1 to 2 days to complete, with some additional time to patch the borings. Given the invasive nature of boring with a large rig, the business would be required to close to permit this work, as it would occur during business hours.

As the Applicant rents the Development Site to an active tenant, they do not have the ability to force the business to close until the expiration of the lease, which is anticipated to occur following approval of the Proposed Action. 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 Action.

2.5.2 Conclusion

Based on the findings and conclusions of Phase I, it is recommended that in the event any future excavation/construction activities are proposed, further assessment of the historic fill material should be conducted.

As a result, an E-Designation is proposed to be mapped on Projected Development Site 1. The proposed E-Designation language related to Hazardous Materials is as follows:

E-Designation (E-718)

Block 348, Lot 2 (Projected Development Site 1)

An E-Designation should be placed on the site to assure that testing and mitigation will be performed, as necessary, before any future development and/or soil disturbance. Further hazardous materials assessments should be coordinated through the Mayor's Office of Environmental Remediation (OER).

Task 1-Sampling Protocol

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

Task 2-Remediation Determination and Protocol

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

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

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.

The implementation of the preventative and remedial measures outlined in the (E) designation would preclude the potential for significant adverse hazardous materials impacts from the Proposed Action. Therefore, no further analysis is warranted.

2.6 Transportation

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

Methodology

The *CEQR Technical Manual* states that a preliminary trip generation assessment should be prepared to determine whether a quantified analysis of any technical areas of the transportation system is necessary. Except in unusual circumstances, a further quantified analysis would typically not be needed for a technical area if the proposed development would result in fewer than the following increments:

- 50 peak hour vehicle trips;
- 200 peak hour subway/rail or bus transit riders (or 50 bus trips in a single direction on a single route during a peak hour); or
- 200 peak hour pedestrian trips.

The *CEQR Technical Manual* also states that if the threshold for traffic is surpassed, a parking assessment may also be warranted. This chapter assesses the potential for project-generated vehicle, transit, and pedestrian trips to affect the local transportation network.

Analysis

Future No-Action Condition

Existing conditions are expected to remain in the future No-Action Condition.

Future With-Action Condition

The incremental change in land use for Projected Development Site 1 from the future No-Action Condition to the future With-Action Condition are detailed below in **Table 2.6-1**.

Table 2.6-1: Increment Summary Table

Site	Land Use	Existing	No-Action	With-Action	Increment
		gsf	gsf	gsf	gsf
Site 1	Local Retail (UG 6)	9,000	9,000	8,389	-611
	Light Manufacturing (UG 17)	0	0	65,612	65,612
	Commercial Office (UG 6)	0	0	13,853	13,853

* gsf = Gross Square Footage

2.6.1 Preliminary Assessment

The Affected Area is located within Traffic Zone 2. According to Table 16-1 of the *2021 CEQR Technical Manual*, a development of fewer than 200 residential units, 15,000 square feet of local retail, 25,000 square feet of community facility space, or a weighted average below 1.00 of any of the above, typically does not warrant further assessment of the potential for adverse effects on Transportation. Incremental development under the Proposed Action, compared to the No-Action condition, would consist of a decrease of 611 GSF of local retail use, and an increase of 65,612 GSF of light manufacturing use, 13,853 GSF of commercial office use, and 58 off-street parking spaces, which results in a weighted average of more than 1 for the Proposed Action. Therefore, a Tier 1 trip generation is required.

Transportation Planning Factors

Local Retail

The daily trip generation, temporal distribution, in/out splits, truck trip generation, truck temporal distribution, and truck directional splits were taken from the *2021 CEQR Technical Manual*. The modal splits and auto/taxi occupancy were taken from data provided by NYC DOT for local retail in Queens.

Commercial Office

The daily trip generation, temporal distribution, in/out splits, truck trip generation, truck temporal distribution, and truck directional splits were taken from the *2021 CEQR Technical Manual*. The modal splits and auto occupancy were taken from the 2012-2016 CTPP RJTW data for Census Tracts 19, 25, 31, 33, 43, 47, 51, and 85 in Queens and the taxi occupancy was taken from Astoria 31st Street Rezoning EAS.

Light Industrial

The daily trip generation, temporal distribution, in/out splits, truck trip generation, and truck temporal distribution were taken from East New York FEIS. The truck directional splits were taken from *2021 CEQR Technical Manual*. The modal splits and auto occupancy were taken from the 2012-2016 CTPP RJTW data for Census Tracts 19, 25, 31, 33, 43, 47, 51, and 85 in Queens. The taxi occupancy was taken from East New York FEIS.

As **Table 2.6-2** shows, the assumption of the travel factors is determined based on the listed data sources. **Table 2.6-3** shows the person trips, while **Table 2.6-4** shows the vehicular trips and **Table 2.6-5** shows the pedestrian trips, all generated from the trip factors in **Table 2.6-2**.

Table 2.6-2: Transportation Demand Factors

	Local Retail		Commercial Office		Light Industry	
Trip Generation	(1)		(1)		(2)	
Weekday	329		18		14.7	
Saturday	358		3.9		2.2	
	per 1,000 sf		per 1,000 sf		per 1,000 sf	
Temporal Distribution	(1)		(1)		(2)	
Weekday AM	4.80%		12.40%		13.20%	
Weekday MD	8.00%		11.00%		11.00%	
Weekday PM	10.90%		10.50%		14.20%	
Sat MD	11.70%		14.10%		10.70%	
Modal Splits	AM/MD/PM (3)	Sat (3)	(4)		(4)	
Auto	11.00%	8.00%	32.49%		32.49%	
Taxi	0.00%	0.00%	1.34%		1.34%	
Bus	3.00%	4.00%	8.94%		8.94%	
Subway	4.00%	7.00%	48.75%		48.75%	
Walk/Other	82.00%	81.00%	8.48%		8.48%	
In/Out Splits	In (1)	Out (1)	In (1)	Out (1)	In (2)	Out (2)
Weekday AM	53%	47%	89%	11%	88%	12%
Weekday MD	50%	50%	48%	52%	50%	50%
Weekday PM	50%	50%	17%	83%	12%	88%
Sat MD	50%	50%	50%	50%	47%	53%
Vehicle Occupancy	(3)		(4)(5)		(2)(4)	
Auto	1.40		1.12		1.12	
Taxi	1.40		1.42		1.20	
Truck Trip Generation	(1)		(1)		(2)	
Weekday	0.35		0.32		0.67	
Saturday	0.04		0.01		0.67	
Temporal Distribution	(1)		(1)		(2)	
Weekday AM	8.00%		10.00%		14.00%	
Weekday MD	11.00%		11.00%		9.00%	
Weekday PM	2.00%		2.00%		1.00%	
Saturday	11.00%		11.00%		0.00%	
In/Out Splits	In (1)	Out (1)	In (1)	Out (1)	In (1)	Out (1)
AM/MD/PM/Sat	50.00%	50.00%	50.00%	50.00%	50.00%	50.00%

1 = 2021 CEQR Technical Manual; 2 = East New York FEIS; 3 = NYCDOT Local Retail Survey Data; 4 = CTPP RJTW 2012 - 2016 Data Census Tract #'s 19, 25, 31, 33, 43, 47, 51, and 85 in Queens, NY; 5 = Astoria 31st Street Rezoning EAS

Table 2.6-3: Total Project Generated Person Trips

	Local Retail		Commercial Office		Light Industry	
Size/Units	-611	gsf	13,853	gsf	65,612	gsf
Peak Hour Trips						
AM	-10		31		127	
MD	-16		27		106	
PM	-22		26		137	
Sat MD	-26		8		15	
Person Trips						
Weekday AM	In	Out	In	Out	In	Out
Auto	-1	0	9	1	36	5
Taxi	0	0	0	0	2	0
Bus	0	0	2	0	10	1
Subway	0	0	13	2	55	7
Walk/Other	-4	-4	2	0	10	1
Total	-5	-5	28	3	112	15
Weekday MD	In	Out	In	Out	In	Out
Auto	-1	-1	4	5	17	17
Taxi	0	0	0	0	1	1
Bus	0	0	1	1	5	5
Subway	0	0	6	7	26	26
Walk/Other	-7	-7	1	1	5	5
Total	-8	-8	13	14	53	53
Weekday PM	In	Out	In	Out	In	Out
Auto	-1	-1	1	7	5	39
Taxi	0	0	0	0	0	2
Bus	0	0	0	2	1	11
Subway	0	0	2	11	8	59
Walk/Other	-9	-9	0	2	1	10
Total	-11	-11	4	22	16	121
Saturday MD	In	Out	In	Out	In	Out
Auto	-1	-1	1	1	2	3
Taxi	0	0	0	0	0	0
Bus	-1	-1	0	0	1	1
Subway	-1	-1	2	2	4	4
Walk/Other	-10	-10	0	0	1	1
Total	-13	-13	4	4	7	8

Table 2.6-4: Project Generated Vehicular Trips

	Local Retail		Commercial Office		Light Industry	
Vehicle Trips						
Weekday AM	In	Out	In	Out	In	Out
Auto	0	0	8	1	32	4
Taxi	0	0	0	0	1	0
Taxi Balanced	0	0	1	0	3	0
Truck	0	0	0	0	3	3
Total	0	0	9	1	38	8
Weekday MD	In	Out	In	Out	In	Out
Auto	-1	-1	4	4	15	15
Taxi	0	0	0	0	1	1
Taxi Balanced	0	0	0	0	1	1
Truck	0	0	0	0	2	2
Total	-1	-1	4	5	19	19
Weekday PM	In	Out	In	Out	In	Out
Auto	-1	-1	1	6	5	35
Taxi	0	0	0	0	0	1
Taxi Balanced	0	0	0	0	0	3
Truck	0	0	0	0	0	0
Total	-1	-1	1	7	5	38
Saturday MD	In	Out	In	Out	In	Out
Auto	-1	-1	1	1	2	2
Taxi	0	0	0	0	0	0
Taxi Balanced	0	0	0	0	0	0
Truck	0	0	0	0	0	0
Total	-1	-1	1	1	2	3

Table 2.6-5: Project Generated Pedestrian Trips

	Local Retail		Commercial Office		Light Industry		Total		
Pedestrian Trips									
Weekday AM	In	Out	In	Out	In	Out	Total In	Total Out	Total In/Out
Bus	0	0	2	0	10	1	12	2	14
Subway	0	0	13	2	55	7	68	9	77
Walk/Other	-4	-4	2	0	10	1	8	-2	6
Total	-5	-4	18	2	74	10	88	8	96
Weekday MD	In	Out	In	Out	In	Out	Total In	Total Out	Total In/Out
Bus	0	0	1	1	5	5	6	6	11
Subway	0	0	6	7	26	26	32	32	64
Walk/Other	-7	-7	1	1	5	5	-1	-1	-2
Total	-7	-7	9	9	35	35	37	37	74
Weekday PM	In	Out	In	Out	In	Out	Total In	Total Out	Total In/Out
Bus	0	0	0	2	1	11	2	12	14
Subway	0	0	2	11	8	59	10	69	79
Walk/Other	-9	-9	0	2	1	10	-7	3	-4
Total	-10	-10	3	14	11	80	4	84	88
Saturday MD	In	Out	In	Out	In	Out	Total In	Total Out	Total In/Out
Bus	-1	-1	0	0	1	1	0	1	1
Subway	-1	-1	2	2	4	4	4	5	9
Walk/Other	-10	-10	0	0	1	1	-9	-9	-19
Total	-12	-12	3	3	5	5	-4	-4	-8

2.6.2 CEQR Transportation Analysis Screening

The *2021 CEQR Technical Manual* provides a methodology for evaluating the potential impacts of a proposed project on the transportation system. In accordance with the *2021 CEQR Technical Manual*, a Level 1 screening assessment includes a trip generation analysis to determine whether the project would result in more than 50 vehicle trip-ends, 200 subway/rail or bus transit riders, or 200 pedestrian trips in a peak hour. The Level 2 screening is a trip assignment review that assigns the project-generated trips to specific intersections, transit lines, and pedestrian elements and identifies intersections with 50 or more vehicle trips, pedestrian elements with 200 or more pedestrian trips, 50 bus trips in a single direction on a single route, or 200 passengers at a subway station or line during any analysis peak hour which would require detailed analyses.

Trip Generation Summary

Table 2.6-3, **Table 2.6-4** and **Table 2.6-5** show the total person, vehicular, and pedestrian trip generation projected for the proposed development.

The project would generate 149 total person trips during the weekday AM peak hour, 117 during the weekday midday peak hour, 141 during the weekday PM peak hour, and -3 during the Saturday midday peak hour, as shown in **Table 2.6-3**.

The project would generate 55 total vehicular trips during the weekday AM peak hour, 45 during the weekday midday peak hour, 50 during the weekday PM peak hour, and 6 during the Saturday midday peak hour as shown in **Table 2.6-4**.

The project would generate 96 total pedestrian trips (subway, MTA bus, and walk only trips) during the weekday AM peak hour, 74 during the weekday midday peak hour, 88 during the weekday PM peak hour, and -8 during the Saturday midday peak hour as shown in **Table 2.6-5**.

Level 1 Screening Assessment

The Level 1 Screening evaluates the number of vehicular and pedestrian trip-ends by mode to determine if further analysis is warranted. Incremental project-generated trip ends are detailed below in **Table 2.6-6**.

Table 2.6-6: Project Generated Trip Ends

Peak Hour	AM Peak Hour	Midday Peak Hour	PM Peak Hour	Saturday Peak Hour
Total Walk Only Trip-Ends	6	-2	-4	-19
Total Subway Trip-Ends	77	64	79	9
Subway Threshold	**200**	**200**	**200**	**200**
Total MTA Bus Trip-Ends	14	11	14	1
MTA Bus Threshold	**200**	**200**	**200**	**200**
Total Pedestrian Trip-Ends	96	74	88	-8
Pedestrian Threshold	**200**	**200**	**200**	**200**
Vehicular Trip-Ends	**55**	45	**50**	6
Vehicular Threshold	**50**	**50**	**50**	**50**

Highlighted cells denote trips in exceedance of 200 pedestrians or 50 vehicles per peak hour.

Vehicular

As shown in **Table 2.6-6**, the proposed project would generate more than 50 vehicular trips during the Weekday AM and PM peak hours and fewer than 50 vehicular trips during the Weekday Midday and Saturday Midday peak hours. As the number of induced vehicular trips during the Weekday AM and PM peak hours exceeds the Level 1 threshold of 50 vehicular trip-ends, a Level 2 screening assessment would be warranted for vehicular trips during Weekday AM and PM peak hours.

Subway

As shown in **Table 2.6-6**, the proposed project would generate fewer than 200 subway trips during all peak hours. Therefore, a Level 2 screening assessment would not be warranted for subway trips during these peak hours.

MTA Bus

As shown in **Table 2.6-6**, the proposed project would generate fewer than 200 MTA bus trips during all peak hours. Therefore, a Level 2 screening assessment would not be warranted for MTA bus trips during these peak hours.

Pedestrian

In addition to walk-only trips, all bus and subway trips generated by the proposed project would begin or end as pedestrian trips. All taxi pick-up/drop-offs were assumed to occur at the entrance to the building. The proposed project would not exceed the Level 1 threshold of 200 trips during all the peak hours, as shown in **Table 2.6-6**. Therefore, a Level 2 screening assessment would not be warranted for pedestrian trips during these peak hours.

Level 2 Screening Assessment

As part of the Level 2 screening assessment, project-generated trips were assigned to specific intersections and pedestrian elements near the project site. Further quantified analyses to assess the potential impacts of the proposed project on the transportation system would be warranted if the trip assignments were to identify key intersections incurring 50 or more peak hour vehicular trips, pedestrian elements incurring 200 or more peak hour pedestrian-trips, or public transit (subway or MTA bus) stations or lines incurring 200 or more peak hour trips.

Site Access and Egress

The proposed project has one entrance/exit for vehicular trips that is close to Block 348, Lot 1 along 37th Avenue. All vehicles were assigned to the same spot regardless of their trip purpose.

Vehicular Trips

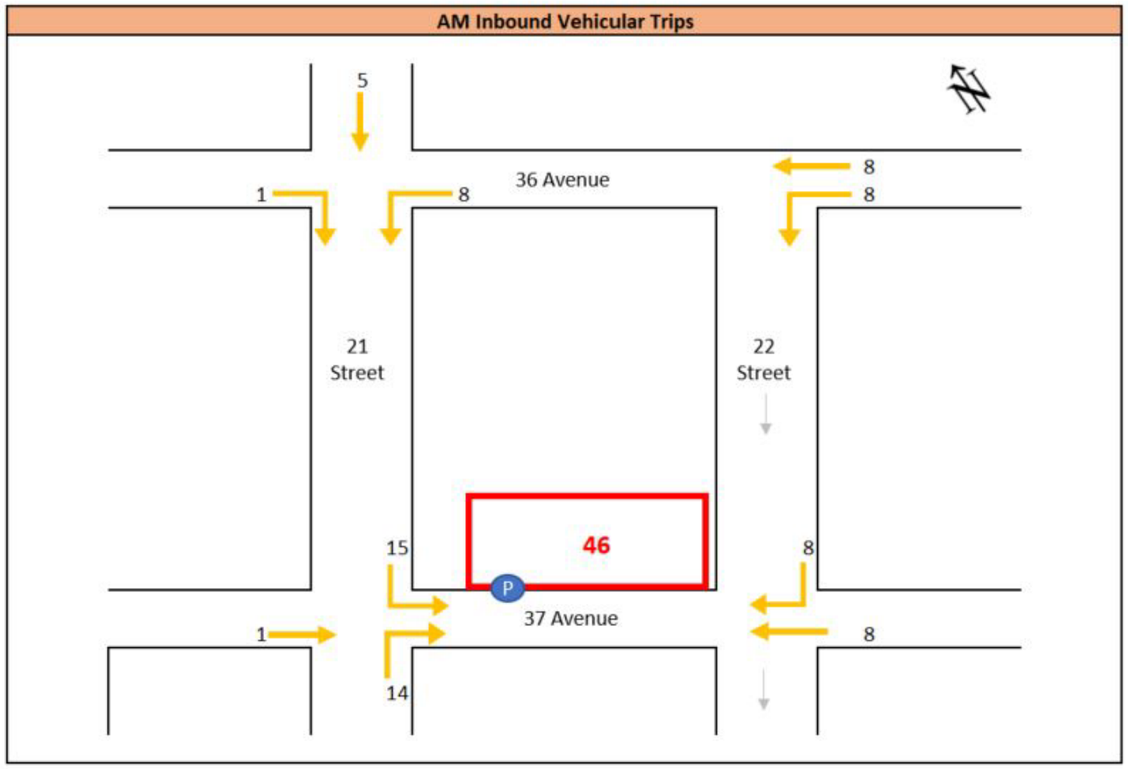
As shown previously in **Table 2.6-6**, incremental vehicular trips resulting from the proposed project would exceed the CEQR Level-1 screening threshold during the Weekday AM and PM

peak hours. Level 2 vehicular trip assignments were individually developed for all the proposed uses as discussed below, and the vehicular trip assignment maps for Weekday AM and PM peak hours were shown in **Figure 2.6-1** and **Figure 2.6-2**.

Auto, Taxi, and Truck Trips

For automobile trips, motorists would park at the below-grade off-street parking spaces provided by the Proposed Development. Therefore, the trips of these vehicles would all head to or depart from the parking entrance/exit located close to Block 348, Lot 1 along 37th Avenue.

Figure 2.6-1: Weekday AM Vehicular Trip Assignment (1 of 2)



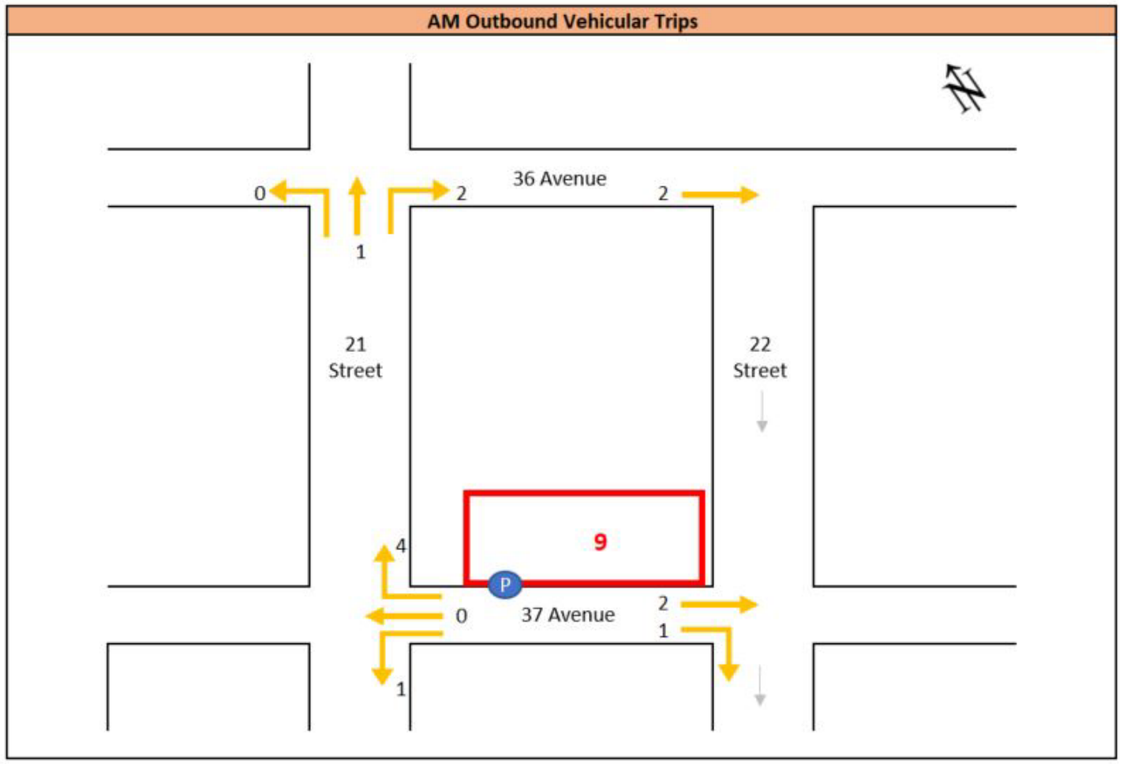
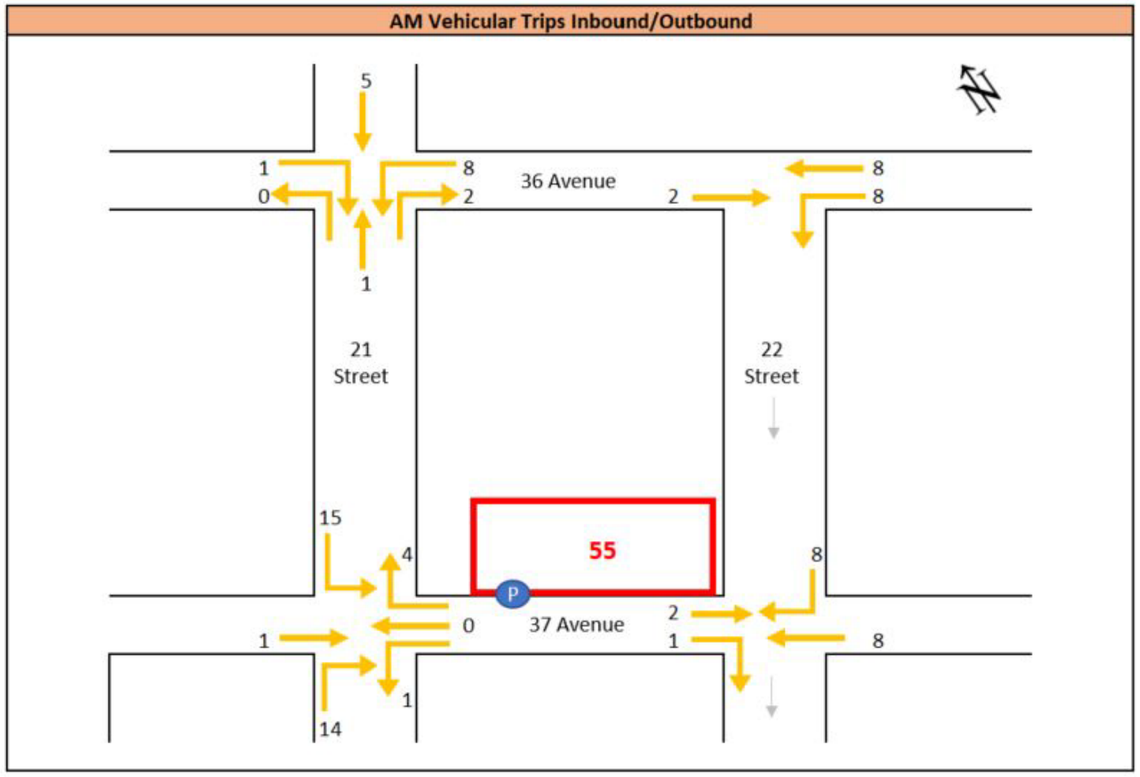


Figure 2.6-2: Weekday AM Vehicular Trip Assignment (2 of 2)



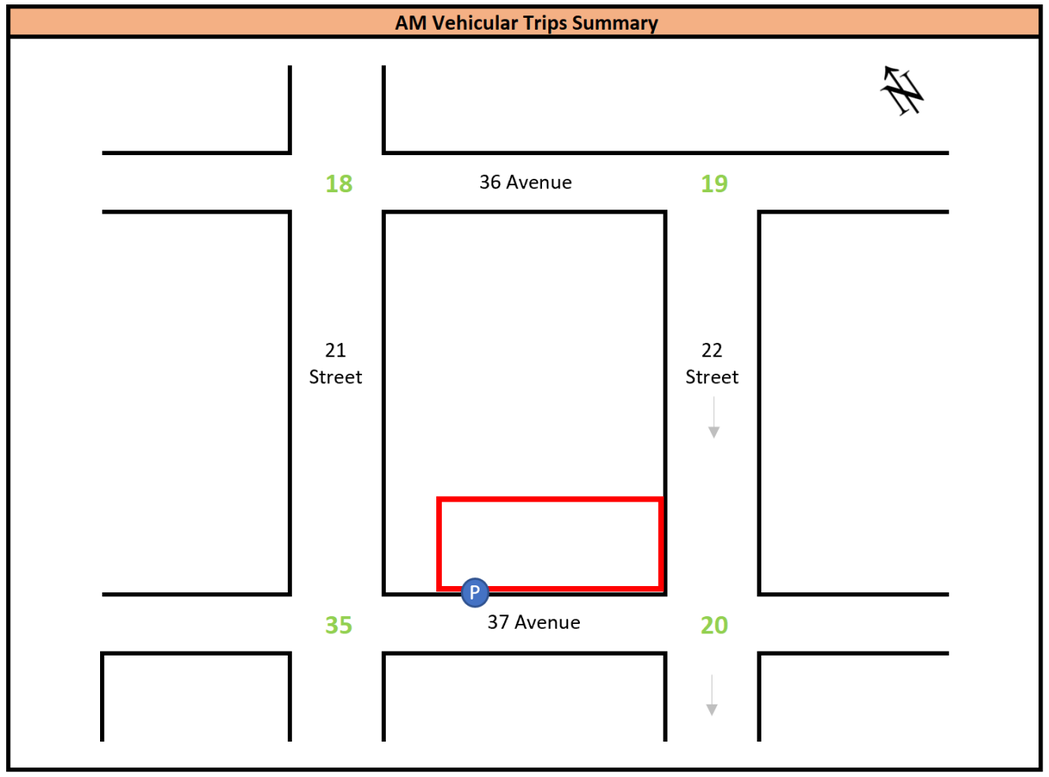
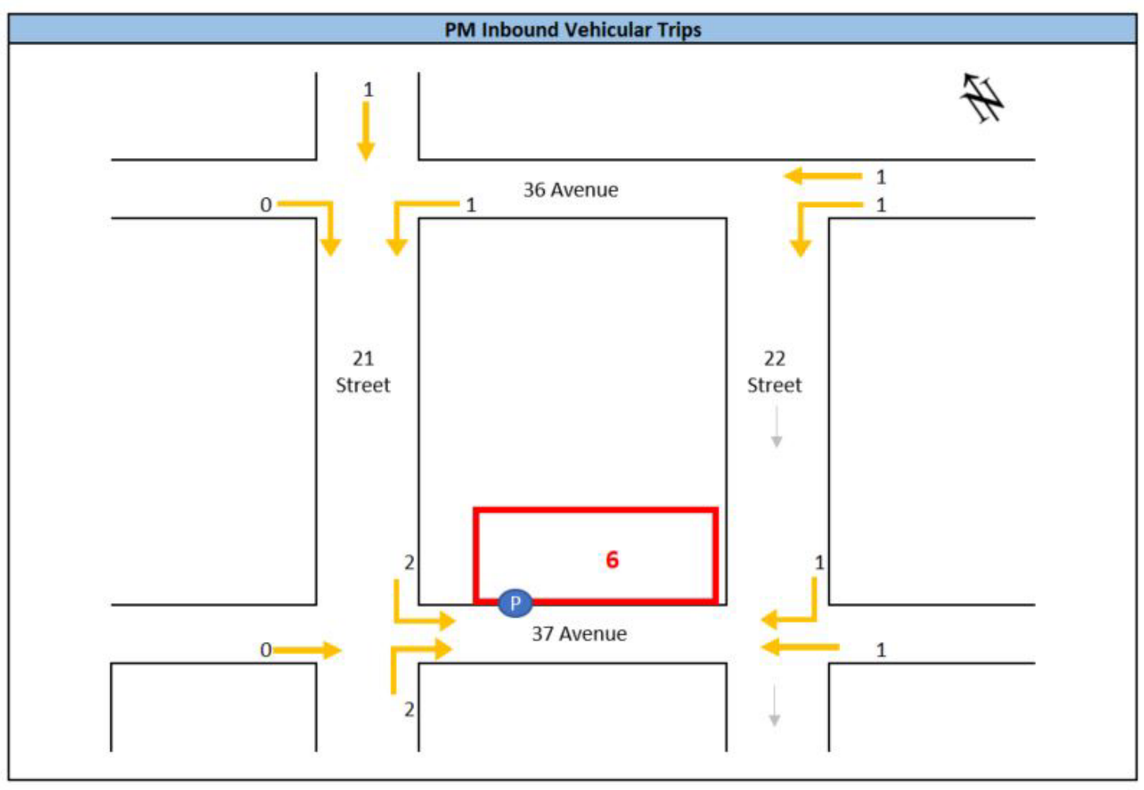


Figure 2.6-3: Weekday PM Vehicular Trip Assignment (1 of 2)



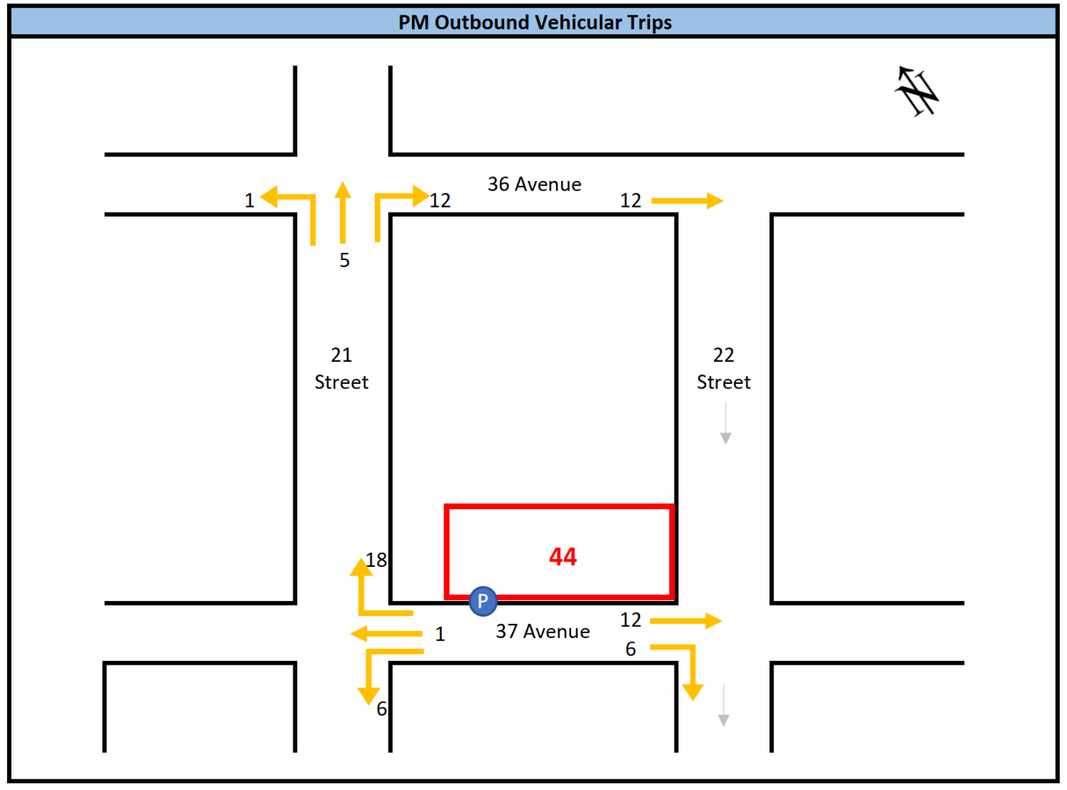
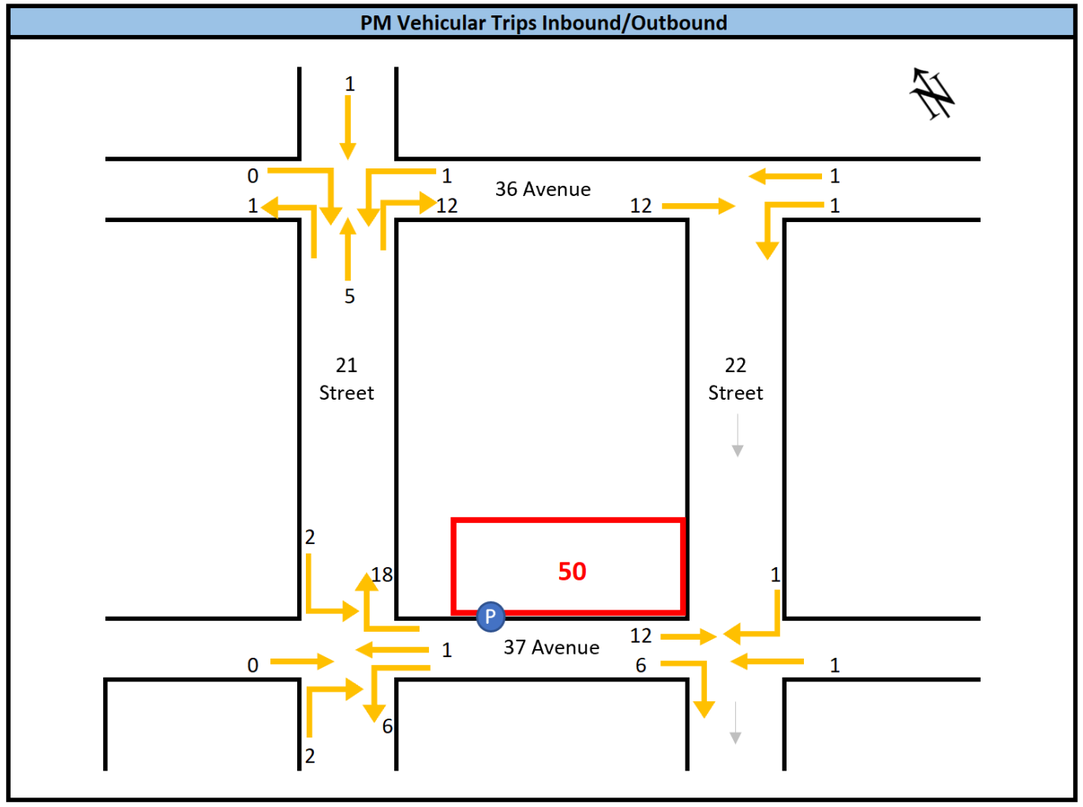
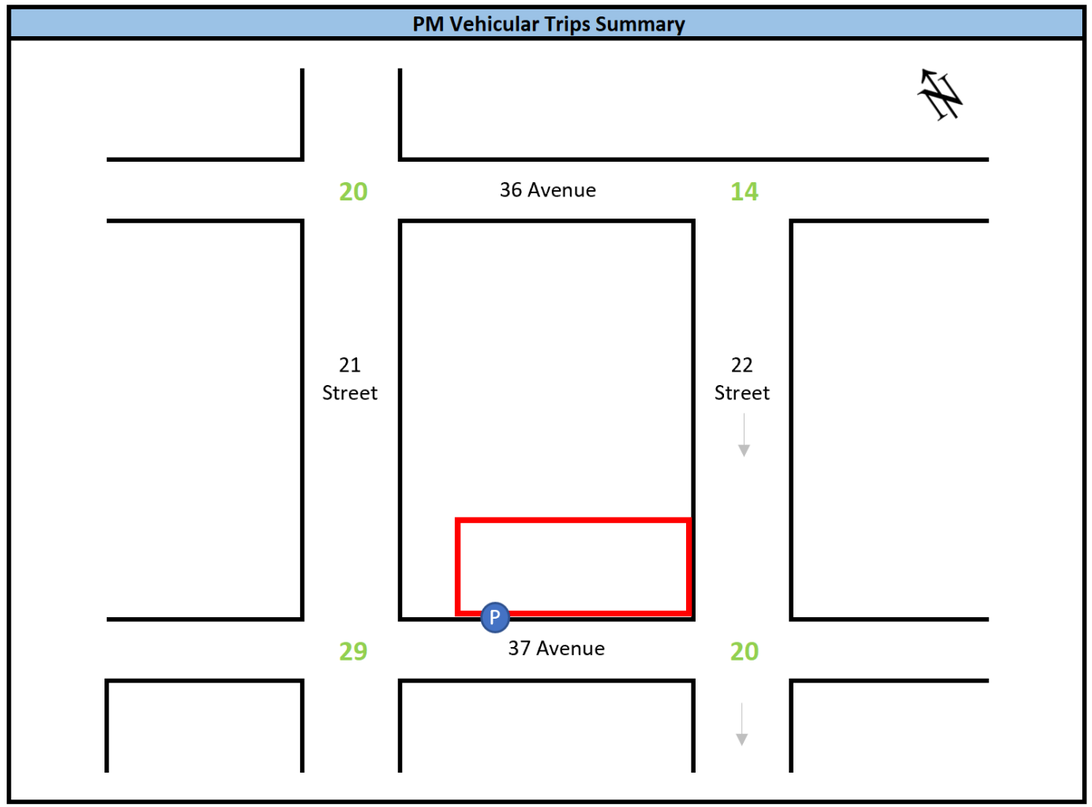


Figure 2.6-4: Weekday PM Vehicular Trip Assignment (2 of 2)





2.6.3 Conclusion

Based on the detailed assignment of vehicular trips, the Proposed Action would induce an increment of less than 50 vehicular trips at all intersections. As such, the Proposed Development would not have any significant adverse impacts on transportation.

2.7 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 that describes pollutant levels in the surrounding environment to which the public has access. 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 atypical roadway mobile sources or large-scale parking facilities. 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.

The impact of air pollutants emitted by mobile source and by 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 New York City Environmental Quality Review Technical Manual.

Air Pollutants and Applicable Standards/Guidelines

Criteria Pollutants

The U.S. Environmental Protection Agency (EPA) has identified six pollutants, known as criteria pollutants which are being of concern nationwide, and established threshold concentrations based upon adverse effect on public health and public welfare. The six pollutants and their characteristics are:

- Carbon Monoxide (CO) is mainly produced by motor vehicles from the incomplete combustion of gasoline. The impact of CO on the ambient air is analyzed next to roadways, intersections, parking lots, and parking garages vents as these locations are the most affected.
- Nitrogen Dioxide (NO_2) is a main concern related to the burning of fossil fuel. Emitted NOx from the burning of fossil fuel gradually convert to NO_2 in a chemical reaction that is affected by ozone concentration and the presence of sunlight. In a micro scale analysis, buildings HVAC systems are analyzed for NO_2 impact.

- Ozone (O_3) is formed by chemical reaction between hydrocarbons and nitrogen oxides and its impact is analyzed on a regional scale by monitoring stations.
- Lead (Pb) in the ambient air is monitored on a regional level. In a project scale analysis, impact due to Lead concentration levels are analyzed if a new source, such as lead smelters, is introduced into the environment or if a project is located next to a lead emitter.
- Particulate Matter emissions are associated with both stationary sources and mobile sources. Two sizes of particulate matters are analyzed: PM_{10} and $PM_{2.5}$, where the subscript number refers to the diameter of the particulate matter in micrometers.
- Sulfur Dioxide (SO_2) emission is principally associated with stationary sources that burn oil or coal. These fuels contain sulfur that bond to oxygen atoms in the burning process.

As required by the Clean Air Act, National Ambient Air Quality Standards (NAAQS) have been established for the criteria pollutants by EPA, and New York State has adopted the NAAQS as the State ambient air quality standards. The NO_2, SO_2, PM_{10}, and $PM_{2.5}$ primary standards for public health protection together with their related averaging periods are presented in **Table 2.7-1**.

Table 2.7-1: National and New York State Ambient Air Quality

Pollutant	Averaging Period	National and State Standards
NO_2	Maximum 1-Hour Concentration	0.10 ppm (188 μg/m^3)
	Annual Arithmetic Average	0.053 ppm (100 μg/m^3)
$PM_{2.5}$	24-Hour Concentration	35 μg/m^3
	Average of 3 Consecutive Annual Means	12 μg/m^3
PM_{10}	Maximum 24-Hour Concentration	150 μg/m^3
SO_2	Maximum 1-Hour Concentration	75 ppb (196 μg/m^3)
	Annual Arithmetic Mean	30 ppb (80 μg/m^3)

New York State Standards

As mentioned, New York State has adopted the NAAQS. In addition, NYSDEC has established short-term guideline concentrations and annual guideline concentrations, i.e. maximum allowable 1-hour and annual concentrations for noncriteria pollutants that are potentially toxic or carcinogenic. The NYSDEC guidance document DAR-1 contains a compilation of guideline concentrations in the AGC/SGC Table, where AGC refers to annual guideline concentration and SGC refers to short-term (1-hour) guideline concentration. The most recent version of DAR-1 was published in February 2021.

NYSDEC also regulates pollutants that produce discomfort due to odors, where significant discomfort is evaluated on quantity, characteristic or duration.

NYC Interim Guidelines

In addition to the NAAQS and New York State standards, the CEQR Technical Manual requires that projects subject to CEQR apply a $PM_{2.5}$ and CO significant impact criteria (based on concentration increments). These criteria are called de minimis and they are more stringent than the NAAQS and the state standards as the criteria set a maximum increase of pollutant concentration that is below the national standard. If the estimated air pollutant concentration increments caused by a proposed project are less than the de minimis criteria, the impacts are not considered to be significant. As outlined in the *CEQR Technical Manual*, $PM_{2.5}$ and CO significant impacts are evaluated as follow:

$PM_{2.5}$

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

CO

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

Background Concentrations

Determination of significant impact based on NAAQS is by adding the monitored background concentrations at NYSDEC air quality monitoring stations to the concentrations associated with the proposed project. Background concentrations of NO_2, SO_2, and $PM_{2.5}$—the criteria pollutants relevant for HVAC system fueled by natural gas or fuel oil #2 analysis—were obtained from the NYSDEC's annual report for 2020 at the nearest monitoring stations. **Table 2.7-2** shows the background concentrations.

Table 2.7-2: Background Concentrations (NYSDEC 2020 Report)

Pollutant	Averaging Period	National and State Standards	Background Concentration	Monitoring Station
NO_2	98th Percentile of Daily Maximum 1-hour averaged over last 3 years	188 µg/m^3	53.1 ppb (99.85 µg/m^3)	Queens College 2
	Annual Arithmetic Mean	100 µg/m^3	14.79 ppb (27.81 µg/m^3)	
$PM_{2.5}$	24-Hour average of 98th percentile for last 3 years	35 µg/m^3	18.7 µg/m^3	JHS 126
	Average of last 3 years annual means	12 µg/m^3	7.6 µg/m^3	
PM_{10}	Maximum 24-Hour Concentration	150 µg/m^3	31 µg/m^3	IS 52
SO_2	99th Percentile of Daily Maximum 1-hour averaged over last 3 years	196 µg/m^3	5.77 ppb (15.10 µg/m^3)	Queens College 2
	Annual Arithmetic Mean	80 µg/m^3	0.35 ppb (0.92 µg/m^3)	

The de minimis criteria for $PM_{2.5}$ was evaluated as described in the CEQR Technical Manual. The concentration increments are presented below:

- 24-hour $PM_{2.5}$ 8.15 µg/m^3;
- Annual $PM_{2.5}$ 0.3 µg/m^3.

2.7.1 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 (atypical roadways and large scale parking facilities). 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 Action 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. The project would not create a new sensitive receptor adjacent to large parking facilities. The project would not result in creation of a large parking facility with sizable number of parking spaces.

As per the vehicular assignment provided in the Transportation chapter, the worst case of maximum incremental trip-ends generated by the project is 35 at the intersection of 21st Street and 37th Avenue during the AM peak hour. Based on NYS DOT roadway functional classification, 21st Street is a principal arterial road and 37th Avenue is a local road. Under the guidance with DCP in consultation with DEP, the Proposed Project with relatively low vehicle trip increments is not expected to create any potential significant adverse air quality impact from mobile source. As such, detailed mobile source impact analysis is not warranted.

2.7.2 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 hospitals and other large institutional uses), using fossil fuels (fuel oil or natural gas) for heating/hot water, ventilation, and air conditioning systems.
- Certain new uses near existing (or planned future) emissions stacks are introduced, which may affect the uses, and structures near such stacks are introduced so that the structures may change the dispersion of emissions from the stacks and surrounding uses are affected.
- Major or 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 major or 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.
- 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.

Analysis Framework

The stationary source analysis will study the potential impacts of Projected Development Site 1 on nearby receptors. Projected Development Site 1 (Block 348, Lot 2) is projected to be improved with a new mixed light manufacturing and commercial development of a 119,854 GSF (84,475 ZSF; 4.97 FAR), 7-story plus cellar and sub-cellar, 113-foot-10-inch-tall building. The Proposed Development would include 22,242 GSF (21,386 ZSF; 1.26 FAR) of commercial uses (UG 6, local retail stores and commercial offices), 65,612 GSF (63,088 ZSF; 3.71 FAR) of light manufacturing uses (UG 17), and 32,000 GSF of parking area containing 58 spaces.

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). Since the Proposed Action would facilitate only one development on the Applicant-owned property, for this study, project-on-project analysis is not needed. 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 HVAC stack under study. Otherwise, a detailed dispersion analysis is required.

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 effects the emissions, and the square footage of the development that

would be served by the system. The *CEQR Technical Manual* screening analysis is based on these factors. A detailed analysis is required if the screening analysis failed.

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.

The proposed 119,854 GSF, 7-story plus cellar and sub-cellar, 113-foot-10-inch-tall commercial and light industrial development would be featured with an HVAC system venting on the roof at a height of approximately 126 feet (adding 12 feet for the stack height). It should be noted that the preliminary screening below takes out the parking garage floor area from the HVAC system analysis as the parking area would not be served by the heating system. All the new developments' HVAC systems can only use fossil fuels as fuel oil #2 or natural gas. For the purpose of a more conservative air quality analysis, the Proposed Development's boiler heat inputs were assumed to be non-residential uses that would be fueled by fuel oil #2 for the worst-case scenario. The Proposed Development size was plotted on the nomograph for non-residential developments utilizing fuel oil #2 depicted in Figure App 17-1 of the *CEQR Technical Manual Appendix* (see **Figure 2.7-1** below). This nomograph indicates the minimum distance between the Proposed Development and buildings of a similar or greater height to avoid a potential air quality impact.

Project-on-Existing

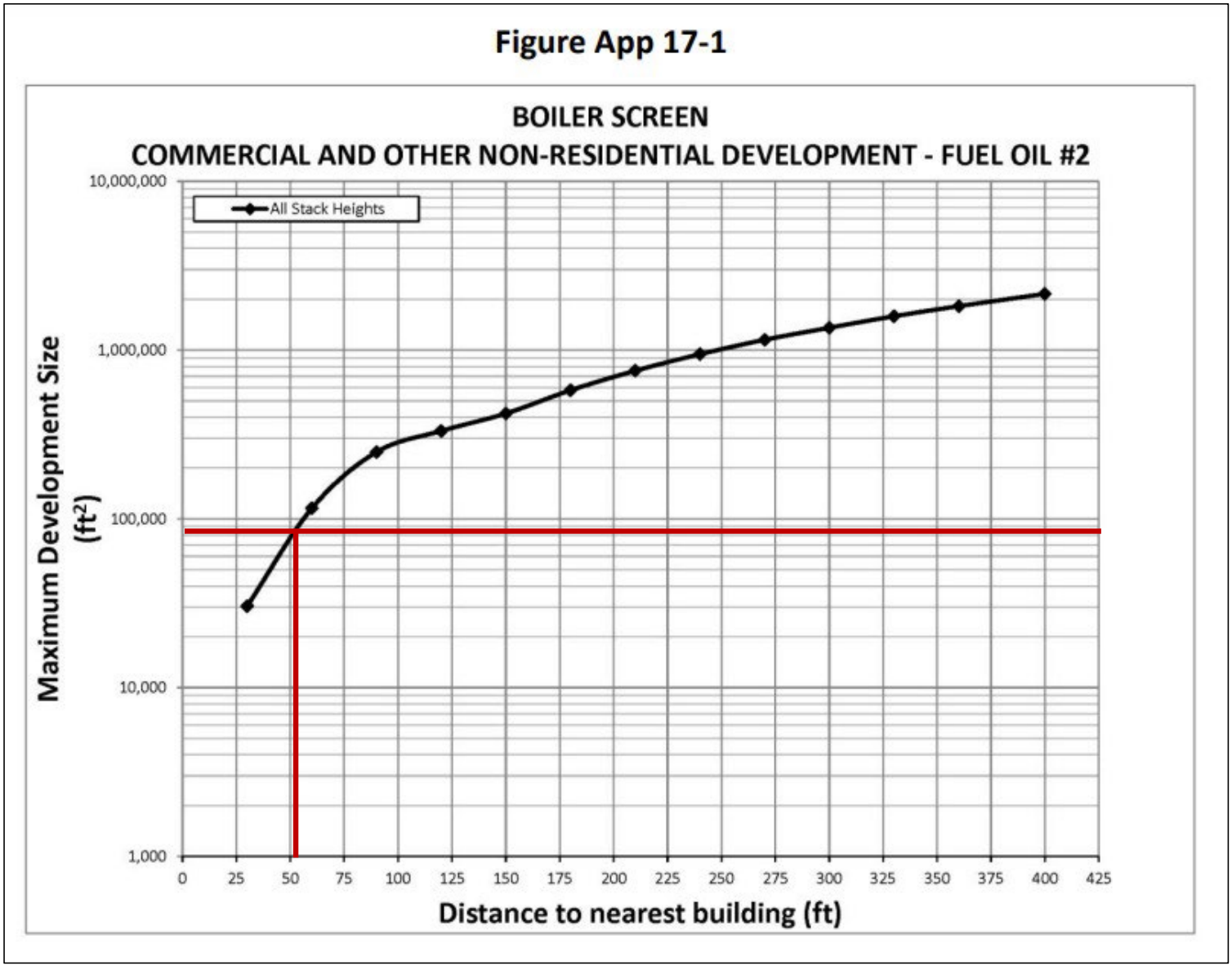
Projected Development Site 1 is expected to have a hypothetical HVAC system serving an 87,854 GSF non-residential building (the RWCDS floor area of Projected Development Site 1 excluding parking facilities GSF). Parking garage floor area is not included in the HVAC system analysis as the parking area would not be served by the heating system. Accordingly, the parking area is not included in fuel consumption estimate and therefore, excluded for the HVAC impact analysis. Fuel oil #2 would be the type of fuel used in the system and the stack would be located above the RWCDS height at a height of approximately 126 feet, assuming 12 feet of the stack height.

As shown in **Figure 2.7-1** below, the screening analysis nomograph indicates that a detailed analysis would be required for any existing land uses that are 126 feet or taller and at a distance of less than 51 feet from the Projected Development Site. A review of existing land uses within 400 feet of the Projected Development Site shows that the nearest building of similar or greater height is a 10-story building located at 37-11 23rd Street (Block 366, Lot 18), which is approximately 365 feet southeast of the Projected Development Site. As indicated below in **Table 2.7-3**, the development falls below the applicable curve on the nomograph screening as the minimum distance of impact from the building stack is 51 feet and the nearest receptor of equal or greater height to the HVAC stack location is 365 feet in distance. Therefore, a significant impact due to boiler stack emissions is unlikely, and no further HVAC Stationary assessment is warranted.

Table 2.7-3: HVAC Nomograph Screening Analysis Results

Source Building Site ID	Heated Area (sq. ft.)	Screen Distance (ft.)	Receiving Building (Site ID or Block/Lot)	Receiving Building Distance (ft.)	Pass/ Fail
21-17 37th Avenue	87,854	51	Block 366 / Lot 18	365	Pass

Figure 2.7-1: Projected Development Site 1 Screening Analysis on Existing Land Uses



Conclusion

Based on the analysis above, conditions associated with the HVAC systems induced by the Proposed Action would not result in any significant adverse air quality impact, therefore, any further assessment is not warranted.

2.7.3 Industrial Emissions

The Proposed Action 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 and NYSDEC databases search.

Preliminary Screening

400-Foot Study Area

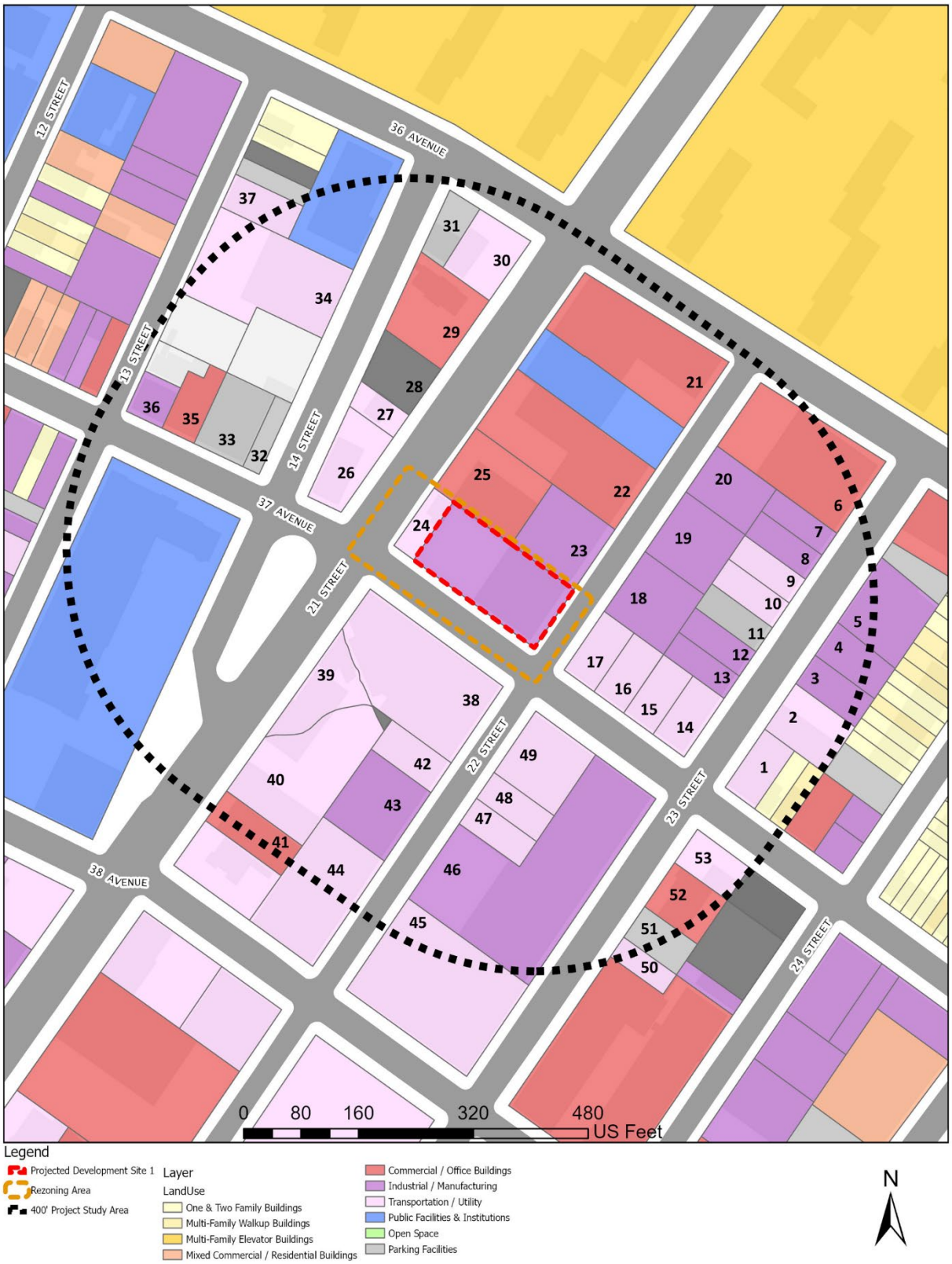
The Affected Area is located within a M1-1 zoning district, and the surrounding area is primarily a mixture of commercial, light industrial, and transportation properties. The 400-foot radius was screened for potential sources of industrial emissions and is shown below in **Figure 2.7-2**.

A search of potential industrial sites was performed to identify any NYC DEP and USEPA[1] Air Quality Permits issued within 400 feet of the Affected Area. The Study Area and uses screened as part of the preliminary analysis based on NYCDCP MAPPLUTO database, are identified in **Table 2.7-4** below. These uses were further screened using Google Street View and in-field assessment for permit activity and the actual use currently present at the site.

As shown in **Table 2.7-4** and further discussed below, of the fifty-three (53) sites evaluated as part of the initial industrial source screening, nineteen (19) sites were identified for detailed analysis.

[1] Sources of information reviewed included the USEPA's Envirofacts database[1], EPA, Envirofacts Data Warehouse, http://oaspub.epa.gov/enviro/ef_home2.air

Figure 2.7-2: Industrial Emissions Screening



Note: Site ID Corresponds to **Table 2.7-4** below

Table 2.7-4: 400 Foot Study Area – Industrial Permit Search/Screening Results

Site ID	Block	Lot	Address	Land Use	Current Industrial Permits	Expired Industrial Permits	Expired Permit Owner	Current Permit Owner	Current Use (Land Survey)	Notes
1	346	1	23-01 37th Avenue	Transportation/Utility	NA	NA	NA	NA	Twins Collision	Screens out - Called 3/7/23 and they confirmed they do body work and spraying on Site 14 (Sites 1, 2, 14, and 53 are occupied by the same company)
2	346	5	36-33 23rd Street	Transportation/Utility	NA	NA	NA	NA	Twins Collision	Screens out - Called 3/7/23 and they confirmed they do body work and spraying on Site 14 (Sites 1, 2, 14, and 53 are occupied by the same company)
3	346	8	36-29 23rd Street	Manufacturing/Industrial	NA	PA032873; PA032973	WM H. Jackson Co. (PA032873); Robert Nelson (PA032973)	NA	WM H. Jackson Co.	Screen Further: PA032973 - expired 5/13/1991; PA032873 - Metal Processing expired 5/13/2009; NYSDEC Air Facility Registration Certificate 2-6304-01096/00001
4	346	10	36-23 23rd Street	Manufacturing/Industrial	NA	NA	NA	NA	Warehouse	Screens Out
5	346	12	36-15 23rd Street	Manufacturing/Industrial	NA	NA	NA	NA	Precision Environmental and Arm Automotive Inc.	Screens Out - Auto Parts Wholesaler
6	347	16	22-20 36th Avenue	Commercial/Office	NA	NA	NA	NA	Supermarket	Screens Out
7	347	28	36-12 23rd Street	Manufacturing/Industrial	NA	NA	NA	NA	Premier Meat Processsing	Screens Out
8	347	30	36-16 23rd Street	Manufacturing/Industrial	NA	NA	NA	NA	Premier Meat Processsing?	Screens Out
9	347	31	36-20 23rd Street	Transportation/Utility	NA	NA	NA	NA	AC Motor Collision Group	Screen Further - Called 10/18/22 and they confirmed they do body work and spraying on site
10	347	33	36-24 23rd Street	Transportation/Utility	NA	NA	NA	NA	OTV Azuay Auto Repair	Screen Further
11	347	34	36-28 23rd Street	Parking Facilities	NA	NA	NA	NA	Goshen Foods	Screens Out
12	347	36	36-32 23rd Street	Manufacturing/Industrial	NA	NA	NA	NA	JR Grech Construction	Screen Further
13	347	37	36-36 23rd Street	Manufacturing/Industrial	NA	NA	NA	NA	Contractor	Screens Out
14	347	40	22-19 37th Avenue	Transportation/Utility	NA	PA010997; PB008306	M&B Autobody and Fender	NA	M&B Twins Collision	Screen Further - Still present; PA010997 - Expired 6/2/2021; PB008306 - Expired 6/2/2021- NYSDEC Air Facility Registration 2-6304-00525/00003 Called 3/7/23 and they confirmed they do body work and spraying on Site 14 (Sites 1, 2, 14, and 53 are occupied by the same company)
15	347	44	22-15 37th Avenue	Transportation/Utility	NA	NA	NA	NA	Desi Auto Repair	Screen Further
16	347	3	22-07 37th Avenue	Transportation/Utility	NA	NA	NA	NA	A1 Collision	Screen Further - NYSDEC Air Facility Registration 2-6304-01398/00001
17	347	1	22-01 37th Avenue	Transportation/Utility	NA	NA	NA	NA	A&P Auto Body and Repair	Screen Further
18	347	5	36-35 22nd Street	Manufacturing/Industrial	NA	NA	NA	NA	21st Century Auto Repair/Nizo Motorsports	Screen Further - The facility has a NYSDEC Air Facility Registration Certificate 2-6304-01794/00001
19	347	9	36-21 22nd Street	Manufacturing/Industrial	NA	NA	NA	NA	Dry Food Wholesaler	Screens Out
20	347	13	36-11 22nd Street	Manufacturing/Industrial	PB016009; PA029899	NA	NA	T.I.M Interiors	T.I.M Interiors	Screen Further - PB016009 for woodworking; PA029899 for industrial spray booth. The facility also has a NYSDEC Air Facility Registration Certificate 2-6301-00428/00002
21	348	19	21-12 36th Avenue	Commercial/Office	NA	NA	NA	NA	American Custom Design Furniture	Screen Further - DEC Permit for American Custom cabinet maker
22	348	10	36-21 21st Street	Commercial/Office	NA	NA	NA	NA	Car Wash	Screens Out
23	348	35	36-40 22nd Street	Manufacturing/Industrial	NA	NA	NA	NA	Warehouse	Screens Out
24	348	1	36-37 21st Street	Transportation/Utility	NA	NA	NA	NA	Ultimate Auto Care	Screens Out - No Spray Booth
25	348	6	36-33 21st Street	Commercial/Office	NA	NA	NA	NA	21st Street Lube	Screens Out - Oil change service
26	349	1	36-42 21st Street	Transportation/Utility	NA	NA	NA	NA	Gas Station	Screens Out
27	349	5	36-32 21st Street	Transportation/Utility	NA	NA	NA	NA	Taxi Lot	Screens Out
28	349	6	36-22 21st Street	Vacant Land	NA	NA	NA	NA	Taxi Lot	Screens Out
29	349	30	36-16 21st Street	Commercial/Office	NA	NA	NA	NA	Bank	Screens Out
30	349	16	36-02 21st Street	Transportation/Utility	NA	NA	NA	NA	TJ Auto Doctor/Gas Station	Screens Out
31	349	27	14-02 36th Avenue	Parking Facilities	NA	NA	NA	NA	Taxi Lot	Screens Out
32	350	35	13-19 37th Avenue	Parking Facilities	NA	NA	NA	NA	Empty Lot	Screens Out
33	350	36	13-15 37th Avenue	Parking Facilities	NA	NA	NA	NA	GreenLight Initiative (Consultant) - Temporarily Closed	Screens Out

21-17 37th Avenue Rezoning

Site ID	Block	Lot	Address	Land Use	Current Industrial Permits	Expired Industrial Permits	Expired Permit Owner	Current Permit Owner	Current Use (Land Survey)	Notes
34	350	8	36-22 14th Street	Transportation/Utility	NA	NA	NA	NA	Midtown Operating Corp	Screens Out
35	350	3	13-07 37th Avenue	Commercial/Office	NA	NA	NA	NA	Vacant	Screens Out
36	350	1	13-01 37th Avenue	Manufacturing/Industrial	NA	NA	NA	NA	Interior Design Carpentry Art	Screens Out - Greater than 400' from Development Site
37	350	13	36-15 13th Street	Transportation/Utility	PW00720	NA	NA	Ronald Sherman	Auto Facility	Screens Out - PW00720 for Autobody Spray booth. Appears to be associated with Midtown Operating Corp. However, greater than 400' from Development Site
38	364	25	37-01 21st Street	Transportation/Utility	NA	NA	NA	NA	Driving Center	Screens Out
39	364	12	37-07 21st Street	Transportation/Utility	NA	NA	NA	NA	Repair Guys Inc.	Screen Further
40	364	6	37-25 21st Street	Transportation/Utility	NA	PB014410	New Tarek Auto Repair	NA	Molla Auto Sales Inc. (Auto Glass Shop/Auto Repair)	Screen Further
41	364	4	37-35 21st Street	Commercial/Office	NA	NA	NA	NA	Hotel	Screens Out
42	364	35	37-20 22nd Street	Transportation/Utility	NA	PB019303	R.N. Collision LTD.	NA	Precision Collision	Screen Further – R.N Collision also has a NYSDEC Air Facility Registration Certificate - 2-6304-00043/00003
43	364	37	37-24 22nd Street	Manufacturing/Industrial	NA	NA	NA	NA	Warehouse	Screens Out
44	364	43	21-15 38th Avenue	Transportation/Utility	NA	PB003902; PB026514	Brothers Repair Shop (PB003902); Brothers Auto Body & AMP repair (PB026514)	NA	Brothers Auto Repair Shop	Screen Further - PB003902 for Auto Spray booth - expired 4/18/2020; PB026514 for Auto Spray booth expired 6/4/2020. NYSDEC Air Facility Registration Certificate 2-6304-01424/00001
45	365	1	22-11 38th Avenue	Transportation/Utility	NA	NA	NA	NA	Farrell Limousine Service	Screens Out
46	365	3	22-14 37th Avenue	Manufacturing/Industrial	NA	NA	NA	NA	K.S.W Mechanical Services	Screen Further
47	365	8	37-11 22nd Street	Transportation/Utility	PB009108	NA	NA	New Prestige Automotive Care	New Prestige Auto Care	Screen Further - PB009108 for auto spray booth
48	365	10	37-09 22nd Street	Transportation/Utility	NA	PB031902	T.J Auto Care Center Inc.	NA	Precision Collision	Screen Further - PB031902 for auto spray booth - expired 12/11/2008
49	365	12	22-02 37th Avenue	Transportation/Utility	NA	NA	NA	NA	T.G.M Auto	Screen Further – NYSDEC Air Facility Registration Certificate 2-6304-01432/00001
50	366	11	37-19 23rd Street	Transportation/Utility	NA	NA	NA	NA	Punjab Motors	Screens Out - Greater than 400' from Development Site
51	366	14	37-11 23rd Street	Parking Facilities	NA	NA	NA	NA	Hotel Parking Lot	Screens Out
52	366	18	37-11 23rd Street	Commercial/Office	NA	NA	NA	NA	Hotel	Screens Out
53	366	20	23-02 37th Avenue	Transportation/Utility	NA	NA	NA	NA	MB Twins Collision	Screens out - Called 3/7/23 and they confirmed they do body work and spraying on Site 14 (Sites 1, 2, 14, and 53 are occupied by the same company)

Site 3: 36-29 23rd Street (Block 346, Lot 8)

Site 3, which is occupied by WM. H. Jackson Company, operates approximately 340 feet to the east of the Affected Area. There are no active industrial air quality permits at this location. Two previous industrial permits (PA032973 and PA032873) for the site for spray booth and brass buffing have expired in 1991 and 2009. However, the facility has A NYSDEC Air Facility Registration Certificate 2-6304-01096/00001 (*See* **Appendix D**). According to the NYSDEC certificate the facility assembles fireplace equipment, metal and irons, fireplace tools, and fireplace screens, where emissions are from a spray booth operation, metal buffing etc.

Figure 2.7-3: WM. H. Jackson Company Building Front



Site 9: 36-20 23rd Street (Block 347, Lot 31)

Site 9, which is occupied by AC Motor Collision Group, operates approximately 340 feet northeast of the Affected Area. There are no active or expired industrial air quality permits at this location. However, upon further investigation of this facility, Equity discovered they advertise onsite painting. Therefore, assumed emissions from the site will be from an auto paint spray booth.

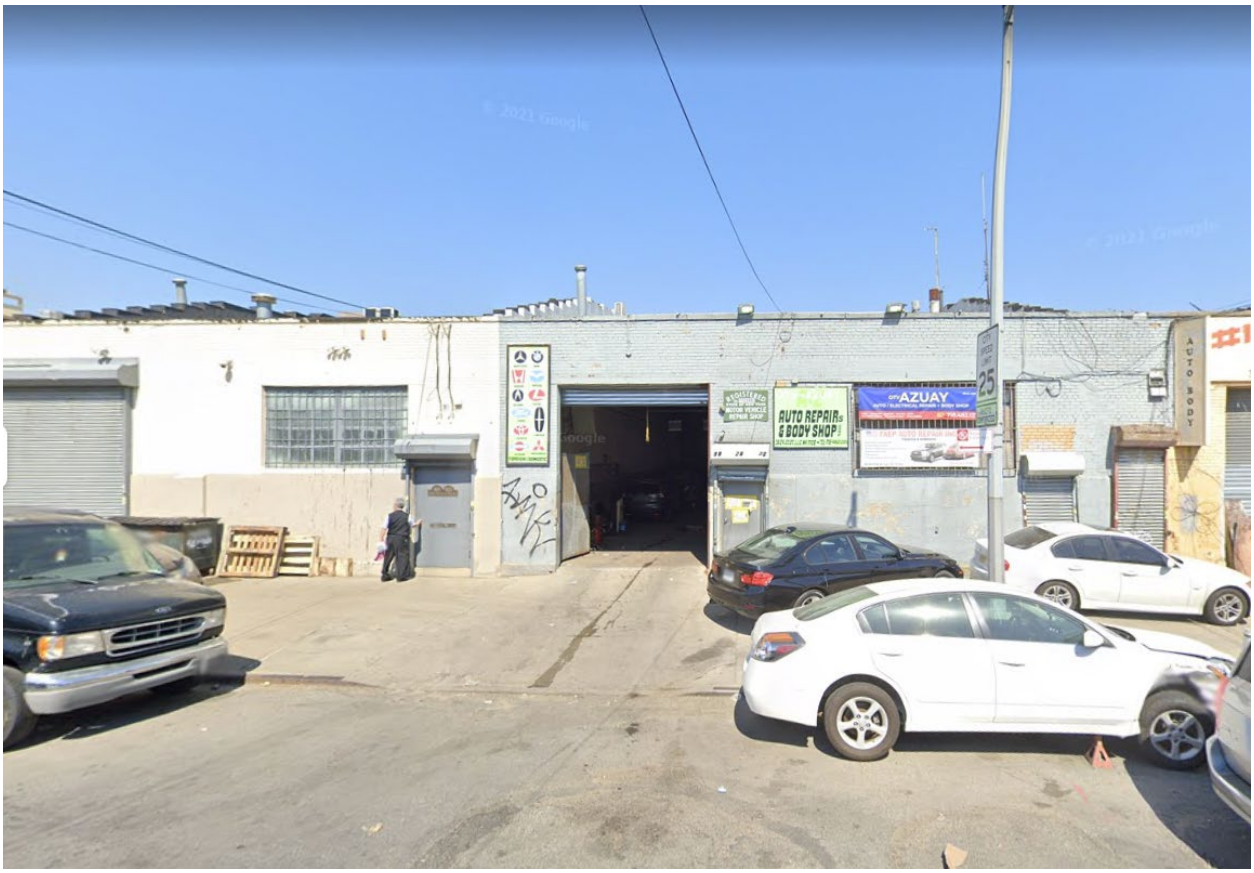
Figure 2.7-4: AC Motor Collision Group Building Front



Site 10: 36-24 23rd Street (Block 347, Lot 33)

The property at 36-24 23rd Street is currently occupied by OTV Azuay Auto Repair[2]. There are no permits register to the facility in the DEP CATS or NYSDEC databases. Upon further investigation of Azuay Auto repair, Equity discovered they advertise onsite painting. Therefore, assumed emissions from the site will be from an auto paint spray booth.

Figure 2.7-5: Azuay Auto Repair Building Front



[2] http://azuayautorepair.com/

Site 12: 36-32 23rd Street (Block 347, Lot 36)

The property at 36-32 23rd Street is occupied by JR Grech Construction Corp[3]. This construction company is an interior renovation company that specializes in custom woodworking. Emissions for this property are expected to be from woodworking and possibly painting/finishing of wood.

Figure 2.7-6: JR Grech Construction Corp. Building Front



[3] https://www.facebook.com/jrgrechconstruction/

Site 14: 22-19 37th Avenue (Block 347, Lot 40)

Site 14 is located 200 feet east of the Proposed Development. This business is occupied by M&B Twins Collision and has two expired industrial permits (PA010997 and PB008306) for prep station and spray booth operations (*See* **Appendix D**). Based on the expired permits, the industrial controls include replaceable fiberglass filters. The facility also has A NYSDEC Air Facility Registration Certificate - 2-6304-00525/00003 for the installation of an auto paint spray prep booth. Equity called the business on 3/7/2023 and confirmed that though the company occupied Sites 1, 2, 14, and 53, body work and spraying services are conducted with two downdraft spray booths on Site 14.

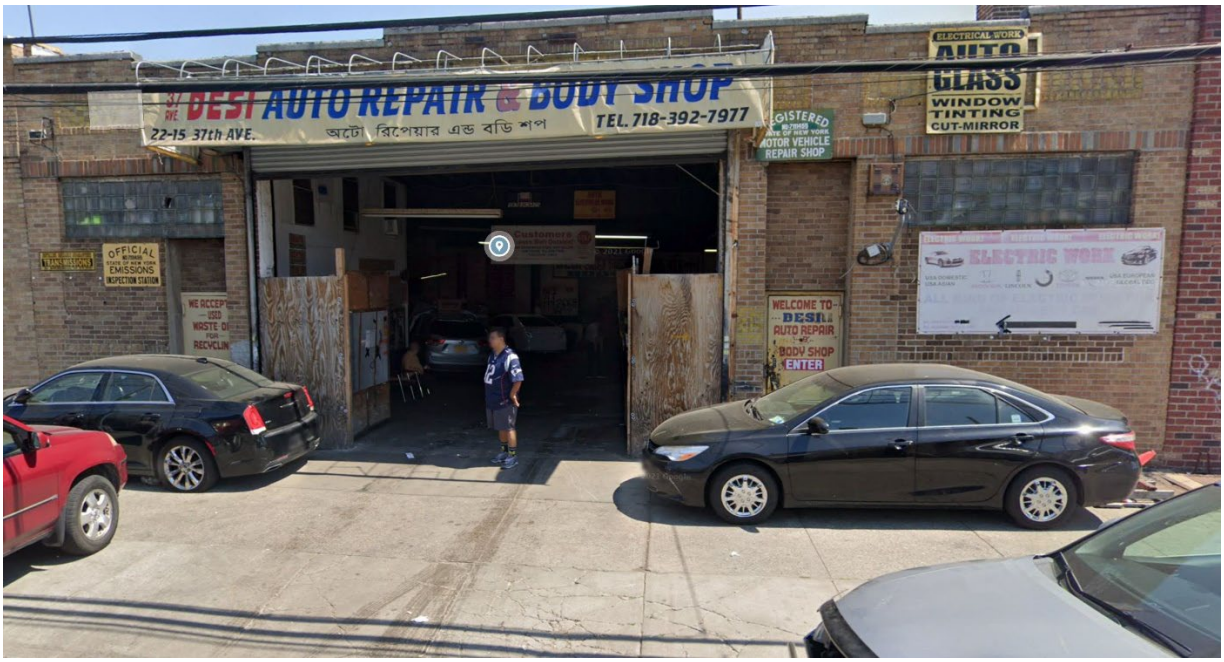
Figure 2.7-7: M&B Twins Collision Building Front



Site 15: 22-15 37th Avenue (Block 347, Lot 44)

Site 15, which is occupied by Desi Auto Repair, operates approximately 165 feet east of the Affected Area. There are no active or expired industrial air quality permits at this location. However, upon further investigation of this facility, Equity discovered they advertise onsite painting. Therefore, assumed emissions from the site will be from an auto paint spray booth.

Figure 2.7-8: Desi Auto Repair Building Front



Site 16: 22-07 37th Avenue (Block 347, Lot 3)

Site 16, which is occupied by A1 Collision, operates approximately 107 feet east of the Affected Area. The facility has A NYSDEC Air Facility Registration Certificate - 2-6304-01398/00001 (*See* **Appendix D**). Therefore, assumed emissions from the site will be from an auto paint spray booth.

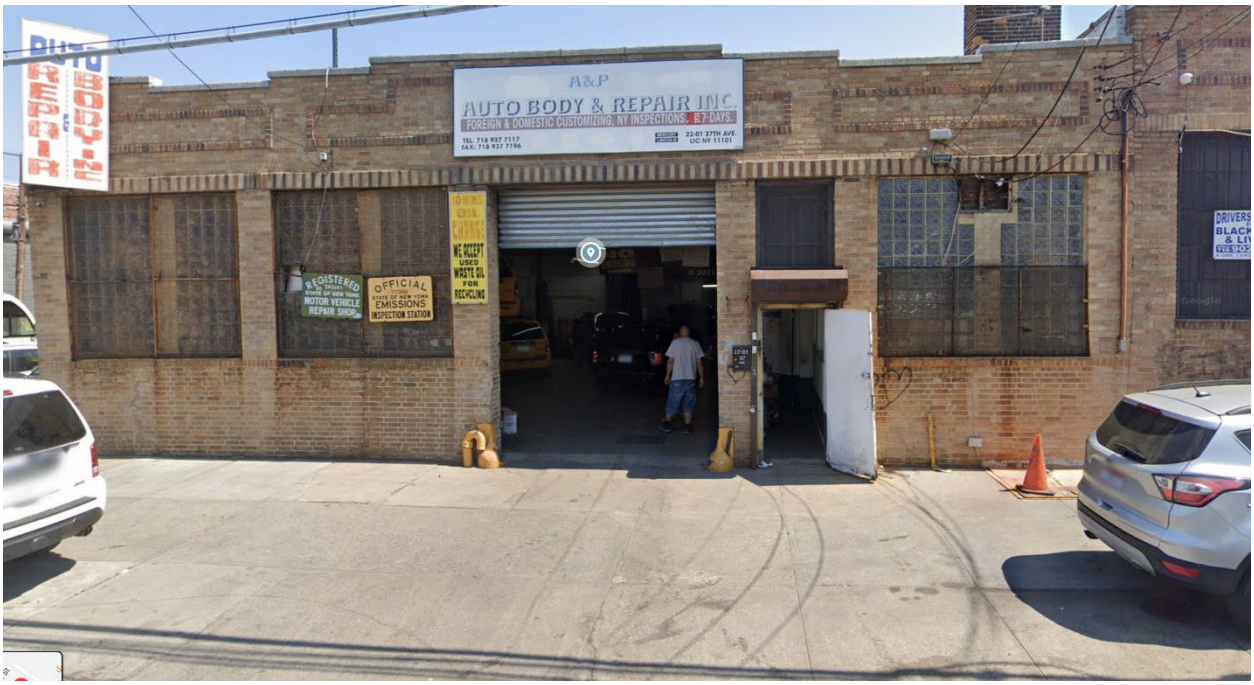
Figure 2.7-9: A1 Collision Building Front



Site 17: 22-01 37th Avenue (Block 347, Lot 1)

Site 17, which is occupied by A&P Auto Body and Repair, operates approximately 60 feet east of the Affected Area. There are no active or expired industrial air quality permits at this location. However, upon further investigation of this facility, Equity discovered they advertise onsite painting. Therefore, assumed emissions from the site will be from an auto paint spray booth.

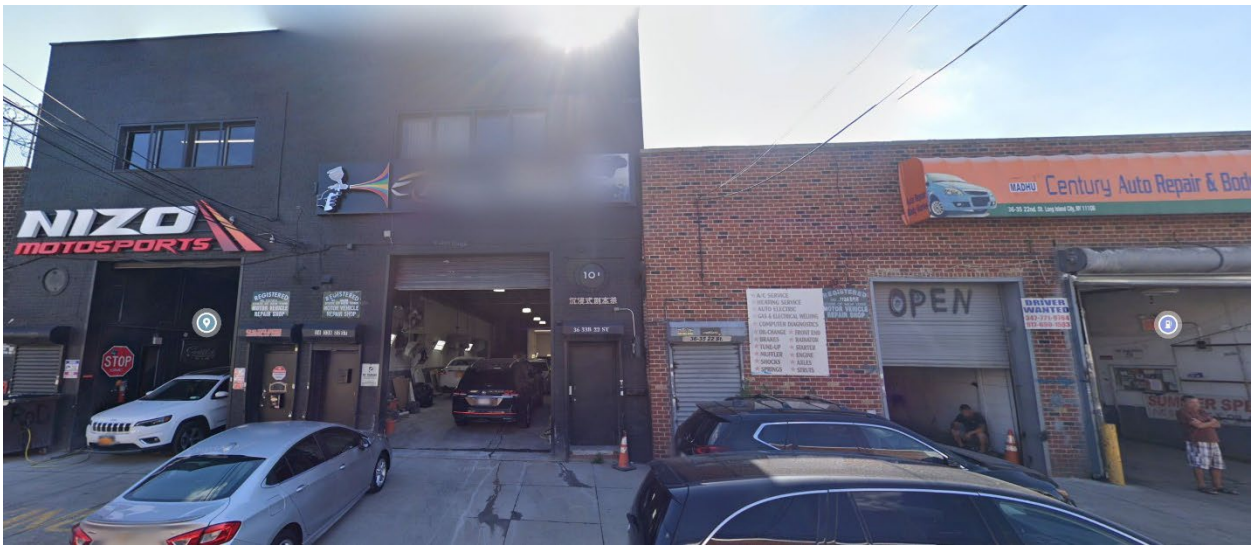
Figure 2.7-10: A&P Auto Body and Repair Building Front



Site 18: 36-35 22nd Street (Block 347, Lot 5)

Site 18, which is occupied by 21st Century Auto Repair/Nizo Motorsports, operates approximately 110 feet northeast of the Affected Area. There are no active or expired DEP industrial air quality permits at this location. However, Nizo Motorsports has A NYSDEC Air Facility Registration Certificate - 2-6304-01784/00001 (*See* **Appendix D**).

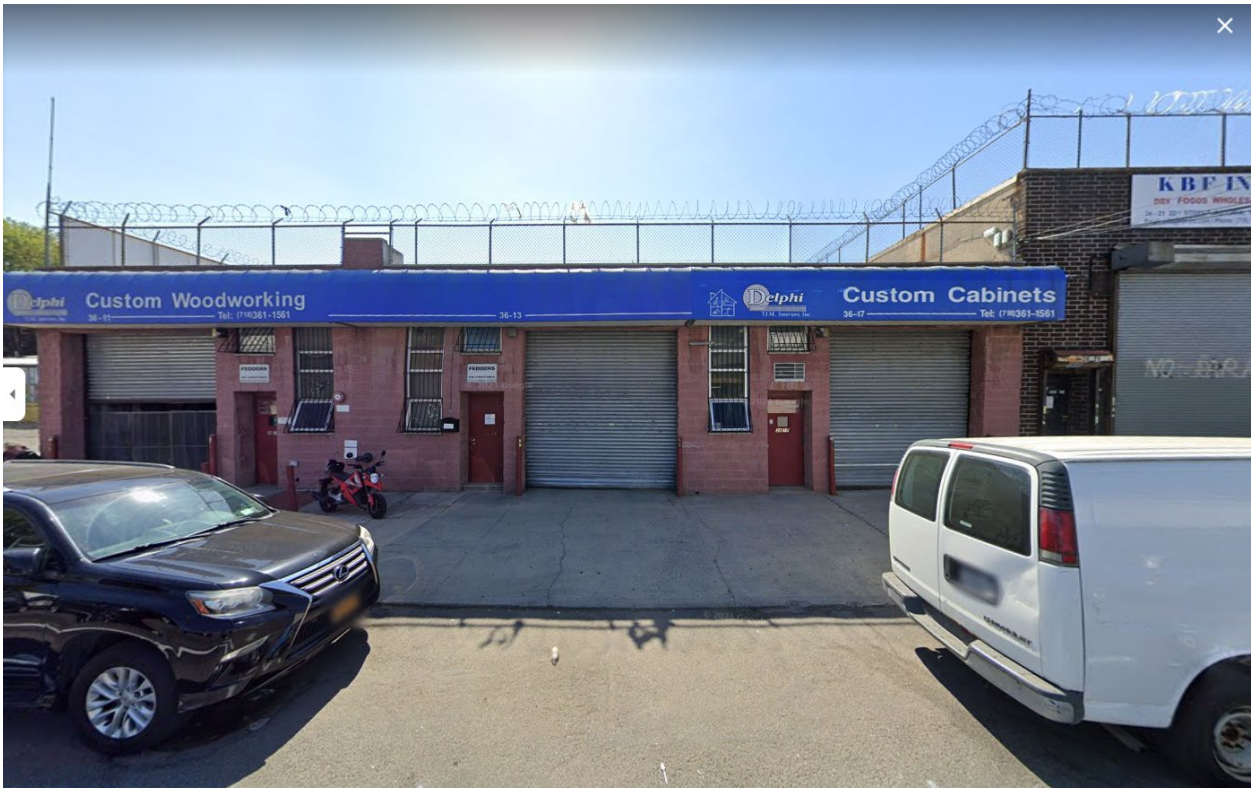
Figure 2.7-11: 21st Century Auto Repair/Nizo Motorsports Building Front



Site 20: 36-11 22nd Street (Block 347, Lot 13)

Site 20 is located 215 feet to the northeast of the Proposed Development. This business designs and manufactures custom furniture. This site has two active industrial permits for spray booth operations and saw dust ventilation (*See* **Appendix D**). Per the DEP permit details, the spray booth uses replaceable fiberglass filters for VOC and PM emissions, and the woodworking area uses three dust bag collector filters for controlling the PM emissions. The facility also has a NYSDEC Air Facility Registration Certificate 2-6301-00428/00002 (*See* **Appendix D**), under Delphi Interiors and Cabinetry, for manufacturer of wood furniture and cabinetry. The DEP permit was issued in 2019 for a new facility with fiberglass filters with 94% control efficiency for solids.

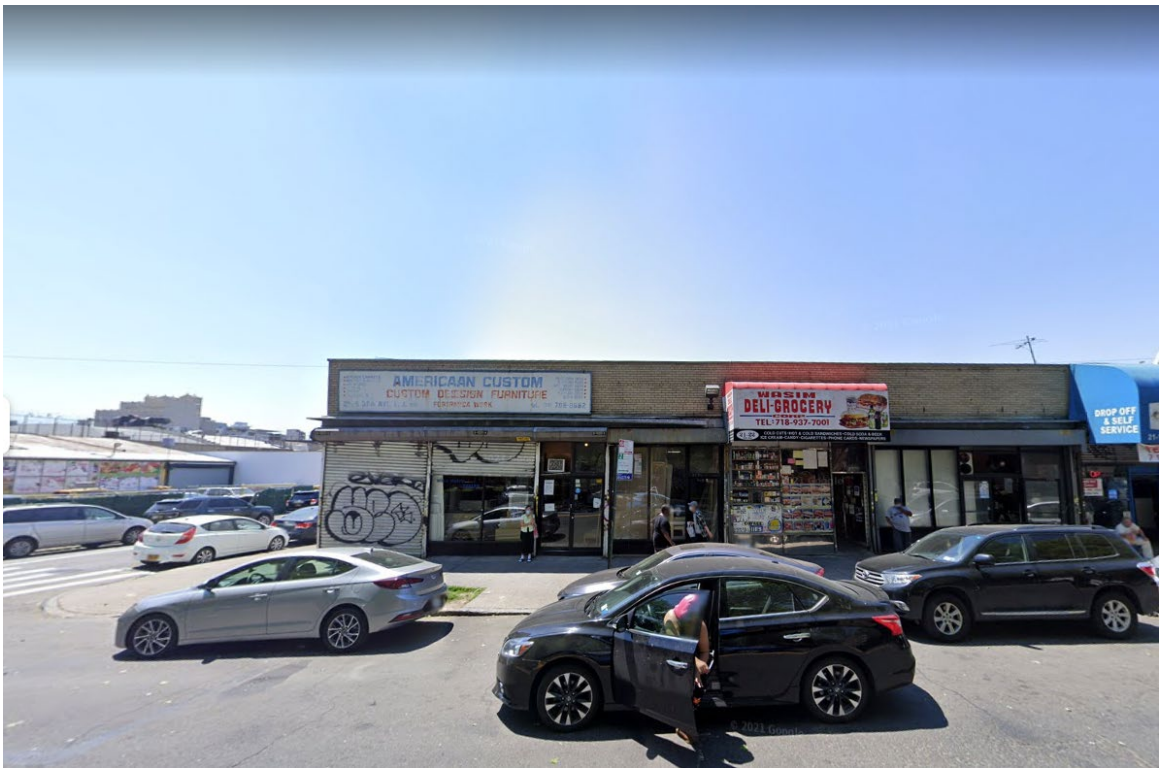
Figure 2.7-12: Delphi Interiors and Cabinetry Building Front



Site 21: 21-12 36th Avenue (Block 348, Lot 19)

The property is currently occupied by American Custom[4]. There are no permits register to the facility in the DEP CATS or NYSDEC databases. Upon further investigation, American Custom is a custom furniture company. Therefore, assumed emissions from the site will be from wood and metal work as well as painting and finishing of products.

Figure 2.7-13: American Custom Building Front

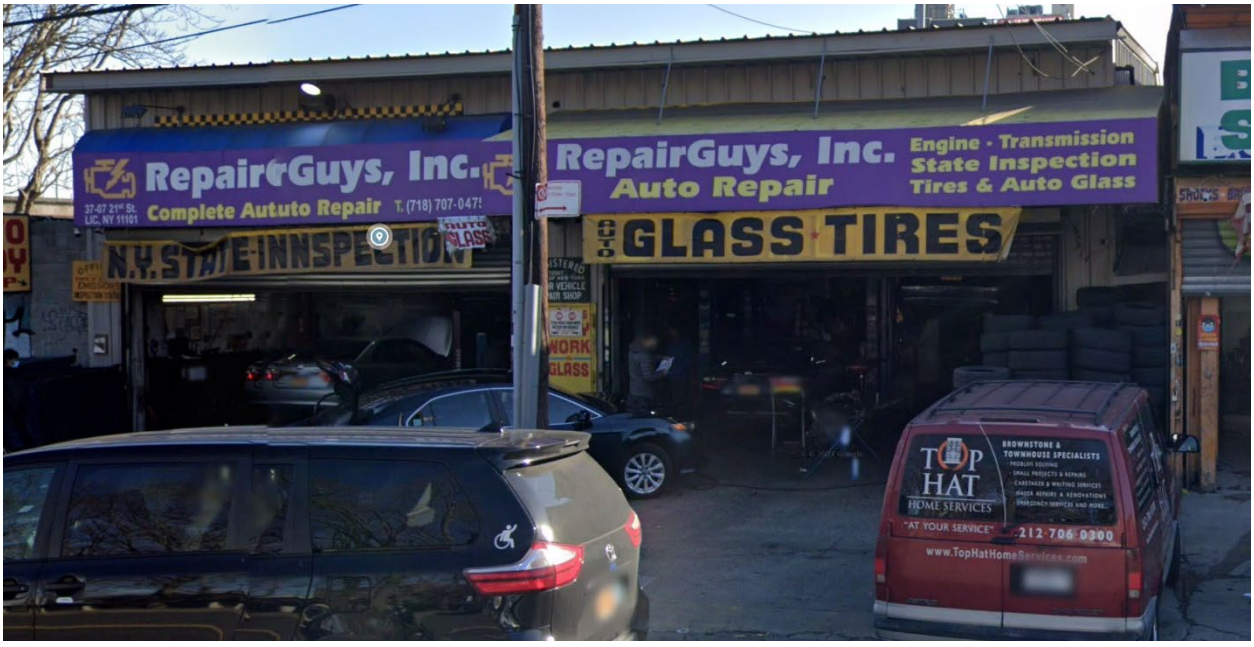


[4] https://americancustomfurniture.webstarts.com/index.html

Site 39: 37-07 21st Street (Block 364, Lot 12)

Site 39, which is occupied by Repair Guys Inc., operates approximately 145 feet south of the Affected Area. There are no active or expired industrial air quality permits at this location. Upon further investigation of this facility, Equity discovered that they advertise complete auto repair including body shop, engine, transmission, tires, and auto glass repair. Auto spray painting is also advertised as part of their services. Equity called the business on 3/7/2023 and confirmed that body work and spraying services are conducted on Site 39. Therefore, assumed emissions from the site will be from an auto paint spray booth.

Figure 2.7-14: Repair Guys Inc. Building Front





Site 40: 37-25 21st Street (Block 364, Lot 6)

Site 40 is located 250 feet south of the Proposed Development. This business is occupied by Molla Auto Sales Inc. The site has one expired industrial permit (PB014410) registered to New Tarek Auto Repair for an auto spray booth. Upon further investigation of this facility, Equity discovered they advertise onsite painting. Therefore, assumed emissions from the site will be from an auto paint spray booth.

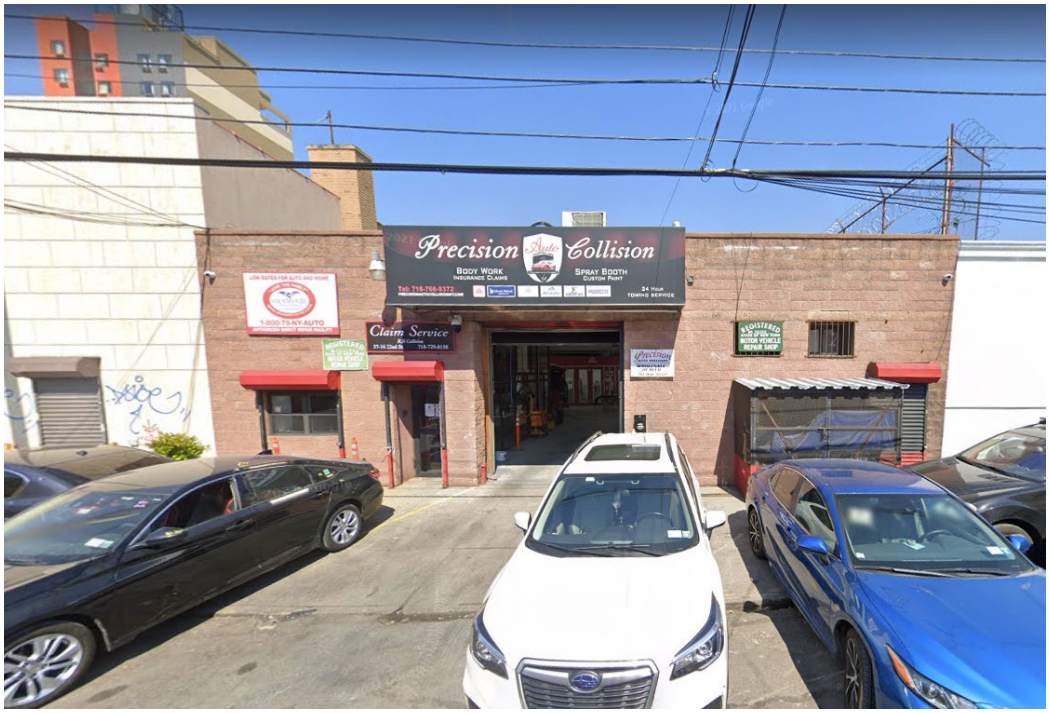
Figure 2.7-15: Molla Auto Sales Inc. Building Front



Site 42: 37-20 22nd Street (Block 364, Lot 35)

The property at 37-20 22nd Street is occupied by Precision Auto Collision. This auto repair shop specifically advertises having a spray booth onsite[5]. Emissions for this property are expected to be from the auto painting spray booth. This site has one expired industrial permit (PB019303) for spray booth operations registered to R.N. Collision LTD. R.N. Collision also has a NYSDEC Air Facility Registration Certificate - 2-6304-00043/00003.

Figure 2.7-16: Precision Auto Collision Building Front

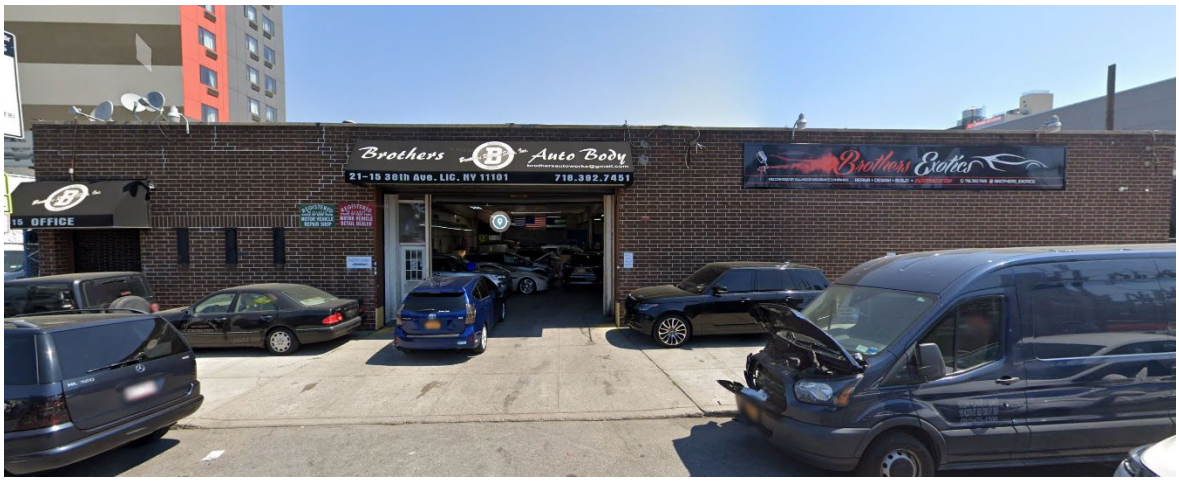


[5] https://precisionautocollision.com/

Site 44: 21-15 38th Avenue (Block 364, Lot 43)

Site 44, which is occupied by Brothers Auto Repair Shop, operates approximately 430 feet south of the Affected Area. This site has two expired industrial permits (PB003902 & PB026514) for spray booth operations registered to Brothers Repair Shop (*See* **Appendix D**). The facility has a NYSDEC Air Facility Registration Certificate - 2-6304-01424/00001 for auto spraying.

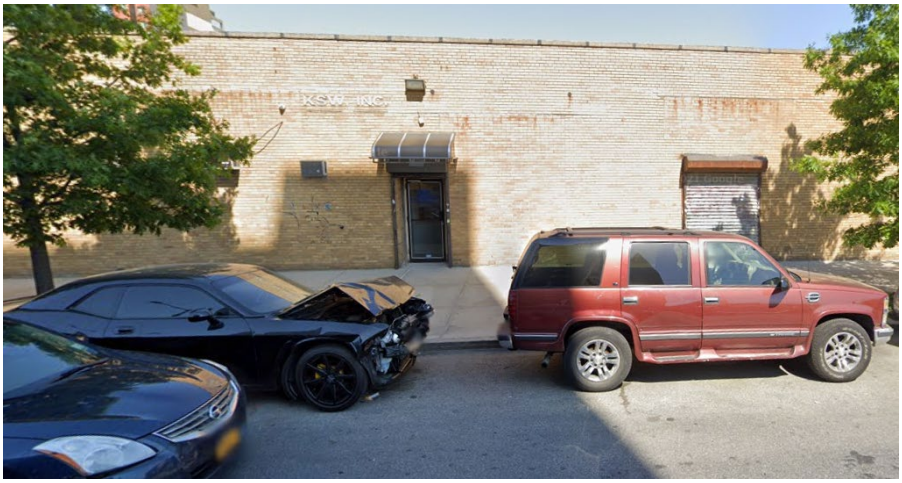
Figure 2.7-17: Brothers Auto Repair Shop Building Front



Site 46: 22-14 37th Avenue (Block 365, Lot 3)

The property is occupied by KSW Mechanical Services[6]. This company furnishes and installs HVAC systems for residential, commercial, and industrial properties. Based on the ZoLa database listing as light manufacturing, emissions are assumed to be from metal working for forming duct work and piping.

Figure 2.7-18: KSW Mechanical Services Building Front

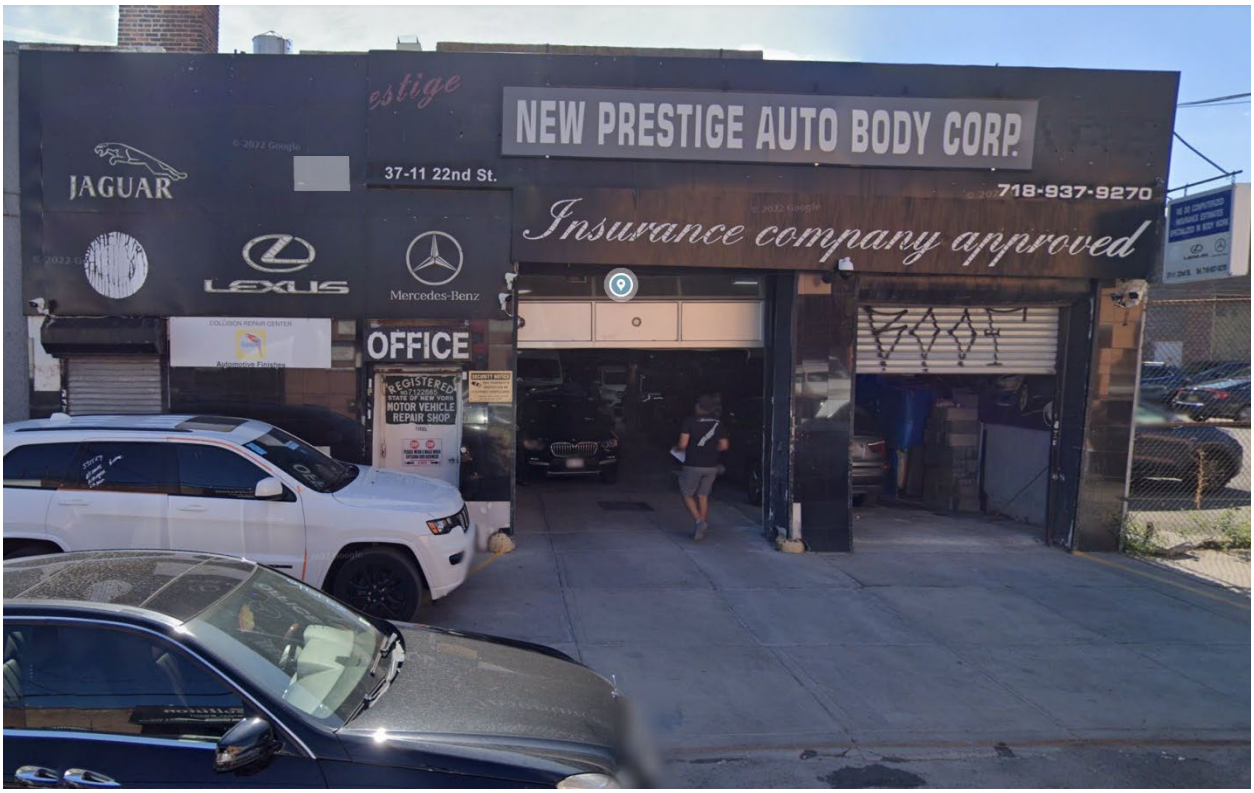


[6] http://www.kswmechanical.com/news.html

Site 47: 37-11 22nd Street (Block 365, Lot 8)

Site 47, which is occupied by New Prestige Automotive Care, operates approximately 206 feet southeast of the Affected Area. The site has an active DEP industrial permit (PB009108) for spray booth operations, registered to New Prestige Automotive Care (*See* **Appendix D**).

Figure 2.7-19: New Prestige Automotive Care



Site 48: 37-09 22nd Street (Block 365, Lot 10)

Site 48, which is occupied by Precision Collision 2, is located approximately 187 feet southeast of the Affected Area. The site has an expired DEP industrial permit (PB031902) for spray booth operations, registered to T.J. Auto Care Center Inc. (*See* **Appendix D**). Upon further investigation of this facility, Equity discovered they advertise onsite painting. Therefore, assumed emissions from the site will be from an auto paint spray booth.

Figure 2.7-20: Precision Collision 2 Building Front



Site 49: 22-02 37th Avenue (Block 365, Lot 12)

Site 49, which is occupied by T.G.M Auto Repair Shop, operates approximately 103 feet southeast of the Affected Area. The facility has A NYSDEC Air Facility Registration Certificate - 2-6304-01432/00001 (*See* **Appendix D**).

Figure 2.7-21: T.G.M Auto Building Front



1,000-Foot Study Area

A search of the EPA Envirofacts ICIS-AIR database and the Toxics Release Inventory (TRI) was conducted for all parcels within the 400 and 1000-foot Study Area. The Envirofacts ICIS Air Database contains compliance and permit data for stationary sources of air pollution (such as electric power plants, steel mills, factories, and universities) regulated by EPA, state and local air pollution agencies. The Toxics Release Inventory (TRI) is a publicly available database containing information on toxic chemical releases and other waste management activities in the United States.

The search did not identify any large sources of industrial emissions or odor-producing facilities within 1,000 feet of the Affected Area. As such, no further analysis of large emissions sources is warranted.

Detailed Analysis

Auto Body Repair Facilities Emission

Fourteen (14) auto body repair facilities that are conducting or likely conducting spray-painting processing operations were identified within 400 feet of the Proposed Development. Of these facilities, three (3) have both DEP and NYSDEC permits associated with the processing activities, three (3) have only DEP permits, three (3) other facilities have only NYSDEC Air Facility Registration Certificates, and five (5) facilities operate with no DEP or NYSDEC permit. Emission from spray-painting processing comprises of solids, which is particulate, and solvents, which are volatile organic compounds (VOCs). The solids bind to the sprayed article, giving it the desire look and color. However, some amount of the solids is over-sprayed and could be emitted to the outside air. The VOC evaporate during the spraying activity and while the coating substance dries.

The DEP permits provided the particulate and VOC emissions. Emission from facilities operating with DEP permits or facilities with DEP permit associated with the properties (expired DEP permits, as the permits can be renewed) were used in the analysis. Particulate and VOC emissions of the three (3) facilities operating with NYSDEC permits and no DEP permits were based on coating compound consumption rate of 0.125 gallon per hour during 4 hour per day, 250 day per year activity, based on DCP guidance on similar type of facilities. Particulate and VOC short-term emissions of these facilities (operating with no DEP permit) were calculated using the DEP Emission Worksheet calculation. Using the DEP Emission Worksheet calculation, the coating compound consumption rate (in gallons) is multiplied by a weight fraction factor of 0.65, yielding uncontrolled particulate emission in pounds. An 80 percent filter control measure efficiency was then assumed based on DEP permits of similar types of facilities. For VOC emission, the coating compound consumption rate is multiplied by a weight fraction factor of 6.20, yielding total VOC emission in pounds. Using the DEP Emission Worksheet is based on DCP guidance on similar types of analyses of projects under CEQR.

Particulate and VOC emissions of the facilities operating with no NYSDEC or DEP permit were based on coating compound consumption rate of 0.125 gallon per hour during 4 hour per day activity, and a maximum of 55 gallon per year consumption rate, which is the maximum allowable usage of facilities operating with no Air Facility Registration Certificate with the NYSDEC. The DEP Emission Worksheet calculation was used to derive the particulate and VOC emissions. However, no control measure was assumed for these facilities (facilities operating with no NYSDEC or DEP permits). **Table 2.7-5** shows the auto body facilities permits, particulates and VOC emissions, and hour per day activities.

Table 2.7-5: Auto Body Facilities Particulates and VOC Emissions

Facility	Permit ID		Particulate		VOC		Activity
			(lb/hr)	(lb/yr)	(lb/hr)	(lb/yr)	(hr/day)
M & B Twins Collision	PA010997	2-6304-01398/00001	0.008	6.5	0.775	620	4
	PB008306		0.008	6.5	0.775	620	4
Molla Auto Sales	PB033508		0.008	6.5	0.775	620	4
Precision Auto Collision	PB019303	2-6304-00043/00003	0.008	6.5	0.775	620	4
Brothers Auto Body	PB003902	2-6304-01424/00001	0.065	97.6	3.1	4650	6
	PB026514		0.008	6.5	0.775	620	4
New Prestige Auto Body	PB009108		0.008	6.5	0.775	620	4
Precision Auto Collision 2	PB031902		0.008	6.5	0.775	620	4
A1 Collision	2-6304-01398/00001		0.0163	16.3	0.775	775	4
Nizo Motors	2-6304-01794/00001		0.0163	16.3	0.775	775	4
T.G.M Auto	2-6304-01432/00001		0.0163	16.3	0.775	775	4
OTV Azuay Auto Repair			0.081	35.8	0.775	341	4
AC Motor Collision Group			0.081	35.8	0.775	341	4
Desi Auto Repair			0.081	35.8	0.775	341	4
A&P Auto Body and Repair			0.081	35.8	0.775	341	4
Repair Guys Inc.			0.081	35.8	0.775	341	4

The particulate emissions (New York Identification number NY079-00-0) shown in **Table 2.7-6** include PM, PM_{10} and $PM_{2.5}$ combined. A particle size distribution of 28.6 percent for $PM_{2.5}$ and 46.7 percent for PM_{10}, based on the EPA *AP-42 Manual Appendix B.1-12, Automobile and Light-Duty Truck Surface Coating Operations: Automobile Spray Booths (Water-Base Enamel)*, were used to calculate the $PM_{2.5}$ and PM_{10} emissions. In addition, each facility hour par day activity was used to calculate the 24-hour average emission. **Table 2.7-6** shows the auto body facilities daily and annual particulate emissions.

Table 2.7-6: Auto Body Facilities $PM_{2.5}$ and PM_{10} Emissions

Facility	Permit ID	$PM_{2.5}$		PM_{10}
		(lb/day)	(lb/yr)	(lb/yr)
M & B Twins Collision	PA10997	0.009	1.9	0.01
	PB008306	0.009	1.9	0.01
Molla Auto Sales	PB033508	0.009	1.9	0.01
Precision Auto Collision	PB019303	0.009	1.9	0.01
Brothers Auto Body	PB003902	0.112	27.9	0.18
	PB026514	0.009	1.9	0.01
New Prestige Auto Body	PB009108	0.009	1.9	0.01
Precision Auto Collision 2	PB031902	0.009	1.9	0.01
A1 Collision	2-6304-01398/00001	0.019	4.6	0.03
Nizo Motors	2-6304-01794/00001	0.019	4.6	0.03
T.G.M Auto	2-6304-01432/00001	0.019	4.6	0.03
OTV Azuay Auto Repair		0.093	10.2	0.15
AC Motor Collision Group		0.093	10.2	0.15
Desi Auto Repair		0.093	10.2	0.15
A&P Auto Body and Repair		0.093	10.2	0.15
Repair Guys Inc.		0.093	10.2	0.15

The chemicals that make up the VOCs group was not included in the DEP permits. As such, the chemicals that make up the VOCs group by percent weight listed in the DEP permit PW001217 was used to derive the autobody repair facilities representative, as-applied, coating compound VOC composition. DEP permit PW001217 is registered to the Alex's Auto Body facility located at 2250 McDonald Avenue (Block 7103, Lot 32) in Brooklyn, as well as two other buildings located at 2256 McDonald Avenue (Block 7103, Lot 56) and 2260 McDonald Avenue (Block 7103, Lot 36) for a total of 9,374 gsf facility. Emission associated with the DEP permit PW001217 is based on PPG paints, clear coats, reducer, and thinner (as applied coating compound) usage distribution. PPG is a major international coating compound manufacturer that many autobody facilities in New York City, based on fieldwork observation studies for other projects, use their products. As such, the chemicals composition specified in the DEP permit PW001217 was deemed to be a good representative. **Table 2.7-7** and **Table 2.7-8** show the auto body facilities chemicals that make up the VOC emission.

Table 2.7-7: Auto Body Facilities VOCs Emissions

Chemical	CAS No.	M & B Twins Collision				Molla Auto Sales		Precision Auto Collision		Brothers Auto Body			
		PA010997		PB008306		PB033508		PB019303		PB003902		PB026514	
		lb/hr	lb/yr	lb/hr	lb/yr	lb/hr	lb/yr	lb/hr	lb/yr	lb/hr	lb/yr	lb/hr	lb/yr
Isopropyl Alcohol	67-63-0	0.01	8.2	0.01	8.2	0.01	8.2	0.01	8.2	0.04	61.7	0.01	8.2
Acetone	67-64-1	0.13	105	0.13	105	0.13	105	0.13	105	0.53	790	0.13	105
Butanone	78-93-3	0.05	37.9	0.05	37.9	0.05	37.9	0.05	37.9	0.19	283.9	0.05	37.9
Benyzl Butyl Phthalate	85-68-7	0.01	4.9	0.01	4.9	0.01	4.9	0.01	4.9	0.02	37.0	0.01	4.9
Ethylbezene	100-41-4	0.01	3.8	0.01	3.8	0.01	3.8	0.01	3.8	0.02	28.8	0.01	3.8
4-Methylpentan	108-10-1	0.004	2.7	0.004	2.7	0.004	2.7	0.004	2.7	0.01	20.6	0.004	2.7
2-Methoxy-1-Methylethyl Acetate	108-65-6	0.03	22.5	0.03	22.5	0.03	22.5	0.03	22.5	0.11	168.7	0.03	22.5
Methylcyclohexane	108-87-2	0.02	13.2	0.02	13.2	0.02	13.2	0.02	13.2	0.07	98.8	0.02	13.2
Toluene	108-88-3	0.10	79.0	0.10	79.0	0.10	79.0	0.10	79.0	0.39	592.6	0.10	79.0
Isopropyl Acetate	110-19-0	0.02	16.5	0.02	16.5	0.02	16.5	0.02	16.5	0.08	123.5	0.02	16.5
Heptan-2-one	110-43-0	0.002	1.1	0.002	1.1	0.002	1.1	0.002	1.1	0.01	8.2	0.002	1.1
N-Butyl Acetate	123-86-4	0.28	225	0.28	225	0.28	225	0.28	225	1.12	1687	0.28	225
Heptane	142-82-5	0.05	38.4	0.05	38.4	0.05	38.4	0.05	38.4	0.19	288.1	0.05	38.4
Ethyl 3-Ethoxypropionate	763-69-9	0.01	7.7	0.01	7.7	0.01	7.7	0.01	7.7	0.04	57.6	0.01	7.7
Xylenes	1330-20-7	0.03	23.0	0.03	23.0	0.03	23.0	0.03	23.0	0.11	172.8	0.03	23.0
Ligroine	8032-32-4	0.03	22.5	0.03	22.5	0.03	22.5	0.03	22.5	0.11	168.7	0.03	22.5
2-(2H-Benzotriazol-2-yl)-4,6-Ditertpentylphenol	25973-55-1	0.004	2.7	0.004	2.7	0.004	2.7	0.004	2.7	0.01	20.6	0.004	2.7
Solvent Naphtha	64742-89-8	0.01	5.5	0.01	5.5	0.01	5.5	0.01	5.5	0.03	41.2	0.01	5.5

Table 2.7-8: Auto Body Facilities (No DEP/NYDEC Permit) VOCs Emissions

Chemical	CAS No.	New Prestige Auto Body		Precision Auto Collision 2		A1 Collision		Nizo Motors		T.G.M Auto		Facilities Operating with No DEP or NYSDEC Permit (1)	
		PB009108		PB031902		2-6304-01398/00001		2-6304-01794/00001		2-6304-01432/00001			
		lb/hr	lb/yr	lb/hr	lb/yr	lb/hr	lb/yr	lb/hr	lb/yr	lb/hr	lb/yr	lb/hr	lb/yr
Isopropyl Alcohol	67-63-0	0.01	8.2	0.01	8.2	0.01	10.3	0.01	10.3	0.01	10.3	0.01	4.5
Acetone	67-64-1	0.13	105	0.13	105	0.13	132	0.13	132	0.13	132	0.13	57.9
Butanone	78-93-3	0.05	37.9	0.05	37.9	0.05	47.3	0.05	47.3	0.05	47.3	0.05	20.8
Benyzl Butyl Phthalate	85-68-7	0.01	4.9	0.01	4.9	0.01	6.2	0.01	6.2	0.01	6.2	0.01	2.7
Ethylbezene	100-41-4	0.01	3.8	0.01	3.8	0.01	4.8	0.01	4.8	0.01	4.8	0.01	2.1
4-Methylpentan	108-10-1	0.004	2.7	0.004	2.7	0.004	3.4	0.004	3.4	0.004	3.4	0.00	1.5
2-Methoxy-1-Methylethyl Acetate	108-65-6	0.03	22.5	0.03	22.5	0.03	28.1	0.03	28.1	0.03	28.1	0.03	12.4
Methylcyclohexane	108-87-2	0.02	13.2	0.02	13.2	0.02	16.5	0.02	16.5	0.02	16.5	0.02	7.2
Toluene	108-88-3	0.10	79.0	0.10	79.0	0.10	98.8	0.10	98.8	0.10	98.8	0.10	43.5
Isopropyl Acetate	110-19-0	0.02	16.5	0.02	16.5	0.02	20.6	0.02	20.6	0.02	20.6	0.02	9.1
Heptan-2-one	110-43-0	0.002	1.1	0.002	1.1	0.002	1.4	0.002	1.4	0.002	1.4	0.00	0.6
N-Butyl Acetate	123-86-4	0.28	225	0.28	225	0.28	281	0.28	281	0.28	281	0.28	124
Heptane	142-82-5	0.05	38.4	0.05	38.4	0.05	48.0	0.05	48.0	0.05	48.0	0.05	21.1
Ethyl 3-Ethoxypropionate	763-69-9	0.01	7.7	0.01	7.7	0.01	9.6	0.01	9.6	0.01	9.6	0.01	4.2
Xylenes	1330-20-7	0.03	23.0	0.03	23.0	0.03	28.8	0.03	28.8	0.03	28.8	0.03	12.7
Ligroine	8032-32-4	0.03	22.5	0.03	22.5	0.03	28.1	0.03	28.1	0.03	28.1	0.03	12.4
2-(2H-Benzotriazol-2-yl)-4,6-Ditertpentylphenol	25973-55-1	0.004	2.7	0.004	2.7	0.004	3.4	0.004	3.4	0.004	3.4	0.00	1.5
Solvent Naphtha	64742-89-8	0.01	5.5	0.01	5.5	0.01	6.9	0.01	6.9	0.01	6.9	0.01	3.0

Note:

1. OTV Azuay Auto Repair, AC Motor Collision Group, Desi Auto Repair, A&P Auto Body and Repair, Repair Guys Inc.

Woodworking Facilities Emission

Three (3) woodworking facilities were identified within 400 feet of the Proposed Development: T.I.M. Interiors, JR Grech Construction Corp., and American Custom. The DEP permits PB016009, for woodworking equipment, and PA029899, for a spray booth operation, provided the T.I.M. Interiors emission profile. The T.I.M. Interiors facility also has a NYSDEC Air Facility Registration Certificate 2-6301-00428/00002, under Delphi Interiors & Cabinetry, for manufacturer of wood furniture and cabinetry. Short-term emission profile and the woodworking equipment annual emission profile of the other two facilities were based on the DEP permits of the T.I.M. Interiors. Annual emission profile associated to the other two facilities spray-painting activities were based on coating compound consumption of at most 55 gallon per year and the T.I.M. Interiors short-term emission (the JR Grech Construction Corp. and American Custom facilities do not have NYSDEC permit, and therefore, not permitted to spray-paint more than 55 gallon per year.)

The T.I.M. Interiors DEP permit PB016009 is for a woodworking machine, operating 8 hour per day, 250 day per year. Sand dust with the New York Identification Number NY075-00-0, which is particulate, is emitted by the processing activity. Sand dust was analyzed as $PM_{2.5}$ or PM_{10}, where the particle size distribution of 14.3% and 32.1% for $PM_{2.5}$ and PM_{10}, respectively, was obtained from the EPA *AP-42 Manual Appendix B.1-48, Woodworking Waste Collection Operations: Belt Sander Hood Exhaust Cyclone*. The processing activity rate of 8-hour per day was used to calculate the average 24-hour emission rate. **Table 2.7-9** shows the woodworking facilities emission, based on the DEP Permit PB016009.

PA029899 is for a spray booth operating 8 our per day, 250 day per year. The contaminants listed in the DEP permits are specific chemicals and solids NY079-00-0, which is particulates. Particle size distribution of 28.6% and 46.7% for $PM_{2.5}$ and PM_{10}, respectively, used for the auto body facilities was applied for the woodworking spray booths emissions. The processing activity rate of 8-hour per day was used to calculate the particulate 24-hour average emission. The pollutants emitted by the woodworking facilities spray-painting activities, along with the chemicals CAS numbers, are presented in **Table 2.7-9**.

Table 2.7-9: T.I.M. Interiors, JR Grech Construction Corp., and American Custom Contaminants Emission Rates

Contaminant	CAS No.	1-Hour	24-Hour	Annual
		lb/hr	lb/day	lb/yr
T.I.M. Interiors PA029899 - Spray-Painting Emission				
Isopropyl Alcohol	67-63-0	1.14		2,280
n-Butyl Acetate	123-86-4	1.52		3,040
Ethyl Acetate	141-78-6	1.14		2,280
Solids	NY079-00-0	0.07		94
$PM_{2.5}$			0.16	26.9
PM_{10}			0.26	43.9
JR Grech Construction Corp. and American Custom Spray-Painting Emission (Based on PA029899)				
Isopropyl Alcohol	67-63-0	1.14		62.7
n-Butyl Acetate	123-86-4	1.52		83.6
Ethyl Acetate	141-78-6	1.14		62.7
Solids	NY079-00-0	0.07		2.59
$PM_{2.5}$			0.16	0.7
PM_{10}			0.26	1.2
PB016009 – Woodworking Equipment Emission of Each Facility				
PM	NY075-00-0	0.001	0.008	2
$PM_{2.5}$			0.001	0.3
PM_{10}			0.003	0.64

William H Jackson Emission

According to the NYSDEC Air Facility Registration Certificate (Registration ID: 2-6304-01096/00001), the facility assembles fireplace equipment, metal and irons, fireplace tools, and fireplace screens, where emissions are from a spray booth operation, metal buffing etc. The DEP permits provided specified the emission from each processing activity. The $PM_{2.5}/PM_{10}$ distribution used for the auto body facilities was applied for the William H Jackson spray booth emission and the 5-hour per day activity was used to calculate the particulate 24-hour average emission. The DEP permit PA032873 is for a buffing machine. The particle size distribution for the buffing processing activity was based on the EPA *AP-42 Manual, Appendix B.2.2* for mechanically generated emission (Category 4). **Table 2.7-10** shows the William H Jackson emission.

Table 2.7-10: William H Jackson Contaminants Emission Rates

Contaminant	CAS No.	1-Hour	24-Hour	Annual
		lb/hr	lb/day	lb/yr
PA032973 - Spray-Painting Emission				
Aceton	67-64-1	0.64		768
Toluene	108-88-3	0.32		384
Butyl Acetate	123-86-4	0.32		384
Particulates	NY075-00-0	0.042		50
$PM_{2.5}$			0.06	14.3
PM_{10}			0.10	23.4
PA032873 – Buffing machine				
Particulates	NY075-00-0	1.67		400
$PM_{2.5}$			0.50	120
PM_{10}			1.42	340

KSW Mechanical Services Emission

KSW Mechanical Services was identified as an ironworks facility. The facility has no DEP permit; therefore, emission was based on the Kendi Iron Works' DEP permit PB39705. This DEP permit is for 4 stations of welding and metal fabrication. The contaminant associated with the operation is total particulate, with the New York State identification number NY149-00-0, which is particulate. According to the EPA AP-42 manual, most of the particulate matter produced by welding is submicron in size and, as such, all particulate was considered to be $PM_{2.5}$. The emission rates are:

- 0.002 pounds per hour during 8-hour activity per day, 4 pounds per year.

Air Dispersion Analysis

The *CEQR Technical Manual* Industrial Source Screen methodology or AERMOD were used to predict VOC 1-hour and annual concentrations, 24-hour and annual $PM_{2.5}$ concentrations, and 24-hour PM_{10} concentration.

The *CEQR Technical Manual* Industrial Source Screen methodology can be used to predict pollutant concentration emitted from a single source at various distances (from 30 to 400 feet). The cumulative result is calculated as the sum of concentrations (for each pollutant). The location of each emission source was identified from the DEP permits or placed as close as possible to the Proposed Development Site, except the Precision Auto Collison 2 stack which can be observed in a satellite image near the southeast corner of the building.

AERMOD was used to predict the 24-hour and annual $PM_{2.5}$ cumulative concentrations, annual Benyzl Butyl Phthalate (CAS No. 85-68-7), and 1-hour Ethyl 3-Ethoxypropionate (CAS No. 763-69-9). Lakes Environmental MPI executable was used in the analysis. The latest MPI executable

(used in the analysis) modified the EPA's AERMOD executable version 22112. AERMOD incorporates air dispersion based on planetary boundary layer turbulence structure and scaling concepts, including treatment of both surface and elevated sources, and both simple and complex terrain. The model was run with the regulatory default option and for both with and without downwash effects options, where the Building Profile Input Program (BPIP) was run with the downwash effect enabled. All analyses were conducted using five consecutive years of meteorological data (2016-2020), obtained from the NYSDEC. Surface data used in the analysis is from LaGuardia Airport, upper air data is from Brookhaven station, New York. The meteorological data provided hour-by-hour wind speeds and directions, stability states, and temperature inversion elevations over the 5-year period. Population in the borough of Queens, obtained from the New York City Department of City Planning (DCP) 2020 Census report,[7] was specified to account for the effects of increased surface heating from an urban area on pollutant dispersion under stable atmospheric conditions.

Stack parameters specified in the DEP permits were applied in the model. The *CEQR Technical Manual* default stack parameters were used otherwise, except emission sources where only the stack diameter was not specified (exit flow rate was specified). The Proposed Development was modeled as a building that cover its entire lot area (the wall façade located on the outer lot lines) and rise to its maximum height. Buildings in the surrounding area were accounted for in the downwash effect on plums dispersions (BPIP). Receptors on the receiving building were placed on all wall façade from 6 foot above grade to the roof-top height in spaced intervals. The USGS National Elevation Dataset (NED) 1/3 arc-second resolution (GeoTIFF dataset), the terrain data set recommended by the US EPA for use in the United States for regulatory purposes, was used to process buildings base elevations. The base elevations of receptors and stacks were set to their building's base elevations. Roof heights of buildings in the area were obtained from the NYC Building Footprint database[8] and from the NYC Department of Building (DOB) database for newly constructed buildings.

The criteria pollutants cumulative results are presented in **Table 2.7-11**.

Table 2.7-11: Criteria Pollutants Cumulative Dispersion Analysis Results

Criteria Pollutant	Threshold Standard	(Modeled) Concentration (µg/m³)	Background Concentration (µg/m³)	Evaluated Concentration (µg/m³)	Threshold Criteria (µg/m³)
$PM_{2.5}$ 24-Hour	NAAQS	1.11	18.7	19.8	35
$PM_{2.5}$ Annual	NAAQS	0.12	7.6	7.7	12
PM_{10} 24-Hour	NAAQS	47.5	31	78	150

[7] New York City Department of City Planning (2020). "2020 Census." <https://www1.nyc.gov/site/planning/planning-level/nyc-population/2020-census.page##2020-census-results>, April 24, 2022.

[8] City of New York, nyc-geo-metadata (May 03, 2016); https://data.cityofnewyork.us/Housing-Development/Building-Footprints/nqwf-w8eh

As seen in **Table 2.7-11**, $PM_{2.5}$ and PM_{10} concentrations are within the NAAQS.

Table 2.7-12 shows the noncriteria pollutants cumulative air dispersion analysis results.

Table 2.7-12: Noncriteria Pollutants Cumulative Result

Contaminant	CAS No.	1-Hour	SGC	Annual	AGC
		(µg/m³)	(µg/m³)	(µg/m³)	(µg/m³)
Isopropyl Alcohol	67-63-0	1450.1	98000.0	3.7	7000.0
Acetone	67-64-1	3761.6	180000.0	12.6	30000.0
Butanone	78-93-3	1339.6	13000.0	4.3	5000.0
Benyzl Butyl Phthalate ***	85-68-7	154.6	---	0.07 (1)	0.42
Ethylbezene ***	100-41-4	154.6	---	0.4	1000.0
4-Methylpentan ***	108-10-1	103.0	31000.0	0.3	3000.0
2-Methoxy-1-Methylethyl Acetate	108-65-6	772.8	36850.0	2.5	2000.0
Methylcyclohexane	108-87-2	463.7	---	1.5	3800.0
Toluene ***	108-88-3	2782.4	37000.0	9.3	5000.0
Isopropyl Acetate	110-19-0	566.8	71300.0	1.9	565.0
Heptan-2-one	110-43-0	51.5	---	0.1	550.0
N-Butyl Acetate	123-86-4	9404.4	71300.0	29.5	565.0
Heptane	142-82-5	1339.6	210000.0	4.3	3900.0
Ethyl 3-Ethoxypropionate ***	763-69-9	29.1 (1)	140.0	0.9	64.0
Xylenes ***	1330-20-7	772.8	22000.0	2.6	100.0
Ligroine	8032-32-4	772.8	---	2.5	900.0
2-(2H-Benzotriazol-2-yl)-4,6-	25973-55-1	103.0	---	0.3	---
Solvent Naphtha	64742-89-8	206.1	---	0.6	3200.0
Ethyl Acetate	141-78-6	513.8	---	3.4	3400.0

Note:
*** Indicates a HAP.
1. Cumulative concentration predicted with AERMOD.

As seen in **Table 2.7-12**, the noncriteria pollutants concentrations are within the SGC/AGC standard. In addition, the inhalation risk for the HAPs and/or carcinogen pollutants is 0.2 (less than 1), and the Hazardous Index is 0.06 (less than 1) for the non-carcinogenic pollutants. Therefore, no adverse air quality impact is predicted at the Proposed Development from existing industrial source emissions in the study area.

Though no significant adverse impacts are anticipated from the existing industrial source emissions on the Proposed Development, the Proposed Action would lead to increased light industrial uses on Projected Development Site 1, which would cohabit with retail and commercial office uses in the same building. As a result, there are potential air quality impacts from the light industrial uses on the retail and the commercial office uses introduced by the Proposed Action. To protect the retail and the commercial office uses on the Projected Development Site 1 and to

protect other residential, commercial, and community facility uses within 400 feet distance from Projected Development Site 1, the following (E) designation should be placed on Projected Development Site 1.

Block 348, Lot 2 - Projected Development Site 1:

To preclude any potential significant adverse air quality impacts from light industrial uses, special features that go beyond the normal construction practices must be installed at this site.

(a) A licensed architect or engineer must certify with the Department of Buildings, and provide proof of filing to OER, that the manufacturing use on the above-referenced property will adhere to the following restrictions:

(i) The manufacturing use in the building does not have a New York City or New York State environmental rating of "A", "B" or "C" under Section 24–153 of the New York City Administrative Code for any process equipment requiring a New York City Department of Environmental Protection Certificate to Operate or New York State Department of Environmental Conservation State Air Facility Permit and State Air Facility Registration; and

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

(b) The emission stack of the proposed light industrial/manufacturing uses developed pursuant to Section 74-962 of the Zoning Resolution of the City of New York must be located at the building's highest tier and at least 117 feet above grade.

(c) Install an odor/vapor barrier and a modified mechanical ventilation system.

(i) The mechanical ventilation prevention system will be comprised of a mechanical ventilation system designed to operate in parallel and separate from the mechanical ventilation system of the retail and commercial office, providing fresh air to, and exhaust from, the light industrial floors (second through fifth floors), with vents running above the roof line of the highest floor (seventh floor).

(ii) An odor/vapor barrier will be installed at the structural slab and/or partition walls separating the manufacturing and retail and commercial office spaces eliminating vapor exchange across interior partitions.

Any other processes if required to obtain NYC DEP Certificate to Operate, must provide an air quality analysis to OER in order to demonstrate that such process would not cause a significant adverse air quality impact.

Conclusion

Based on the analysis, conditions associated with the Proposed Action would not result in any violations of the ambient air quality standards. Compliance with the measures outlined above in the (E) designation would preclude the potential for significant adverse stationary or mobile source air quality impacts, and further assessment is not warranted.

2.8 Noise

Introduction

The Proposed Action would create a noise-sensitive development with commercial office space. Therefore, an assessment of the potential for adverse effects on project occupants from ambient noise is warranted. The Proposed Development would not create a significant stationary noise generator. Additionally, given the moderate to high number of vehicles in the immediate area and the limited number of traffic generated by the Proposed Action as shown in **Table 2.6-4** and **Table 2.6-6** as well as **Figure 2.6-1** and **Figure 2.6-2**, project-generated traffic would not double the existing noise PCEs on nearby roadways, and therefore, would not result in a perceptible increase in vehicular noise. As such, this noise assessment is limited to an assessment of ambient noise that could adversely affect occupants of the development. The predominant noise source in the Affected Area is vehicular traffic on surrounding streets.

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 2.8-1: Noise Levels of Common Sources[9]

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

[9] Source: *2021 CEQR Technical Manual*

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.
- L_{max} 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.

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 City Environmental Quality Review (CEQR) noise exposure guidelines for exterior noise levels. As shown in **Table 2.8-2** 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 noise levels of 45 dBA (*L_{10} or Ldn, depending on the source*) or below in **Table 2.8-3**.

Table 2.8-2: 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		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	

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

Notes:

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

3. One may use the FAA-approved 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 octave band standards).

Table 2.8-3: Required 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)

Proposed Development

Existing Condition

Currently, Projected Development Site 1 (Block 348, Lot 2) is improved with a 9,000 GSF, one-story plus cellar, light manufacturing building built in 1968, which is currently used as a warehouse for auto parts sales (Parts Authority).

Future No-Action Condition

The No-Action Scenario for Projected Development Site 1 would be the same as the existing conditions. Redevelopment is not considered likely in the No-Action Scenario because of the bulk permitted under the current M1-1 district (1.00 commercial and manufacturing; 2.40 community facility) and significant parking requirement (1 space per 300 sf of uses).

Future With-Action Condition

Under the With-Action Scenario, Projected Development Site 1 would be improved with a new mixed light manufacturing and commercial development of a 119,854 GSF (84,475 ZSF; 4.97 FAR), 7-story plus cellar and sub-cellar, 113-foot-10-inch-tall building. The Proposed Development would include 22,242 GSF (21,386 ZSF; 1.26 FAR) of commercial uses (UG 6, local retail stores and commercial offices), 65,612 GSF (63,088 ZSF; 3.71 FAR) of light manufacturing uses (UG 17), and 32,000 GSF of parking spaces. The ground floor would be used for local retail, while light manufacturing uses would occupy the second floor through the fifth floor, and the sixth and

seventh floors would be occupied by commercial office. In addition to the local retail spaces, the ground floor would also contain a lobby, reception desk, and bathrooms for the commercial retail space. No accessory parking is required for the commercial and manufacturing uses in the proposed M1-5 district. However, 58 voluntary spaces would be provided at two below-grade levels.

The Proposed Development would have a 5-story, 82-foot-tall front wall before setting back 15 feet from 37th Avenue and 20 feet from 22nd Street and rising to a maximum building height of 113 feet 10 inches. The below-grade parking facility would be served by a two-way curb cut on 37th Avenue. Two off-street loading berths would be served by a curb cut on 22nd Street. The sidewalks along 37th Avenue and 22nd Street would remain in their existing conditions, at approximately 15 feet in width.

2.8.1 Noise Measurement Location and Equipment

Because the predominant noise sources in the area of the Proposed Development consist of vehicular traffic, noise monitoring was conducted during peak weekday vehicular travel periods (AM, Midday, PM) on a typical midweek day. Pursuant to *CEQR Technical Manual* methodology, three (3) measurements were collected for 20-minute periods: Location One (1) was on the 22nd Street frontage of the Projected Development Site; Location Two (2) was on the 37th Avenue frontage of the Projected Development Site; and Location Three (3) was located on the 21st Street frontage. The noise monitoring locations are shown in **Figure 2.8-1** and **Photo 2.8-1** to **Photo 2.8-3** below.

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

Figure 2.8-1: Noise Monitoring Locations



Photo 2.8-1: Noise Monitoring Location One (1) – 22nd Street



Photo 2.8-2: Noise Monitoring Location Two (2) – 37th Avenue



Photo 2.8-3: Noise Monitoring Location Three (3) – 21st Street



2.8.2 Existing Noise Conditions

Monitoring was conducted during typical midweek conditions, on Tuesday, May 11, 2021. The weather was dry and wind speeds were mild during all monitoring periods. The sound meter was calibrated before and after each monitoring session.

Based on the noise measurements, the predominant source of noise is vehicular traffic. **Table 2.8-4** through **Table 2.8-6** below contains the results for the measurements taken around Projected Development Site 1:

Table 2.8-4: Noise Levels in dBA at Location 1

Tuesday, May, 11, 2021			
Time	**7:31 am – 7:51 am**	**12:00 pm – 12:20 pm**	**4:30 pm – 4:50 pm**
L_{max}	70.5	76.6	75.2
L_{10}	61.5	63.0	62.0
L_{eq}	58.6	60.2	59.3
L_{50}	57.0	57.0	57.5
L_{90}	54.0	54.0	54.0
L_{min}	52.1	52.7	52.0

Table 2.8-5: Noise Levels in dBA at Location 2

Tuesday, May, 11, 2021			
Time	**7:53 am – 8:13 am**	**12:21 pm – 12:41 pm**	**4:52 pm – 5:12 pm**
L_{max}	82.5	78.8	76.3
L_{10}	66.5	64.5	64.5
L_{eq}	68.0	62.2	61.3
L_{50}	58.5	58.5	58.5
L_{90}	54.0	54.5	55.0
L_{min}	49.9	52.3	52.2

Table 2.8-6: Noise Levels in dBA at Location 3

Tuesday, May, 11, 2021			
Time	**8:16 am – 8:36 am**	**12:44 pm – 1:05 pm**	**5:14 pm – 5:34 pm**
L_{max}	84.3	83.7	81.6
L_{10}	**71.0**	**72.0**	**72.0**
L_{eq}	68.1	68.9	68.6
L_{50}	64.0	66.5	66.0
L_{90}	58.5	59.0	59.0
L_{min}	52.1	52.9	54.8

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

Table 2.8-7 through **Table 2.8-9** below contain the traffic counts and vehicle classifications for the morning, noon, and evening monitoring sessions.

Table 2.8-7: Traffic Volumes and Vehicle Classifications at Noise Location 1

	7:31 am - 7:51 am	12:00 pm - 12:20 pm	4:30 pm - 4:50 pm
Car/ Taxi	8	7	11
Van/Light Truck/SUV	9	5	7
Medium Truck	0	2	1
Heavy Truck	0	0	0
Bus	0	0	0
Train	0	0	0

Table 2.8-8: Traffic Volumes and Vehicle Classifications at Noise Location 2

	7:53 am - 8:13 am	12:21 pm - 12:41 pm	4:52 pm - 5:12 pm
Car/ Taxi	27	30	20
Van/Light Truck/SUV	28	34	29
Medium Truck	5	3	9
Heavy Truck	2	0	2
Bus	1	1	2
Train	0	0	0

Table 2.8-9: Traffic Volumes and Vehicle Classifications at Noise Location 3

	8:16 am - 8:36 am	12:44 pm - 1:05 pm	5:14 pm - 5:34 pm
Car/ Taxi	150	164	151
Van/Light Truck/SUV	171	189	180
Medium Truck	22	16	20
Heavy Truck	7	3	9
Bus	13	10	14
Train	0	0	0

2.8.3 Conclusion

The *2021 CEQR Technical Manual* Table 19-2 sets external noise exposure standards, which are classified into four categories: acceptable, marginally acceptable, marginally unacceptable, and clearly unacceptable. Table 19-3 of the *CEQR Technical Manual* defines attenuation requirements for buildings based on exterior noise exposure levels. Recommended noise attenuation values for buildings are designed to maintain interior L_{10} noise levels of 45 dB(A) or lower for residential uses and 50 dB(A) or lower for commercial office uses. For a commercial office use such as what would occur under the Proposed Action, an L_{10} of between 65 and 70 dB(A) is identified as marginally acceptable general external exposure. 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 One

(1) was 63.0 dB(A) during the midday monitoring period. The highest recorded L_{10} at Location Two (2) was 66.5 dB(A) during the morning monitoring period. The highest recorded L_{10} at Location Three (3) was 72.0 dB(A) during the midday and evening monitoring periods.

Based on the noise monitoring results, an E-Designation related to noise is to be placed on the Projected Development Site as follows:

E-718

Projected Development Site 1 (Block 348 / Lot 2): In order to ensure an acceptable interior noise environment, future commercial office uses must provide a closed-window condition with a minimum of 23 dB(A) window/wall attenuation on the western façade facing 21st Street, the southern façade facing 37th Avenue within 50 feet of the western lot line of Lot 2, and the northern façade within 50 feet of the western lot line of Lot 2 to maintain an interior noise level not greater than 50 dB(A) for commercial office uses as illustrated in the EAS. To maintain a closed-window condition, an alternate means of ventilation must be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning.

With this level of attenuation, there would be no significant adverse impacts related to noise as a result of the Proposed Action. The above noise attenuation requirements are detailed in **Figure 2.8-2**.

Figure 2.8-2: Noise Attenuation Diagram[10]



[10] Above attenuation requirements are for commercial office uses. Residential/community facility uses would require a noise attenuation of 5dB(A) more.

2.9 Public Health

Public health involves the activities that society undertakes to create and maintain conditions in which people can be healthy. Hazardous materials, water quality, air quality, and noise are all directly tied to public health issues. The *CEQR Technical Manual* states that the objectives with respect to public health are to evaluate if adverse impacts on public health may arise as a result of a proposed project, and, if so, to suggest strategies to minimize such adverse impacts.

According to the *CEQR Technical Manual*, a public health analysis is often not required for proposed projects when no potential significant adverse impacts are observed in other CEQR study areas. However, the lead agency may decide that a public health analysis is necessary for a particular technical area where unmitigated significant adverse impacts are identified.

Hazardous Materials

As detailed in **Chapter 2.5 Hazardous Materials** above, Equity's review of available information and observations of Projected Development Site 1 and surrounding properties indicates that no RECs, HRECs, CRECs, De Minimis conditions, or Data Gaps were identified as a result of this assessment. However, VEC issues were identified within 1/10 of a mile of Projected Development Site 1.

To preclude the potential for significant adverse impacts, an (E) Designation would be placed on the Applicant-Owned Site (Projected Development Site 1). The proposed (E) Designation will ensure that testing and mitigation will be provided as necessary before any future development and/or soil disturbance. Further hazardous materials assessments would be coordinated through the Mayor's Office of Environmental Remediation (OER). Therefore, with the proposed (E) Designation in place, no significant adverse impacts related to hazardous materials are expected, and no further analysis is warranted.

Air Quality

As detailed in **Chapter 2.7 Air Quality** above, the air quality analysis demonstrates that the proposed project would result in any potentially significant adverse stationary or mobile source air quality impacts, and further assessment is not warranted.

Noise

As detailed in **Chapter 2.8 Noise** above, future commercial office uses would require 23 dB(A) window-wall attenuation on the western façade facing 21st Street, the southern façade facing 37th Avenue within 50 feet of the western lot line of Lot 2, and the northern façade within 50 feet of the western lot line of Lot 2. No other facades would require attenuation. With this level of attenuation, there would be no potential for adverse impacts related to ambient noise. To ensure that there are no significant adverse impacts related to noise levels in the With-Action Scenario, an (E) Designation would be placed on the Projected Development Site. With the proposed (E)

Designation in place, no significant adverse impacts related to noise are expected, and no further analysis is warranted.

Conclusion

Based on the summary of the analyses in the preceding technical sections above, the Proposed Action is not expected to have any significant adverse impacts on hazardous materials, air quality, and noise conditions. As a result, the Proposed Action would not result in significant adverse public health impacts and no further analysis is required.

2.10 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.

2.10.1 Preliminary Analysis

Existing Conditions

The Existing land uses in the 400-foot surrounding area are primarily a mix of manufacturing, commercial, and automotive uses, with scattered public institutions and parking facilities. It should be noted that a cluster of mid-rise elevator apartment buildings owned by the NYC Housing Authority (NYCHA) is located just outside of the 400-foot area boundary to the north of the Affected Area. Grouped three and a half blocks (Blocks 332, 335, p/o 523, and 559), Ravenswood Houses is a 31-building, 2,163-unit public housing complex bounded by 36th Avenue, 24th Street, 34th Avenue, and 12th Street. This residential community is featured with standard plain residential buildings built with brick. All the elevator residential buildings on the site are 6 to 7 stories in height, which accommodates approximately 4,178 residents with affordable rents. The complex also contains public facilities such as the Queens Public Library Family Literacy Center and the Ravenswood Universal Pre-K facility. Also, to the northwest of the Affected Area within the medium-density residential community, there exists a small park called Ravenswood Playground, which is featured with fitness equipment, handball courts, playgrounds, and spray showers.

Manufacturing uses are mainly light industrial as warehouses, dry foods wholesaler (KBF Inc.), furniture manufacturing (Delphi Custom Furniture Ltd.), electrical supply store (G & Fast Electric Inc.), and food manufacturing (Goshen Foods; Prime Time Shiskabab). Major commercial uses are located along 36th Avenue, including a supermarket (Trade Fair Supermarket), pharmacies (Metrocare Pharmacy; CHN Pharmacy), restaurants (Exquisito; 23-02 Deli & Grocery; Palace Fried Chicken; Coffee & Green), and a cell phone store (Boost Mobile). Automotive uses in the area are primarily automotive related, including a mix of auto body shops (A&P Auto Body and Repair Inc.; A1 Collision; Twins Collision; Molla Auto Repair and Body Shop), auto parts stores (Morales Tire Shop; Toro Tire Shop; Arm Automotive Inc.), gas stations (BP, Gulf, and Citgo), and a car rental business (Fast Track Mobility TLC Rentals). The public facility uses in the 400-foot area consist of a public school (P.S. 111 Jacob Blackwell), a childcare center (Jackson Development Center), a

church (Adath Israel Center), and a medical center (Community Healthcare Network - Long Island City).

Built form within the 400-foot surrounding area varies by use. Manufacturing buildings range from one to two stories in height and are generally located to the east and north of the Affected Area. Commercial buildings are comprised of one-story buildings for local retail stores and car wash and lubritorium facilities, a three-story office building, and a thirteen-story hotel building called Manhattan View located at Block 364, Lot 4 to the south of the Affected Area. Automotive use buildings range from one to two stories in height and are mostly located to the east and south of the Affected Area. The public facility buildings are scattered in the abovementioned uses and have building heights from one to three stories.

Zoning districts in the Surrounding Area include M1-1, M1-3, and R5/C1-3. The Affected Area is within an M1-1 zoning district that generally extends from 37th Avenue on the south to 36th Avenue on the north between 24th Street on the east and midblock of 12th and 13th Streets on the west. The neighboring area to the south of the Affected Area falls into a large M1-3 district. Areas to the north of the Affected Area are mapped with a medium-density R5 zoning district, with C1-3 commercial overlays along 36th Avenue.

The traffic grid around the Affected Area is regularly shaped. The Surrounding Area includes or is adjacent to major thoroughfares such as 36th Avenue (a minor arterial road) and 21st Street (a principle arterial road).

The Affected Area consists of Block 348, Lots 1, 2, p/o 6, p/o 35 and is located within the Ravenswood neighborhood of Queens, Community District 1. The Affected Area would be at a depth of 90 feet from 37th Avenue, covering an approximately 3-foot portion of Lots 6 and 35. Of all the four lots within the Affected Area, the Applicant only owns and controls one lot (Lot 2), known as Projected Development Site 1. Lot 2 is a corner lot with an area of approximately 16,984 sf. The lot has approximately 90 feet of frontage on 22nd Street and approximately 191 feet of frontage on 37th Avenue. It is improved with a 9,000 GSF, one-story plus cellar, light manufacturing building that was built in 1968, which is currently used as warehouse for auto parts sales (Parts Authority). There are two curb cuts of approximately 15 feet wide each on 37th Avenue and two curb cuts of approximately 12 feet wide each on 22nd Street.

The other lots in the Affected Area are Block 348, Lots 1, p/o 6, and p/o 35. Lot 1 is a 2,690-sf corner lot with approximately 88 feet of frontage on 21st Street and approximately 31 feet of frontage on 37th Avenue. The lot is improved with a 1-story 850 GSF gas station building with auto repair service that was built in 1930. Currently, it is occupied by a Gulf gas station and an auto repair shop called Ultimate Auto Care. There are a curb cut of approximately 12 feet on 37th Avenue and a curb cut of approximately 20 feet on 21st Street. Lot 6 is a 12,017-sf interior lot with approximately 100 feet of frontage on 21st Street, which was improved with a 1-story, 6,800 GSF commercial building that was originally built in 1931 and altered in 1992 and 2004 respectively. The building is currently operated as a car wash store called 21st Street Lube. There

is a curb cut of approximately 25 feet on 21st Street. Lot 35 is a 10,000-sf interior lot with approximately 100 feet of frontage on 22nd Street, which was improved with a 1-story, 9,960 GSF light manufacturing building that was built in 1982. Currently, the building is occupied by a warehouse. There are two curb cuts of approximately 15 feet wide each on 22nd Street.

Future No-Action Condition

The No-Action Scenario for the Affected Area would be the same as existing conditions. Redevelopment is not considered likely in the No-Action Scenario because of the bulk permitted under the current M1-1 district (1.00 commercial and manufacturing; 2.40 community facility) and significant parking requirement (1 space per 300 sf of uses).

Future With-Action Condition

The proposed M1-5 zoning district would permit a maximum of 5.00 FAR for commercial and light manufacturing uses and 6.50 for community facility uses within the Affected Area. Permitted uses in the proposed M1-5 district would include UG 4-14, 16, and 17. Building heights within M1-5 districts are regulated by a sky exposure plane beginning at 85 feet (or six stories) above the street line. There are no parking requirements within M1-5 districts.

In comparison with the existing M1-1 zoning districts mapped in the Affected Area currently, the proposed M1-5 zoning district would not introduce new uses and would allow for larger bulks and higher building heights within the Affected Area, which would enhance the zoning conformity in the surrounding area which is featured with a mix of medium-density industrial and commercial districts.

With the Proposed Action, Projected Development Site 1 (Block 348, Lot 2; Applicant-Owned Lot) would be developed with the Applicant's Proposed Development. Projected Development Site 1 would be improved with a new mixed light manufacturing and commercial development of a 119,854 GSF (84,475 ZSF; 4.97 FAR), 7-story plus cellar and sub-cellar, 113'-10" building. The Proposed Development would have a 5-story, 82-foot-tall front wall before setting back 15 feet from 37th Avenue and 20 feet from 22nd Street and rising to a maximum building height of 113 feet 10 inches. The Proposed Development would include 22,242 GSF (21,386 ZSF; 1.26 FAR) of commercial uses (UG 6, local retail stores and commercial offices), 65,612 GSF (63,088 ZSF; 3.71 FAR) of light manufacturing uses (UG 17), and 32,000 GSF of accessory parking area containing 58 spaces.

The first floor would contain UG 6 uses local retail, one cafeteria, and one auto parts retail store. In addition to the local retail spaces, the ground floor would also contain two 12' X 33' loading docks, holding area, and freight elevators associated with light manufacturing proposed for the second through fifth floors. The first floor would also contain a lobby, a reception desk, and bathrooms for the commercial retail space. The second floor through the fifth floor would be occupied by light manufacturing uses and the sixth and seventh floors would be occupied by commercial office uses. It should be noted that the Applicant is proposing to expand the floor-

to-floor heights to better accommodate the light manufacturing uses, making the height of the ground floor reach 18'-10" and the height of the second to seventh floors reach 15'-10" each.

No accessory parking is required for the commercial and light manufacturing uses in the proposed M1-5 district. However, 58 voluntary spaces would be provided in two below-grade levels, which is derived from transportation demand analysis. The below-grade parking facility would be served by an existing 20-foot-wide two-way curb cut on 37th Avenue. Two off-street loading berths would be served by an existing 25-foot-wide curb cut on 22nd Street.

Given the zoning requirements within the proposed M1-5 zoning district as well as the size and shape of the lot, the Applicant's Proposed Development is assumed to be the RWCDS in terms of bulk, height, and uses (8,389 GSF of UG 6 local retail uses, 65,612 GSF of UG 17 light manufacturing uses, 13,853 GSF of UG 6 commercial office uses, and 32,000 GSF of accessory parking) for Projected Development Site 1.

The Proposed Development would have a FAR of 4.97 or 450 square feet less than the maximum allowed under the M1-5 for manufacturing/commercial uses. Given the street-wall setback requirements, the Proposed Development still represents a reasonable worst-case scenario as the additional 450 square feet would have to be developed on an additional 8th floor, which is not practical according to the sky plane exposure setback requirements and the vertical circulation requirements that would minimize the utility of the 450-square-foot floor area and a reasonable return on investment. Meanwhile, although a 6.50 FAR community facility building could be built under the proposed M1-5 zoning district, given the Applicant's intent to occupy the building with its corporate headquarters and a manufacturing and distribution hub, such additional FAR for community facility uses would be incompatible with the programming as intended.

In order to determine the Proposed Action's 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 (See Chapter 2.1):** The Proposed Action would not adversely impact the neighborhood in terms of land use, zoning, or public policy. Though the proposed rezoning would effectuate developments of commercial and light manufacturing uses at a higher density than that is currently allowed within the study area, the permitted uses would be in character with the existing mixed commercial and light manufacturing uses and the density would be consistent with the existing M1-3 zoning districts in the area. Accordingly, the Proposed Action would not alter the overall land use patterns in the area or jeopardize the intent of the zoning resolution.
- **Shadows (See Chapter 2.2):** The shadows derived from the Projected Development Site associated with the Proposed Action would reach sunlight sensitive resource 1, Sixteen

Oaks Grove, on three analysis days in March/September, May/August, and June, and sunlight sensitive resource 2, **P.S. 111 Playground**, on two analysis days in May/August and June. The shadows derived from the Projected Development would only affect the sunlight sensitive resources with limited extent and duration. No adverse impact from the incremental shadows is expected on the open space utilization or vegetation growth of the resources.

- **Historic and Cultural Resources (See Chapter 2.3):** The Projected Development Site does not contain any historic architectural or cultural archaeological resources and is not adjacent to or within 90 feet of any identified historic architectural resources. Therefore, significant adverse impacts to architectural or archaeological resources are not expected because of the Proposed Action.

- **Urban Design and Visual Resources (See Chapter 2.4):** The development facilitated by the Proposed Action would not adversely impact any of the constituent urban design elements or impact the overall character of the neighborhood. It would not significantly change the pedestrian experience, nor would it disturb the vitality, walkability, or the visual character of the area. Instead, with the local retail service provided on-site, the Proposed Development would improve the pedestrian experience in the area. The development with ground floor commercial uses would improve walkability and the visual character of the area, and would also provide locally serving retail uses. Therefore, the Proposed Action would not result in any significant adverse impact to the constituent elements of Urban Design, and a detailed analysis is not warranted.

- **Hazardous Materials (See Chapter 2.5):** A Phase I ESA was prepared for the Projected Development Site, where VECs were identified related to the Subject Property. Thus, a Phase II ESA was then conducted to evaluate the potential impact to the Projected Development Sites from the VECs identified in the Phase I ESA. However, since there are active businesses operating on the site and the Applicant has leased the site to a tenant with a valid lease, it is impractical to conduct the Phase II ESA on the site. An (E) Designation is required to undertake Phase II work once the property is vacated, demolished and cleared, following approval of the Proposed Action. With this proposed (E) designation in place, no significant adverse impacts related to hazardous materials are expected, and no further analysis is warranted.

- **Transportation (See Chapter 2.6):** The Proposed Action would induce an increment of less than 50 vehicular trips at all intersections, and less than 200 pedestrian trips-ends during all the peak hours of analysis. As such, the Proposed Development would not have any significant adverse impacts on transportation.

- **Air Quality (See Chapter 2.7):** Based on the analysis, conditions associated with the Proposed Action would not result in any violations of the ambient air quality standards. Therefore, there is no reason to believe that the proposed project would result in any

potentially significant adverse stationary or mobile source air quality impacts, and further assessment is not warranted.

- **Noise (See Chapter 2.8):** Since the Proposed Action would result in mixed-use developments composed of commercial and light manufacturing uses that may be impacted by the ambient noise, future commercial office uses would require 23 dB(A) window-wall attenuation on the western façade facing 21st Street, the southern façade facing 37th Avenue within 50 feet of the western lot line of Lot 2, and the northern façade within 50 feet of the western lot line of Lot 2. No other facades would require attenuation. With this level of attenuation, there would be no potential for adverse impacts related to ambient noise. To ensure that there are no significant adverse impacts related to noise levels in the With-Action Scenario, an (E) Designation would be placed on the Projected Development Site. With the proposed (E) Designation in place, no significant adverse impacts related to noise are expected, and no further analysis is warranted.

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.

2.10.2 Conclusion

As discussed above, the Proposed Action 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.

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: LA-CEQR-Q (DEPARTMENT OF CITY PLANNING)
Project:
Address: 21-17 37 AVENUE BBL: 4003480002
Date Received: 3/18/2022

[X**] No architectural significance**

[X**] No archaeological significance**

[ ] Designated New York City Landmark or Within Designated Historic District

[ ] Listed on National Register of Historic Places

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

[ ] May be archaeologically significant; requesting additional materials

Gina Santucci 3/25/2022

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 36221_FSO_DNP_03252022.docx

Environmental Protection

Rohit T. Aggarwala
Commissioner

Angela Licata
Deputy Commissioner
Sustainability

59-17 Junction Blvd.
Flushing, NY 11373

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

December 19, 2022

Stacey Barron
Associate Project Manager
Environmental Assessment and Review Division
New York City Department of City Planning
120 Broadway, 31st Floor
New York, NY 10271

Re: 21-17 37th Avenue Rezoning
Block 348, Lots 1, 2, 6, and 35
CEQR # 23DCP060Q

Dear Ms. Barron:

The New York City Department of Environmental Protection, Bureau of Sustainability (DEP) has reviewed the October 2022 Environmental Assessment Statement (EAS) and the June 2020 Phase I Environmental Site Assessment (Phase I) prepared by Equity Environmental Engineering, LLC on behalf of 21-17 37th Ave. LLC (applicant) for the above referenced project. It is our understanding that the applicant is seeking a zoning map amendment (proposed action) from the New York City Department of City Planning (DCP) to rezone Block 348, Lots 1, 2, p/o 6, and p/o 35 from an M1-1 zoning district to an M1-5 zoning district. The proposed action would facilitate the development of a new 7-story plus cellar and sub-cellar, light manufacturing and commercial building at Block 348, Lot 2 (Projected Development Site 1) in the Ravenswood neighborhood of Queens Community District 1. The proposed building would contain approximately 119,854 gross square feet (gsf), including 22,242 gsf of commercial uses, 65,612 gsf of light manufacturing uses, and 32,000 gsf of accessory parking area containing 58 spaces. Block 348, Lots 1, 6, and 35 are not likely to be redeveloped as a result of the proposed action.

Block 348, Lot 2

The June 2020 Phase I report revealed that historical on-site and surrounding area land uses consisted of a variety of residential, commercial, and industrial uses including auto parts sales, a car wash, auto repair shops, car rentals and leasing, a lumber yard, a filling station, a stone carving lot, an auto wreckage area, a plumbing supply store, a general storage warehouse, a baking and shipping company, a mechanic chop, a truck body manufacturer, a scrap iron yard, a paint manufacturer, garages, an express carrier service, an auto paint shop, a lacquer manufacturer, a wood turner, steel and iron works, a metal products and partition manufacturer, storage of refrigerators, laundry machines, and carpet, a candy maker and warehouse, a plywood warehouse, a contractor's shop, a cleaning product company, Dannon Milk Products, a parking lot, contractor's yards, a waste oil storage area, a zipper chain manufacturer, a drug

company, a laundromat, a paper company, a junk yard, sheet metal manufacturing, etc. Regulatory Databases identified 40 spills, 9 historical auto sites, and 3 historical cleaner sites within 1/8 mile; 30 underground storage tank sites, 44 aboveground storage tank sites, and 4 dry cleaners within 1/4 mile; and 63 leaking storage tank sites, 5 voluntary cleanup program sites, and 10 brownfield sites within a 1/2 mile of the subject property.

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

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

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

Future correspondence and submittals related to this project should include the following CEQR # **23DCP060Q**. If you have any questions, you may contact me at (718) 595-4358.

Sincerely,

Wei Yu

Wei Yu
Deputy Director, Hazardous Materials

c: R. Weissbard; T. Estesen; M. Wimbish; S. Shellooe – DCP; E. Ulker Kacar – DCP

APPENDIX B

ILLUSTRATIVE ARCHITECTURAL DRAWINGS

PROPOSED 7-STY BUILDING
21-17 37TH AVE, NY



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mss@mssarch.com

DATE:	04/17/2019
PROJECT NO.:	MSS720
DRAWING BY:	KR
CHK. BY:	
DWG NO:	C-100.00
SHEET NO:	00 OF 08

PROJECT:
37th AVENUE
LONG ISLAND CITY, NY
BLOCK: 348
LOT: 1,6984.47

TITLE:
COVER

ZONING ANALYSIS: M1-5 (PROPOSED)

GENERAL INFORMATION

LOCATION: 21-17 37TH AVE, QUEENS, NY 11101
BLOCK: 348
LOT: 02
BIN #:

ZONE: M1-5
MAP #: 9b
COMMUNITY BOARD: 401

OF STORIES: CELLAR, 001-07
BUILDING HEIGHT: 113.83' (FROM AVE. CURB HT. TO ROOF FINISH)

ZONING INFORMATION

LOT AREA: 16,984.47 SF

ZR43-12 MAXIMUM FLOOR AREA RATIO FOR COMMERCIAL USE
M1-5 : 5.0

ALLOWABLE FLOOR AREA: 16,984.47 SF x 5.0 = 84,922.35 SF > 84,474.71 SF (PROP.)

ZR43-122 MAXIMUM FLOOR AREA RATIO FOR COMMUNITY FACILITIES
M1-5 : 6.5
ALLOWABLE FLOOR AREA: 16,984.47 SF X 6.5 = 110,399.05 SF > 84,474.71 SF (PROP.)

PROPOSED FLOOR AREA: LIGHT MANUFACTURING: 63,088.31 SF (3.71)
COMMERCIAL: 21,386.40 SF (1.26)
TOTAL PROPOSED FLOOR AREA= 84,474.71 SF (4.97)

ZR43-25 MINIMUM REQUIRED SIDE YARDS
NO SIDE YARDS ARE REQUIRED.HOWEVER, IF AN OPEN AREA EXTENDING ALONG A SIDE LOT LINE IS PROVIDED AT ANY LEVEL, IT SHALL BE AT LEAST EIGHT FEET WIDE.

ZR46-26 MINIMUM REQUIRED REAR YARDS
NOT REQUIRED FOR CORNER LOT.

ZR43-40 HEIGHT AND SETBACK REGULATIONS

ZR43-33 MAX. HT. OF WALL AND REQ'D FRONT SETBACK
MAX. FRONT WALL HT. AT STREET LINE: 85' OR 6 STORIES WHICHEVER IS LESS> 5-STY & 82'-2" PROP.

INITIAL SETBACK : NARROW STREET -20'
WIDE STREET -15

SKY EXPOSURE PLANE:
HEIGHT ABOVE STREET LINE: 85'
SLOPE: NARROW STREET- 2.7V : 1.0H
WIDE STREET - 5.6V : 1.0H

PROPOSED BUILDING HEIGHT: 113'-10" (TO ROOF FINISH)-SEE SHEET A-106.00

ZR44-20 REQUIRED ACCESSORY OFF-STREET PARKING SPACES FOR COMMERCIAL/MANUFACTURING USES

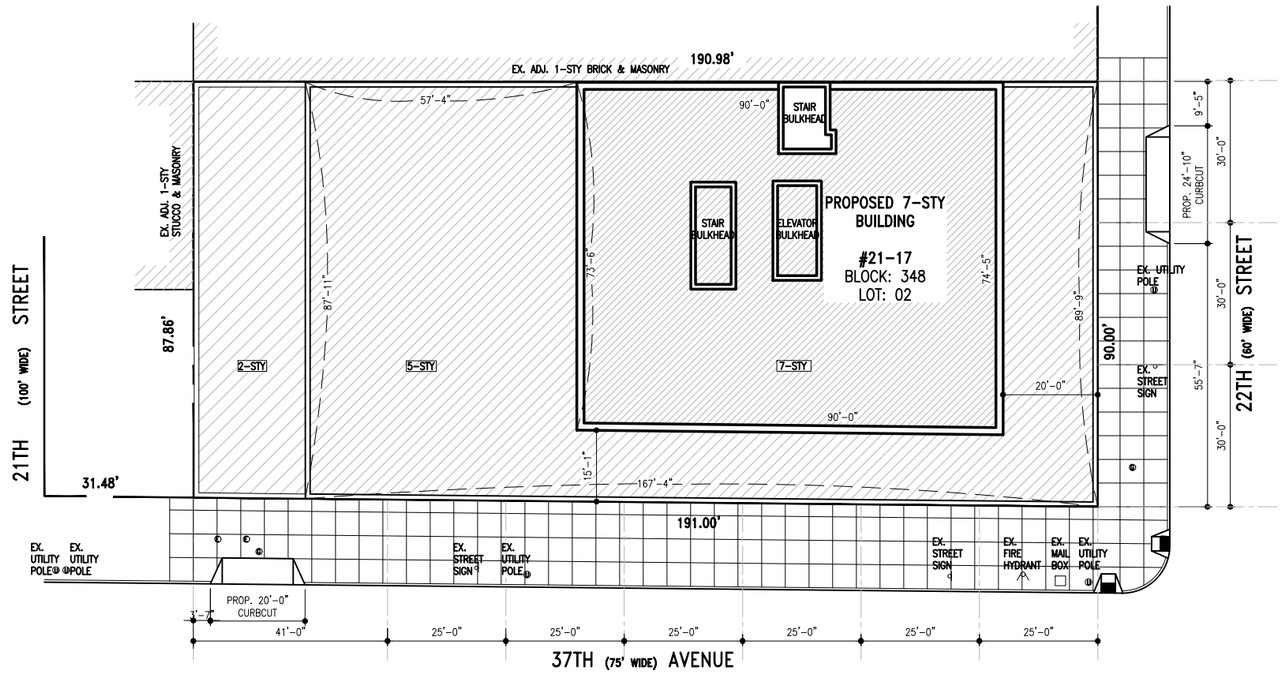
ZONE M1-5
FOR COMMERCIAL (PRC-B & B1) =NONE REQUIRED
FOR LIGHT MANUF. (PRC-F) =NONE REQUIRED

NO PARKING SPACE REQUIRED

PROPOSED PARKING SPACE: 58

ZR44-52 REQUIRED ACCESSORY OFF-STREET LOADING BERTHS
M1-5: FIRST 15,000 SF OF FLOOR AREA: NONE REQUIRED
NEXT 25,000 SF OF FLOOR AREA: 1 REQ'D
NEXT 40,000 SF OF FLOOR AREA: 1 REQ'D

2 LOADING BERTHS REQ'D= 2 LOADING BERTHS PROVIDED.



P 1 / A100 PROPOSED SITE PLAN

0 8 16 32 64

SCALE IN FEET

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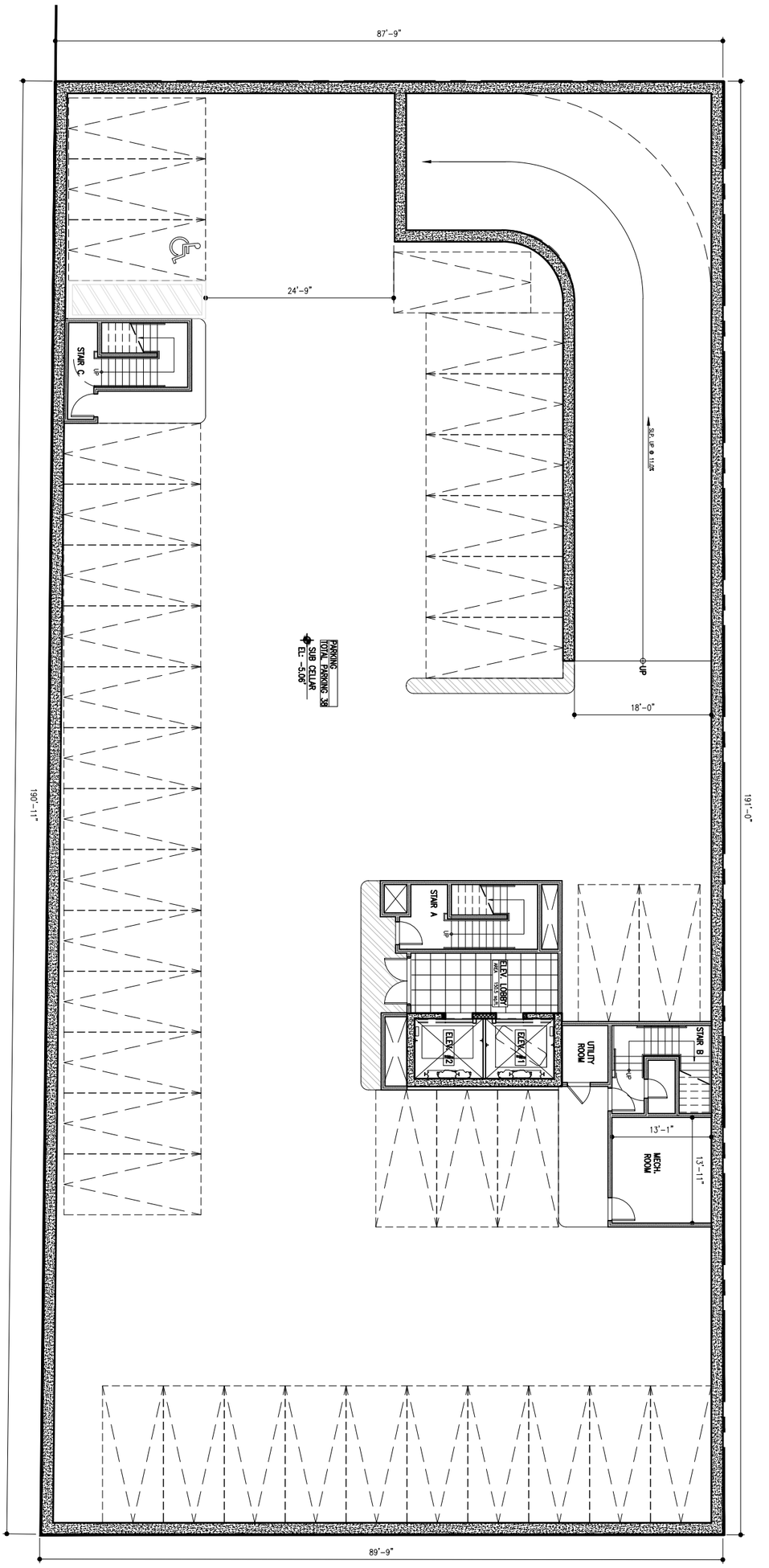
DATE: 04/17/2019
PROJECT NO.: MSS720
DRAWING BY: KR
CHK. BY:
DWG NO: A-100.00
SHEET NO: 01 OF 08

PROJECT: 37th AVENUE
LONG ISLAND CITY, NY
BLOCK: 348
LOT: 1,6984.47

TITLE: SITE PLAN



P1 A101 PROPOSED SUB-CELLAR PLAN

SCALE IN FEET
0 4 8 16 32

FLOOR AREA: 16,619.65 SQ.FT.

PROJECT:	
37th AVENUE	
LONG ISLAND CITY, NY	
BLOCK: 348	
LOT: 1,6984.47	
TITLE:	
FLOOR PLAN	
DATE:	04/17/2019
PROJECT NO.:	MSS720
DRAWING BY:	KR
CHK. BY:	
DWG NO:	A-101.00
SHEET NO:	02 OF 08

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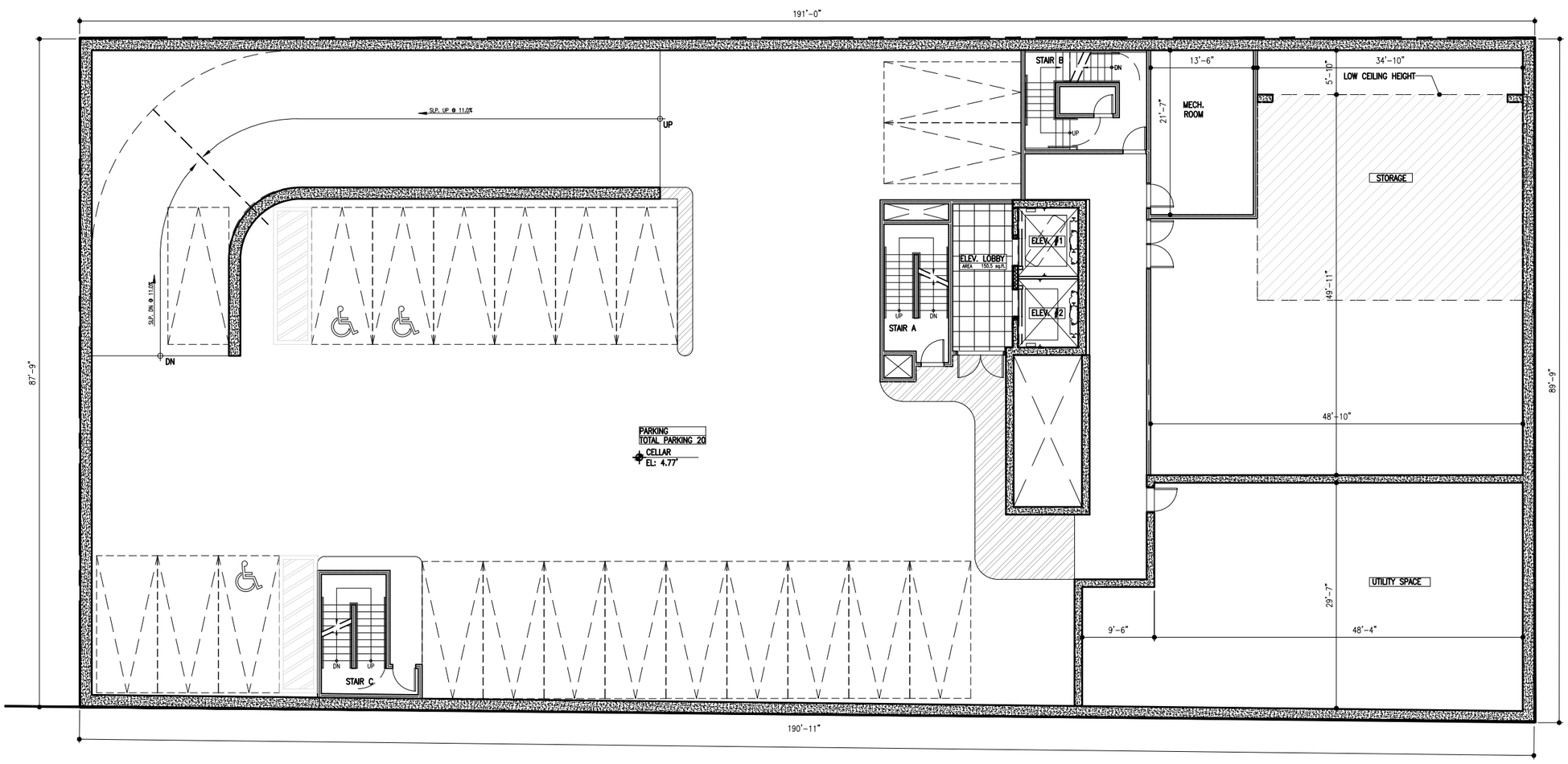

P 1
A102 PROPOSED CELLAR PLAN

0 4 8 16 32

SCALE IN FEET

FLOOR AREA: 16,619.65 SQ.FT.

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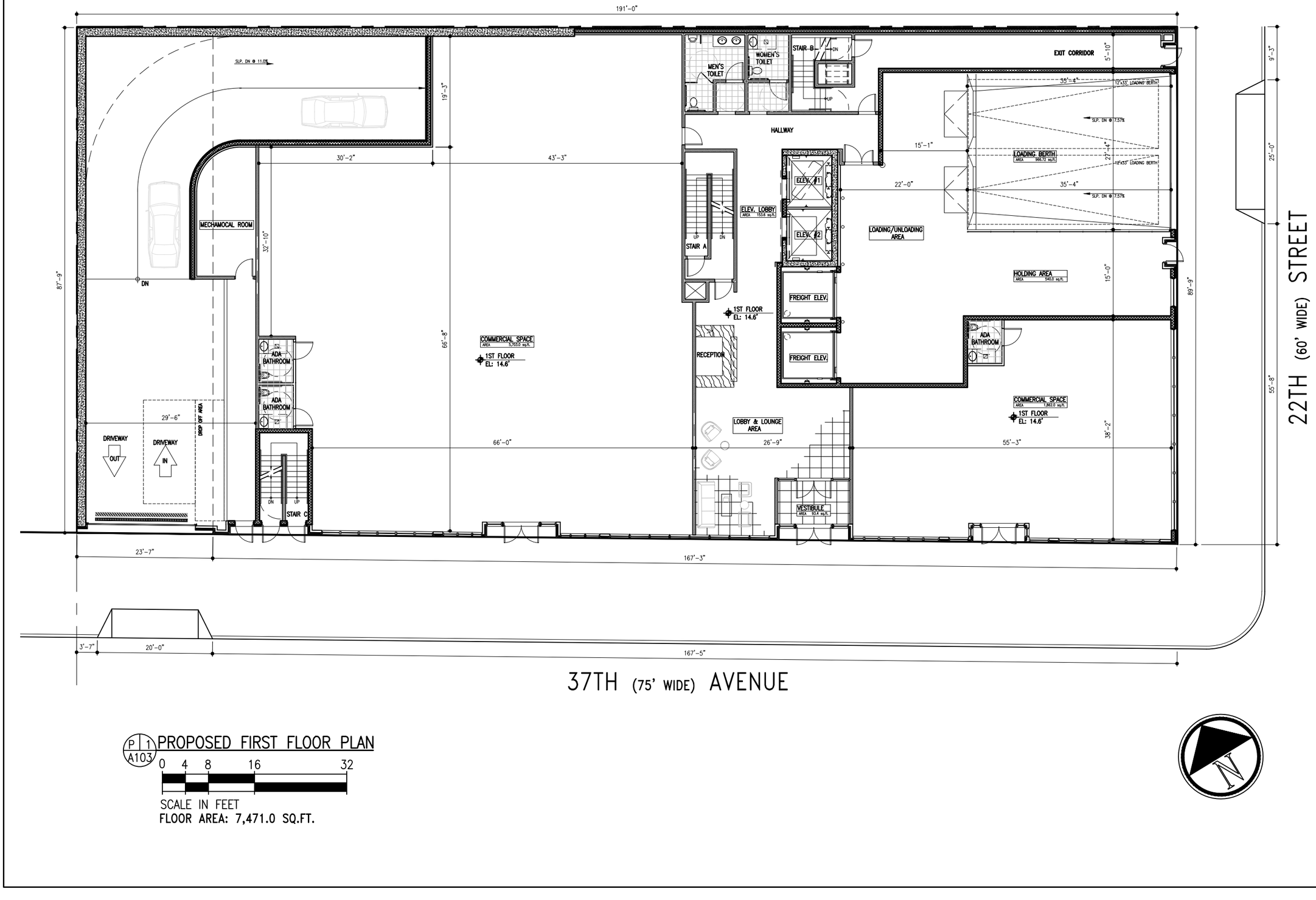
PROJECT:
37th AVENUE
LONG ISLAND CITY, NY
BLOCK: 348
LOT: 1,6984.47

DATE: 04/17/2019
PROJECT NO.: MSS720
DRAWING BY: KR
CHK. BY:
DWG NO: A-102.00

TITLE: FLOOR PLAN

SHEET NO: 02 OF 08



22TH (60' WIDE) STREET

37TH (75' WIDE) AVENUE

P 1 / A103 PROPOSED FIRST FLOOR PLAN

0 4 8 16 32

SCALE IN FEET

FLOOR AREA: 7,471.0 SQ.FT.

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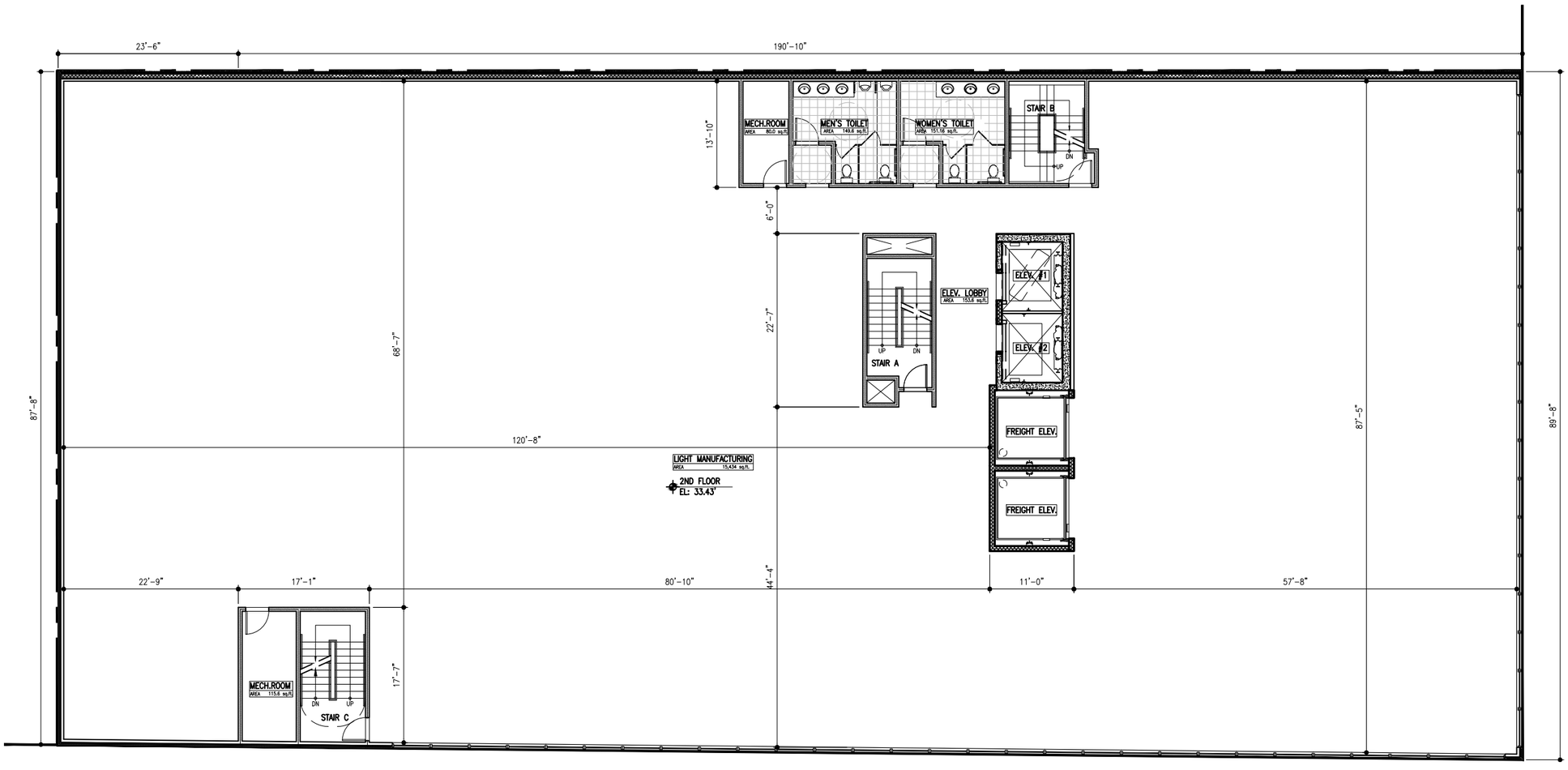
DATE:	04/17/2019
PROJECT NO.:	MSS720
DRAWING BY:	KR
CHK. BY:	
DWG NO:	A-103.00
SHEET NO:	03 OF 08

PROJECT:
37th AVENUE
LONG ISLAND CITY, NY
BLOCK: 348
LOT: 1,6984.47

TITLE:
FLOOR PLAN



P 1
A104 PROPOSED SECOND FLOOR PLAN

0 4 8 16 32

SCALE IN FEET

FLOOR AREA: 16,619.65 SQ.FT.

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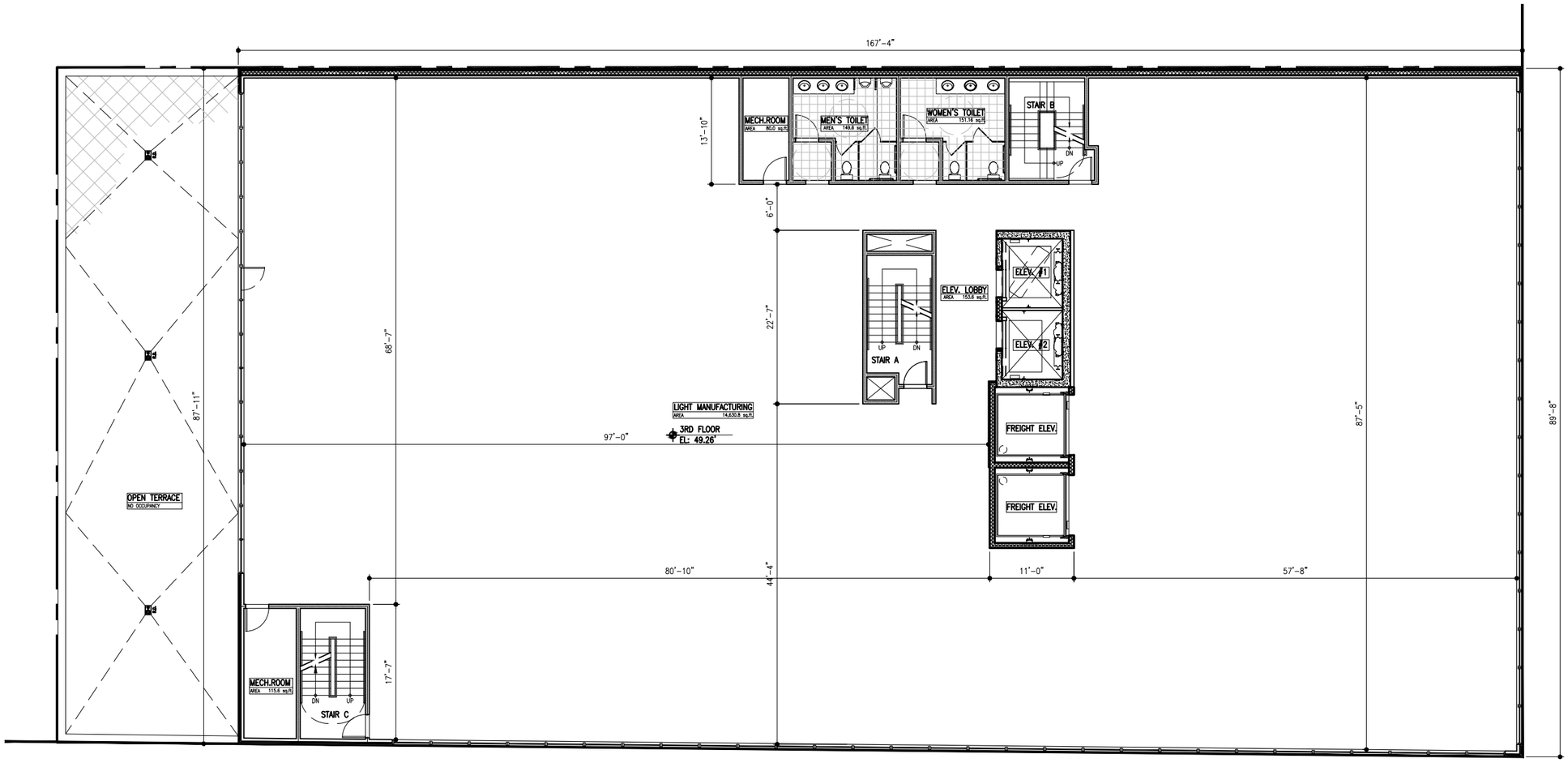
PROJECT NO.: MSS720
DRAWING BY: KR
CHK. BY:
DWG NO:
A-104.00

PROJECT:
37th AVENUE
LONG ISLAND CITY, NY
BLOCK: 348
LOT: 1,6984.47

TITLE:
FLOOR PLAN

SHEET NO: 04 OF 08



P 1
A105 PROPOSED THIRD FLOOR PLAN

0 4 8 16 32

SCALE IN FEET

FLOOR AREA: 14,630.8 SQ.FT.

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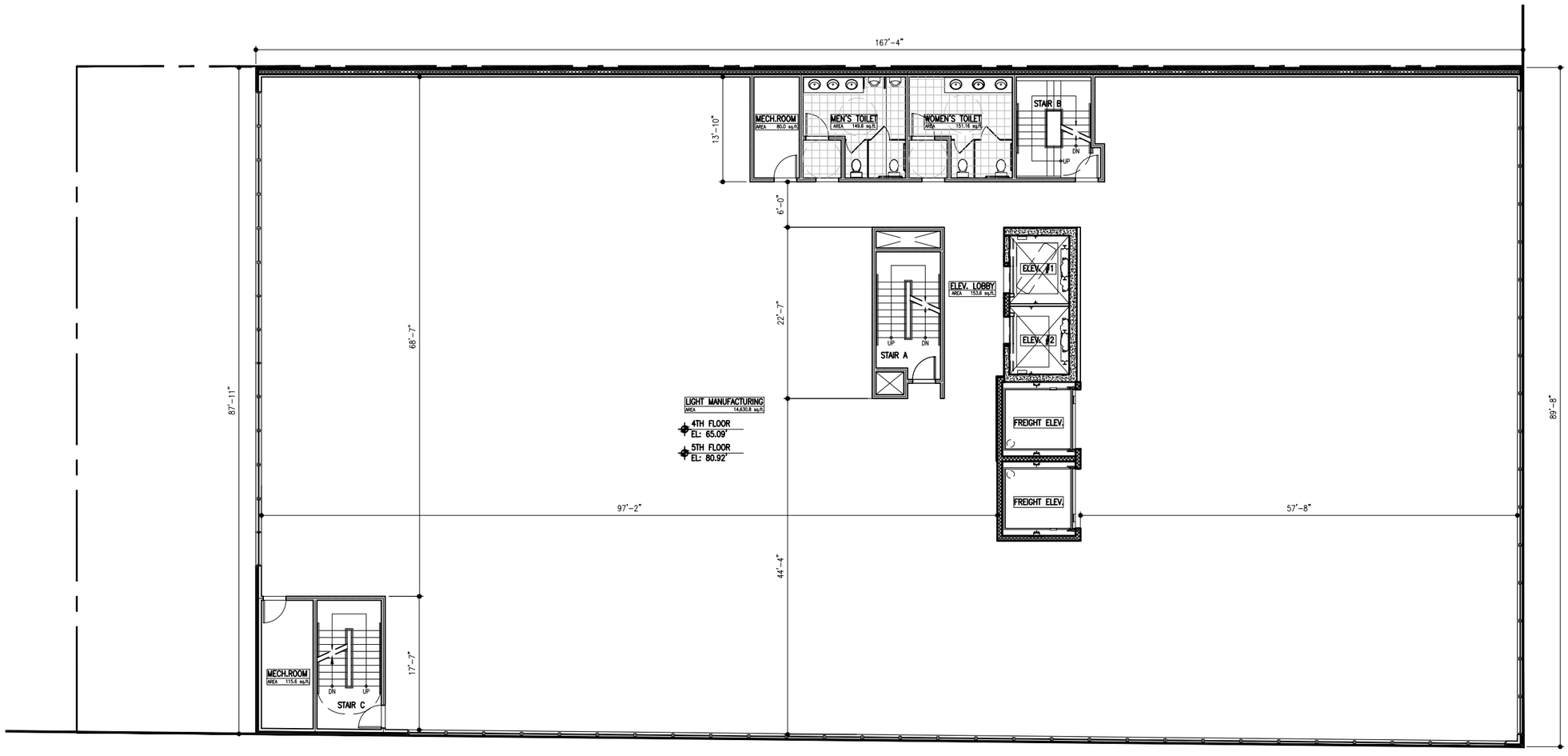
DATE: 04/17/2019
PROJECT NO.: MSS720
DRAWING BY: KR
CHK. BY:
DWG NO: A-105.00

PROJECT:
37th AVENUE
LONG ISLAND CITY, NY
BLOCK: 348
LOT: 1,6984.47

TITLE: FLOOR PLAN

SHEET NO: 04 OF 08



P 1
A106 PROPOSED FOURTH & FIFTH FLOOR PLAN

0 4 8 16 32

SCALE IN FEET

FLOOR AREA: 14,630.8 SQ.FT. (EACH)

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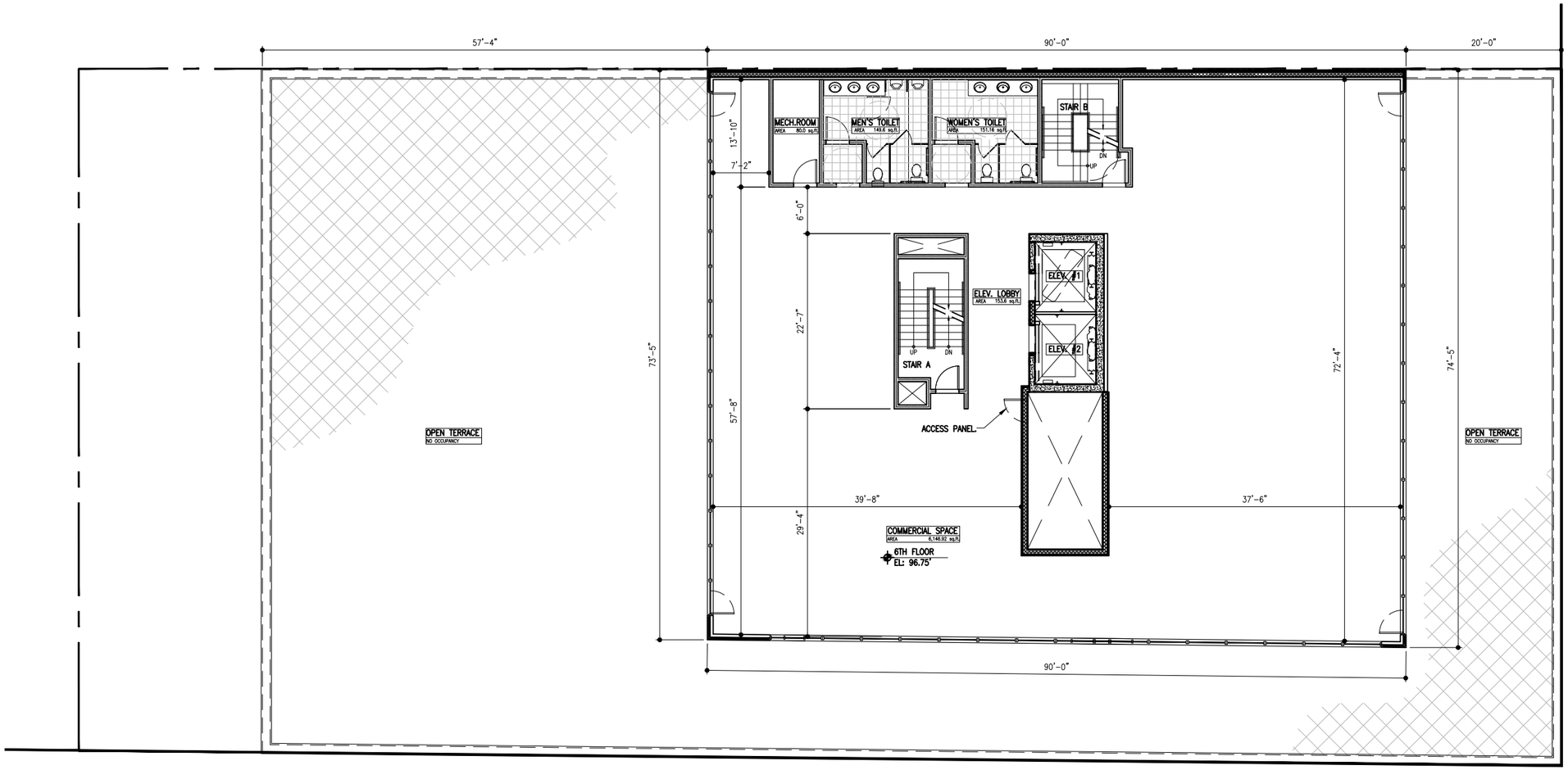
mss@mssarch.com

DATE: 04/17/2019
PROJECT NO.: MSS720
DRAWING BY: KR
CHK. BY:
DWG NO: A-106.00
SHEET NO: 05 OF 08

PROJECT:
37th AVENUE
LONG ISLAND CITY, NY
BLOCK: 348
LOT: 1,6984.47

TITLE: FLOOR PLAN



P 1
A107 PROPOSED SIXTH FLOOR PLAN

0 4 8 16 32

SCALE IN FEET

FLOOR AREA: 6,146.92 SQ.FT.

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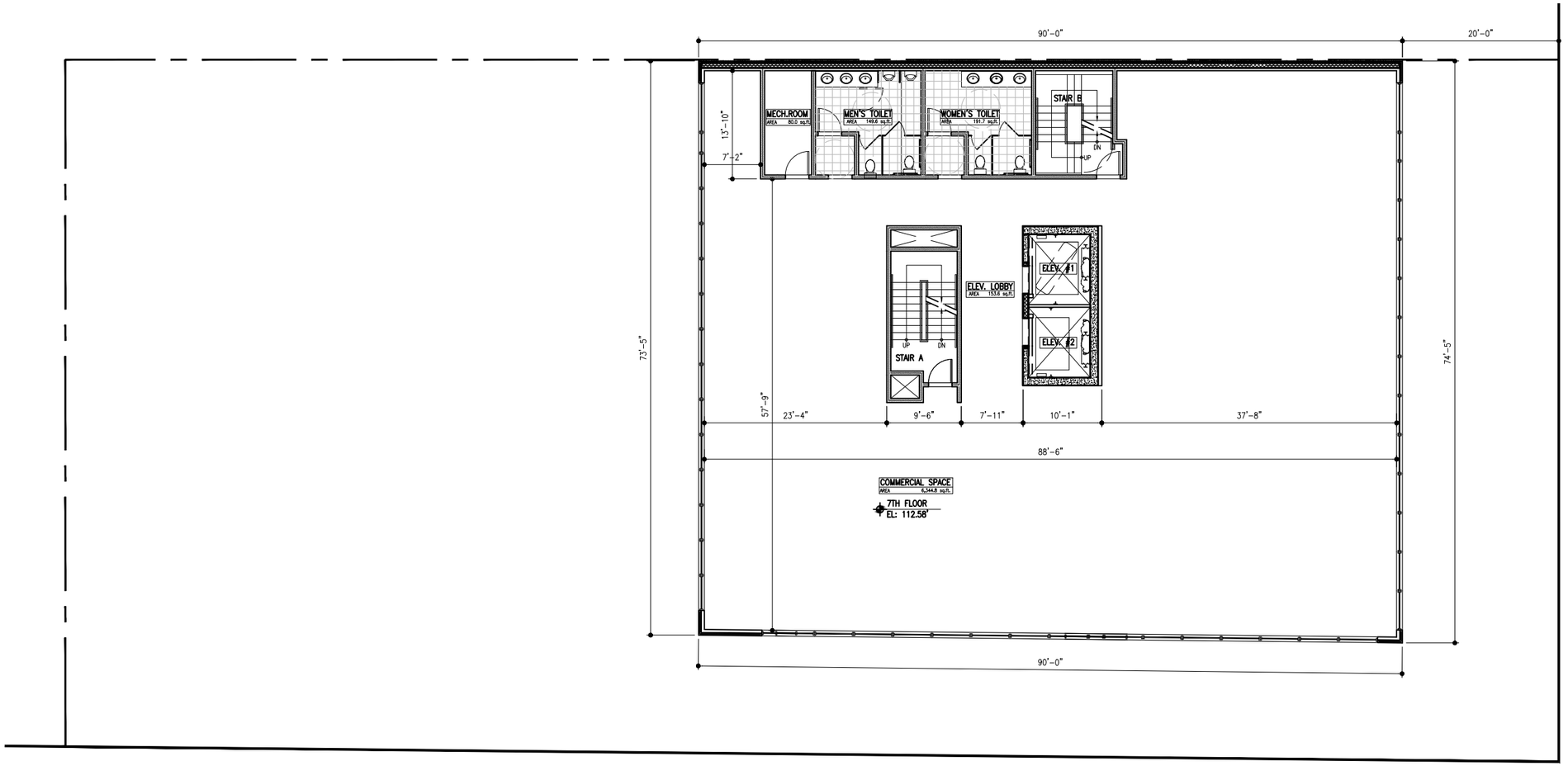
DATE:	04/17/2019
PROJECT NO.:	MSS720
DRAWING BY:	KR
CHK. BY:	
DWG NO:	A-107.00
SHEET NO:	06 OF 08

PROJECT:
37th AVENUE
LONG ISLAND CITY, NY
BLOCK: 348
LOT: 1,6984.47

TITLE:
FLOOR PLAN



P 1
A108 PROPOSED SEVENTH FLOOR PLAN

0 4 8 16 32

SCALE IN FEET

FLOOR AREA: 6,344.8 SQ.FT.

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mss@mssarch.com

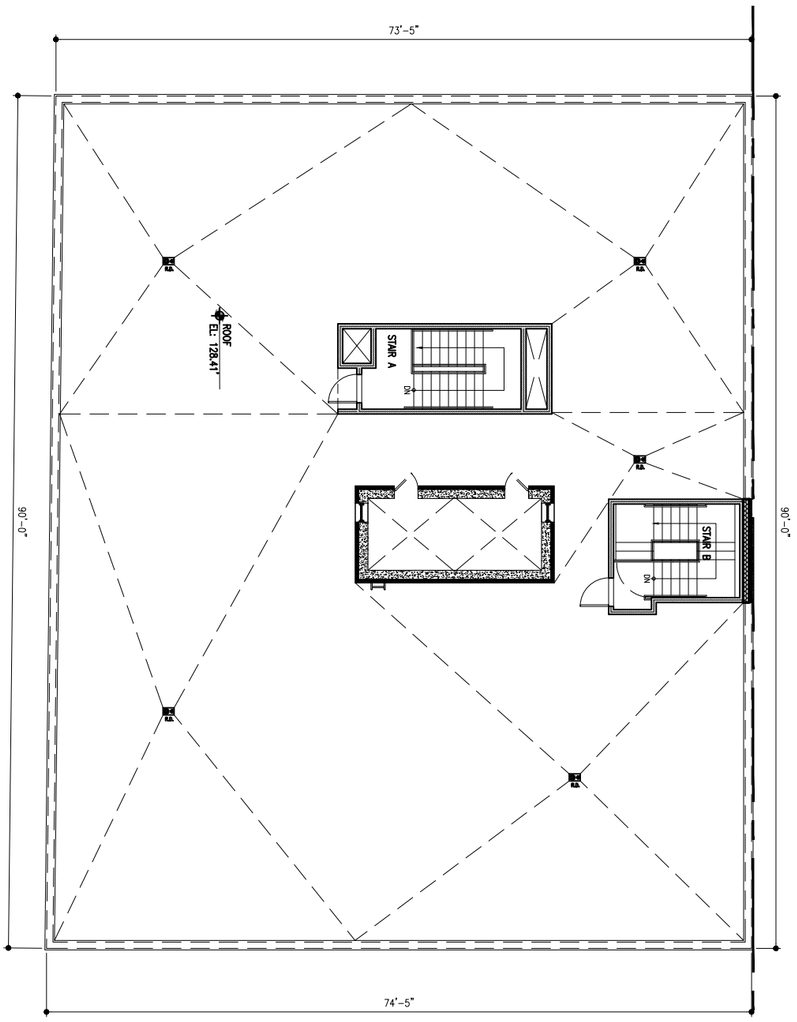
DATE: 04/17/2019
PROJECT NO.: MSS720
DRAWING BY: KR
CHK. BY:
DWG NO: A-108.00
SHEET NO: 06 OF 08

PROJECT:
37th AVENUE
LONG ISLAND CITY, NY
BLOCK: 348
LOT: 1,6984.47

TITLE:
FLOOR PLAN

P 1
A109
PROPOSED ROOF PLAN

SCALE IN FEET
0 4 8 16 32





PROJECT:	
37th AVENUE	
LONG ISLAND CITY, NY	
BLOCK: 348	
LOT: 1,6984.47	
TITLE:	
FLOOR PLAN	
DATE:	04/17/2019
PROJECT NO.:	MSS720
DRAWING BY:	KR
CHK. BY:	
DWG NO:	A-109.00
SHEET NO:	06 OF 08

Mss

M.S. SAVANI ARCHITECT, PC

148-45, HILLSIDE AVENUE, SUITE 201
JAMAICA, NY 11435
TEL: 718.657.6222 FAX: 718.657.6226

mss@mssarch.com

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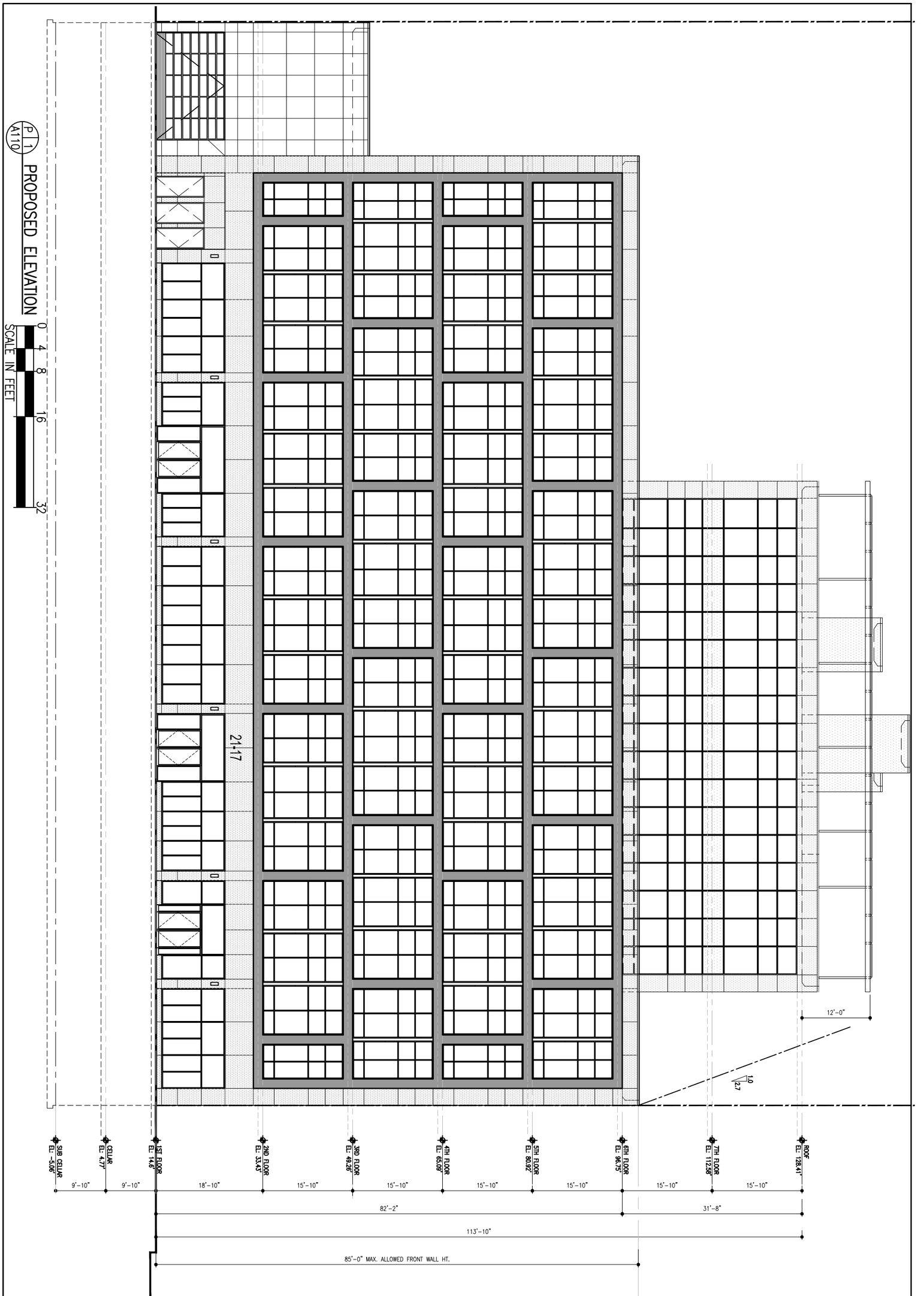

PROJECT:	
37th AVENUE	
LONG ISLAND CITY, NY	
BLOCK: 348	
LOT: 1,6984.47	
TITLE:	
SOUTH ELEVATION	
DATE:	04/17/2019
PROJECT NO.:	MSS720
DRAWING BY:	KR
CHK. BY:	
DWG NO:	A-110.00
SHEET NO:	07 OF 08

Mss

M.S. SAVANI ARCHITECT, PC

148-45, HILLSIDE AVENUE, SUITE 201
JAMAICA, NY 11435
TEL: 718.657.6222 FAX: 718.657.6226

mss@mssarch.com

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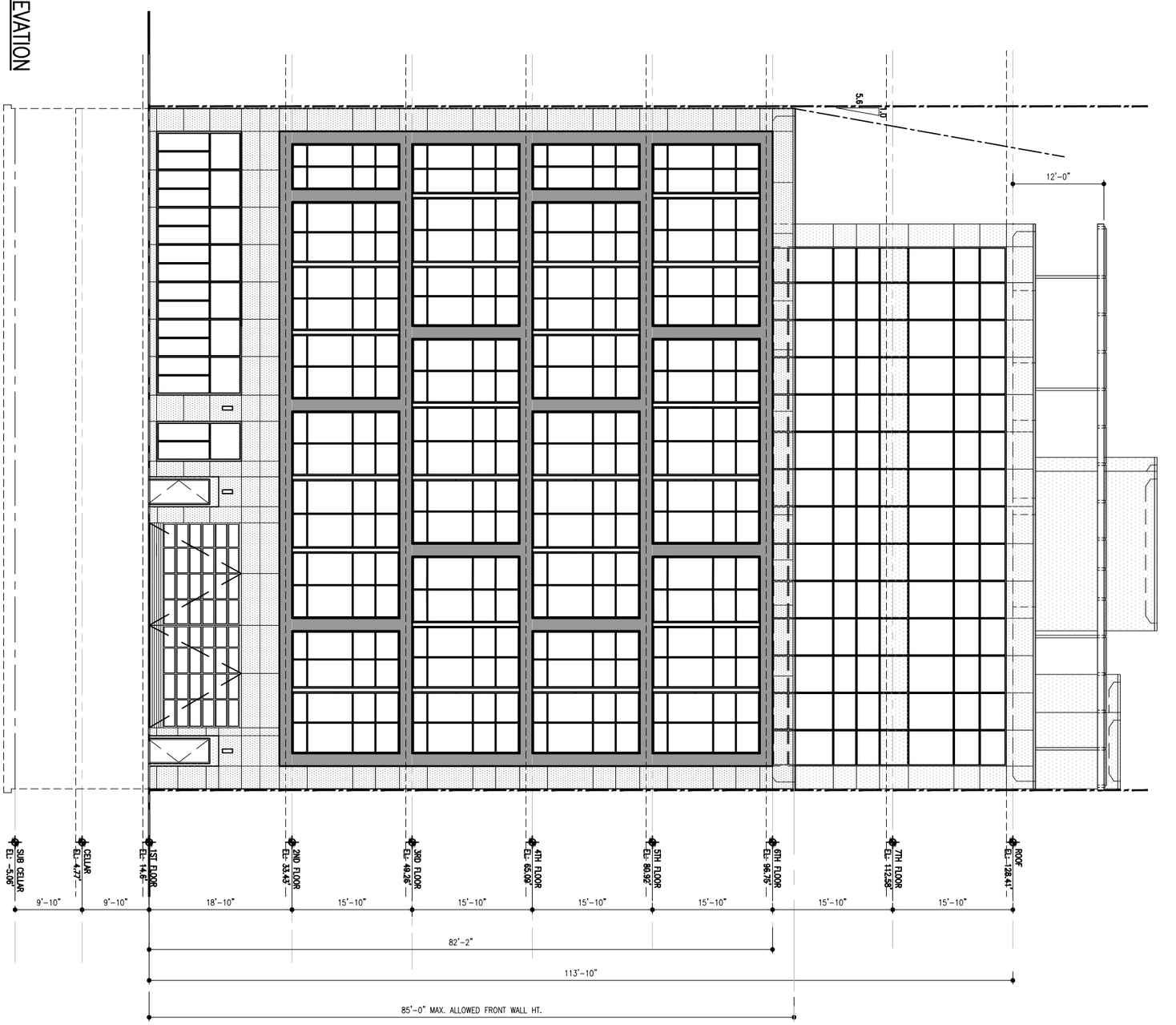
P1
A111
PROPOSED ELEVATION



SCALE IN FEET
0 4 8 16 32

PROJECT:	
37th AVENUE	
LONG ISLAND CITY, NY	
BLOCK: 348	
LOT: 1,6984.47	
TITLE:	
EAST ELEVATION	
DATE:	04/17/2019
PROJECT NO.:	MSS720
DRAWING BY:	KR
CHK. BY:	
DWG NO:	A-105.00
SHEET NO:	07 OF 08

Mss
M.S. SAVANI ARCHITECT, PC
148-45, HILLSIDE AVENUE, SUITE 201
JAMAICA, NY 11435
TEL: 718.657.6222 FAX: 718.657.6226
mss@mssarch.com

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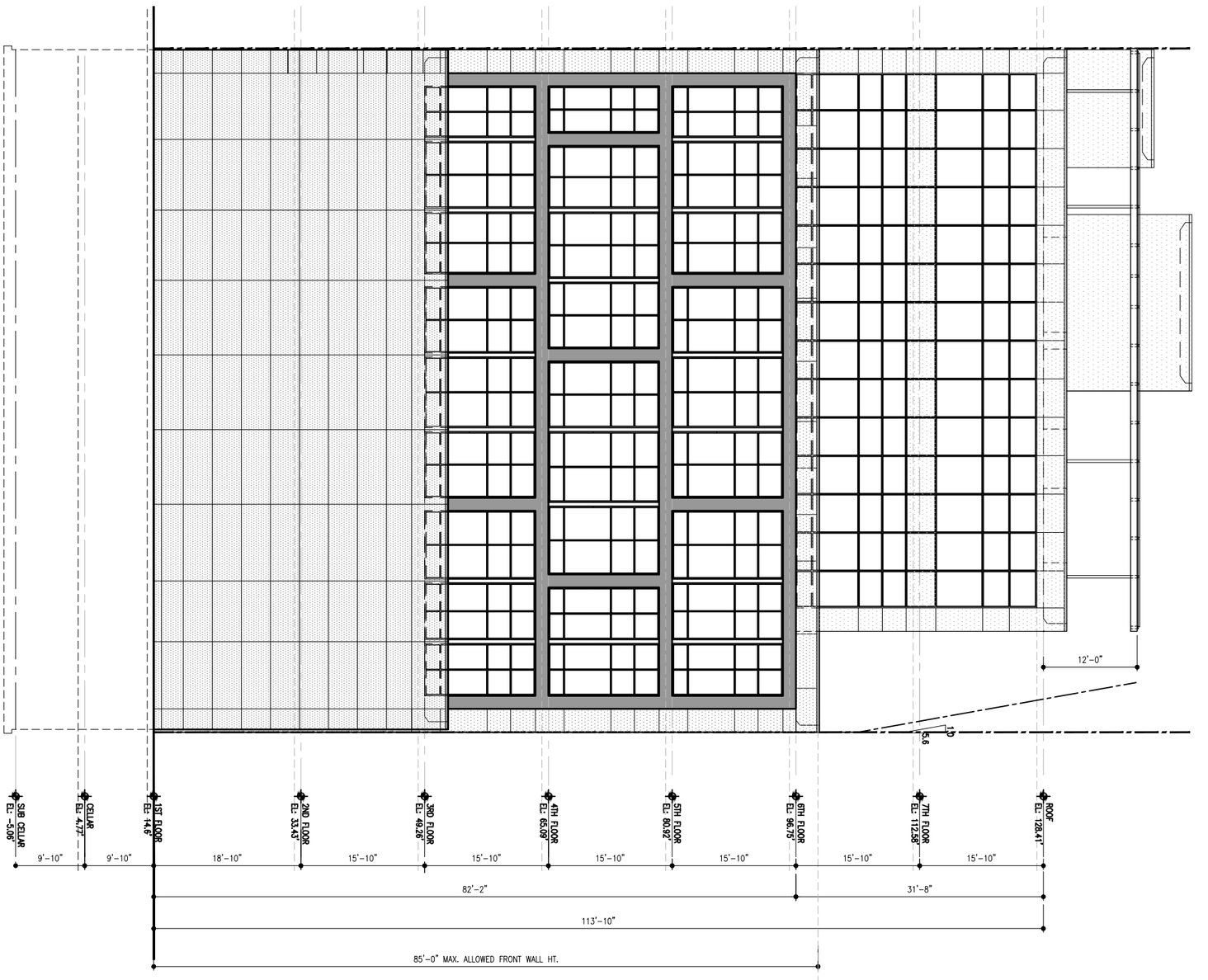
P1 A112 PROPOSED ELEVATION



SCALE IN FEET
0 4 8 16 32

PROJECT:	DATE: 04/17/2019
37th AVENUE	PROJECT NO.: MSS720
LONG ISLAND CITY, NY	DRAWING BY: KR
BLOCK: 348	CHK. BY:
LOT: 1,6984.47	DWG NO: A-105.00
TITLE: WEST ELEVATION	SHEET NO: 07 OF 08

Mss
M.S. SAVANI ARCHITECT, PC
148-45, HILLSIDE AVENUE, SUITE 201
JAMAICA, NY 11435
TEL: 718.657.6222 FAX: 718.657.6226
mss@mssarch.com

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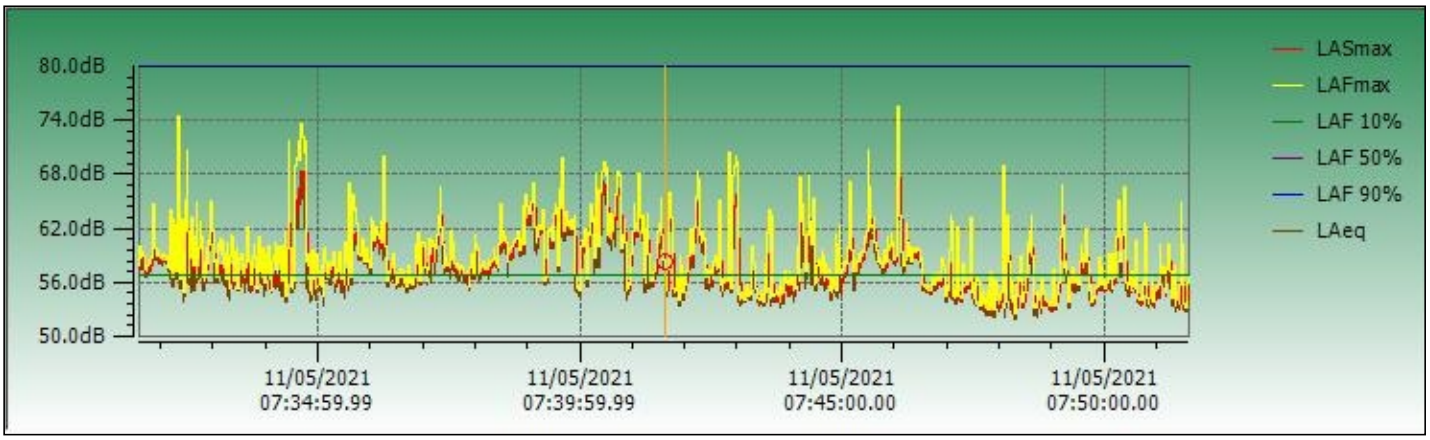
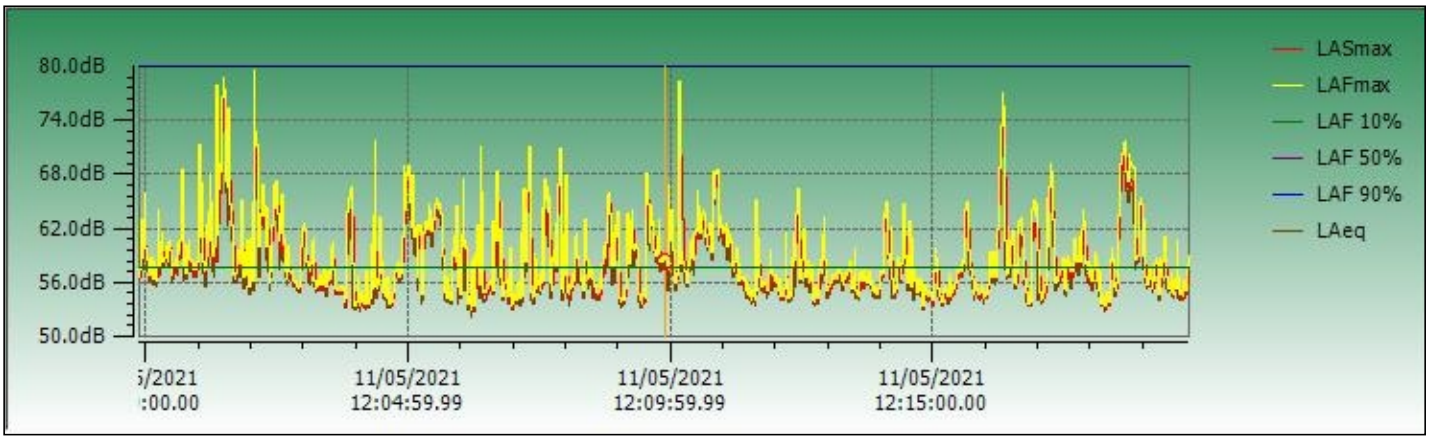
APPENDIX C

NOISE BACKUP DATA

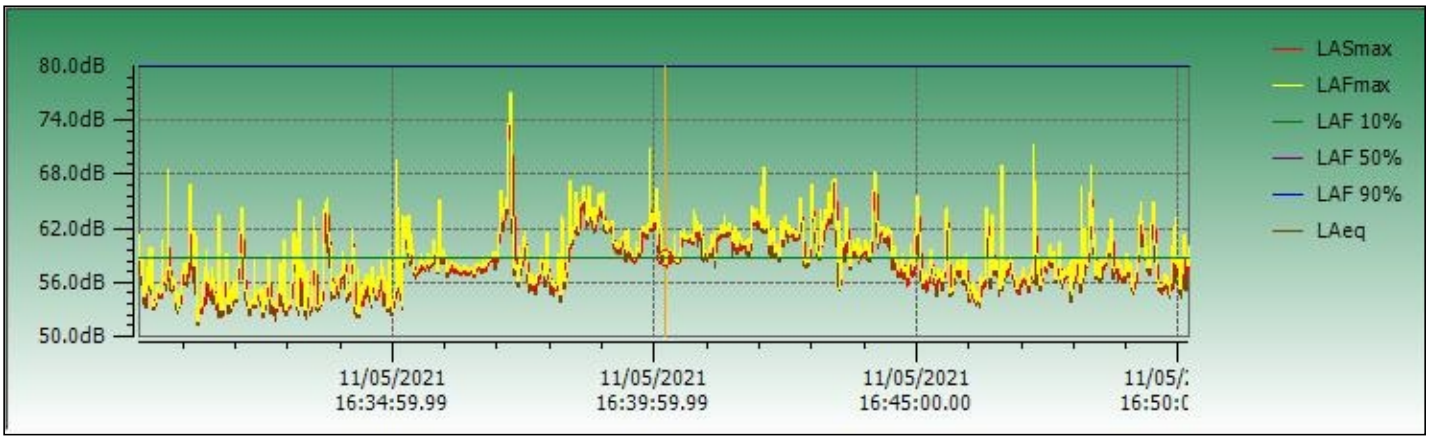
Instrument Model	**CEL-633C**			
Serial Number	4278006	LAS 10%	61.5 dB	Result
LASmax	70.5 dB	LAS 50%	57 dB	
LASmin	52.1 dB	LAS 90%	54 dB	
Start Date & Time	5/11/2021 7:31:35 AM	Calibration (Before) Date	5/11/2021 7:30:23 AM	
Duration	00:20:02 HH:MM:SS	Calibration (After) Date	5/11/2021 7:51:47 AM	
LAeq	58.6 dB	Calibration Drift	0.2 dB	
End Date & Time	5/11/2021 7:51:37 AM	Battery Low	No	
Notes				



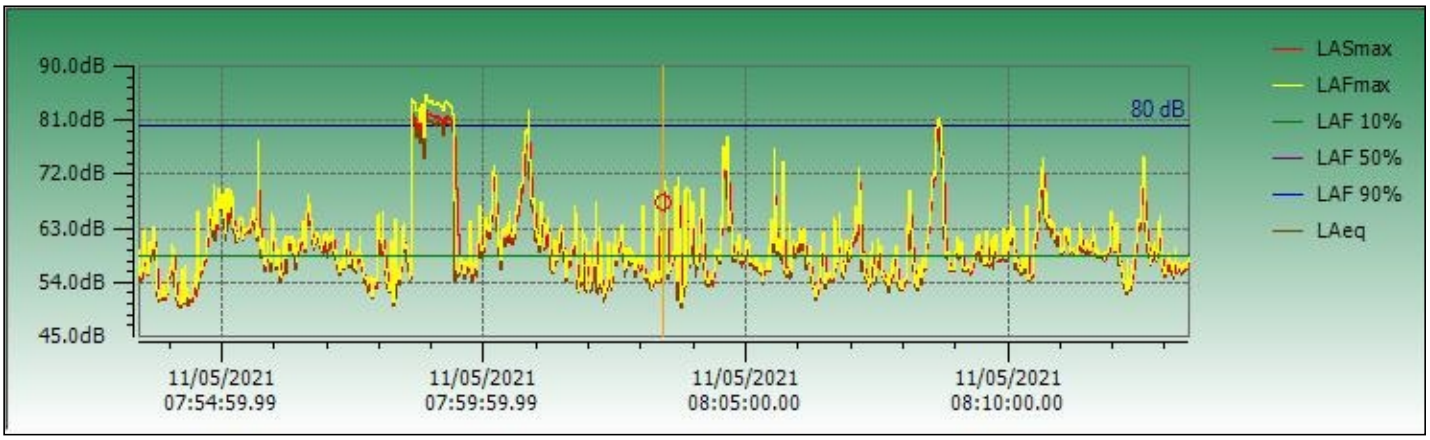
Instrument Model	**CEL-633C**			
Serial Number	4278006	LAS 10%	63 dB	Result
LASmax	76.6 dB	LAS 50%	57 dB	
LASmin	52.7 dB	LAS 90%	54 dB	
Start Date & Time	5/11/2021 11:59:52 AM	Calibration (Before) Date	5/11/2021 11:59:20 AM	
Duration	00:20:02 HH:MM:SS	Calibration (After) Date	5/11/2021 12:20:04 PM	
LAeq	60.2 dB	Calibration Drift	0.1 dB	
End Date & Time	5/11/2021 12:19:54 PM	Battery Low	No	
Notes				



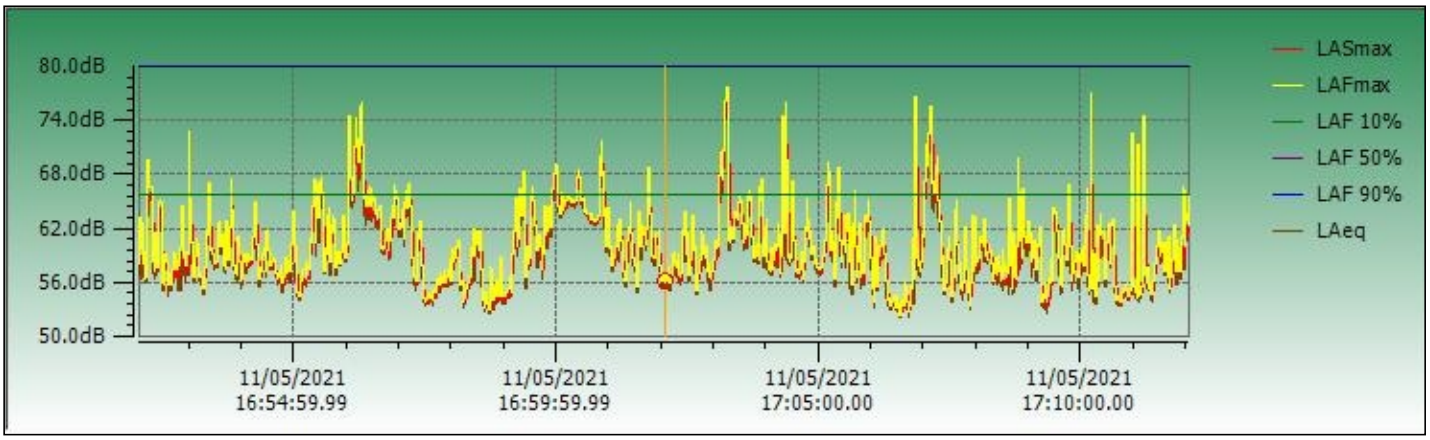
Instrument Model	**CEL-633C**				
Serial Number	4278006	LAS	10%	62 dB	Result
LASmax	75.2 dB	LAS	50%	57.5 dB	
LASmin	52 dB	LAS	90%	54 dB	
Start Date & Time	5/11/2021 4:30:10 PM	Calibration (Before) Date		5/11/2021 4:29:51 PM	
Duration	00:20:02 HH:MM:SS	Calibration (After) Date		5/11/2021 4:50:21 PM	
LAeq	59.3 dB	Calibration Drift		-0.4 dB	
End Date & Time	5/11/2021 4:50:12 PM	Battery Low		No	
Notes					



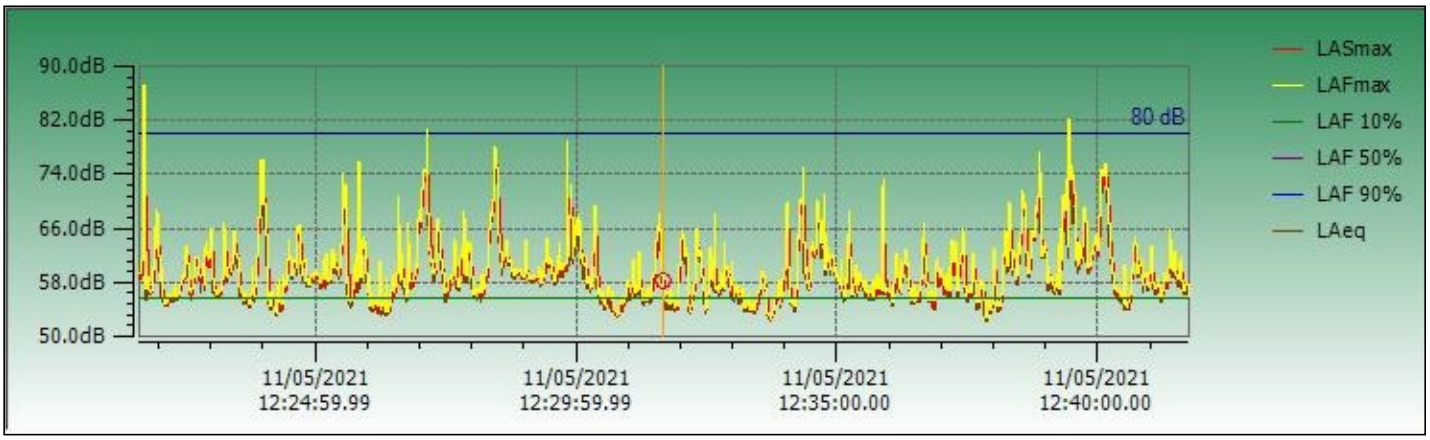
Instrument Model	**CEL-633C**				
Serial Number	4278006	LAS	10%	66.5 dB	Result
LASmax	82.5 dB	LAS	50%	58.5 dB	
LASmin	49.9 dB	LAS	90%	54 dB	
Start Date & Time	5/11/2021 7:53:25 AM	Calibration (Before) Date		5/11/2021 7:51:55 AM	
Duration	00:20:02 HH:MM:SS	Calibration (After) Date		5/11/2021 8:13:47 AM	
LAeq	68 dB	Calibration Drift		0.3 dB	
End Date & Time	5/11/2021 8:13:27 AM	Battery Low		No	
Notes					



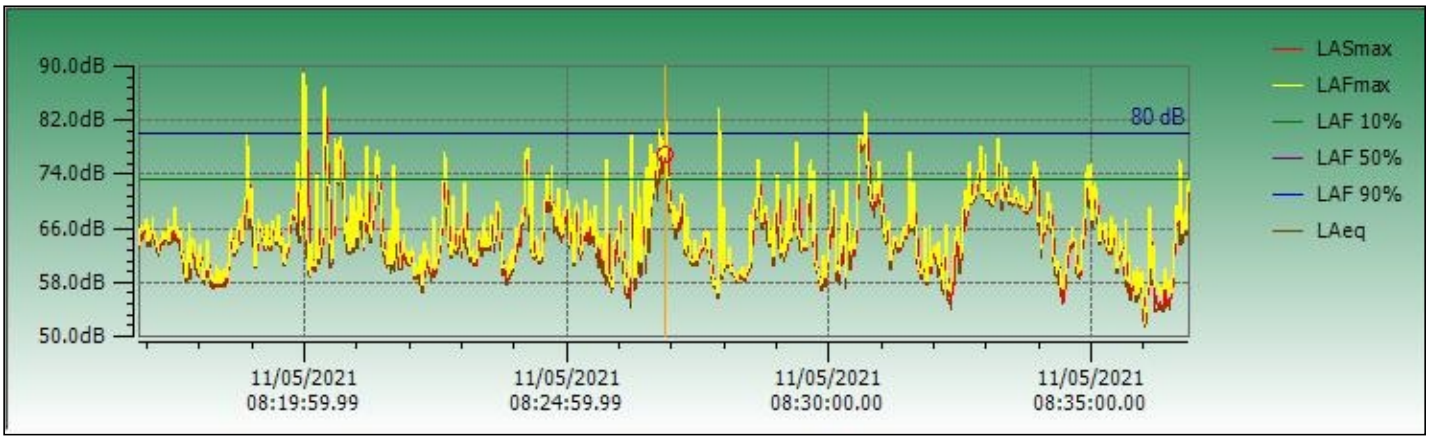
Instrument Model	**CEL-633C**			
Serial Number	4278006	LAS 10%	64.5 dB	Result
LASmax	76.3 dB	LAS 50%	58.5 dB	
LASmin	52.2 dB	LAS 90%	55 dB	
Start Date & Time	5/11/2021 4:52:03 PM	Calibration (Before) Date	5/11/2021 4:50:29 PM	
Duration	00:20:01 HH:MM:SS	Calibration (After) Date	5/11/2021 5:12:14 PM	
LAeq	61.3 dB	Calibration Drift	0.1 dB	
End Date & Time	5/11/2021 5:12:04 PM	Battery Low	No	
Notes				



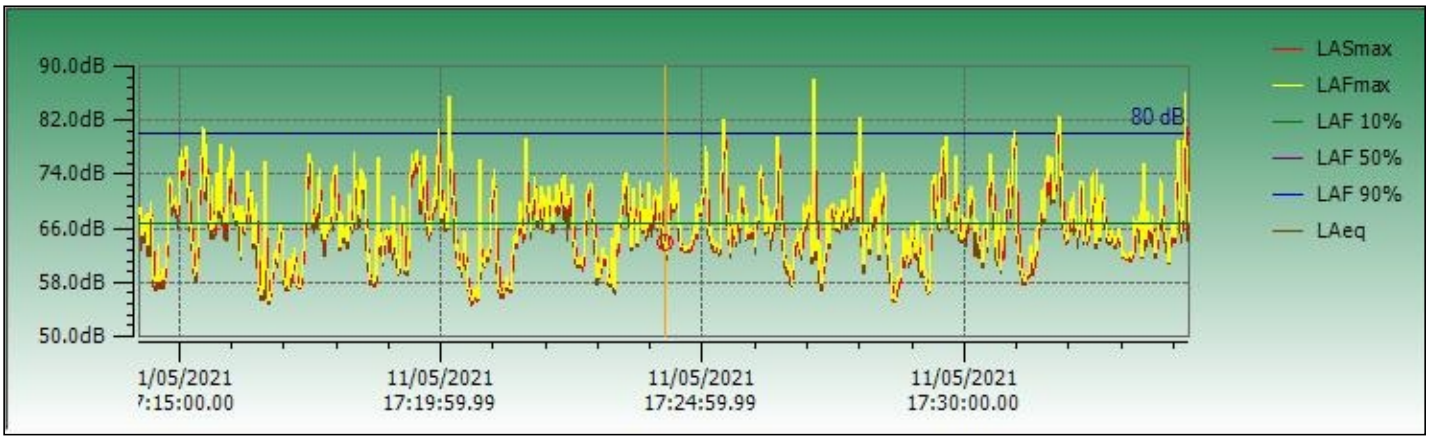
Instrument Model	**CEL-633C**			
Serial Number	4278006	LAS 10%	64.5 dB	Result
LASmax	78.8 dB	LAS 50%	58.5 dB	
LASmin	52.3 dB	LAS 90%	54.5 dB	
Start Date & Time	5/11/2021 12:21:37 PM	Calibration (Before) Date	5/11/2021 12:20:12 PM	
Duration	00:20:07 HH:MM:SS	Calibration (After) Date	5/11/2021 12:42:10 PM	
LAeq	62.2 dB	Calibration Drift	-0.1 dB	
End Date & Time	5/11/2021 12:41:44 PM	Battery Low	No	
Notes				



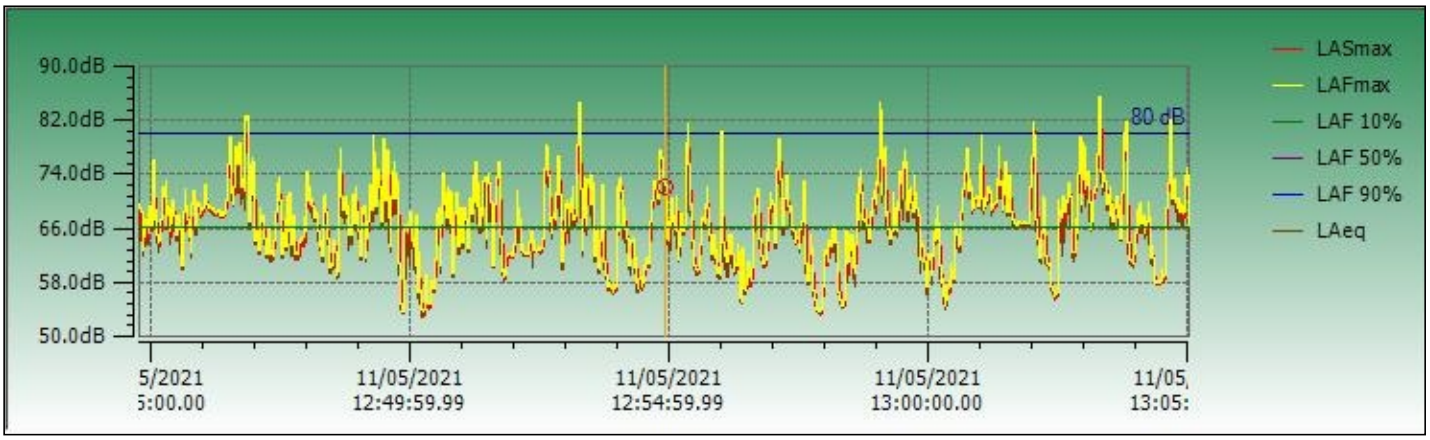
Instrument Model	**CEL-633C**			
Serial Number	4278006	LAS 10%	71 dB	Result
LASmax	84.3 dB	LAS 50%	64 dB	
LASmin	52.1 dB	LAS 90%	58.5 dB	
Start Date & Time	5/11/2021 8:16:51 AM	Calibration (Before) Date	5/11/2021 8:13:55 AM	
Duration	00:20:01 HH:MM:SS	Calibration (After) Date	5/11/2021 8:37:12 AM	
LAeq	68.1 dB	Calibration Drift	-0.1 dB	
End Date & Time	5/11/2021 8:36:52 AM	Battery Low	No	
Notes				



Instrument Model	**CEL-633C**			
Serial Number	4278006	LAS 10%	72 dB	Result
LASmax	81.6 dB	LAS 50%	66 dB	
LASmin	54.8 dB	LAS 90%	59 dB	
Start Date & Time	5/11/2021 5:14:14 PM	Calibration (Before) Date	5/11/2021 5:12:22 PM	
Duration	00:20:03 HH:MM:SS	Calibration (After) Date	5/11/2021 5:34:41 PM	
LAeq	68.6 dB	Calibration Drift	-0.1 dB	
End Date & Time	5/11/2021 5:34:17 PM	Battery Low	No	
Notes				



Instrument Model	CEL-633C			
Serial Number	4278006	LAS 10%	72 dB	Result
LASmax	83.7 dB	LAS 50%	66.5 dB	
LASmin	52.9 dB	LAS 90%	59 dB	
Start Date & Time	5/11/2021 12:44:47 PM	Calibration (Before) Date	5/11/2021 12:42:18 PM	
Duration	00:20:15 HH:MM:SS	Calibration (After) Date	5/11/2021 1:05:35 PM	
LAeq	68.9 dB	Calibration Drift	-0.1 dB	
End Date & Time	5/11/2021 1:05:02 PM	Battery Low	No	
Notes				



II. Mor

Before Me

Noise Job Field Sheet

Meter Se ect: 21-17 37th St Parts Authority - 2020036
Meter Se
Meter S ress: 21-17 37th Street Queens, New York
After M
f Field Work: 5/11/2021
Mete
Meter el: John Vrabel
M
ect Specific Scope of Work:

0-minute locations AM, Midday, PM

*If r
Maximum Billable Hours for the Day: 15

I. Start of Noise Monitoring Day

Departure Time: 5:00 Arrival Time: 7:20

Weather Conditions (temp, wind speed, precipitation): Sunny, 50's, low wind (9 mph), dry

Meter Type: Cirrus Meter Serial #: 42>8006 Meter Location: 1, 2, +3
Meter Type: _____ Meter Serial #: _____ Meter Location: _____
Meter Type: _____ Meter Serial #: _____ Meter Location: _____
*If more locations are needed for a project use a second Field Sheet

Calibrator Serial #: 1090999 Meters used on: 42>8006
Calibrator Serial #: _____ Meters used on: _____
Calibrator Serial #: _____ Meters used on: _____
Were Photos Taken of Each Location? (Y) / N *Discuss specific photo instructions w/ Project Manager

**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 7:30 AM – 9:00 AM

Before Measurement:

Meter Serial #: 4278006 Time: 7:30 Calibration Passed at 114 dB? (Y) / N
Meter Serial #: " " Time: 7:50 Calibration Passed at 114 dB? (Y) / N
Meter Serial #: " " Time: 8:13 Calibration Passed at 114 dB? (Y) / N

After Measurement:

Meter Serial #: 4278006 Time: 7:50 Calibration Passed at 114 dB? (Y) / N
Meter Serial #: " " Time: 8:13 Calibration Passed at 114 dB? (Y) / N
Meter Serial #: " " Time: 8:36 Calibration Passed at 114 dB? (Y) / N

*If more locations are needed for a project use a second Field Sheet

Location #	Start Time	End Time
1	7:30	7:50
2	7:53	8:13
3	8:16	8:36

*If more locations are needed for a project use a second Field Sheet

Location #	Car	SUV	Medium Truck	Heavy Truck	Bus	Train
1	8	9	0	0	0	—
2	27	28	5	2	1	—
3	150	171	22	7	13	—

*If more locations are needed for a project use a second Field Sheet

Noise Source: please note any loud noises here and time (sirens, garbage truck, etc):
Loc. 1: multiple auto repair facilities creating noise (air compressors + metal grinding) during entire monitoring period.
Car wash facility also creating constant noise adjacent to monitoring location during entire monitoring session

Please place noise meters in their respective cases between sessions to avoid damage.

Loc. 2: car alarm horn starting at 7:59, runs for approx. 1 minute

Loc 3: same as location 1

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

Before Measurement:

Meter Serial #: 4278006 Time: 11:59 Calibration Passed at 114 dB? (Y) / N
Meter Serial #: " " Time: 12:20 Calibration Passed at 114 dB? (Y) / N
Meter Serial #: " " Time: 12:41 Calibration Passed at 114 dB? (Y) / N

After Measurement:

Meter Serial #: 4278006 Time: 12:20 Calibration Passed at 114 dB? (Y) / N
Meter Serial #: " " Time: 12:41 Calibration Passed at 114 dB? (Y) / N
Meter Serial #: " " Time: 13:04 Calibration Passed at 114 dB? (Y) / N
*If more locations are needed for a project use a second Field Sheet

Location #	Start Time	End Time
1	12:00	12:20
2	1221	12:41
3	12:44	13:04

*If more locations are needed for a project use a second Field Sheet

Location #	Car	SUV	Medium Truck	Heavy Truck	Bus	Train
1	7	5	2	0	0	—
2	30	34	3	0	1	—
3	164	189	16	3	10	—

*If more locations are needed for a project use a second Field Sheet

Noise Source: please note any loud noises here and time (sirens, garbage truck, etc):
location 1 + 3 same as morning

Please place noise meters in their respective cases between sessions to avoid damage.

IV. Evening Session 4:30 PM – 6:00 PM

Before Measurement:

Meter Serial #: 4278006 Time: 16:25 Calibration Passed at 114 dB? (Y) / N
Meter Serial #: " " Time: 16:50 Calibration Passed at 114 dB? (Y) / N
Meter Serial #: " " Time: 17:52 Calibration Passed at 114 dB? (Y) / N

After Measurement:

Meter Serial #: 4278006 Time: 16:50 Calibration Passed at 114 dB? (Y) / N
Meter Serial #: " " Time: 17:52 Calibration Passed at 114 dB? (Y) / N
Meter Serial #: " " Time: 17:33 Calibration Passed at 114 dB? (Y) / N
*If more locations are needed for a project use a second Field Sheet

Location #	Start Time	End Time
1	16:35	16:50
2	16:52	17:52
3	17:13	17:33

*If more locations are needed for a project use a second Field Sheet

Location #	Car	SUV	Medium Truck	Heavy Truck	Bus	Train
1	11	7	1	0	0	—
2	20	29	9	2	2	—
3	151	187	20	5	14	—

*If more locations are needed for a project use a second Field Sheet

Noise Source: please note any loud noises here and time (sirens, garbage truck, etc):
Location 1+3 same as morning and mid-day

Please place noise meters in their respective cases between sessions to avoid damage.

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) / N
- Did you complete the site sketch? Y / N
- If a meter(s) was rented, please scan in calibration documents.

Anything of note/concern for the day: _____

_____

_____

Departure Time: 17:45 Arrival Time: _____

Total Time to Be Billed: 15

APPENDIX D

AIR QUALITY BACKUP DATA

New York State Department of Environmental Conservation

Registration ID: 2-6301-00428/00002 **Facility DEC ID:** 2-6301-00428

AIR FACILITY REGISTRATION CERTIFICATE
in accordance with 6 NYCRR Subpart 201-4

Registration Issued to:
DELPHI INTERIORS & CABINETRY LTD
36-11 22ND STREET
LONG ISLAND CITY,NY 11102

Contact:
TOM TRILIVAS
DELPHI INTERIORS & CABINETRY
LONG ISLAND CITY,NY 11102
(718) 932-6531

Facility:
DELPHI INTERIORS & CABINETRY
36-11 22ND STREET
QUEENS,NY 11102

Description:
MANUFACTURER OF WOOD FURNITURE & CABINETRY

Total Number of Emission Points: 1 **Cap By Rule:** Yes

Authorized Activity By Standard Industrial Classification Code:

2434 - WOOD KITCHEN CABINETS
2519 - HOUSEHOLD FURNITURE, NEC
2541 - WOOD PARTITIONS AND FIXTURES
2599 - FURNITURE AND FIXTURES, NEC

Registration Effective Date: 08/04/1999 **Registration Expiration Date:** (Not Applicable)

List of Regulations in Application:

6 NYCRR Part 201	Permits and Registrations
6 NYCRR Part 212	General Process Emission Sources
6 NYCRR Subpart 228-1	Surface Coating Processes

SAM LIEBLICH
REGION 2 AIR POLLUTION CONTROL ENGINEER
NYSDEC - REGION 2
47-40 21ST ST
LONG ISLAND CITY,NY 11101

This registrant is required to operate this facility in accordance with all air pollution control applicable Federal and State laws and regulations. Failure to comply with these laws and regulations is a violation of the ECL and the registrant is subject to fines and/or penalties as provided by the ECL. If ownership of this facility changes, the registrant is required to notify the Department at the address shown above using the appropriate forms and procedures within 30 days after the transfer takes place. The present registrant will continue to be responsible for all fees and penalties until the Department has been notified of any change in ownership.

New York State Department of Environmental Conservation

Registration ID: 2-6304-00043/00003 **Facility DEC ID:** 2-6304-00043

AIR FACILITY REGISTRATION CERTIFICATE
in accordance with 6 NYCRR Subpart 201-4

Registration Issued to:
R N COLLISION LTD
37-16 22ND STREET
LONG ISLAND CITY,NY 11101

Contact:
LOUIS NIDO
37-16 22ND STREET
LONG ISLAND CITY,NY 11101-3505

Facility:
R N COLLISION LTD
37-16 22ND STREET
LONG ISLAND CITY,NY 11101

Description:
Installation of auto spray booth.

Total Number of Emission Points: 1 **Cap By Rule:** Yes

Authorized Activity By Standard Industrial Classification Code:
7532 - TOP AND BODY REPAIR AND PAINT SHOPS

Registration Effective Date: 11/12/2002 **Registration Expiration Date:** (Not Applicable)

List of Regulations in Application:

6 NYCRR Part 201	Permits and Registrations
6 NYCRR Part 211	General Prohibitions
6 NYCRR Part 212	General Process Emission Sources
6 NYCRR Subpart 228-1	Surface Coating Processes

SAM LIEBLICH
REGION 2 AIR POLLUTION CONTROL ENGINEER
NYSDEC - REGION 2
47-40 21ST ST
LONG ISLAND CITY,NY 11101

This registrant is required to operate this facility in accordance with all air pollution control applicable Federal and State laws and regulations. Failure to comply with these laws and regulations is a violation of the ECL and the registrant is subject to fines and/or penalties as provided by the ECL. If ownership of this facility changes, the registrant is required to notify the Department at the address shown above using the appropriate forms and procedures within 30 days after the transfer takes place. The present registrant will continue to be responsible for all fees and penalties until the Department has been notified of any change in ownership.

New York State Department of Environmental Conservation

Registration ID: 2-6304-00525/00003 **Facility DEC ID:** 2-6304-00525

AIR FACILITY REGISTRATION CERTIFICATE
in accordance with 6 NYCRR Subpart 201-4

Registration Issued to:
M&B TWINS COLLISION
22-19 37TH AVE
LONG ISLAND CITY,NY 11101

Contact:
MANUEL VARELA
22-19 37TH AVE
LONG ISLAND CITY,NY 11101
(718) 784-1321

Facility:
M&B TWINS COLLISION
22-19 37TH AVE
LONG ISLAND CITY,NY 11101

Description:

Installation of Auto Paint Spray Prep booth.
This is a 1 story auto body collision repair shop and performs all of the operations entailed in auto body repair.

Total Number of Emission Points: 2 **Cap By Rule:** Yes

Authorized Activity By Standard Industrial Classification Code:

7532 - TOP AND BODY REPAIR AND PAINT SHOPS

Registration Effective Date: 05/03/2006 **Registration Expiration Date:** (Not Applicable)

List of Regulations in Application:

6 NYCRR Part 200	General Provisions
6 NYCRR Part 201	Permits and Registrations
6 NYCRR Part 212	General Process Emission Sources
6 NYCRR Subpart 228-1	Surface Coating Processes
6 NYCRR Part 211	General Prohibitions

SAM LIEBLICH
REGION 2 AIR POLLUTION CONTROL ENGINEER
NYSDEC - REGION 2
47-40 21ST ST
LONG ISLAND CITY,NY 11101

This registrant is required to operate this facility in accordance with all air pollution control applicable Federal and State laws and regulations. Failure to comply with these laws and regulations is a violation of the ECL and the registrant is subject to fines and/or penalties as provided by the ECL. If ownership of this facility changes, the registrant is required to notify the Department at the address shown above using the appropriate forms and procedures within 30 days after the transfer takes place. The present registrant will continue to be responsible for all fees and penalties until the Department has been notified of any change in ownership.

New York State Department of Environmental Conservation

Registration ID: 2-6304-01096/00001 **Facility DEC ID:** 2-6304-01096

AIR FACILITY REGISTRATION CERTIFICATE
in accordance with 6 NYCRR Subpart 201-4

Registration Issued to:
WILLIAM H JACKSON CO INC
36-29 23RD ST
LONG ISLAND CITY,NY 11106

Contact:
ROBERT NELSON
WILLIAM H JACKSON CO INC
210 E 58TH ST
NEW YORK,NY 10022
(212) 753-9400

Facility:
WILLIAM H JACKSON CO INC
36-29 23RD ST
LONG ISLAND CITY,NY 11106

Description:
Assemble fireplace equipment, metal andirons, fireplace tools, and fireplace screens. Spray booth, metal buffing etc.

Total Number of Emission Points: 1 **Cap By Rule:** No

Authorized Activity By Standard Industrial Classification Code:
3429 - HARDWARE, NEC

Registration Effective Date: 12/29/2005 **Registration Expiration Date:** (Not Applicable)

List of Regulations in Application:

6 NYCRR Part 200	General Provisions
6 NYCRR Part 201	Permits and Registrations
6 NYCRR Part 211	General Prohibitions
6 NYCRR Part 212	General Process Emission Sources
6 NYCRR Subpart 228-1	Surface Coating Processes

SAM LIEBLICH
REGION 2 AIR POLLUTION CONTROL ENGINEER
NYSDEC - REGION 2
47-40 21ST ST
LONG ISLAND CITY,NY 11101

This registrant is required to operate this facility in accordance with all air pollution control applicable Federal and State laws and regulations. Failure to comply with these laws and regulations is a violation of the ECL and the registrant is subject to fines and/or penalties as provided by the ECL. If ownership of this facility changes, the registrant is required to notify the Department at the address shown above using the appropriate forms and procedures within 30 days after the transfer takes place. The present registrant will continue to be responsible for all fees and penalties until the Department has been notified of any change in ownership.

New York State Department of Environmental Conservation

Registration ID: 2-6304-01398/00001 **Facility DEC ID:** 2-6304-01398

AIR FACILITY REGISTRATION CERTIFICATE
in accordance with 6 NYCRR Subpart 201-4

Registration Issued to:
A 1 COLLISION INC
22-07 37TH AVE
LONG ISLAND CITY,NY 11101

Contact:
SURJIT SINGH
A1 COLLISION
22-07 37TH AVENUE
LONG ISLAND CITY,NY 11101
(718) 392-1101

Facility:
A 1 COLLISION
22-07 37TH AVE
LONG ISLAND CITY,NY 11101

Description:
Auto body shop

Total Number of Emission Points: 1 **Cap By Rule:** No

Authorized Activity By Standard Industrial Classification Code:
7532 - TOP AND BODY REPAIR AND PAINT SHOPS

Registration Effective Date: 01/19/2011 **Registration Expiration Date:** (Not Applicable)

List of Regulations in Application:

6 NYCRR Part 200	General Provisions
6 NYCRR Part 201	Permits and Registrations
6 NYCRR Part 212	General Process Emission Sources
6 NYCRR Part 228	Surface Coating Processes

SAM LIEBLICH
REGION 2 AIR POLLUTION CONTROL ENGINEER
NYSDEC - REGION 2
47-40 21ST ST
LONG ISLAND CITY,NY 11101

This registrant is required to operate this facility in accordance with all air pollution control applicable Federal and State laws and regulations. Failure to comply with these laws and regulations is a violation of the ECL and the registrant is subject to fines and/or penalties as provided by the ECL. If ownership of this facility changes, the registrant is required to notify the Department at the address shown above using the appropriate forms and procedures within 30 days after the transfer takes place. The present registrant will continue to be responsible for all fees and penalties until the Department has been notified of any change in ownership.

New York State Department of Environmental Conservation

Registration ID: 2-6304-01424/00001 **Facility DEC ID:** 2-6304-01424

AIR FACILITY REGISTRATION CERTIFICATE
in accordance with 6 NYCRR Subpart 201-4

Registration Issued to:
BROTHERS REPAIR SHOP INC
21-15 38 AVE
LONG ISLAND CITY,NY 11101

Contact:
PAULOS KOUDELLOU
BROTHERS AUTO REPAIR AND AUTO BODY
21-15 38TH AVE
LONG ISLAND CITY,NY 11101
(718) 392-7451

Facility:
BROTHERS AUTO REPAIR AND AUTO BODY
21-15 38TH AVE
LONG ISLAND CITY,NY 11101

Description:
Auto bosy shop. Paint use 12 gallons per month.
Second spray booth not operational yet.

Total Number of Emission Points: 1 **Cap By Rule:** No

Authorized Activity By Standard Industrial Classification Code:
7532 - TOP AND BODY REPAIR AND PAINT SHOPS

Registration Effective Date: 04/29/2013 **Registration Expiration Date:** 04/28/2023

List of Regulations in Application:

6 NYCRR Part 200	General Provisions
6 NYCRR Part 201	Permits and Registrations
6 NYCRR Part 211	General Prohibitions
6 NYCRR Part 212	General Process Emission Sources
6 NYCRR Part 228	Surface Coating Processes

Registration ID: 2-6304-01424/00001 **Facility DEC ID:** 2-6304-01424

AIR FACILITY REGISTRATION CERTIFICATE
in accordance with 6 NYCRR Subpart 201-4

List of Regulations in Application:

40 CFR Part 63, Subpart HHHHHH NESHAP for Paint Stripping and Misc. Surface Coating Operations at Area Sources

SAM LIEBLICH
REGION 2 AIR POLLUTION CONTROL ENGINEER
NYSDEC - REGION 2
47-40 21ST ST
LONG ISLAND CITY,NY 11101

This registrant is required to operate this facility in accordance with all air pollution control applicable Federal and State laws and regulations. Failure to comply with these laws and regulations is a violation of the ECL and the registrant is subject to fines and/or penalties as provided by the ECL. If ownership of this facility changes, the registrant is required to notify the Department at the address shown above using the appropriate forms and procedures within 30 days after the transfer takes place. The present registrant will continue to be responsible for all fees and penalties until the Department has been notified of any change in ownership.

New York State Department of Environmental Conservation

Registration ID: 2-6304-01432/00001 **Facility DEC ID:** 2-6304-01432

AIR FACILITY REGISTRATION CERTIFICATE
in accordance with 6 NYCRR Subpart 201-4

Registration Issued to:
TGM AUTO SERVICE INC
22-02 37TH AVE
LONG ISLAND CITY,NY 11101

Contact:
DEMETRA ZIKOS
TGM AUTO SERVICE INC
22-02 37TH AVE
LONG ISLAND CITY,NY 11101
(718) 937-6521

Facility:
TGM AUTO SERVICE INC
22-02 37TH AVE
LONG ISLAND CITY,NY 11101

Description:
Auto body shop & repair.

Total Number of Emission Points: 1 **Cap By Rule:** No

Authorized Activity By Standard Industrial Classification Code:
7532 - TOP AND BODY REPAIR AND PAINT SHOPS

Registration Effective Date: 06/13/2002 **Registration Expiration Date:** (Not Applicable)

List of Regulations in Application:

6 NYCRR Part 201	Permits and Registrations
6 NYCRR Part 211	General Prohibitions
6 NYCRR Part 212	General Process Emission Sources
6 NYCRR Subpart 228-1	Surface Coating Processes

SAM LIEBLICH
REGION 2 AIR POLLUTION CONTROL ENGINEER
NYSDEC - REGION 2
47-40 21ST ST
LONG ISLAND CITY,NY 11101

This registrant is required to operate this facility in accordance with all air pollution control applicable Federal and State laws and regulations. Failure to comply with these laws and regulations is a violation of the ECL and the registrant is subject to fines and/or penalties as provided by the ECL. If ownership of this facility changes, the registrant is required to notify the Department at the address shown above using the appropriate forms and procedures within 30 days after the transfer takes place. The present registrant will continue to be responsible for all fees and penalties until the Department has been notified of any change in ownership.

Division of Air Resources

Registration ID: 2-6304-01794/00001 **Ren:** 0

AIR FACILITY REGISTRATION CERTIFICATE
in accordance with 6 NYCRR Subpart 201-4

Registration Issued to: Nizo Motors Inc
36-33b 22nd St
Astoria,NY 11106

Contact: David Borukhov
Nizo Motors Inc
36-33b 22nd St
Astoria,NY 11106

Facility: Nizo Motors Inc
36-33b 22nd St
Astoria,NY 11106

Description:

Auto body shop.

Total Number of Emission Points: 1 **Cap By Rule:** No

Authorized Activity By Standard Industrial Classification Code:

7532 - TOP AND BODY REPAIR AND PAINT SHOPS

Registration Effective Date: 11/12/2020 **Registration Expiration Date:** 11/11/2030

List of Regulations in Application:

6 NYCRR Part 200	General Provisions
6 NYCRR Part 201	Permits and Registrations
6 NYCRR Part 202	Emissions Verification
6 NYCRR Part 211	General Prohibitions
6 NYCRR Part 212	Process Operations
6 NYCRR Part 228	Surface Coating Processes

AIR FACILITY REGISTRATION CERTIFICATE
in accordance with 6 NYCRR Subpart 201-4

List of Regulations in Application:

40 CFR Part 63, Subpart HHHHHH	NESHAP for Paint Stripping and Misc. Surface Coating Operations at Area Sources

SAM LIEBLICH
REGION 2 AIR POLLUTION CONTROL ENGINEER
NYSDEC - REGION 2
47-40 21ST ST
LONG ISLAND CITY,NY 11101

This registrant is required to operate this facility in accordance with all air pollution control applicable Federal and State laws and regulations. Failure to comply with these laws and regulations is a violation of the ECL and the registrant is subject to fines and/or penalties as provided by the ECL. If ownership of this facility changes, the registrant is required to notify the Department at the address shown above using the appropriate forms and procedures within 30 days after the transfer takes place. The present registrant will continue to be responsible for all fees and penalties until the Department has been notified of any change in ownership.

4/5/17 - KCV

NYC Environmental Protection

Vincent Sapienza, P.E.
Commissioner

THE CITY OF NEW YORK
DEPARTMENT OF ENVIRONMENTAL PROTECTION

Bureau of Environmental Compliance
59-17 Junction Blvd. 9th Floor, Flushing, NY 11373
Records Control (718) 595-3855

Michael Gilsenan
Assistant Commissioner
Environmental Compliance

CERTIFICATE TO OPERATE

PREMISES ADDRESS: M & B AUTO BODY & FENDER INC., 22-19 37 AVENUE, Queens, NY 11101

OWNER Information: M & B TWINS COLLISION INC , 22-19 37 AVENUE QUEENS NY 11101

Installation #: **PA010997**
Issued: **4/2/2018**
Expiration: **6/2/2021**
Request ID: **229137**

Legalization: Yes

Environmental Rating: B

Emission Point: 1

Operational Hours/day: 4

Days/year: 200

Number of units: 1

ACFM/Unit: 11200

Contaminant(s): VOC, PM

Control(s): Filter

Description: Replaceable Fiberglass Filters

Installation Type: Spray Booth / Spray Area

Equipment Type: SPRAY BOOTH

Blowtherm #Ultra 2000
Type: DOWNDRAFT
Article(s) Sprayed: AUTOMOBILE
Opening Height (ft): 9
Opening Width (ft): 10.5
Floor Area (ft2): 252

Description of Process:

Auto Paint Spraying.

Special Conditions:

NA

The holder of this certificate of operation is responsible for the use of the equipment in accordance with all the applicable requirements and provisions of the New York City Air Pollution Control Code. Violations of the Air Pollution Control Code can result in the imposition of penalties by the Environmental Control Board. This Certificate must be posted in the vicinity of the designated equipment. It may not be transferred to any other equipment.

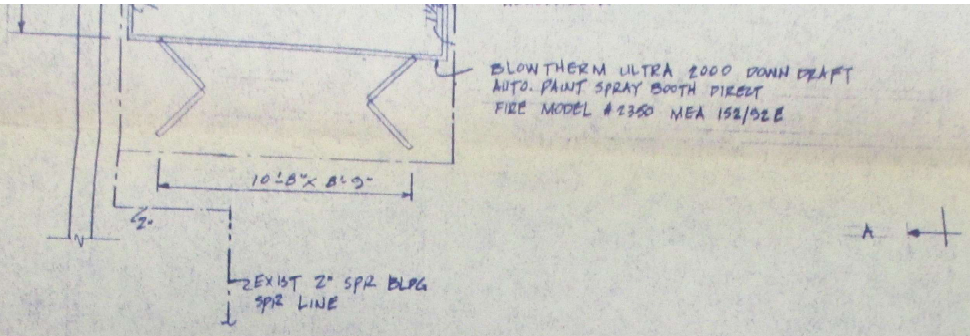
Application for Renewal of this certificate of operation must be submitted no later than ninety (90) days prior to the expiration date.

DISPLAY CERTIFICATE ON PREMISES NEAR EQUIPMENT

PA010997

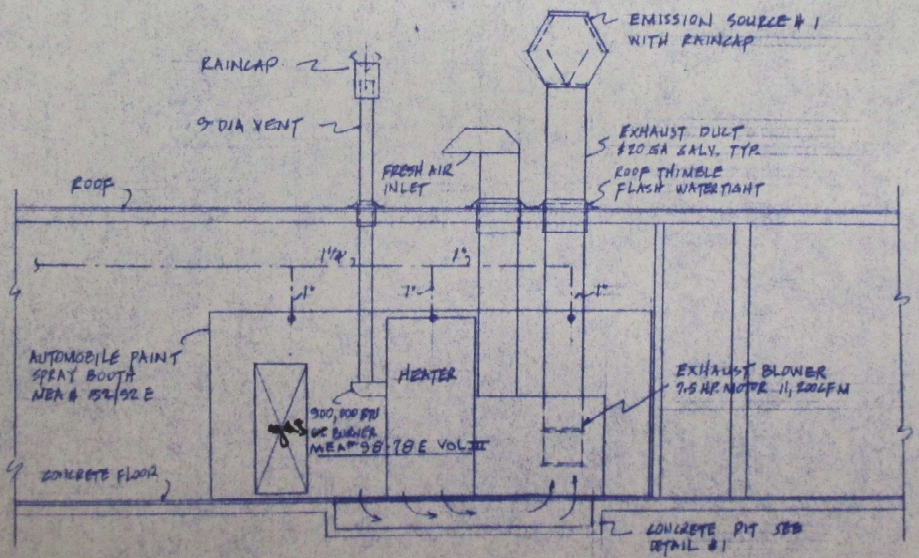
R. Radhakrishnan, P.E.
Director of Engineering/For the Commissioner

08/09/2022 10:40



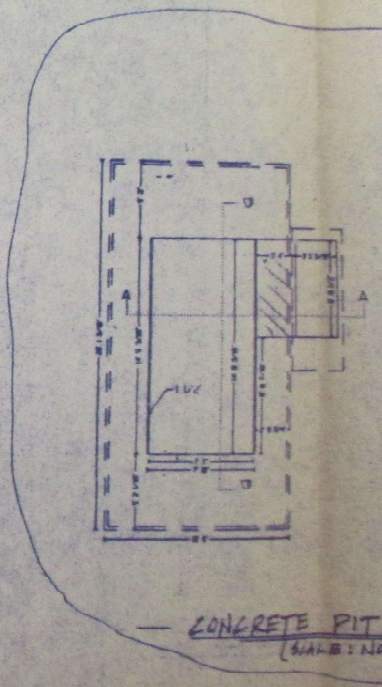
PART PLAN - 1ST FLOOR

(SCALE 1/4" = 1'-0")



ELEVATION A-A

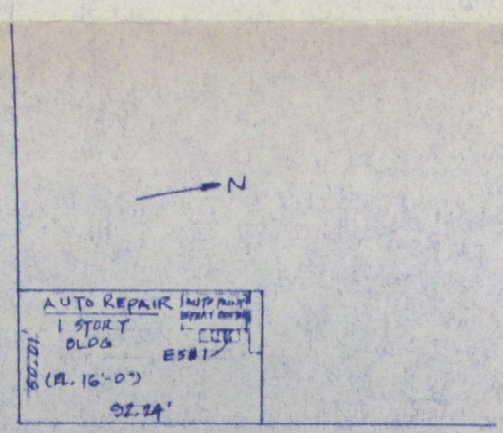
(SCALE 3/16" = 1'-0")



CONCRETE PIT

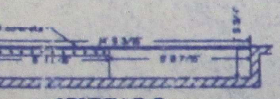
(SCALE: NO

08/09/2022 10:41

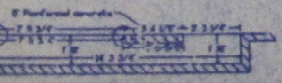


BLOCK 347
LOT 40
ZONE M1-1 MAP 96

PLOT PLAN
(SCALE 1"=40'-0")







TAIL #1

CONTROLLED INSPECTION ITEMS
ENG/INSTALLER VENTILATION CERTIFICATE - 27-779
FINAL INSPECTION - DIRECTIVE 14

NO.	DATE

Stanley Wald P.E.
2316 east 64th street, bklyn n.y. 11234

DESCRIPTION
INSTALLATION OF AUTO PAINT SPRAY BOOTH

PROJECT
M & B AUTO BODY & FENDER INC
22-19 37TH AVENUE, QUEENS, N.Y.

DATE 5-14-97
DWG. A-2656

THESE PLANS ARE APPROVED ONLY FOR THE WORK INDICATED ON THE APPLICATION SPECIFICATION SHEET. ALL OTHER MATTERS SHOWN ARE NOT TO BE RELIED UPON OR TO BE CONSIDERED AS EITHER BEING APPROVED OR IN ACCORDANCE WITH APPLICABLE CODES.

08/09/2022 10

15-

2-6304-00525/00001

4 hrs./day

Application for Certificate to Operate
An Existing Autobody Shop

EN# 16380

OP	LOCATION	FACILITY	EMISSION POINT
A	63	00	B380

1. NAME OF OWNER/FIRM	9. NAME OF AUTHORIZED AGENT	10. TELEPHONE	19. FACILITY NAME (IF DIFFERENT FROM OWNER/FIRM)
M&B Auto Body & Fender Inc.	Stanley Wald, P.E.	718-763-2596	
2. NUMBER AND STREET ADDRESS	**11. NUMBER AND STREET ADDRESS**		**20. FACILITY LOCATION (NUMBER AND STREET ADDRESS)**
22-19 37th Avenue	2316 East 64th Street		

3. CITY - TOWN - VILLAGE	4. STATE	5. ZIP	12. CITY - TOWN - VILLAGE	13. STATE	14. ZIP	21. CITY - TOWN - VILLAGE	22. ZIP
Long Island City	NY	11101	Brooklyn	NY	11234		

6. OWNER CLASSIFICATION	7. NAME OF OWNERS REPRESENTATIVE	8. TEL NUMBER	37. SOURCE CODE	38. HRS/DAY	39. DAYS/YR
A [X] COMMERCIAL	Manuel Varela, Pres.	718-784-1321	A1330	4	200

42. CONTROL ID	43. CONTROL TYPE	44. MANUFACTURER'S MAKE AND MODEL	45. DISPOSAL METHOD	15B. UTM(E)	15B. UTM(N)
01	22	Research Product Model #3232 Paint Arrestor Filters	2	589.7	512.3

CONTAMINENT / CAS NUMBER	USAGE	UNIT	ENV. RATING	EMISSIONS ACTUAL	EMISSIONS UNIT	EMISSIONS HOW DET.	EMISSIONS PERMISSIBLE	% CONTROL EFFIC'CY	HOURLY EMISSIONS(LBS/HR) ERP	HOURLY EMISSIONS(LBS/HR) ACTUAL	ANNUAL EMISSIONS(LBS/YR) ACTUAL
55. (SOLIDS) NY079-00-0	56. 100	57. 33	58. B	59. 0.05	60. 20	61. 6	62. .05	63. 90	64. .08	65. .008	66. 6.5
70. (SOLVENTS) NY998-00-0	71. 100	72. 33	73. B	74. .775	75. 1	76. 6			79. .775	80. .775	81. 620

THIS SYSTEM WILL BE OPERATED IN ACCORDANCE WITH STATED SPECIFICATIONS AND IN CONFORMANCE WITH ALL PROVISIONS OF EXISTING REGULATIONS

155. SIGNATURE OF AUTHORIZED REPRESENTATIVE OR AGENT

DATE: 3/11/97

APPLICABLE RULE: 153. 212 | 154. 228

41.	160. SIC NUMBER	161. DATE APPL. RECEIVED	162. DATE APPL. REVIEWED	163. REVIEWED BY:
1 AUTOBODY REPAIR SHOP	7531	03/21/97	05/06/97	GALPER

STATE OF NEW YORK — STANLEY WALD — 86068 — LICENSED PROFESSIONAL ENGINEER

AGENCY USE ONLY

RECOMMENDED ACTION RE: CO

169. DATE ISSUED	170. EXPIRATION DATE	171. SIGNATURE OF APPROVAL	172. FEE	173. 1. [ ] INSPECTED BY: ____ DATE: / / 3. [X] ISSUE CERTIFICATE TO OPERATE FOR SOURCE AS BUILT (INITIAL) 4. [ ] APPLICATION FOR C.O. DENIED (DATE)
5.6.97	5.6.02		0	

174. SPECIAL CONDITIONS:	
1 NONE	2
3	4
5	6

4/15/91

08/09/2022 10:42

THE CITY OF NEW YORK
DEPARTMENT OF ENVIRONMENTAL PROTECTION

Vincent Sapienza, P.E.
Commissioner

Bureau of Environmental Compliance
59-17 Junction Blvd. 9th Floor, Flushing, NY 11373
Records Control (718) 595-3855

Michael Gilsenan
Assistant Commissioner
Environmental Compliance

CERTIFICATE TO OPERATE

PREMISES ADDRESS: DELPHI, T.I.M. Interior, 36-11 22 STREET, Queens, NY 11106

OWNER Information: DELPHI, T.I.M. Interior, 36-11 22 STREET QUEENS NY 11106

Installation #: **PA029899**
Issued: **3/25/2019**
Expiration: **2/1/2021**
Request ID: **252517**

Legalization: Yes

Environmental Rating: B

Emission Point: 1

Operational Hours/day: 8

Days/year: 250

Number of units: 1

ACFM/Unit: 11915

Contaminant(s): VOC, PM

Control(s): Filter

Description: Replaceable fiberglass Filters.

Installation Type: Spray Booth / Spray Area

Equipment Type: SPRAY BOOTH

Custom
Type: FLOOR TYPE
Article(s) Sprayed: WOODWORKING
Opening Height (ft): 8
Opening Width (ft): 12.6
Floor Area (ft2): 63

Description of Process:

Woodworking shop with associated Spraybooth

Special Conditions:

NA

The holder of this certificate of operation is responsible for the use of the equipment in accordance with all the applicable requirements and provisions of the New York City Air Pollution Control Code. Violations of the Air Pollution Control Code can result in the imposition of penalties by the Environmental Control Board. This Certificate must be posted in the vicinity of the designated equipment. It may not be transferred to any other equipment.

Application for Renewal of this certificate of operation must be submitted no later than ninety (90) days prior to the expiration date.

DISPLAY CERTIFICATE ON PREMISES NEAR EQUIPMENT

PA029899

R. Radhakrishnan, P.E.
Director of Engineering/For the Commissioner

STACK PARAMETERS

6A. Emission Point ID:	6B. Ground Elevation (ft):	6C. Height Above Structure (ft):	6D. Stack Height (ft):	6E. Inside Diameter (in):	6F. Exit Velocity (ft/sec):	6G. Exit Flow Rate (ACFM):	6H. Exit Temperature (°F):
1	15	6	21	34	33	11915	75

6I. Fan Manufacturer:	6J. Fan Model Number:	6K. Number of Units:	6L. Total ACFM / Unit:	6M. Fan Diameter (in):	6N. Fan Motor (HP / RPM)
BINK	BINK	1	11915	34	2

6O. Area of process space (ft2):	6Ob. Height of process space (ft)	6P. Are multiple pieces of equipment exhausted to this stack?

6Q. If Yes, list all pieces of equipment:

EMISSION CONTROL

7A. Does this equipment have an emission control?	7B. Is the control part of the equipment?	7C. Type(s) of pollutant(s) controlled:
		VOC, PM

7D. Emission Controls(s):	7E. Description of Control Device(s):
Filter	Replaceable fiberglass Filters.

7F. CONTAMINANT		7G. EMISSIONS					
		EMISSION FACTOR		HOURLY	ANNUAL	PERCENT	HOW
NAME	CAS NUMBER	AMT	UNITS	EMISSIONS (lbs/hr)	EMISSIONS (lbs/year)	REMOVAL	DETERMINED
ISOPROPYL ALCOHOL	00067-63-0			1.14	2280	0	
BUTYL ACETATE	00123-86-4			1.52	3040	0	
ETHYL ACETATE	00141-78-6			1.14	2280	0	
MISCELLANEOUS ORG	NY990-00-0			1.7	3400	0	
SOLIDS	NY750-00-0			0.07	94	94	

7H. Detailed Calculations (Est. max hourly and max annually):

a. Proposed Environmental Rating:	B

Environmental Protection
Vincent Sapienza, P.E.
Commissioner

THE CITY OF NEW YORK
DEPARTMENT OF ENVIRONMENTAL PROTECTION
Bureau of Environmental Compliance
59-17 Junction Blvd. 9th Floor, Flushing, NY 11373
Records Control (718) 595-3855

Michael Gilsenan
Assistant Commissioner
Environmental Compliance

INDUSTRIAL PROCESS EQUIPMENT APPLICATION

APPLICATION ID:	PA029899
UPDATED DATE:	12/18/2018
REQUEST ID:	252517

PART I: FACILITY INFORMATION

PREMISE INFORMATION
(Location where the process is to take place)

1A. Facility Name (if any)						1B. Facility	
DELPHI INTERIOR & CABINET						New	
1C. Facility Location (House Number and Street Address)	1D. Floor / Suite no. (if any)	1E. Borough	1F. State	1G. Block	1H. Lot	1I. Zip Code	1J. Building Identification Number (BIN)
36-11 22 STREET		Queens	NY	00347	00013	11106	
1K. Equipment Location:	1L: Is this equipment a replacement for equipment presently certified?		1M: If YES, provide the installation number of the equipment it is replacing:			1N: Is this a legalized source?	
						No	

1O. Facility Classification: A. COMMERCIAL

OWNER INFORMATION

2A. Owner's Name:		2B. Owner's Address (House Number and Street Address)			2C. Floor / Suite No. (if any)
DELPHI INTERIOR & CABINET		36-11 22 STREET			
2D. Borough / City	2E. State	2F. Zip Code	2G. Owner's Email Address	2H. Telephone	2I. Fax
QUEENS	NY	11106	delphifur@earthlink.net		

P.E. AND INSTALLER INFORMATION

3A. Name of P.E. or R.A	3B. NYS License Number	3C. P.E. Email Address	3D. Telephone	3E. Fax
3F. Company Name	3G. P.E. Address	3H. City or Borough	3I. State	3J. Zip Code
3K. Name of Installer	3L. NYC Installer License Number	3M. Installer Email Address	3N. Telephone	3O. Fax
MCDONALD KEITH	C273		718 451-0991	
3P. Company Name	3Q. Installer Address	3R. City or Borough	3S. State	3T. Zip Code
HDI - GERLING AMERICA INC. CO.				

FEE EXEMPTION
(If applying for fee exemption, attach Department of Finance document along with this form.)

4A. Is Tax [illegible]ot Property	4B. Agency Name	4C. Fee Waiver	4D. Fee Waiver Reason
No		No	

SUPPLEMENTAL INFORMATION

5A. What [illegible] business is being conducted at this equipment location?

Industrial [illegible] booth

5B. What emission sources are present at this facility?	5C. Building Type:
	None

5D. If mixed-use, describe the other types of tenants:

--Select--

08/09/2022 10:31

STACK PARAMETERS

6A. Emission Point ID:	6B. Ground Elevation (ft):	6C. Height Above Structure (ft):	6D. Stack Height (ft):	6E. Inside Diameter (in):	6F. Exit Velocity (ft/sec):	6G. Exit Flow Rate (ACFM):	6H. Exit Temperature (°F):
	15	6	21	34	33	11915	75

6I. Fan Manufacturer:	6J. Fan Model Number:	6K. Number of Units:	6L. Total ACFM / Unit:	6M. Fan Diameter (in):	6N. Fan Motor (HP / RPM)
BINK	BINK	1	11915	34'0	1111

6O. Area of process space (ft2):	6Ob. Height of process space (ft)	6P. Are multiple pieces of equipment exhausted to this stack?

6Q. If Yes, list all pieces of equipment:

EMISSION CONTROL

7A. Does this equipment have an emission control?	7B. Is the control part of the equipment?	7C. Type(s) of pollutant(s) controlled:

7D. Emission Controls(s):	7E. Description of Control Device(s):
Other	

7F. CONTAMINANT		7G. EMISSIONS					
		EMISSION FACTOR		HOURLY	ANNUAL	PERCENT	HOW
NAME	CAS NUMBER	AMT	UNITS	EMISSIONS (lbs/hr)	EMISSIONS (lbs/year)	REMOVAL	DETERMINED
ISOPROPYL ALCOHOL	00067-63-0			1140	2280000	1	6
BUTYL ACETATE	00123-86-4			1520	3040000	1	6
ETHYL ACETATE	00141-78-6			1140	2280000	1	6
MISCELLANEOUS ORG	NY990-00-0			1700	3400000	1	6

7H. Detailed Calculations (Est. max hourly and max annually):

a. Proposed Environmental Rating:	B

HEATER INFORMATION

If the process is equipped with a heater, please provide the following information.

Q8A. Is there a heater?	8A. Is the heater a separate unit?	8B. Input (BTU/hr):	8C. Output (BTU/hr):

8D. Firing R...FH/GPH):	8E. Manufacturer:	8F. Model Number:	8G. Fuel Type:
			None

ADDITIONAL PERMITTED EQUIPMENT IN FACILITY

9A. INSTALLATION NO.	9B. DESCRIPTION	9C. CERTIFICATION OF OPERATION EXPIRATION DATE

PART III: SPRAY BOOTH / SPRAY AREA

Provide the following information only if you are operating a spray booth or spray area at your facility.

EQUIPMENT INFORMATION

08/09/2022 10:31

12A. Equipment Type:	12B. Manufacturer	12C. Model Number	12D. Date of Installation
			1/1/0001
12E. Type:	12F. Opening Height (ft.)	12G. Opening Width (ft.)	12H. Floor Area (ft2)

OPERATIONAL INFORMATION

13A. Hours / Day	13B. Days / Year	13C. Waterwash Pump (HP)	13D. Water Flowrate (GPM)
0	0		
13E. Article(s) Sprayed	13F. Method of Application	13G. Gun Cleaning Method	

USAGE INFORMATION

14A. Type of Material	14B. Product Name and Product Number	14C. Material VOC (lbs VOC/gal material)	14D. Maximum Hourly Usage (gph)	14E. Annual Usage (gph)

PA029899

08/09/2022 10:31

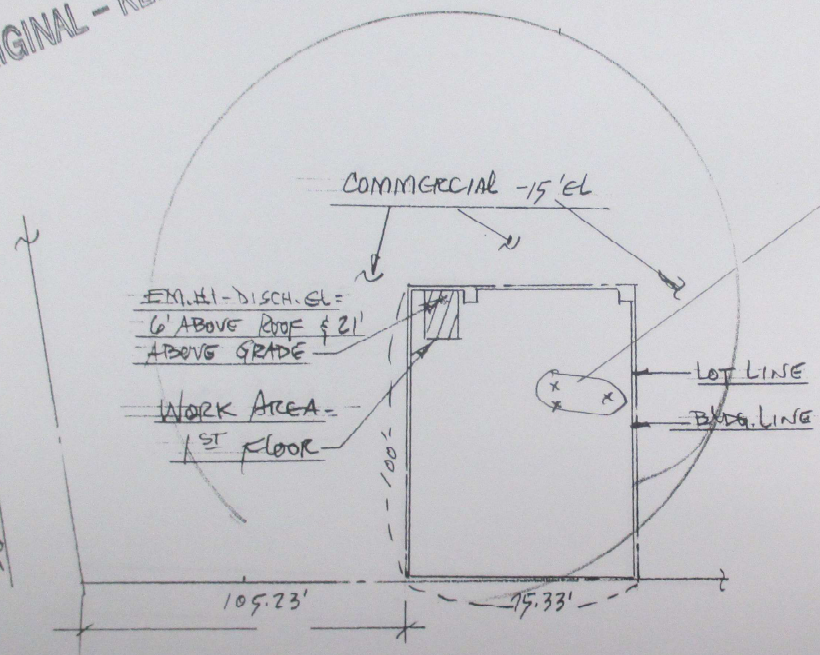
FIRE DEPT.- SPRINKLER NOTES:

1- SPRINKLER DESIGN IN SPRAY BOOTH IS DESIGNED FOR EXTRA HAZARD LOCATIONS (90 SQ. FT./HEAD).

2- PIPE AND FITTINGS: SCHEDULE 40 BLACK PIPE WITH SCREWED MALLEABLE FITTINGS

3- HEADS TO BE 1/2" PENDANT TYPE, ORDINARY TEMPERATURE RATED UNLESS OTHERWISE NOTED.

ORIGINAL - KEEP IN FILE



22ND STREET

KEY PLAN
1"=50'

LICENSED PROFESSIONAL ENGINEER
DONALD FRIEDLANDER
046665
STATE OF NEW YORK

3-7-09: ADDED EM. #2

PAINT SPRAY BOOTH
EMISSION #1
T.I.M. INTERIORS, DBA
DELPHI
36-11 22ND STREET
QUEENS, N.Y.
SCALE- NOTED

08/09/2022 10:33

Donald Friedlander, P.E. P.C.
Consulting Engineers
1091 Willowbrook Road
Staten Island NY 10314

BLOCK- 347
13
M1-1
QB

NEW YORK STATE
DEPARTMENT OF ENVIRONMENTAL CONSERVATION

COPIES
WHITE - ORIGINAL
GREEN - DIVISON OF AIR
WHITE - REGIONAL OFFICE
WHITE - FIELD REP
YELLOW - APPLICANT

PROCESS, EXHAUST OR VENTILATION SYSTEM

APPLICATION FOR PERMIT TO CONSTRUCT OR CERTIFICATE TO OPERATE

A 2 3 0 0 0 0 X A 2 4 0 0 0 0 1

A ADD
C CHANGE
D DELETE

READ INSTRUCTIONS CONTAINED IN FORM 76-11-12 BEFORE ANSWERING ANY QUESTION

1018398-9Z

SECTION A

1. NAME OF OWNER / FIRM: DELPHI INTERIORS & CABINETRY, LTD
2. NUMBER AND STREET ADDRESS: 36-11 22ND ST.
3. CITY - TOWN - VILLAGE: LIC | 4. STATE: NY | 5. ZIP: 11101
6. OWNER CLASSIFICATON: A. [X] COMMERCIAL B. [ ] INDUSTRIAL C. [ ] UTILITY D. [ ] FEDERAL E. [ ] STATE F. [ ] MUNICIPAL G. [ ] EDUC. INST. H. [ ] HOSPITAL I. [ ] RESIDENTIAL J. [ ] OTHER
7. NAME & TITLE OF OWNERS REPRESENTATIVE: TOM TRILIVAS - PRES | 8. TELEPHONE: 718 - 932-6531
9. NAME OF AUTHORIZED AGENT: DONALD FRIEDLANDER | 10. TELEPHONE: 718 - 698-7545
11. NUMBER AND STREET ADDRESS: 1091 WILLOWBROOK Rd.
12. CITY - TOWN - VILLAGE: STATEN ISLAND | 13. STATE: NY | 14. ZIP: 10314
15. NAME OF P.E. OR ARCHITECT PREPARING APPLICATION: DONALD FRIEDLANDER | 16. N.Y.S. P.E. OR ARCHITECT LICENSE NO.: 46665 | 17. TELEPHONE: 718 - 698-7545
16. SIGNATURE OF OWNERS REPRESENTATIVE OR AGENT WHEN APPLYING FOR A PERMIT TO CONSTRUCT
19. FACILITY NAME (IF DIFFERENT FROM OWNER / FIRM): SAME
20. FACILITY LOCATION (NUMBER AND STREET ADDRESS): 36-11 22ND St.
21. CITY - TOWN - VILLAGE | 22. ZIP
23. BUILDING NAME OR NUMBER | 24. FLOOR NAME OR NUMBER: 1
25. START UP DATE: MO 6 / YR 99
26. DRAWING NUMBERS OF PLANS SUBMITTED
27. PERMIT TO CONSTRUCT: A. [ ] NEW SOURCE B. [ ] MODIFICATION
28. CERTIFICATE TO OPERATE: A. [ ] NEW SOURCE B. [ ] MODIFICATION C. [X] EXISTING SOURCE

SEC. B

29. EMISSION POINT ID.	30. GROUND ELEVATION (FT.)	31. HEIGHT ABOVE STRUCTURES (FT.)	32. STACK HEIGHT (FT.)	33. INSIDE DIMENSIONS (IN.)	34. EXIT TEMP.(°F)	35. EXIT VELOCITY (FT./SEC.)	36. EXIT FLOW RATE (ACFM)	37. SOURCE CODE	38. HRS / DAY	39. DAYS / YR	40. % OPERATION BY SEASON Winter	Spring	Summer	Fall
1	15	6	21	34	75	33	11,915	A1306	8	250	25	25	25	25

SEC. C

41. DESCRIBE PROCESS OR UNIT:
1. PAINT SPRAY BOOTH USED TO SPRAY WOODEN FURNITURE.
7. CONTAMINANTS DISPOSED IN REFUSE.

SEC. D

EMISSION CONTROL EQUIPMENT I.D.	CONTROL TYPE	MANUFACTURER'S NAME AND MODEL NUMBER	DISPOSAL METHOD	DATE INSTALLED MONTH / YEAR	USEFUL LIFE
42.	43. 98	44. FIBERGLASS FILTERS	45. 9	46. 6/99	47. 1/4
48.	49.	50.	51.	52. /	53.

SECTION E

CALCULATIONS

SPRAY 1 GA/HR = 7.6 #/HR. SOLIDS = 2.1 #/HR. @ 15% OVERSPRAY = ERP = 0.315 #/HR.
ER = .315 x (100 - 85%) = 0.047 #/HR.
SOLVENTS = ERP = ER
ISOP. ALCOHOL = 15% x 7.6 = 1.14 #/HR
N. BUTYL ACETATE = 20% x 7.6 = 1.52 #/HR
ETHYL ACETATE = 15% x 7.6 = 1.14
MISC. VOC = 1.7 #/HR

SEC. F

CONTAMINANT NAME	CAS NUMBER	INPUT OR PRODUCTION	UNIT	ENV. RATING	EMISSIONS ACTUAL	UNIT	HOW DET.	PERMISSIBLE	% CONTROL EFFIC'CY	HOURLY EMISSIONS (LBS/HR) ERP	ACTUAL	ANNUAL EMISSIONS (LBS/YR) ACTUAL	10^X	PERMISSIBLE
54. ISOP. ALCOHOL	55. 67-63-0	56.	57.	58. B	59. 1.14	60. 1	61. 6	62. 0.1	63. 0	64. 1.14	65. 1.14	66. 2280	67. 0	68. 200
69. N. BUTYL ACETATE	70. 123-86-4	71.	72.	73. C	74. 1.52	75. 1	76. 6	77. 0.1	78. 0	79. 1.52	80. 1.52	81. 3040	82. 0	83. 200
84. ETHYL ACETATE	85. 141-78-6	86.	87.	88. C	89. 1.14	90. 1	91. 6	92. .01	93. 0	94. 1.14	95. 1.14	96. 2280	97. 0	98. 20
99. MISC VOC	100. NY990-00-0	101.	102.	103. C	104. 1.7	105. 1	106. 6	107. 1.7	108. 0	109. 1.7	110. 1.7	111. 3400	112. 0	113. 3400
114. SOLIDS	115. NY750-00-0	116.	117.	118. C	119. .001	120. 20	121. 6	122. .001	123. 85	124. .315	.047	126. 94	127. 0	128. .001
129.	130.	131.	132.	133.	134.	135.	136.	137.	138.	139.	140.	141.	142.	143.

SEC. G

SOLID FUEL TYPE	TONS / YR	% S	LIQUID FUEL TYPE	THOUSANDS OF GALLONS/YR	% S	GAS TYPE	THOUSANDS OF CF/YR	BTU/CF
144.	145.	146.	147.	148.	149.	150.	151.	152.

APPLICABLE RULE: 153. 212 | APPLICABLE

Upon completion of construction sign the statement listed below and forward to the appropriate field representative

THE PROCESS, EXHAUST OR VENTILATION SYSTEM HAS BEEN CONSTRUCTED AND WILL BE OPERATED IN ACCORDANCE WITH STATED SPECIFICATIONS AND IN CONFORMANCE WITH ALL PROVISIONS OF EXISTING REGULATIONS.

154. SIGNATURE OF AUTHORIZED REPRESENTATIVE OR AGENT | DATE: 6/24/99

08/09/202

156. LOCATION CODE	157. FACILITY ID. NO.	158. U.T.M. (E)	159. U.T.M. (N)	160. SIC NUMBER	161. DATE APPL. RECEIVED	162. DATE APPL. REVIEWED	163. REVIEWED BY:
		5 8 9 4 5 1	1 7	3 5 5 3	08/06/99	08/18/98	TORABI, M

PERMIT TO CONSTRUCT

164. DATE ISSUED	165. EXPIRATION DATE	166. SIGNATURE OF APPROVAL	167. FEE

166.
1. DEVIATION FROM APPROVED APPLICATION SHALL VOID THIS PERMIT
2. THIS IS NOT A CERTIFICATE TO OPERATE
3. TESTS AND/OR ADDITIONAL EMISSION CONTROL EQUIPMENT MAY BE REQUIRED PRIOR TO

THE CITY OF NEW YORK DEPARTMENT OF ENVIRONMENTAL PROTECTION
59-17 Junction Boulevard, 9th Floor, Corona, New York 11368-5107
JOEL A. MIELE SR., P.E., Commissioner

CJ 5/21/03

ROBERT C. AVALTRONI
Deputy Commissioner

Bureau of Air Noise & Hazardous Materials

DISPLAY CERTIFICATE ON PREMISES NEAR EQUIPMENT
"NOT VALID WITHOUT OFFICIAL SEAL"

Application PA#:	328-73 H
Date Inspected:	04/29/2003
Date Issued:	
Expiration Date:	05/13/2006

E.P.#:	1
E.R.:	C
E.N.#:	—

P.E.

—

OWNER

Wm. H. Jackson Co.
210 East 58 Street
New York, N.Y. 10022

DEP Premise Address: 36-29 23rd Street Flr.#: 1st Boro: Queens

TRIENNIAL CERTIFICATE OF OPERATION

The holder of this Certificate is responsible for the use of the equipment in accordance with all applicable requirements and provisions of the New York City Air Pollution Control Code. The Commissioner may suspend or revoke this Certificate for willful or continued violation of the Code. Any purported or attempted transfer of...a Certificate of Operation...from one location to another or from one piece of equipment to another automatically revokes the Certificate. Sec. 24-135 NYC Air Pollution Code.

Description of Installation: Brass buffing.

Used: 1 Hrs/Day 240 Days/Year

Description of Equipment: One (1) double wheels buffing machine.

Exhaust System: One (1) Fan, 12" diam., with 2 H.P. motor; 1,750 R.P.M., delivering 2,000 C.F.M. @ 70°F.

Control Device: One (1) cyclone, mfgr. by "Hammond Dustcollector" C model CYO-168.

RECERTIFICATION

Raphael Hodge, P.E.
Director

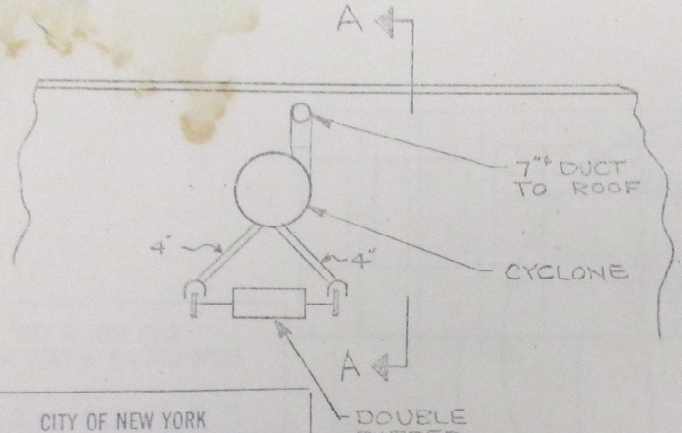
Application for Renewal of this Certificate of Operation must be filed at the Department of Environmental Protection no later than ninety (90) days prior to its Expiration Date

AR 505-A

A.G./E047
04/29/2003

08/09/2022 10:20

PA00328 [illegible] 1673



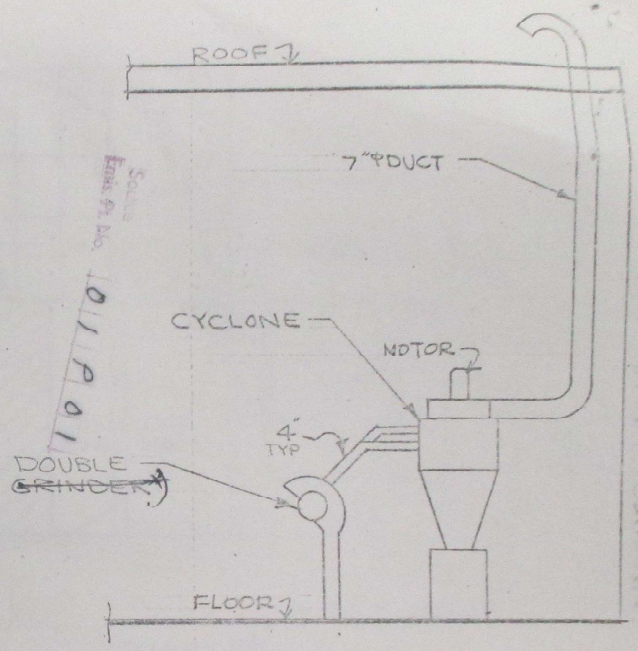
CITY OF NEW YORK
DEPARTMENT OF AIR RESOURCES

THIS APPROVAL DOES NOT IN ANY WAY ALTER, AFFECT OR CHANGE THE REQUIREMENT(S) FOR OTHER LICENCES OR PERMITS AS MAY BE REQUIRED BY OTHER GOVERNMENTAL AGENCIES AND DEPARTMENTS.

Industrial Air Pollution Control

PLAN VIEW

SCALE 1/4"-1'-0"



VIEW A-A

SCALE 1/4"-1'-0"

CITY OF NEW YORK
DEPARTMENT OF AIR RESOURCES
APPROVED for construction in accordance with
Application, Amendment(s) and Work Permit No.

PA 328/73

11/4/74
Date

Bureau of Industrial Air Pollution Control

Jack Kroop

PROFESSIONAL ENGINEER
JACK KROOP
No. 31654
THE UNIVERSITY OF THE STATE OF NEW YORK

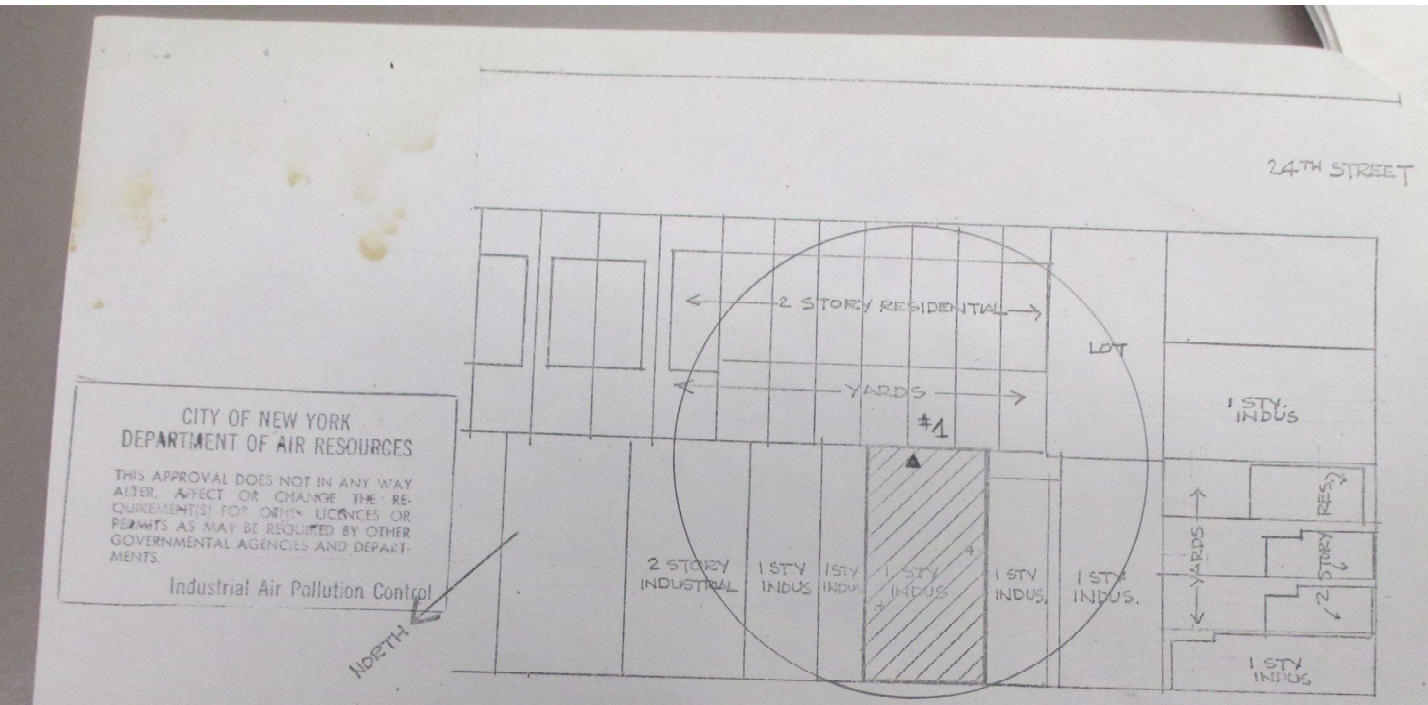
PROJECT
WILLIAM H. JACKSON CO.
L.I.C., N.Y.

TITLE
EQUIPMENT LAYOUT FOR

SCALE	DATE	DWG
NOTED		

*) BUFFER PER ARC [illegible] ARC 101

08/09/2022 10:2[illegible]



CITY OF NEW YORK
DEPARTMENT OF AIR RESOURCES

THIS APPROVAL DOES NOT IN ANY WAY ALTER, AFFECT OR CHANGE THE REQUIREMENT(S) FOR OTHER LICENCES OR PERMITS AS MAY BE REQUIRED BY OTHER GOVERNMENTAL AGENCIES AND DEPARTMENTS.

Industrial Air Pollution Control

CITY OF NEW YORK
DEPARTMENT OF AIR RESOURCES
APPROVED for construction in accordance with
Application, Amendment(s) and Work Permit No.
PA 328/73
11/7/74 — APC
Date — Bureau of Industrial Air Pollution Control

Identification No. 4070400036-29
Source Emis. Pt. No. 01P011

BLOCK 346
LOT 8
ZONE M1-1

SYSTEMS SHOWN ARE EXISTING

Jack Kroop
consulting engineer
80 LA SALLE ST. NYC

PROJECT
WILLIAM H JACKSON CO.
L.I.C. N.Y.

DWG. TITLE
PLOT PLAN AND EMISSION LOCATION #1

SCALE	DATE	DWG. NO.
1" = 60'		

PROFESSIONAL ENGINEER
JACK KROOP
No. 34554
UNIVERSITY OF THE STATE OF NEW YORK

Jack Kroop
consulting engineer
80 LA SALLE ST. NYC

08/09/2022 10:24

NEW YORK STATE
DEPARTMENT OF ENVIRONMENTAL CONSERVATION

PROCESS, EXHAUST OR VENTILATION SYSTEM

APPLICATION FOR PERMIT TO CONSTRUCT OR CERTIFICATE TO OPERATE

REGION | LOCATION | ENTITY | EMISSION POINT: A 1 0 3 0 0 0 0 X 4 5 3 I 0 0 0 1 I

A ADD
C CHANGE
D DELETE

READ INSTRUCTIONS CONTAINED IN FORM 76-11-12 BEFORE ANSWERING ANY QUESTION

COPIES
WHITE - ORIGINAL
GREEN - DIVISION OF AIR
WHITE - REGIONAL OFFICE
WHITE - NYC
YELLOW - APPLICANT

CITY OF NEW YORK DEPARTMENT OF ENVIRONMENTAL PROTECTION AIR RESOURCES

SECTION A

1. NAME OF OWNER / FIRM: Wm. H. Jackson Co
2. NUMBER AND STREET ADDRESS: 3 East 47 ST
3. CITY - TOWN - VILLAGE: N.Y.C.
4. STATE: N.Y.
5. ZIP: 10017
6. OWNER CLASSIFICATION: A ☐ COMMERCIAL C ☐ UTILITY E ☐ STATE F ☐ MUNICIPAL G ☐ EDUC. INST H ☐ HOSPITAL I ☐ RESIDENTIAL J ☐ OTHER B ☑ INDUSTRIAL D ☐ FEDERAL
7. NAME & TITLE OF OWNERS REPRESENTATIVE: Robert Necson
8. TELEPHONE: 753-9400
9. NAME OF AUTHORIZED AGENT
10. TELEPHONE
11. NUMBER AND STREET ADDRESS
12. CITY - TOWN - VILLAGE
13. STATE
14. ZIP
15. NAME OF P.E. OR ARCHITECT PREPARING APPLICATION
16. N.Y.S. P.E. OR ARCHITECT LICENSE NO.
17. TELEPHONE
18. SIGNATURE OF OWNERS REPRESENTATIVE OR AGENT WHEN APPLYING FOR A PERMIT TO CONSTRUCT
19. FACILITY NAME (IF DIFFERENT FROM OWNER/FIRM)
20. FACILITY LOCATION (NUMBER AND STREET ADDRESS): 36-29 23rd ST
21. CITY - TOWN - VILLAGE: Long Island City
22. ZIP: 11101
23. BUILDING NAME OR NUMBER: 36-29 23rd ST
24. FLOOR NAME OR NUMBER: 1ST FLOOR
25. START UP DATE: MO 4 / YR 78
26. DRAWING NUMBERS OF PLANS SUBMITTED
27. PERMIT TO CONSTRUCT: A ☐ NEW SOURCE B ☐ MODIFICATION
28. CERTIFICATE TO OPERATE: A ☐ NEW SOURCE C ☒ EXISTING SOURCE B ☐ MODIFICATION

SEC. B

29. EMISSION POINT I.D.	30. GROUND ELEVATION (FT)	31. HEIGHT ABOVE STRUCTURES (FT)	32. STACK HEIGHT (FT)	33. INSIDE DIMENSIONS (IN.)	34. EXIT TEMP. (°F)	35. EXIT VELOCITY (FT/SEC)	36. EXIT FLOW RATE (ACFM)
I 0 0 0 1							2000
3 2 9 7 3							

37. SOURCE CODE	38. HRS/DAY	39. DAYS/YR	40. % OPERATION BY SEASON (Winter / Spring / Summer / Fall)
A 1102	1 HR	240	25 / 25 / 25 / 25

SEC. C

41. DESCRIBE PROCESS OR UNIT

1. Polishing and buffing.
2.
3.
4.
5.
6.
7.
8.

SEC. D

42. EMISSION CONTROL EQUIPMENT I.D.	43. CONTROL TYPE	44. MANUFACTURER'S NAME AND MODEL NUMBER	45. DISPOSAL METHOD	46. DATE INSTALLED MONTH / YEAR	47. USEFUL LIFE
	04			/	
48.	49.	50.	51.	52. /	53.

SECTION E

CALCULATIONS

08/09/2022 10:26

E

SECTION F	CONTAMINANT NAME	CAS NUMBER	INPUT OR PRODUCTION	UNIT	ENV. RATING	EMISSIONS ACTUAL	EMISSIONS UNIT	EMISSIONS HOW DET.	EMISSIONS PERMISSIBLE	% CONTROL EFFIC'CY	HOURLY EMISSIONS (LBS/HR) E.R.P.	HOURLY EMISSIONS (LBS/HR) ACTUAL	ANNUAL EMISSIONS (LBS/YR) ACTUAL	ANNUAL EMISSIONS (LBS/YR) 10%	ANNUAL EMISSIONS (LBS/YR) PERMISSIBLE
	PARTICULATES LACQUER	NY075 00 0			C	1.67	1		1.67				400 LBS	0	400

SEC. G	SOLID FUEL TYPE	SOLID FUEL TONS/YR	SOLID FUEL %S	OIL TYPE	OIL THOUSANDS OF GALLONS/YR	OIL %S	GAS TYPE	GAS THOUSANDS OF CF/YR	GAS BTU/CF
	144.	145.	146.	147.	148.	149.	150.	151.	152.

APPLICABLE RULE 153.	APPLICABLE RULE 154.
212	

Upon completion of construction sign the statement listed below and forward to the appropriate field representative.

THE PROCESS, EXHAUST OR VENTILATION SYSTEM HAS BEEN CONSTRUCTED AND WILL BE OPERATED IN ACCORDANCE WITH STATED SPECIFICATIONS AND IN CONFORMANCE WITH ALL PROVISIONS OF EXISTING REGULATIONS.

155. SIGNATURE OF AUTHORIZED REPRESENTATIVE OR AGENT: Robert D Treen — DATE: 7/9/82

AGENCY USE ONLY

156. LOCATION CODE	157. FACILITY ID. NO.	158. U.T.M. (E)	159. U.T.M. (N)	160. SIC NUMBER	161. DATE APPL. RECEIVED	162. DATE APPL. REVIEWED	163. REVIEWER BY:
~~(2 0000~~ X	45 B	589851	2433	62	07/17/82	08/10/82	A. Gertswolf

PERMIT TO CONSTRUCT

164. DATE ISSUED	165. EXPIRATION DATE	166. SIGNATURE OF APPROVAL	167. FEE
/ /	/ /		

168.
1. DEVIATION FROM APPROVED APPLICATION SHALL VOID THIS PERMIT.
2. THIS IS NOT A CERTIFICATE TO OPERATE.
3. TESTS AND/OR ADDITIONAL EMISSION CONTROL EQUIPMENT MAY BE REQUIRED PRIOR TO THE ISSUANCE OF A CERTIFICATE TO OPERATE.

RECOMMENDED ACTION RE: C.O.

169. DATE ISSUED	170. EXPIRATION DATE	171. SIGNATURE OF APPROVAL	172. FEE
08/10/82	08/10/85		96.00

* 311C

173.
1. [X] INSPECTED BY: A.O. + A.G. DATE: 08/09/82
2. [ ] INSPECTION DISCLOSED DIFFERENCES AS BUILT VS. PERMIT, CHANGES INDICATED ON FORM
3. [X] ISSUE CERTIFICATE TO OPERATE FOR SOURCE AS BUILT
4. [ ] APPLICATION FOR C.O. DENIED — DATE — INITIALED

AGENCY USE ONLY

174. SPECIAL CONDITIONS:

1. PA 328-73 EN 2279
2. RECERT. SUPERBYPASS
3. ALLQ Gertswolf
4.
5.
6.
7.
8. A. Odum 8/11/82

08/09/2022 10:26

78-19-3 (10-79)

AR 507
(Rev. 4/84)

S.R. 7/17/87 C-rated

CITY OF NEW YORK
DEPARTMENT OF ENVIRONMENTAL PROTECTION
BUREAU OF AIR RESOURCES
295 Lafayette St., New York, NY 10012 (212) 323-8580

Harvey W. Schultz, Commissioner

SAMUEL STEMPLER, P.E., Assistant Commissioner

APPLICATION P#: 329/73 P
TRIENNIAL INSPECTION DATE: 4/21/88
TRIENNIAL ISSUANCE DATE: 5/13/88
EXPIRATION DATE: 5/13/91

TRIENNIAL CERTIFICATE OF OPERATION
(SPRAY BOOTH) E.P.#: 2

P.E.
—

OWNER
Wm. H. Jackson Co.
3 E. 47 Street
NY, NY 10017

DEP Premise Address: 36-29 23 Street Floor #: 1 Boro: Qns

The holder of this Certificate is responsible for the use of the equipment in accordance with all applicable requirements and provisions of the New York City Air Pollution Control Code. The Commissioner may suspend or revoke this Certificate for willful or continued violation of the Code. Any purported or attempted transfer of...a Certificate of Operation...from one location to another or from one piece of equipment to another automatically revokes the Certificate. POST CERTIFICATE ON PREMISES NEAR EQUIPMENT.

DESCRIPTION OF INSTALLATION: Spray Booth(s) (1) Quantity USED: 5 Hours/Day 240 Days/Year

Mfr. Unknown Model: Flow Frontal Opening Ht. 7' Width: 6'

CHECK APPROPRIATE ITEMS: Electrostatic: Air Atomizing: ✓ Single Baffle: ✓ Water Wash Airless:
Triple Baffle: Filters: Water Wash: Handgun: ✓ Automatic:

COATING MATERIAL (Paint, etc.): Lacquer

MAXIMUM GALLONS PER HOUR: 0.5 MAXIMUM GALLONS PER 8 HOURS: 4.0

a) FAN MANUFACTURER: Chelsea Fan + Blower
SIZE & MODEL: 12"

b) OPERATING CONDITIONS: CFM: 4,760 @ TEMP F.: 70 H.P.: 1 RPM: 1700

Application for Renewal of this Triennial Certificate of Operation MUST be filed at the Bureau of Air Resources no later than ninety (90) days prior to its Expiration Date.

R. A. Hodge, P.E.
HEAD, INDUSTRIAL PROCESSES SECTION
RAPHAEL A. HODGE, P.E.

B.C. Radzka
DIRECTOR OF ENGINEERING, For The COMMISSIONER
B.C. RADZKA, P.E.

INSTALLER

RECERTIFICATION

"NOT VALID WITHOUT OFFICIAL SEAL"

SPECIAL CONDITION: FILTER TO BE REPLACED WHEN CLOGGED.

PG C-35-1 4/25/88

NEW YORK STATE
DEPARTMENT OF ENVIRONMENTAL CONSERVATION

PROCESS, EXHAUST OR VENTILATION SYSTEM

APPLICATION FOR PERMIT TO CONSTRUCT OR CERTIFICATE TO OPERATE

A 0000 0 A 1303 EMISSION POINT 0 0 0 2 1

A ADD
C CHANGE
D DELETE

READ INSTRUCTIONS CONTAINED IN FORM 70-11-12 BEFORE ANSWERING ANY QUESTION

SECTION A

1. NAME OF OWNER/FIRM: Wm H JACKSON
2. NUMBER AND STREET ADDRESS: 3 E 47th ST
3. CITY - TOWN - VILLAGE: NYC | 4. STATE: NY | 5. ZIP: 10017
6. OWNER CLASSIFICATION: A ☐ COMMERCIAL B ☒ INDUSTRIAL C ☐ UTILITY D ☐ FEDERAL E ☐ STATE F ☐ MUNICIPAL G ☐ EDUC. INST. H ☐ HOSPITAL I ☐ RESIDENTIAL J ☐ OTHER
7. NAME & TITLE OF OWNERS REPRESENTATIVE: ROBERT NELSON
8. TELEPHONE: 753-9460
9. NAME OF AUTHORIZED AGENT
10. TELEPHONE
11. NUMBER AND STREET ADDRESS
12. CITY - TOWN - VILLAGE
13. STATE
14. ZIP
15. NAME OF P.E. OR ARCHITECT PREPARING APPLICATION
16. N.Y.S. P.E. OR ARCHITECT LICENSE NO.
17. TELEPHONE
18. SIGNATURE OF OWNERS REPRESENTATIVE OR AGENT WHEN APPLYING FOR A PERMIT TO CONSTRUCT
19. FACILITY NAME (IF DIFFERENT FROM OWNER/FIRM)
20. FACILITY LOCATION (NUMBER AND STREET ADDRESS): 36-29 23rd ST.
21. CITY - TOWN - VILLAGE: L.I.C.
22. ZIP: 11101
23. BUILDING NAME OR NUMBER: 36-29 23rd ST
24. FLOOR NAME OR NUMBER: 1ST FLOOR
25. START UP DATE: 4 / 78 (MO / YR)
26. DRAWING NUMBERS OF PLANS SUBMITTED
27. PERMIT TO CONSTRUCT: A ☐ NEW SOURCE B ☐ MODIFICATION
28. CERTIFICATE TO OPERATE: A ☐ NEW SOURCE C ☒ EXISTING SOURCE B ☐ MODIFICATION

29. EMISSION POINT NO.	30. GROUND ELEVATION (FT.)	31. HEIGHT ABOVE STRUCTURES (FT.)	32. STACK HEIGHT (FT.)	33. INSIDE DIMENSIONS (IN.)	34. EXIT TEMP. (°F.)	35. EXIT VELOCITY (FT./SEC.)	36. EXIT FLOW RATE (ACFM)
1 2 3 2 8							4760

37. SOURCE CODE	38. HRS./DAY	39. DAYS/YR.	40. % OPERATION BY SEASON (Winter / Spring / Summer / Fall)
A 1303	5	240	2 5 2 5 2 5 2 5

SECTION C — DESCRIBE PROCESS OR UNIT

SECTION D

41. EMISSION CONTROL EQUIPMENT I.D.	42. CONTROL TYPE	43. MANUFACTURER'S NAME AND MODEL NUMBER	44. DISPOSAL METHOD	45. DATE INSTALLED MONTH / YEAR	46. USEFUL LIFE
	02			/	

SECTION E — CALCULATIONS

SECTION F

CONTAMINANT NAME	CAS NUMBER	47. INPUT OR PRODUCTION	48. UNIT	49. ENV. RATING	50. EMISSIONS ACTUAL	51. UNIT	52. PER	53. PERMISSIBLE	54. % CONTROL EFFIC. CT	55. HOURLY EMISSIONS LBS/HR EFF	HOURLY EMISSIONS LBS/HR ACTUAL	56. ANNUAL EMISSIONS (LBS/YR) ACTUAL	57. IQ	58. ANNUAL EMISSIONS (LBS/YR) PERMISSIBLE
PARTICULATES (DUST FROM POLISHING)	NY025-00-0			C	0.042	1		0.042				Solid D		50
BUTYL ACETATE	00123-86-4			C	.32	1		.32				384	0	384
TOLUENE	00108-88-3			C	.32	1		.32				384	0	384
ACETONE	00067-64-1			C	.64	1		.64				768	0	768

SECTION G — SOLID FUEL (TONS/YR, %S) | OIL (TYPE, THOUSANDS OF GALLONS/YR, %S) | GAS (TYPE, THOUSANDS OF CF/YR, BTU/CF)

59. APPLICABLE RULE	60. APPLICABLE RULE
205	212

Upon completion of construction I/we will submit forms to the appropriate field representative
THE PROCESS, EXHAUST OR VENTILATION SYSTEM HAS BEEN CONSTRUCTED AND WILL BE OPERATED IN ACCORDANCE WITH STATED SPECIFICATIONS AND IN CONFORMANCE WITH ALL PROVISIONS OF EXISTING REGULATIONS.

61. SIGNATURE OF OWNER'S REPRESENTATIVE OR AGENT: Robert D Wm — DATE: 7/4/82

AGENCY USE ONLY

62. PROCESS CODE: A 1303 X 45 — 63. APP. (?) ID. NO. — 64. U.T.M. (E) — 65. U.T.M. (N) — 66. SIC NUMBER — 67. DATE APPL. RECEIVED: 07/12/82 — 68. DATE APPL. REVIEWED: 08/11/82 — 69. REVIEWED BY: A Gertwolf

PERMIT TO CONSTRUCT

69A. DATE ISSUED	69B. EXPIRATION DATE	69C. SIGNATURE OF APPROVAL	69D. FEE
/ /	/ /		

NOTE:
1. DEVIATION FROM APPROVED APPLICATION SHALL VOID THIS PERMIT
2. THIS IS NOT A CERTIFICATE TO OPERATE
3. TESTS AND/OR ADDITIONAL EMISSION CONTROL EQUIPMENT MAY BE REQUIRED PRIOR TO THE ISSUANCE OF A CERTIFICATE TO OPERATE

RECOMMENDED ACTION RE: C.O.

70A. DATE ISSUED	70B. EXPIRATION DATE	71. SIGNATURE OF APPROVAL	72. FEE
08/11/82	08/11/85		96.00

73.
1. ☒ INSPECTED BY A.O. + A.G. DATE 08/09/82
2. ☐ INSPECTION DISCLOSED DIFFERENCES AS BUILT VS. PERMIT, CHANGES INDICATED ON FORM
3. ☒ ISSUE CERTIFICATE TO OPERATE FOR SOURCE AS BUILT
4. ☐ APPLICATION FOR C.O. DENIED — DATE — INITIALS

$ 311C

74. SPECIAL CONDITIONS:
1. PA 329-73 EN 2229
2. Alla Gertwolf
3. RECERT.
4. A. Oduba 8/17/82

TS-18-3 (10-79)

THE CITY OF NEW YORK
DEPARTMENT OF ENVIRONMENTAL PROTECTION

Bureau of Environmental Compliance
59-17 Junction Blvd. 9th Floor, Flushing, NY 11373
Records Control (718) 595-3855

Vincent Sapienza, P.E.
Acting Commissioner

Michael Gilsenan
Assistant Commissioner
Environmental Compliance

CERTIFICATE TO OPERATE

PREMISES ADDRESS: Brothers Repair Shop,Inc., 21-15 38 AVE, Queens, NY 11101

OWNER Information: BROTHERS REPAIR SHOP, 21-15 38th AVE ASTORIA N.Y. 11101

Installation #: **PB003902**
Issued: **6/30/2017**
Expiration: **4/18/2020**
Request ID: **210751**

Legalization: Yes

Environmental Rating: B

Emission Point: 1

Hours/day: 6

Days/year: 250

Number of units: 1

ACFM/Unit: 13500

Contaminant Controlled: VOC

Controls: Filter

Description: Replaceable fiberglass filters.

Installation Type: Spray Booth / Spray Area

Equipment Type: SPRAY BOOTH

USI-ITALIA #MASTER
Type: DOWNDRAFT
Article(s) Sprayed: AUTOMOBILE
Opening Height (ft): 11.2
Opening Width (ft): 13.6
Floor Area (ft2): 327

Description of Process:

Auto paint spraying.

Special Conditions:

NA

The holder of this certificate of operation is responsible for the use of the equipment in accordance with all the applicable requirements and provisions of the New York City Air Pollution Control Code. Violations of the Air Pollution Control Code can result in the imposition of penalties by the Environmental Control Board. This Certificate must be posted in the vicinity of the designated equipment. It may not be transferred to any other equipment.

Application for Renewal of this certificate of operation must be submitted no later than ninety (90) days prior to the expiration date.

DISPLAY CERTIFICATE ON PREMISES NEAR EQUIPMENT

PB003902

R. Radhakrishnan, P.E.
Director of Engineering/For the Commissioner

Application For Certificate to Operate
An Existing Autobody Shop

OP LOCATION FACILITY EMISSION POINT

| | | |

4/5/18-KCV

NYC Environmental Protection

Vincent Sapienza, P.E.
Commissioner

THE CITY OF NEW YORK
DEPARTMENT OF ENVIRONMENTAL PROTECTION

Bureau of Environmental Compliance
59-17 Junction Blvd. 9th Floor, Flushing, NY 11373
Records Control (718) 595-3855

Michael Gilsenan
Assistant Commissioner
Environmental Compliance

CERTIFICATE TO OPERATE

PREMISES ADDRESS: M & B TWINS COLLISION, 22-19 37 AVENUE, Queens, NY 11101

OWNER Information: M & B TWINS COLLISION, 22-19 37 AVENUE LONG ISL. CITY NY 11101

Installation #: **PB008306**
Issued: **4/2/2018**
Expiration: **6/2/2021**
Request ID: **229133**

Legalization: Yes

Environmental Rating: B

Emission Point: 2

Operational Hours/day: 4

Days/year: 200

Number of units: 1

ACFM/Unit: 11500

Contaminant(s): VOC, PM

Control(s): Filter

Description: Replaceable fiberglass Filters.

Installation Type: Spray Booth / Spray Area

Equipment Type: PREP STATION

U.S. Italia
Type: DOWNDRAFT
Article(s) Sprayed: AUTOMOBILE
Opening Height (ft): 9.3
Opening Width (ft): 15
Floor Area (ft2): 300

Description of Process:
Auto prep and paint spraying Booth.

Special Conditions:
NA

The holder of this certificate of operation is responsible for the use of the equipment in accordance with all the applicable requirements and provisions of the New York City Air Pollution Control Code. Violations of the Air Pollution Control Code can result in the imposition of penalties by the Environmental Control Board. This Certificate must be posted in the vicinity of the designated equipment. It may not be transferred to any other equipment.

Application for Renewal of this certificate of operation must be submitted no later than ninety (90) days prior to the expiration date.

DISPLAY CERTIFICATE ON PREMISES NEAR EQUIPMENT

PB008306

08/09/2022 10:45

R. Radhakrishnan, P.E.
Director of Engineering/For the Commissioner

Application For Certificate to Operate
An Existing Autobody Shop

OP | LOCATION | FACILITY | EMISSION POINT | 1 | – Auto Paint Prep Booth

INSPECTION SET

1. NAME OF OWNER/FIRM	9. NAME OF AUTHORIZED AGENT	10. TELEPHONE	19. FACILITY NAME (IF DIFFERENT FROM OWNER/FIRM)
M&B Twins Collision	Stanley Wald, P.E.	718-763-2596	
2. NUMBER AND STREET ADDRESS	11. NUMBER AND STREET ADDRESS		20. FACILITY LOCATION (NUMBER AND STREET ADDRESS)
22-19 37th Avenue	2316 East 64th Street		
3. CITY - TOWN - VILLAGE / 4. STATE / 5. ZIP	12. CITY - TOWN - VILLAGE / 13. STATE / 14. ZIP		21. CITY - TOWN - VILLAGE / 22. ZIP
Long Island City / / 11101	Brooklyn / NY / 11234		
6. OWNER CLASSIFICATION	7. NAME OF OWNERS REPRESENTATIVE	8. TEL. NUMBER	37. SOURCE CODE / 38. HRS/DAY / 39. DAYS/YR
A ☐ COMMERCIAL	Stanley Wald, P.E.	718-763-2596	A1330 / 4 / 250
42. CONTROL ID / 43. CONTROL TYPE	44. MANUFACTURER'S MAKE AND MODEL		45. DISPOSAL METHOD / 158. UTM(E) / 159. UTM(N)
01 / 22	Custom – Filters		9

CONTAMINENT CAS NUMBER	USAGE	UNIT	ENV. RATING	EMISSIONS ACTUAL	EMISSIONS UNIT	EMISSIONS HOW DET.	EMISSIONS PERMISSIBLE	% CONTROL EFFIC'CY	HOURLY EMISSIONS(LBS/HR) ERP	HOURLY EMISSIONS(LBS/HR) ACTUAL	ANNUAL EMISSIONS(LBS/YR) ACTUAL
55. (SOLIDS) NY079-00-0	56. 100	57. 33	58. B	59. 0.05	60. 20	61. 6	62. .05	63. 90	64. .08	65. .008	66. 6.5
70. (SOLVENTS) NY998-00-0	71. 100	72. 33	73. B	74.	75. 1	76. 6	77.	78. 0	79. .775	80. .775	81. 620

THIS SYSTEM WILL BE OPERATED IN ACCORDANCE WITH STATED SPECIFICATIONS AND IN CONFORMANCE WITH ALL PROVISIONS OF EXISTING REGULATIONS

155. SIGNATURE OF AUTHORIZED REPRESENTATIVE OR AGENT

DATE 3/21/06

APPLICABLE RULE 153. 212 | 154. 228

1. 1 AUTOBODY REPAIR SHOP	160. SIC NUMBER 7531	161. DATE APP. RECEIVED	DATE APPL. REVIEWED	163. REVIEWED BY:

STATE OF NEW YORK
LICENSED PROFESSIONAL ENGINEER
28088

RECOMMENDED ACTION RE: CO

169. DATE ISSUED	170. EXPIRATION DATE	171. SIGNATURE OF APPROVAL	172. FEE	173. 1. ☐ INSPECTED BY: _____ DATE: / / 3. ☐ ISSUE CERTIFICATE TO OPERATE FOR SOURCE AS BUILT 4. ☐ APPLICATION FOR C.O. DENIED (DATE) (INITIAL)

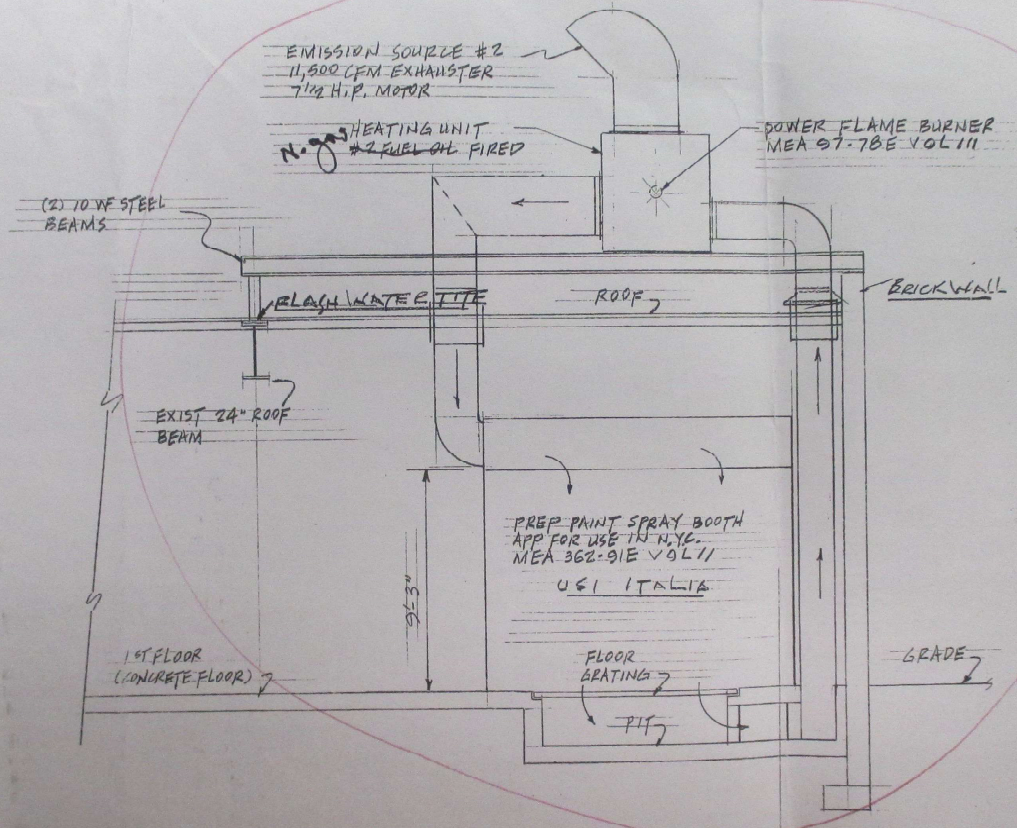
174. SPECIAL CONDITIONS : PB 83-06Y

2
4
6

08/09/2022 10:46

PART PLAN - 1ST FLOOR

(SCALE 1/4" = 1'-0")



ELEVATION A-A

(SCALE 1/4" = 1'-0")

PAINT SPRAY BOOTH/PAINT STOR

1. All rules of New York City Board
will be adhered to as per BSA Rul
Fire Dept. 2RCNY, Chapter 18.
age cabinet complies with the requ
2RCNY Chap. 18-01(d) for floors,
2. Ventilation as per Rule 3.1.2.3.
3. Ducts, pipes and fan specs. per Rule
4. Pipe gauge as per Rule 4.4.1.
5. Electrical equipment as per Rule 4.5.
of spray booth, spraying space, dippi
stem type, enclosing all wiring and be
proof globes.
6. Sprinklers as per Rule 6.3.1.
7. No open flame within 25'0" of spray
8. Discharge ducts to terminate minimu
20'0" from any exit or opening in adj
9. 100 LFM to be maintained through b
10. A non-combustible deflector or curta
along the upper frontal face of booth.
11. Flammable wastes shall be disposed o
York State and/or Federal regulation
12. Non-sprinkled building -
Provide sprinkler head in spray booth
OS&Y valve and inspectors test tee to
Sprinkled building -
Provide sprinkler head in spray booth
tem of sufficient size.
OS&Y valve and inspectors test tee to
13. Maximum of 200 gal. Of paint to be st
and bottom to outer air.
Material in excess of 200 gal. To be st
tive room as per Rule 4.2.1.
14. No combustible storage within 15' of
15. Person having Certificate of Fitness t
16. Fresh air inlet through windows and
17. Each operator will have a minimum o
18. Provide access doors on ductwork to
19. Prime and finish coat all structural st
20. Exhaust fan shall be kept in operation
completed to allow vapors from dryin
21. Sprinkler installation to conform to r
and NFPA 13/89.
22. Contractor Notes: The purpose of th
the BS&A spray rules for the purpose
However, the contractor must install
ble provisions of the spray rules and
23. Owner Notes: All sprinkler heads an
rior and exterior surfaces of the ductw
quired to prevent a buildup of paint
the BS&A spray rules and OSHA reg
dance with those rules and regulation
24. Fire Dept. - Sprinkler Notes: Sprinkl
hazard locations (90 sq. ft./head). Pip
screwed malleable iron fittings.
25. Spraying space to be ventilated when
air shall be at least 100 ft./min. in the
toward the exhaust hood (Chap. 27-4
26. Painted items to be air dried (no heat

08/09/2022 10:47

ls & Appeals governing paint spraying
30SR as amended 5.22.64 and NYC

ol the paint spray booth & paint stor-
Chap. 27-408 of Adm. Code and
s panels, ducts, etc.

5.2. All lights within 10'0" of open end
e or within a storage room to be of rigid
ped with keyless sockets having vapor

paint storage cabinet.
'0" from chimneys and minimum of
building.
enings.
st six (6) inches deep shall be installed

ordance with the New York City, New

ted to domestic side of house supply.
ided.

ted to existing building sprinkler sys-

ided.
metal double wall cabinet vented top

pproved type fireproof or fire resis-

oths.
arge of operations as per Rule 5.1.

working space as per 4.1.6.
spection and cleaning as per 4.4.9.

cient amount of time after spraying is
ed articles to be exhausted.
egulations of the NYC Building Dept.

g is to show general compliance with
for a permit from the building dept.
in full compliance with all applica-
e.
surfaces of the booth and the inte-
be cleaned on a regular bases as re-
he owner must become familiar with
nd operate the spray booth in accor-

n spray booth designed for extra
ngs: Schedule 40 black pipe with

is in operation so that movement of
zone of the operator, conveying air
Code)

PART PLAN ROOF

(SCALE 1/4"=1'-0")

N

BLOCK 347
LOT 40
ZONE M1-1
MAP 9b

37TH AVENUE

EXIST SPRAY BOOTH

92.24'

50.01'

AUTO REPAIR
1 STORY BLDG

AUTO PREP PAINT
SPRAY BOOTH HERE

ES#2 (NEW)

23RD STREET

PLOT PLAN

(SCALE 1"=50'-0")

THESE PLANS ARE APPROVED ONLY FOR THE WORK INDICATED ON THE APPLICATION SPECIFICATION SHEET. ALL OTHER MATTERS SHOWN ARE NOT TO BE RELIED UPON OR TO BE CONSIDERED AS EITHER BEING APPROVED OR IN ACCORDANCE WITH APPLICABLE

NO.	DATE

Stanley Wald P.E.
2316 east 64th street, bklyn n.y. 11234

DESCRIPTION INSTALLATION OF AUTO PREP PAINT SPRAY BOOTH

PROJECT: M. & B. TWINS COLLISION
22-19 37TH AVENUE
LONG ISLAND CITY, N.Y. 11101

DATE 03-27-06

DWG. A-3124

08/09/2022 10:

Environmental Protection

Vincent Sapienza, P.E.
Commissioner

THE CITY OF NEW YORK
DEPARTMENT OF ENVIRONMENTAL PROTECTION

Bureau of Environmental Compliance
59-17 Junction Blvd. 9th Floor, Flushing, NY 11373
Records Control (718) 595-3855

Michael Gilsenan
Assistant Commissioner
Environmental Compliance

CERTIFICATE TO OPERATE

PREMISES ADDRESS: NEW PRESTIGE MOTORS, 37-11 22 STREET, Queens, NY 11101

OWNER Information: NEW PRESTIGE AUTOMOTIVE CARE INC/M. MOHSIN, 37-11 22 STREET QUEENS NY 11101

Installation #: **PB009108**
Issued: **5/18/2018**
Expiration: **9/24/2020**
Request ID: **232065**

Legalization: Yes

Environmental Rating: B

Emission Point: 1

Operational Hours/day: 4

Days/year: 250

Number of units: 1

ACFM/Unit: 14700

Contaminant(s): VOC, PM

Control(s): Filter

Description: Replaceable Fiberglass Filters.

Installation Type: Spray Booth / Spray Area

Equipment Type: SPRAY BOOTH

Zhongda
Type: DOWNDRAFT
Article(s) Sprayed: AUTOMOBILE
Opening Height (ft): 11
Opening Width (ft): 13.6
Floor Area (ft2): 373

Description of Process:
Auto Paint Spraying.

Special Conditions:
NA

The holder of this certificate of operation is responsible for the use of the equipment in accordance with all the applicable requirements and provisions of the New York City Air Pollution Control Code. Violations of the Air Pollution Control Code can result in the imposition of penalties by the Environmental Control Board. This Certificate must be posted in the vicinity of the designated equipment. It may not be transferred to any other equipment.

Application for Renewal of this certificate of operation must be submitted no later than ninety (90) days prior to the expiration date.

DISPLAY CERTIFICATE ON PREMISES NEAR EQUIPMENT

PB009108

R. Radhakrishnan, P.E.
Director of Engineering/For the Commissioner

Application For Certificate to Operate
An Existing Autobody Shop

OP LOCATION FACILITY EMISSION POINT

																1

– Auto Paint Spray Booth –

1. NAME OF OWNER/FIRM	9. NAME OF AUTHORIZED AGENT	10. TELEPHONE	19. FACILITY NAME (IF DIFFERENT FROM OWNER/FIRM)
New Prestige Motors	Stanley Wald, P.E.	718-763-2596	
2. NUMBER AND STREET ADDRESS	**11. NUMBER AND STREET ADDRESS**		**20. FACILITY LOCATION (NUMBER AND STREET ADDRESS)**
37-11 22nd Street	2316 East 64th Street		

3. CITY - TOWN - VILLAGE	4. STATE	5. ZIP	12. CITY - TOWN - VILLAGE	13. STATE	14. ZIP	21. CITY - TOWN - VILLAGE	22. ZIP
Long Island City	NY	11101	Brooklyn	NY	11234		

6. OWNER CLASSIFICATION	7. NAME OF OWNERS REPRESENTATIVE	8. TEL. NUMBER	37. SOURCE CODE	38. HRS/DAY	39. DAYS/YR
A ☐ COMMERCIAL	Stanley Wald, P.E.	718-763-2596	A1330	4	250

42. CONTROL ID	43. CONTROL TYPE	44. MANUFACTURER'S MAKE AND MODEL	45. DISPOSAL METHOD	158. UTM(E)	159. UTM(N)
01	22	Custom - Filters	9		

CONTAMINENT	USAGE	UNIT	ENV. RATING	EMISSIONS				% CONTROL EFFIC'CY	HOURLY EMISSIONS(LBS/HR)		ANNUAL EMISSIONS(LBS/YR)
CAS NUMBER				ACTUAL	UNIT	HOW DET.	PERMISSIBLE		ERP	ACTUAL	ACTUAL
55. (SOLIDS) NY079-00-0	56. 100	57. 33	58. B	59. 0.05	60. 20	61. 6	62. .05	63. 90	64. .08	65. .008	66. 6.5
70. (SOLVENTS) NY998-00-0	71. 100	72. 33	73. B	74.	75. 1	76. 6	77.	78. 0	79. .775	80. .775	81. 620

THIS SYSTEM WILL BE OPERATED IN ACCORDANCE WITH STATED SPECIFICATIONS AND IN CONFORMANCE WITH ALL PROVISIONS OF EXISTING REGULATIONS	155. SIGNATURE OF AUTHORIZED REPRESENTATIVE OR AGENT	DATE	APPLICABLE RULE 153. 212	154. 228
		1/9/08		

41. 1 AUTOBODY REPAIR SHOP	160. SIC NUMBER 7531	161. DATE APP. RECEIVED	DATE APP. REVIEWED	163. REVIEWED BY:

STATE OF NEW YORK — STANLEY WALD — 36068 — LICENSED PROFESSIONAL ENGINEER

AGENCY USE ONLY

RECOMMENDED ACTION RE: CO

169. DATE ISSUED	170. EXPIRATION DATE	171. SIGNATURE OF APPROVAL	172. FEE	173. 1. ☐ INSPECTED BY: _____ DATE: / / 3. ☐ ISSUE CERTIFICATE TO OPERATE FOR SOURCE AS BUILT 4. ☐ APPLICATION FOR C.O. DENIED (DATE) (INITIAL)

174. SPECIAL CONDITIONS :	
1 PB 91-08 M	2
3	4
5	6

4/15/91

3/25/19 -KL

NYC Environmental Protection

Vincent Sapienza, P.E.
Commissioner

THE CITY OF NEW YORK
DEPARTMENT OF ENVIRONMENTAL PROTECTION

Bureau of Environmental Compliance
59-17 Junction Blvd. 9th Floor, Flushing, NY 11373
Records Control (718) 595-3855

Michael Gilsenan
Assistant Commissioner
Environmental Compliance

CERTIFICATE TO OPERATE

PREMISES ADDRESS: T.I.M. INTERIORS, DBA DELPHI, 36-17 22 STREET, Queens, NY 11106

OWNER Information: T.I.M.INTERIORS , 36-17 22 STREET LIC NY 11102

Installation #: **PB016009**
Issued: **2/25/2019**
Expiration: **2/1/2021**
Request ID: **260560**

Legalization: Yes

Environmental Rating: C

Emission Point: 2A; 2B; 2C

Operational Hours/day: 8

Days/year: 250

Number of units: 1

ACFM/Unit: 4800

Contaminant(s): PM

Control(s): Bag House

Description: Three Dust bags Collectors: (2) "Kraemer Tool" Model #KTM S-2L with 1600CFM each; (1) "Bridgew" Model#BW002A with 1600CFM.
~~Total=4800CFM.~~

Show to standardize Language

Installation Type: Other Industrial Sources

Equipment Type:

Material Being Processed: Wood
Desc.: Cut-off Saw
1 - Dewalt
Desc.: Edge Bander
1 - Casadei #K30110
Desc.: Planer
1 - Powermatic #15-S
Desc.:
1 - Delta #Unisaw
Desc.: Jointer
1 - Delta

Description of Process:
Wooden Furniture Manufacturing.

wood working shop with associated spray booth

Special Conditions:
NA

The holder of this certificate of operation is responsible for the use of the equipment in accordance with all the applicable requirements and provisions of the New York City Air Pollution Control Code. Violations of the Air Pollution Control Code can result in the imposition of penalties by the Environmental Control Board. This Certificate must be posted in the vicinity of the designated equipment. It may not be transferred to any other equipment.

Application for Renewal of this certificate of operation must be submitted no later than ninety (90) days prior to the expiration date.

DISPLAY CERTIFICATE ON PREMISES NEAR EQUIPMENT

08/09/2022 10:28

016009

R. Radhakrishnan

R. Radhakrishnan, P.E.
Director of Engineering/For the Commissioner

NEW YORK STATE
DEPARTMENT OF ENVIRONMENTAL CONSERVATION

COPIES
WHITE - ORIGINAL
GREEN - DIVISION OF AIR
WHITE - REGIONAL OFFICE
PINK - FIELD REP
YELLOW - APPLICANT

08/09/2022 10:32

ID: LOCATION | FACILITY | EMISSION POINT | I

A ADD
C CHANGE
D DELETE

READ INSTRUCTIONS CONTAINED IN FORM 78-11-12 BEFORE ANSWERING ANY QUESTION

PROCESS, EXHAUST OR VENTILATION SYSTEM

APPLICATION FOR PERMIT TO CONSTRUCT OR CERTIFICATE TO OPERATE

SECTION A

1. NAME OF OWNER / FIRM: T.I.M INTERIORS, DBA DELPITH
2. NUMBER AND STREET ADDRESS: 36-41 22ND ST.
3. CITY - TOWN - VILLAGE: LIC | 4. STATE: NY | 5. ZIP: 11102
6. OWNER CLASSIFICATION: A [X] COMMERCIAL B [ ] INDUSTRIAL C [ ] UTILITY D [ ] FEDERAL E [ ] STATE F [ ] MUNICIPAL G [ ] EDUC INST H [ ] HOSPITAL I [ ] RESIDENTIAL J [ ] OTHER
7. NAME & TITLE OF OWNERS REPRESENTATIVE: TOM TRILIVAS - PRES
8. TELEPHONE: 718-932-6531
9. NAME OF AUTHORIZED AGENT: DONALD FRIEDLANDER
10. TELEPHONE: 718- 698-7545
11. NUMBER AND STREET ADDRESS: 1091 WILLOWBROOK RD.
12. CITY - TOWN - VILLAGE: STATEN ISLAND | 13. STATE: N.Y | 14. ZIP: 10314
15. NAME OF P.E. OR ARCHITECT PREPARING APPLICATION: DONALD FRIEDLANDER
16. N.Y.S. P.E. OR ARCHITECT LICENSE NO.: 46665
17. TELEPHONE: 718- 698-7545
18. SIGNATURE OF OWNERS REPRESENTATIVE OR AGENT WHEN APPLYING FOR A PERMIT TO CONSTRUCT
19. FACILITY NAME (IF DIFFERENT FROM OWNER/FIRM)
20. FACILITY LOCATION (NUMBER AND STREET ADDRESS): SAME
21. CITY - TOWN - VILLAGE | Z
23. BUILDING NAME OR NUMBER | 24. FLOOR NAME OR NUM: (
25. START UP DATE: MO 6 / YR 98
26. DRAWING NUMBERS OF PLANS SU
27. PERMIT TO CONSTRUCT: A [ ] NEW SOURCE B [ ] MODIFICATION
28. CERTIFICATE TO OPE: A [ ] NEW SOURCE B [ ] MODIFICATION | [ ] EXISTING

SECTION B

29. EMISSION POINT ID	30. GROUND ELEVATION (FT)	31. HEIGHT ABOVE STRUCTURES (FT)	32. STACK HEIGHT (FT)	33. INSIDE DIMENSIONS (IN)	34. EXIT TEMP (°F)	35. EXIT VELOCITY (FT/SEC)	36. EXIT FLOW RATE (ACFM)	37. SOURCE CODE	38. HRS/DAY	39. DAYS/YR	40. % OPERATION Winter	Spring	Summer	Fall
2	15	-13	2	5	75	125	3200	2410	8	250	25	25	25	25

SECTION C

41. DESCRIBE PROCESS OR UNIT:
1. WOODWORKING EQUIPMENT WITH 3 BAG COLLECTORS (PORTABLE):
3. 1 CUTOFF SAW, 1 PLANER, 1 EDGE BANDER, 2 TABLE SAWS, 1 JOINTER,
5. 1 SHAPER, 1 DISC SANDER.
7. CONTAMINENTS DISPOSED IN REFUSE

SECTION D

42. EMISSION CONTROL EQUIPMENT I.D.	43. CONTROL TYPE	44. MANUFACTURER'S NAME AND MODEL NUMBER	45. DISPOSAL METHOD	46. DATE INSTALLED MONTH / YEAR	47. USEFUL LIFE
42	08	"KRAEMER TOOL" # KTM S-24	9	6/98	25 (2 IDENTICAL UNITS)
48	08	50. "BRIDGEW" # BW002A	51. 9	52. 6/98	53. 25

SECTION E

CALCULATIONS

Collect total of 0.5 #/hr of sawdust.

$ERP = \frac{0.5}{.99} = 0.5005$ #/hr

$ER = 0.5005 - 0.5 = 0.0005$ #/hr

SECTION F

54. CONTAMINANT NAME	55. CAS NUMBER	56. INPUT OR PRODUCTION	57. UNIT	58. ENV. RATING	59. EMISSIONS ACTUAL	60. UNIT	61. HOW DET	62. PERMISSIBLE	63. % CONTROL EFFIC'CY	64. HOURLY EMISSIONS (LBS/HR) ERP	65. ACTUAL	66. ANNUAL EMISSIONS (LBS/YR) ACTUAL	67. 10*	68. PERMISSIBLE
SAWDUST	NY025-00-0			D	.001	206		.001	99.9	.5	.0005	2	0	.001

SECTION G

SOLID FUEL TYPE	TONS/YR	%S	OIL TYPE	THOUSANDS OF GALLONS/YR	%S	GAS TYPE	THOUSANDS OF CF/YR	BTU/CF
144	145	146	147	148	149	150	151	152

APPLICABLE RULE	APPLICABLE RULE
153. 212	154

Upon completion of construction sign the statement listed below and forward to the appropriate field representative

THE PROCESS, EXHAUST OR VENTILATION SYSTEM HAS BEEN CONSTRUCTED AND WILL BE OPERATED IN ACCORDANCE WITH STATED SPECIFICATIONS AND IN CONFORMANCE WITH ALL PROVISIONS OF EXISTING REGULATIONS.

155. SIGNATURE OF AUTHORIZED REPRESENTATIVE OR AGENT | DATE: 3/7/09

AGENCY USE ONLY

156. LOCATION CODE	157. FACILITY ID NO.	158. U.T.M. (E)	159. U.T.M. (N)	160. SIC NUMBER	161. DATE APPL. RECEIVED	162. DATE APPL. REVIEWED	163. REVIEWED BY
				3553	03/13/09	03/25/09	Torabi. M

PERMIT TO CONSTRUCT

164. DATE ISSUED	165. EXPIRATION DATE	166. SIGNATURE OF APPROVAL	167. FEE
03/25/09	09/25/09	M. Torabi	

168.
1. DEVIATION FROM APPROVED APPLICATION SHALL VOID THIS PERMIT
2. THIS IS NOT A CERTIFICATE TO OPERATE
3. TESTS AND/OR ADDITIONAL EMISSION CONTROL EQUIPMENT MAY BE REQUIRED PRIOR TO THE ISSUANCE OF A CERTIFICATE TO OPERATE

RECOMMENDED ACTION RE: C.O

169. DATE ISSUED	170. EXPIRATION DATE	171. SIGNATURE OF APPROVAL	172. FEE
/ /	/ /		

173.
1. [ ] INSPECTED BY _____ DATE _____
2. [ ] INSPECTION DISCLOSED DIFFERENCES AS BUILT VS PERMIT, CHANGES INDICATED ON FORM
3. [ ] ISSUE CERTIFICATE TO OPERATE FOR SOURCE AS BUILT
4. [ ] APPLICATION FOR C.O. DENIED _____ DATE _____ INITIALED

174. SPECIAL CONDITIONS

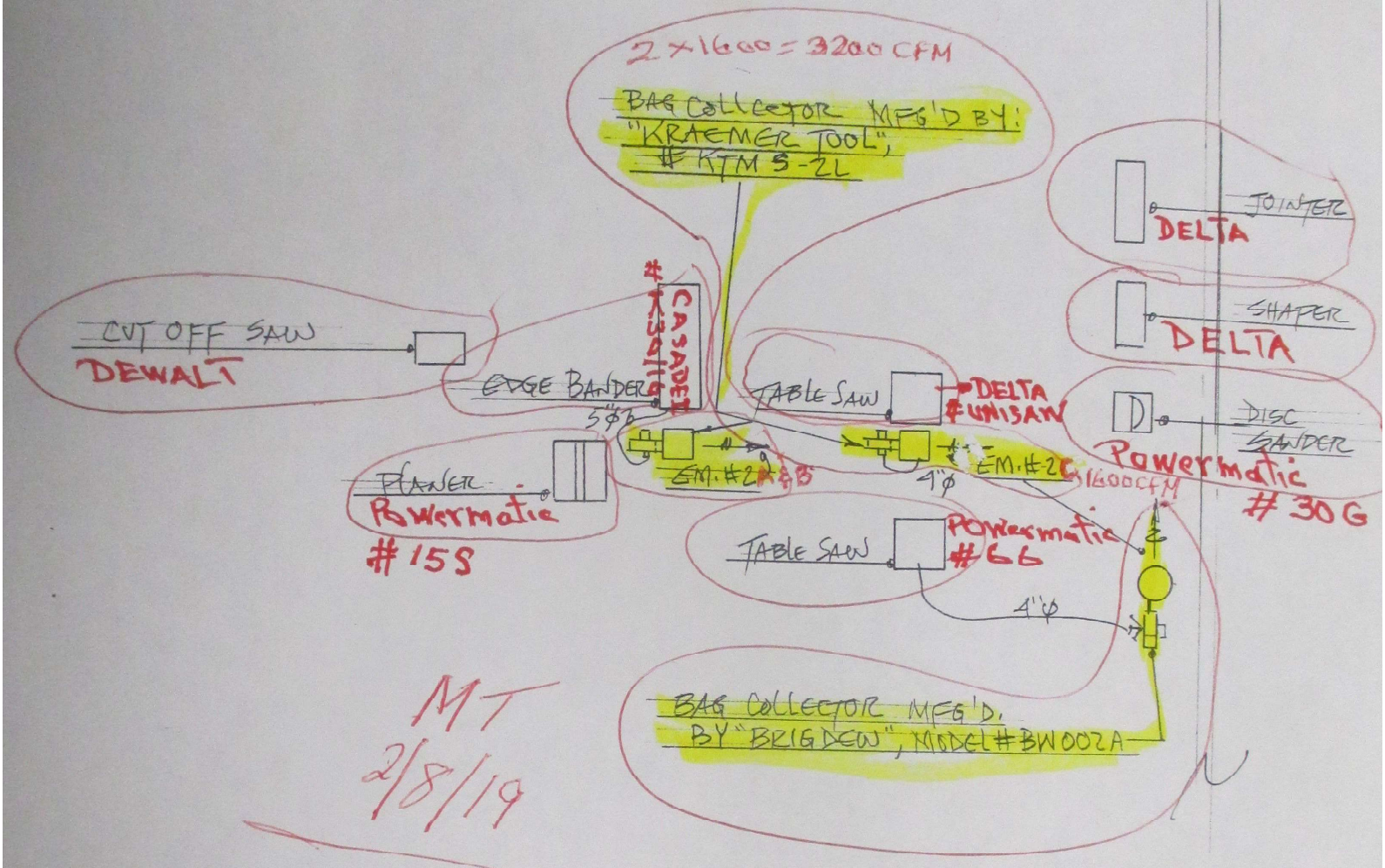
PB060-09Y

M.T.-E093

1. 2. 3. 4. 5. 6. 7. 8.

78-19-5 (10-79)

INSPECTION SET



MT
2/8/19

PART PLAN - 1ST FLOOR
N.T.S

NOTES
1. SEE ATTACHED MFG's SPEC. SHEETS FOR COLLECTOR DETAILS
2. DUST COLLECTORS ARE PORTABLE AND ARE MOVED TO MACHINES AS NEEDED.

APPROVED for construction in accordance with Application, Ammendment(s) and Work Permit No.
PR160-094
M. O'Neal 03/25/09
Engineer Date

08/09/2022 10:29

LICENSED PROFESSIONAL ENGINEER
DONALD FRIEDLANDER
046665
STATE OF NEW YORK

EXHIBIT #2
WOODWORKING
T.M. INTERIORS,
D.B.A. DELPHI
36-19 22ND ST.
LIC, NY 11102
SCALE - NOTED
3-7-09

DONALD FRIEDLANDER, P. E.
CONSULTING ENGINEERS
1091 WILLOWBROOK ROAD
STATEN ISLAND, N. Y. 10314

NYC Environmental Protection

Emily Lloyd
Commissioner

THE CITY OF NEW YORK
DEPARTMENT OF ENVIRONMENTAL PROTECTION
Bureau of Environmental Compliance
59-17 Junction Boulevard, 9th Floor, Flushing, New York 11373
Records Control (718) 595-3855

TCO Rev 05/2014

Michael Gilsenan
Assistant Commissioner
Environmental Compliance

TRIENNIAL CERTIFICATE OF OPERATION

DISPLAY CERTIFICATE ON PREMISES NEAR EQUIPMENT

☐ PA ☒ PB 019303J	09/10/15	09/11/15	10/14/18	1 & 2	B	RR
Application	Date Inspected	Date Issued	Expiration Date	E.P. #	E.R.	Issued By

Professional Engineer:

Owner:
R. N. COLLISION LTD.
37-16 22nd STREET
L. I. C., NY 11101

APPLICATION FOR RENEWAL OF THIS CERTIFICATE OF OPERATION MUST BE FILED AT THE DEPARTMENT OF ENVIRONMENTAL PROTECTION **NO LATER THAN NINETY (90) DAYS PRIOR TO ITS EXPIRATION DATE.**

Premise Information:

37-16 22nd STREET	-
Street Address	Name of Premise (if any)

1	-	Queens	11101	-		
Floor	Room No.	Borough	Zip Code	BIN	Block	Lot

The holder of this Certificate is responsible for the use of the equipment in accordance with all applicable requirements and provisions of the New York City Air Pollution Control Code. The Commissioner may suspend or revoke this Certificate for willful or continued violation of the Code. Any purported or attempted transfer of a Certificate of Operation from one location to another or from one piece of equipment to another automatically revokes the Certificate. Section 24-135 NYC Air Pollution Code.

Description of Installation: AUTO BODY SHOP	**USED:** Hours / Day: 4	Days / Year: 250

Description of Equipment: AUTO PAINT SPRAY AREA 25' X 25', IS USED ONLY FOR TOUCH UP PAINT WORK ON AUTOMOBILE. PAINT SPRAY USAGE 0.5 GAL / WEEK.

Exhaust Equipment: TWO (2) 36" DIAM. EXHAUST FANS, EACH 1.0 HP MOTOR 4,750 CFM. TOTAL DELIVERY 9,500 CFM @ 70 F.

Control Equipment: REPLACEABLE FIBERGLASS FILTERS.

Should significant scientific evidence from a recognized institution should result in a decision by NYSDEC that lower ambient guideline concentrations must be established, it may be necessary to reduce emissions from this source(s) prior to the expiration of this Triennial Certificate of Operation.

SPECIAL CONDITIONS / REMARKS

FILTERS MUST BE REPLACED WHEN CLOGGED.

08/09/2022 10:49

RECERTIFICATION

R. Radhakrishnan, P.E.
Director of Engineering / For the Commissioner

FOR GENERAL INFORMATION, QUESTIONS, AND INQUIRIES: Please visit our website at www.nyc.gov/dep or call 311

Application For Certificate to Operate
An Existing Autobody Shop

LOCATION | FACILITY | EMISSION POINT: 1

Auto Paint Spray Area

E OF OWNER/FIRM			9. NAME OF AUTHORIZED AGENT		10. TELEPHONE	19. FACILITY NAME (IF DIFFERENT FROM OWNER/FIRM)	
R.N. Collision Ltd.			Stanley Wald, P.E.		718-763-2596		
BER AND STREET ADDRESS			11. NUMBER AND STREET ADDRESS			20. FACILITY LOCATION (NUMBER AND STREET ADDRESS)	
37-16 22nd Street			2316 East 64th Street				
Y - TOWN - VILLAGE	4. STATE	5. ZIP	12. CITY - TOWN - VILLAGE	13. STATE	14. ZIP	21. CITY - TOWN - VILLAGE	22. ZIP
Long Island City		11101	Brooklyn	NY	11234		
ER CLASSIFICATION			7. NAME OF OWNERS REPRESENTATIVE	8. TEL. NUMBER	37. SOURCE CODE	38. HRS/DAY	39. DAYS/YR
A ☐ COMMERCIAL			Stanley Wald, P.E.	718-763-2596	A1330	4	250

NTROL ID	43. CONTROL TYPE	44. MANUFACTURER'S MAKE AND MODEL	45. DISPOSAL METHOD	158. UTM(E)	159. UTM(N)
01	22	Custom - Filters	9		

ONTAMINENT CAS NUMBER	USAGE	UNIT	ENV. RATING	EMISSIONS ACTUAL	UNIT	HOW DET.	PERMISSIBLE	% CONTROL EFFIC'CY	HOURLY EMISSIONS(LBS/HR) ERP	HOURLY EMISSIONS(LBS/HR) ACTUAL	ANNUAL EMISSIONS(LBS/YR) ACTUAL
SOLIDS) NY079-00-0	56. 100	57. 33	58. B	59. 0.05	60. 20	61. 6	62. .05	63. 90	64. .08	65. .008	66. 6.5
SOLVENTS) NY998-00-0	71. 100	72. 33	73. B	74.	75. 1	76. 6	77.	78.	79. .775	80. .775	81. 620

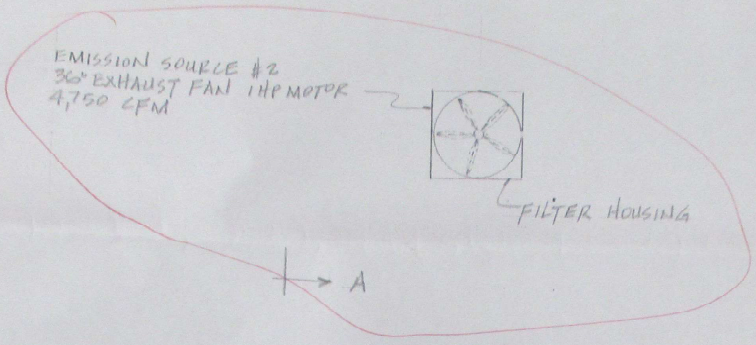
STEM WILL BE OPERATED IN ACCORDANCE WITH STATED SPECIFICATIONS H CONFORMANCE WITH ALL PROVISIONS OF EXISTING REGULATIONS	155. SIGNATURE OF OWNER OR AUTHORIZED AGENT	DATE	APPLICABLE RULE 153. 212	154. 228
		3/6/03		

UTOBODY REPAIR SHOP	160. SIC NUMBER 7531	161. DATE APPLICATION RECEIVED	DATE REVIEWED	163. REVIEWED BY:

MED ACTION REQ: CO					
SUED	170. EXPIRATION DATE	171. SIGNATURE OF APPROVAL	172. FEE	173. 1. ☐ INSPECTED BY: 2. ☐ ISSUE CERTIFICATE TO OPERATE FOR SOURCE AS BUILT 3. ☐ APPLICATION FOR C.O. DENIED (DATE)	DATE: / / (INITIAL)

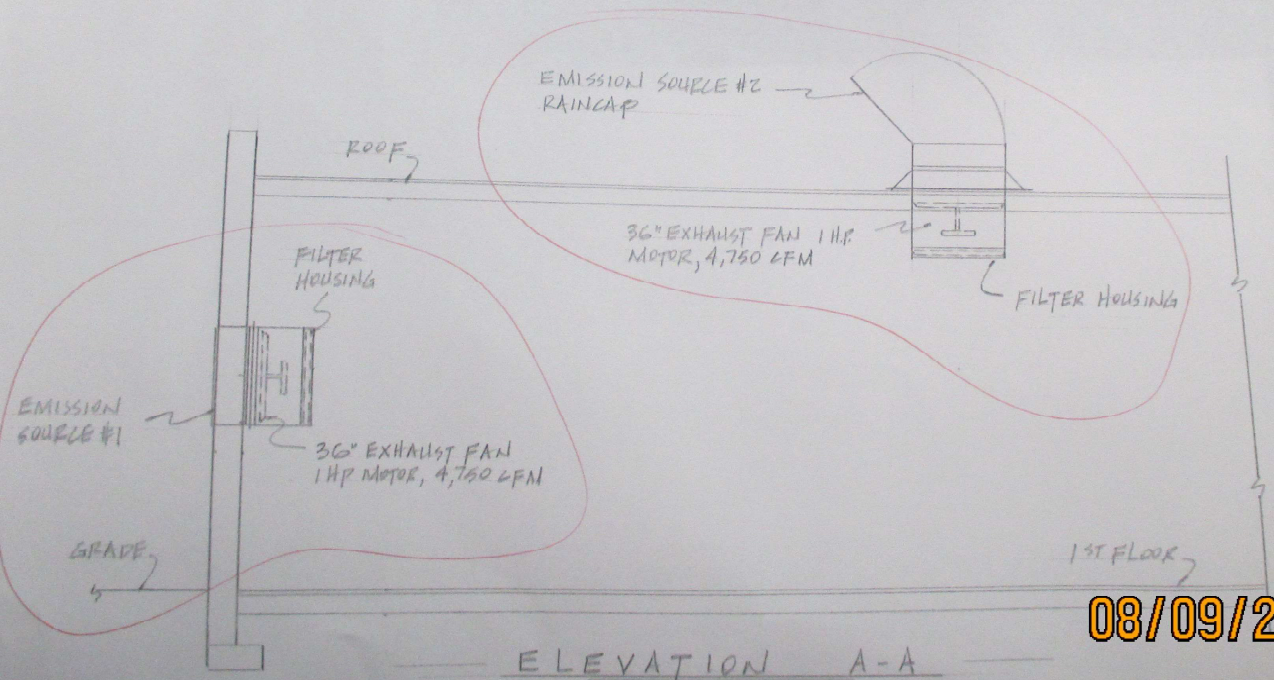
DITIONS :	2
	4
	6

08/09/2022 10:50



PART PLAN - 1ST FLOOR
(SCALE 1/4"=1'-0")

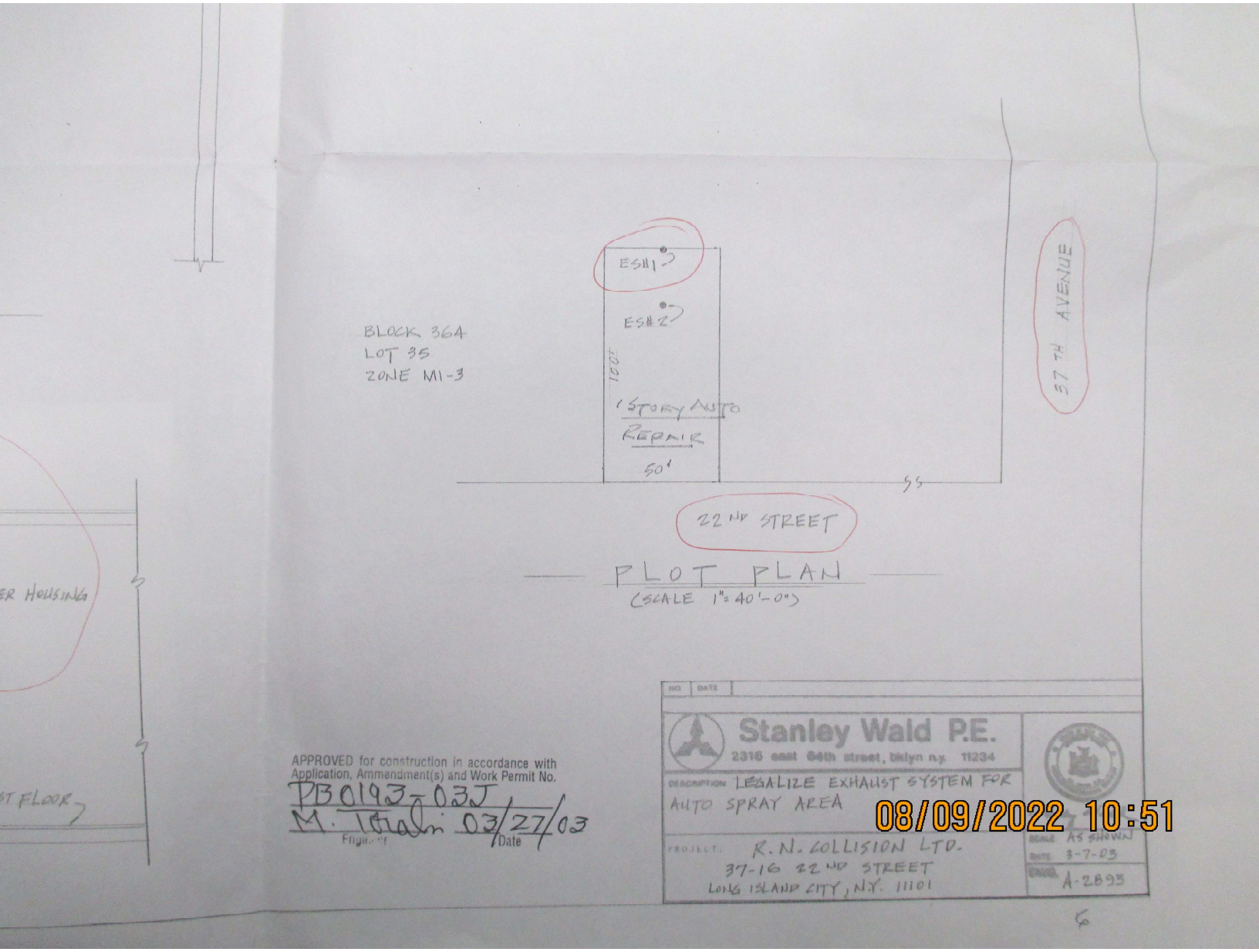
BLOCK 36A
LOT 35
ZONE M1-3



ELEVATION A-A
(SCALE 1/4"=1'-0")

APPROVED for construction in a
Application, Ammendment(s) and
PB0193-03
M. Trakh

08/09/2022 10:51



PLOT PLAN
(SCALE 1"=40'-0")

APPROVED for construction in accordance with Application, Ammendment(s) and Work Permit No.
PB0193-03J
M. Thadani 03/27/03
Engineer Date

NO. DATE

Stanley Wald P.E.
2316 east 64th street, bklyn n.y. 11234

DESCRIPTION LEGALIZE EXHAUST SYSTEM FOR AUTO SPRAY AREA

PROJECT R.N. COLLISION LTD.
37-16 22 ND STREET
LONG ISLAND CITY, N.Y. 11101

SCALE AS SHOWN
DATE 3-7-03
DWG. A-2893

08/09/2022 10:51

6

THE CITY OF NEW YORK
DEPARTMENT OF ENVIRONMENTAL PROTECTION

Vincent Sapienza, P.E.
Acting Commissioner

Bureau of Environmental Compliance
59-17 Junction Blvd. 9th Floor, Flushing, NY 11373
Records Control (718) 595-3855

Michael Gilsenan
Assistant Commissioner
Environmental Compliance

CERTIFICATE TO OPERATE

PREMISES ADDRESS: BROTHERS AUTO REPAIR & AUTO BODY, 37-42 22ND STREET, Queens, NY 11101

OWNER Information: BROTHERS AUTO BODY & REPAIR , 37-42 22nd STREET LIC NY 11101

Installation #: **PB026514**
Issued: **6/30/2017**
Expiration: **6/4/2020**
Request ID: **210748**

Legalization: Yes

Environmental Rating: B

Emission Point: 2

Hours/day: 4

Days/year: 250

Number of units: 1

ACFM/Unit: 13000

Contaminant Controlled: VOC

Controls: Filter

Description: Replaceable fiberglass Filters.

Installation Type: Spray Booth / Spray Area

Equipment Type: SPRAY BOOTH

Ameri-Cure
Type: SEMI-DOWNDRAFT
Article(s) Sprayed: AUTOMOBILE
Opening Height (ft): 10
Opening Width (ft): 13.6
Floor Area (ft2): 367

Description of Process:

Auto paint spraying.

Special Conditions:

NA

The holder of this certificate of operation is responsible for the use of the equipment in accordance with all the applicable requirements and provisions of the New York City Air Pollution Control Code. Violations of the Air Pollution Control Code can result in the imposition of penalties by the Environmental Control Board. This Certificate must be posted in the vicinity of the designated equipment. It may not be transferred to any other equipment.

Application for Renewal of this certificate of operation must be submitted no later than ninety (90) days prior to the expiration date.

DISPLAY CERTIFICATE ON PREMISES NEAR EQUIPMENT

PB026514

R. Radhakrishnan, P.E.
Director of Engineering/For the Commissioner

Environmental Protection

THE CITY OF NEW YORK
DEPARTMENT OF ENVIRONMENTAL PROTECTION
Bureau of Environmental Compliance
59-17 Junction Boulevard, 9th Floor, Flushing, New York 11373
Records Control (718) 595 - 3855

Form NYSDEC – Rev 02/12

APPLICATION FOR CERTIFICATE TO OPERATE
AN EXISTING / NEW AUTOBODY SHOP REFINISHING OPERATIONS

OP	LOCATION	FACILITY	EMISSION POINT
			1

– Auto Paint Spray Booth

1. Name of Owner / Firm: Brothers Auto Repair & Auto Body			9. Name of Authorized Agent: Stanley Wald, P.E.		10. Telephone: (718) 763-2596		19. Facility Name (If different from owner / firm)				
2. Number and Street Address: 21-15 38th Avenue			11. Number and Street Address: 2316 East 64th Street				20. Facility Location (Number and Street Address): 37-42 22nd Street				
3. City – Town - Village: L.I.C.	4. State: NY	5. Zip: 11101	12. City – Town - Village: Brooklyn	13. State: NY	14. Zip: 11234		21. City – Town - Village: same		22. Zip: same		25. Startup Date
6. Owner Classification: ☒ COMMERCIAL			7. Name of Owner(s)' Representative: Stanley Wald, P.E.		8. Telephone: (718) 763-2596		37. Source Code: A1330		38. Hrs / Day: 4		39. Days / Yr.: 250
42. Control ID: 01	43. Control Type: 22	44. Manufacturer's Make and Model: Custom - Filters					45. Disposal Method: 9				

CONTAMINANTS / CAS NUMBER	USAGE	UNIT	ENV. RATING	EMISSIONS ACTUAL	EMISSIONS UNIT	EMISSIONS HOW DET.	EMISSIONS PERMISSIBLE	% CONTROL EFFICENCY	HOURLY EMISSIONS (LBS / HR) ERP	HOURLY EMISSIONS (LBS / HR) ACTUAL	ANNUAL EMISSIONS (LBS / YR) ACTUAL
55. (Solids) NY079-00-0	56. 100	57. 33	58. B	59. 0.05	60. 20	61.	62. 0.05	63. 90	64. .08	65. .008	66. 6.5
70. (Solvents) NY998-00-0	71. 100	72. 33	73. B	74.	75. 1			78. 0	79. .775	80. .775	81. 620

This system will be operated in accordance with stated specifications and in conformance with all provisions of existing regulations.

155. Signature of applicant, representative or agent

Date: 4/9/14

APPLICABLE RULE: 153. 212 | 154. 228

41.	160. SIC Number	161. Date Application Received	162. Date Application Reviewed	163. Reviewed by:
AUTOBODY REPAIR SHOP	7531			

RECOMMENDED ACTION RE: CERTIFICATE TO OPERATE

169. Date Issued	170. Expiration Date	171. Signature of Approval	172. Fee

174. Special Conditions:

1.
2.
3.
4.
5.
6.

INSPECTED

AGENCY USE ONLY

1. ☐ Inspected by: _____ Date: _____
2. ☐ Issue Certificate to Operate for Source as Built
3. ☐ Application for Certificate to Operate Denied. Date: _____ Initial: _____

Application For Certificate to Operate
An Existing Autobody Shop

OP | LOCATION | FACILITY | EMISSION POINT

														1

1. NAME OF OWNER/FIRM	9. NAME OF AUTHORIZED AGENT	10. TELEPHONE	19. FACILITY NAME (IF DIFFERENT FROM OWNER/FIRM)
T.J. Auto Repair & Body	Stanley Wald, P.E.	718-763-2596	
2. NUMBER AND STREET ADDRESS	**11. NUMBER AND STREET ADDRESS**		**20. FACILITY LOCATION (NUMBER AND STREET ADDRESS)**
37-09 22nd Street	2316 East 64th Street		

3. CITY - TOWN - VILLAGE	4. STATE	5. ZIP	12. CITY - TOWN - VILLAGE	13. STATE	14. ZIP	21. CITY - TOWN - VILLAGE	22. ZIP
Long Island City	NY	11101	Brooklyn	NY	11234		

6. OWNER CLASSIFICATION	7. NAME OF OWNERS REPRESENTATIVE	8. TEL. NUMBER	37. SOURCE CODE	38. HRS/DAY	39. DAYS/YR
A ☐ COMMERCIAL	Stanley Wald, P.E.	718-763-2596	A1330	4	250

42. CONTROL ID	43. CONTROL TYPE	44. MANUFACTURER'S MAKE AND MODEL	45. DISPOSAL METHOD	158. UTM(E)	159. UTM(N)
01	22	Custom - Filters	9		

CONTAMINENT CAS NUMBER	USAGE	UNIT	ENV. RATING	EMISSIONS ACTUAL	UNIT	HOW DET.	PERMISSIBLE	% CONTROL EFFIC'CY	HOURLY EMISSIONS(LBS/HR) ERP	ACTUAL	ANNUAL EMISSIONS(LBS/YR) ACTUAL
55. (SOLIDS) NY079-00-0	56. 100	57. 33	58. B	59. 0.05	60. 20	61. 6	62. .05	63. 90	64. .08	65. .008	66. 6.5
(SOLVENTS) NY998-00-0	71. 100	72. 33	73. B	74.	75. 1	76. 6	77.	78. 0	79. .775	80. .775	81. 620

SYSTEM WILL BE OPERATED IN ACCORDANCE WITH STATED SPECIFICATIONS AND IN CONFORMANCE WITH ALL PROVISIONS OF EXISTING REGULATIONS	155. SIGNATURE OF AUTHORIZED REPRESENTATIVE OR AGENT	DATE 7/9/02	APPLICABLE RULE 153. 212 | 154. 228

1. 1 AUTOBODY REPAIR SHOP	160. SIC NUMBER 7531	161. DATE APPL. RECEIVED	DATE APPL. REVIEWED	163. REVIEWED BY:

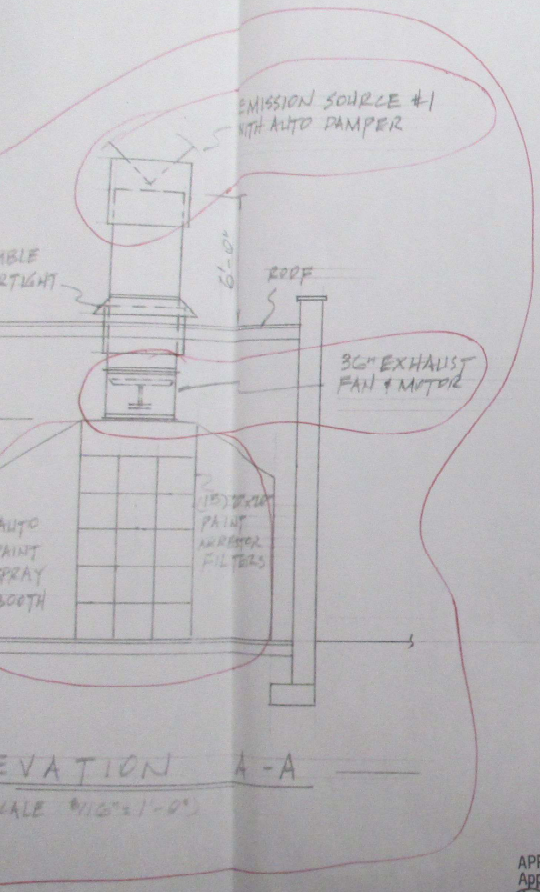
STATE OF NEW YORK ★ TANLEY WALD ★ 36068 ★ LICENSED PROFESSIONAL ENGINEER

RECOMMENDED ACTION RE: CO

169. DATE ISSUED	170. EXPIRATION DATE	171. SIGNATURE OF APPROVAL	172. FEE	173. 1. ☐ INSPECTED BY: _____ DATE: / / 3. ☐ ISSUE CERTIFICATE TO OPERATE FOR SOURCE AS BUILT (INITIAL) 4. ☐ APPLICATION FOR C.O. DENIED (DATE)

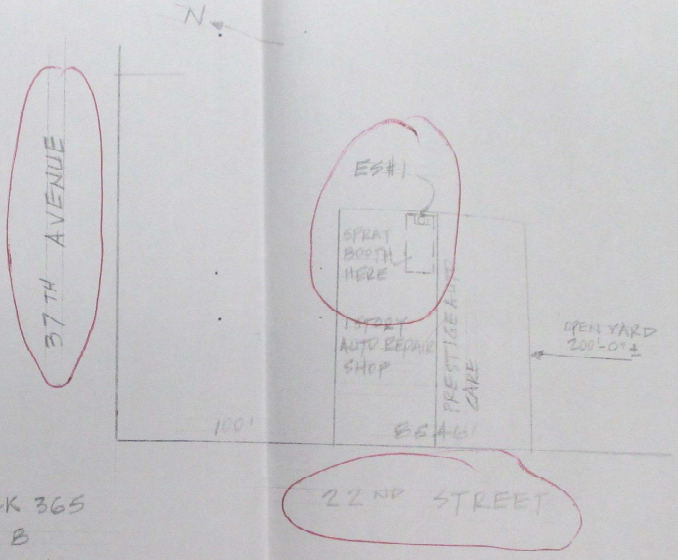
08/09/2022 10:53

174. SPECIAL CONDITIONS : 1	2
3	4
5	6



EVATION A-A

SCALE 1/16"=1'-0"



BLOCK 365
LOT 8
ZONE M1-3

PLOT PLAN

(SCALE 1"=50'-0")

APPROVED for construction in accordance with Application, Ammendment(s) and Work Permit No.

DB 0319-02M

M. Lodi 09/03/02

Engineer Date

NO. | DATE

Stanley Wald P.E.

2316 [illegible] 64th Street, Brklyn, N.Y. 11234

DESCRIPTION LEGALIZE PAINT SPRAY BOOTH

PROJECT T.J. AUTO REPAIR & BODY
37-09 22ND ST. LONG ISLAND CITY, N.Y.

SCALE AS SHOWN

DATE 9-12-02

DWG. A-2850

08/09/2022 10:54

Environmental Protection

Vincent Sapienza, P.E.
Commissioner

THE CITY OF NEW YORK
DEPARTMENT OF ENVIRONMENTAL PROTECTION

Bureau of Environmental Compliance
59-17 Junction Blvd. 9th Floor, Flushing, NY 11373
Records Control (718) 595-3855

Michael Gilsenan
Assistant Commissioner
Environmental Compliance

CERTIFICATE TO OPERATE

PREMISES ADDRESS: MOLLA AUTO SALES INC, 37-25B 21 STREET, Queens, NY 11101

OWNER Information: MOHAMMED ZAHIRUL ISLAM, 37-27 21 STREET, L.I.C QUEENS NY 11101

Installation #: **PB033508**
Issued: **2/12/2018**
Expiration: **10/21/2020**
Request ID: **228720**

Legalization: Yes

Environmental Rating: B

Emission Point: 1

Operational Hours/day: 4

Days/year: 250

Number of units: 1

ACFM/Unit: 12500

Contaminant(s): VOC

Control(s): Filter

Description: Replaceable Fiberglass filters.

Installation Type: Spray Booth / Spray Area

Equipment Type: SPRAY BOOTH

Custom
Type: SEMI-DOWNDRAFT
Article(s) Sprayed: AUTOMOBILE
Opening Height (ft): 9
Opening Width (ft): 15
Floor Area (ft2): 375

Description of Process:

Auto Paint spraying.

Special Conditions:

NA

The holder of this certificate of operation is responsible for the use of the equipment in accordance with all the applicable requirements and provisions of the New York City Air Pollution Control Code. Violations of the Air Pollution Control Code can result in the imposition of penalties by the Environmental Control Board. This Certificate must be posted in the vicinity of the designated equipment. It may not be transferred to any other equipment.

Application for Renewal of this certificate of operation must be submitted no later than ninety (90) days prior to the expiration date.

DISPLAY CERTIFICATE ON PREMISES NEAR EQUIPMENT

PB033508

R. Radhakrishnan, P.E.
Director of Engineering/For the Commissioner

Application For Certificate to Operate
An Existing Autobody Shop

ORIGINAL-KEEP IN FILE

OP . LOCATION FACILITY EMISSION POINT

															1

– Auto Paint Spray Booth

1. NAME OF OWNER/FIRM	9. NAME OF AUTHORIZED AGENT	10. TELEPHONE	19. FACILITY NAME (IF DIFFERENT FROM OWNER/FIRM)
All In One Auto Repair	Stanley Wald, P.E.	718-763-2596	
2. NUMBER AND STREET ADDRESS	**11. NUMBER AND STREET ADDRESS**		**20. FACILITY LOCATION (NUMBER AND STREET ADDRESS)**
37-25B 21st Street	2316 East 64th Street		

3. CITY - TOWN - VILLAGE	4. STATE	5. ZIP	12. CITY - TOWN - VILLAGE	13. STATE	14. ZIP	21. CITY - TOWN - VILLAGE	22. ZIP
Long Island City	NY	11101	Brooklyn	NY	11234		

6. OWNER CLASSIFICATION	7. NAME OF OWNERS REPRESENTATIVE	8. TEL NUMBER	37. SOURCE CODE	38. HRS/DAY	39. DAYS/YR
A ☐ COMMERCIAL	Stanley Wald, P.E.	718-763-2596	A1330	4	250

42. CONTROL ID	43. CONTROL TYPE	44. MANUFACTURER'S MAKE AND MODEL	45. DISPOSAL METHOD	158. UTM(E)	159. UTM(N)
01	22	Custom - Filters	9		

CONTAMINENT / CAS NUMBER	USAGE	UNIT	ENV. RATING	EMISSIONS ACTUAL	EMISSIONS UNIT	EMISSIONS HOW DET.	EMISSIONS PERMISSIBLE	% CONTROL EFFIC'CY	HOURLY EMISSIONS(LBS/HR) ERP	HOURLY EMISSIONS(LBS/HR) ACTUAL	ANNUAL EMISSIONS(LBS/YR) ACTUAL
55. (SOLIDS) NY079-00-0	56. 100	57. 33	58. B	59. 0.05	60. 20	61. 6	62. .05	63. 90	64. .08	65. .008	66. 6.5
70. (SOLVENTS) NY998-00-0	71. 100	72. 33	73. B	74.	75. 1	76. 6	77.	78. 0	79. .775	80. .775	81. 620

THIS SYSTEM WILL BE OPERATED IN ACCORDANCE WITH STATED SPECIFICATIONS AND IN CONFORMANCE WITH ALL PROVISIONS OF EXISTING REGULATIONS

155. SIGNATURE OF AUTHORIZED REPRESENTATIVE OR AGENT

DATE 7/22/08

APPLICABLE RULE 153. 212 | 154. 228

41. 1 AUTOBODY REPAIR SHOP

160. SIC NUMBER 7531

161. DATE APP... RECEIVED

... REVIEWED

163. REVIEWED BY:

STATE OF NEW YORK
STANLEY WALD
LICENSED PROFESSIONAL ENGINEER
38068

AGENCY USE ONLY

RECOMMENDED ACTION RE: CO

169. DATE ISSUED	170. EXPIRATION DATE	171. SIGNATURE OF APPROVAL	172. FEE	173. 1. ☐ INSPECTED BY: _____ DATE: / / 3. ☐ ISSUE CERTIFICATE TO OPERATE FOR SOURCE AS BUILT 4. ☐ APPLICATION FOR C.O. DENIED (DATE) (INITIAL)

174. SPECIAL CONDITIONS :

1 PB 335-08X

2

3

4

5

6

4/15/91

AMC Engineering PLLC
18-36 42nd Street
Astoria, NY 11105
516.417.8588
Fax 516 706-3214

Emissions for Alex's Autobody Spraybooth Application

	CAS	Paint	Clear Coat		Reducer	Thinner	Emissions	
		DMD619 Blue Shade Violet	**DCA468** Hi-Performance Clear	**DC4000** Velocity Premium	**DRR1150** Reactive Reducer	**DTL876** Acrylic Lacquer Thinner	**(lb/yr)**	**(lb/hr)**
Density	lb/gal	8.1	7.84	7.84	6.68	6.68		
Volatility	w/w	53	65.78	60.32	96.45	100		
% Water	w/w	0	0	0	0	0		
% Solids	w/w	47	39.68	39.68	3.55	0		
% VOC*	w/w	60	95	67.1	165	115.5		
Toluene	108-88-3	5	50		20	12	144	0.053
Xylenes	1330-20-7			31		7.4	42	0.015
Ethylbenzene	100-41-4			5.6		1.3	7	0.003
Acetone	67-64-1			10	50	45	192	0.071
n-butyl acetate	123-86-4	50			5		410	0.152
Ligroine	8032-32-4	5					41	0.015
Butanone	78-93-3		20		50		69	0.026
Ethyl 3-ethoxypropionate	763-69-9		10		5		14	0.005
Benyzl butyl phthalate	85-68-7		10				9	0.003
2-(2H-benzotriazol-2-yl)-4,6-ditertpentylphenol	25973-55-1		5				5	0.002
4-Methylpentan-2-one	108-10-1			7.8			5	0.002
2-Methoxy-1-methylethyl acetate	108-65-6			10	5	10	41	0.015
Heptan-2-one	110-43-0			2.7			2	0.001
Solvent naphtha	64742-89-8				10		10	0.004
Methylcyclohexane	108-87-2				10	4.8	24	0.009
Heptane	142-82-5				10	20	70	0.026
Isobutyl acetate	110-19-0					10	30	0.011
Isopropyl alcohol	67-63-0					5	15	0.006
Calculated VOCs	lb VOC/gal	4.86	7.45	5.26	11.02	7.72		
Annual usage	gal/yr	100	12	8	15	45		
Maximum yearly VOC emission**	lb VOC/yr	486	89	42	165	347	1130	
Maximum hourly VOC emission	lb VOC/hr	0.18	0.033102222	0.015587081	0.061233333	0.12859		0.419

* All VOC weight percentages were reported in a range. The highest value was taken to determine a "worst case".

**MSDS lists the weight percent of each component individually and then the average volatile percentage separately. When using the maximum percentage listed for each component, the total volatility (overall weight percentage) is higher than the reported average value. For this calculation, the reported total emission for each component is the highest possible emission, assuming it is present in its highest possible concentration. The reported total emission is calculated from the volatility indicated in the manufacturer's literature.

Environmental Protection
Vincent Sapienza, P.E.
Acting Commissioner

THE CITY OF NEW YORK
DEPARTMENT OF ENVIRONMENTAL PROTECTION
Bureau of Environmental Compliance
59-17 Junction Blvd. 9th Floor, Flushing, NY 11373
Records Control (718) 595-3855

Michael Gilsenan
Assistant Commissioner
Environmental Compliance

INDUSTRIAL PROCESS EQUIPMENT APPLICATION

APPLICATION ID:	PW001217
UPDATED DATE:	2/4/2017
REQUEST ID:	199017

PART I: FACILITY INFORMATION

PREMISE INFORMATION
(Location where the process is to take place)

1A. Facility Name (if any)	1B. Facility
Alex's Autobody	New

1C. Facility Location (House Number and Street Address)	1D. Floor / Suite no. (if any)	1E. Borough	1F. State	1G. Block	1H. Lot	1I. Zip Code	1J. Building Identification Number (BIN)
2250 McDonald Ave		Brooklyn	NY	07103	0032	11223	191424

1K. Equipment Location:	1L: Is this equipment a replacement for equipment presently certified?	1M: If YES, provide the installation number of the equipment it is replacing:	1N: Is this a legalized source?
1st floor			Yes

1O. Facility Classification: A. COMMERCIAL

OWNER INFORMATION

2A. Owner's Name:	2B. Owner's Address (House Number and Street Address)	2C. Floor / Suite No. (if any)
Alex's Autobody	2250 McDonald Ave	

2D. Borough / CIty	2E. State	2F. Zip Code	2G. Owner's Email Address	2H. Telephone	2I. Fax
Brooklyn	NY	11223	alexautobd@aol.com	718-738-6388	

P.E. AND INSTALLER INFORMATION

3A. Name of P.E. or R.A	3B. NYS License Number	3C. P.E. Email Address	3D. Telephone	3E. Fax
Ariel Czemerinski	076508	Ariel@AMC-Engineering.com	516-417-8588	
3F. Company Name	3G. P.E. Address	3H. City or Borough	3I. State	3J. Zip Code
AMC Engineering PLLC	18-36 42nd Street	Astoria	NY	11105
3K. Name of Installer	3L. NYC Installer License Number	3M. Installer Email Address	3N. Telephone	3O. Fax
John Chiafair		johnchiafair@gmail.com	631-841-3200	
3P. Company Name	3Q. Installer Address	3R. City or Borough	3S. State	3T. Zip Code
Centerline Spray Booths	195 Sunrise Highway, Unit C	Amityville	NY	11701

FEE EXEMPTION
(If applying for fee exemption, attach Department of Finance document along with this form.)

4A. Is Tax Exempt Property	4B. Agency Name	4C. Fee Waiver	4D. Fee Waiver Reason
No		No	

SUPPLEMENTAL INFORMATION

5A. What type of business is being conducted at this equipment location?

Autobody Spraybooth

5B. What emission sources are present at this facility?	5C. Building Type:
Facility contains spray booth and prep stations. The paint and lacquers are a VOC emission source.	Mixed Use (Other Occupants)

5D. If mixed-use, describe the other types of tenants:

EXERCISE / GYM / DANCE STUDIO

STACK PARAMETERS

6A. Emission Point ID:	6B. Ground Elevation (ft):	6C. Height Above Structure (ft):	6D. Stack Height (ft):	6E. Inside Diameter (in):	6F. Exit Velocity (ft/sec):	6G. Exit Flow Rate (ACFM):	6H. Exit Temperature (°F):
1	0	12	20	40	25.5	13500	75

6I. Fan Manufacturer:	6J. Fan Model Number:	6K. Number of Units:	6L. Total ACFM / Unit:	6M. Fan Diameter (in):	6N. Fan Motor (HP / RPM)
USI Italia	Model Master 80 (USBH04562C01)	1	13500	28	15

6O. Area of process space (ft2):	6Ob. Height of process space (ft)	6P. Are multiple pieces of equipment exhausted to this stack?
342.2		No

6Q. If Yes, list all pieces of equipment:

EMISSION CONTROL

7A. Does this equipment have an emission control?	7B. Is the control part of the equipment?	7C. Type(s) of pollutant(s) controlled:
Yes	Yes	VOC, PM

7D. Emission Controls(s):	7E. Description of Control Device(s):
Filter	Fiberglass Filters.

7F. CONTAMINANT		7G. EMISSIONS					
NAME	CAS NUMBER	EMISSION FACTOR AMT	EMISSION FACTOR UNITS	HOURLY EMISSIONS (lbs/hr)	ANNUAL EMISSIONS (lbs/year)	PERCENT REMOVAL	HOW DETERMINED
Toluene	108-88-3			0.053	144		Mass Balance
Xylenes	1330-20-7			0.015	42		Mass Balance
Ethylbenzene	100-41-4			0.003	7		Mass Balance
Acetone	67-64-1			0.071	192		Mass Balance
n-Butyl Acetate	123-86-4			0.152	410		Mass Balance
Ligroine	8032-32-4			0.015	41		Mass Balance
Butanone	78-93-3			0.026	69		Mass Balance
Ethyl 3 - ethoxyproprionate	763-69-9			0.005	14		Mass Balance
Benzyl butyl phthalate	85-68-7			0.003	9		Mass Balance
2-(2H-benzotriazol-2-yl)-4,6 - ditertpentylphenol	25873-55-1			0.002	5		Mass Balance
4-methylpentan-2-one	108-10-1			0.002	5		Mass Balance
2-methoxy-1-methylethyl acetate	108-65-6			0.015	41		Mass Balance
Heptan-2-one	110-43-0			0.001	2		Mass Balance
Solvent Naptha	64742-89-8			0.004	10		Mass Balance
Methylcyclohexane	108-87-2			0.009	24		Mass Balance
Heptane	142-82-5			0.026	70		Mass Balance
Isobutyl Acetate	110-19-0			0.011	30		Mass Balance

Isopropyl Alcohol	67-63-0			0.006	15		Mass Balance

7H. Detailed Calculations (Est. max hourly and max annually):

Max Annual Emissions: 1130 lb/year
Max Hourly: 0.419 lb/hour

These values represent the worst case. Please see attached sheet for detailed calculations, including manufacturer information. The calculations include footnotes regarding overestimation of volatiles.

a. Proposed Environmental Rating:	B

HEATER INFORMATION

If the process is equipped with a heater, please provide the following information.

Q8A. Is there a heater?	8A. Is the heater a separate unit?	8B. Input (BTU/hr):	8C. Output (BTU/hr):
Yes	Yes	1500000	1250000
8D. Firing Rate (CFH/GPH):	8E. Manufacturer:	8F. Model Number:	8G. Fuel Type:
1250	USI Italia	Model Master 80 (USBH04562C01)	Natural Gas

ADDITIONAL PERMITTED EQUIPMENT IN FACILITY

9A. INSTALLATION NO.	9B. DESCRIPTION	9C. CERTIFICATION OF OPERATION EXPIRATION DATE

PART III: SPRAY BOOTH / SPRAY AREA

Provide the following information only if you are operating a spray booth or spray area at your facility.

EQUIPMENT INFORMATION

12A. Equipment Type:	12B. Manufacturer	12C. Model Number	12D. Date of Installation
SPRAY BOOTH	USI Italia	Model Master 80 (USBH04562C01)	1/16/2017
12E. Type:	12F. Opening Height (ft.)	12G. Opening Width (ft.)	12H. Floor Area (ft2)
DOWNDRAFT	9.2	11	342.2

OPERATIONAL INFORMATION

13A. Hours / Day	13B. Days / Year	13C. Waterwash Pump (HP)	13D. Water Flowrate (GPM)
8	275	3	25
13E. Article(s) Sprayed	13F. Method of Application	13G. Gun Cleaning Method	
AUTOMOBILE	AIR ATOMIZATION, HVLP(HIGH VOLUME LOW PRESSURE)	ENCLOSED GUN CLEANING SYSTEM	

USAGE INFORMATION

14A. Type of Material	14B. Product Name and Product Number	14C. Material VOC (lbs VOC/gal material)	14D. Maximum Hourly Usage (gph)	14E. Annual Usage (gph)
Paint	Deltron, DMD619, Blue Shade Violet	4.86	0.18	100
Clear Coat	Deltron, DCA468, Performance Clear	7.45	0.033	12
Clear Coat	Deltron, DC4000, Velocity Premium	5.26	0.016	8
Reducer	Deltron, DRR1150, Reactive Reducer	11.02	0.06	15
Thinner	Deltron, DTL876, Lacquer Thinner	7.72	0.129	45

NYC Environmental Protection

Vincent Sapienza, P.E.
Acting Commissioner

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Bureau of Environmental Compliance
59-17 Junction Blvd. 9th Floor, Flushing, NY 11373
Records Control (718) 595-3855

Michael Gilsenan
Assistant Commissioner
Environmental Compliance

INDUSTRIAL WORK PERMIT

FACILITY ADDRESS: Alex's Autobody, 2250 McDonald Ave, Brooklyn, NY 11223

Owner Information: Alex's Autobody, 2250 McDonald Ave, Brooklyn, NY 11223

Installation #: **PW001217**
Issued: **2/6/2017**
Expiration: **2/6/2018**
Request ID: **199017**

Legalization: Yes

Environmental Rating: B

Emission Point: 1

Hours/day: 8

Days/year: 275

Number of units: 1

ACFM/Unit: 13500

Contaminant Controlled: VOC, PM

Controls: Filter

Description: Fiberglass Filters.

Installation Type: Spray Booth / Spray Area

Equipment Type: SPRAY BOOTH

USI Italia Model Master 80 (USBH04562C01)
Type: DOWNDRAFT
Article(s) Sprayed: AUTOMOBILE
Opening Height (ft): 9.2
Opening Width (ft): 11
Floor Area (ft2): 342.2

Description of Process:
Facility contains spray booth and prep stations. The paint and lacquers are a VOC emission source.

Special Conditions:
NA

The holder of this work permit is responsible for the use of the equipment in accordance with all the applicable requirements and provisions of the New York City Air Pollution Code. Violations of the Air Pollution Control Code can result in the imposition of penalties by the Environmental Control Board. This Certificate must be posted in the vicinity of the designated equipment. It may not be transferred to any other equipment.

Equipment may only be operated for testing purposes, not exceeding THIRTY (30) days, without first obtaining a Certificate of Operation from the Bureau of Environmental Compliance.

DISPLAY PERMIT ON PREMISES NEAR EQUIPMENT

PW001217

R. Radhakrishnan

R. Radhakrishnan, P.E.,
Director of Engineering/For the Commissioner

APPENDIX E

PHASE I ESA

PHASE I ENVIRONMENTAL SITE ASSESSMENT



21-17 37th Avenue
Long Island City, New York 11101

June 2020

Prepared for:

Parts Authority LLC
Mr. Yaron Rosenthal
3 Dakota Drive
Suite 110
New Hyde Park, New York 11042

Prepared by:

EQUITY ENVIRONMENTAL ENGINEERING, LLC

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

PHASE I ENVIRONMENTAL SITE ASSESSMENT

21-17 37th Avenue
Long Island City, New York 11101

June 2020

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PHASE I ENVIRONMENTAL SITE ASSESSMENT

21-17 37th Avenue
Long Island City, New York 11101

June 2020

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PHASE I ENVIRONMENTAL SITE ASSESSMENT

21-17 37th Avenue
Long Island City, New York 11101

June 2020

EXECUTIVE SUMMARY

Equity Environmental Engineering, LLC (Equity) was retained by Parts Authority LLC (Parts Authority) to conduct a Phase I Environmental Site Assessment (Phase I) to identify Recognized Environmental Conditions (RECs) associated with current and prior site use at the property identified as 21-17 37th Avenue, Long Island City New York 11101. Equity conducted the assessment in accordance with the requirements of the American Society for Testing and Materials (ASTM) International Standard E1527-13, "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process" and good professional practices.

Site Overview

The Subject Property is as follows:

Property Designation	21-17 37th Avenue
Property Address	21-17 37th Avenue Long Island City, New York 11101
Parcel ID	Block 348 / Lot 2
Parcel Size	17,000 Square Feet
Number of Buildings	One (1)
Number of Stories	One (1)
Finished Area (SF)	9,000 Square Feet
Date Constructed	1968
Construction Type	Brick and mortar with a concrete foundation
Property Usage	Warehouse
Inspection Date	June 3, 2020
Weather Conditions	Cloudy, 70's
Site Contact/Title	Chris Dhanwa / Site Representative
Site Contact Phone	(646) 531-2914

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 activity and use limitations (AULs, 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 chemicals 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 E1528-14e1 (e.g., asbestos, ecological resources, mold, radon, wetlands, regulatory compliance et. Al.).

Findings

The following environmental conditions were identified:

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 Conditions (VECs)

The EDR Vapor Encroachment database identified several VECs (Vapor Encroachment Conditions) of concern within 1/10 of a mile of the Subject Property including historic auto repair shops, a historic dry cleaner, and a gas station. Based on these findings, a vapor encroachment condition cannot be ruled out. Details on the VECs can be found in **Appendix C.**

E. De Minimis Conditions

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

F. Data Gaps

Equity did not identify any significant data gaps that would affect its ability to identify RECs associated with the Subject Property.

Conclusions

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

PHASE I ENVIRONMENTAL SITE ASSESSMENT

21-17 37th Avenue
Long Island City, New York 11101

June 2020

I. INTRODUCTION

A. Purpose

Equity Environmental Engineering, LLC (Equity) was contracted by Parts Authority LLC to perform a Phase I Environmental Site Assessment of the referenced property in accordance with the American Society for Testing and Materials (ASTM) Standard E1527-13, "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process. The ASTM Standard satisfies the requirements of the United States Environmental Protection Agency's (USEPA) All Appropriate Inquiry Standard, 40 CFR Part 312, which is required to qualify for certain landowner liability protections under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). 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 Recognized Environmental Conditions (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 being conducted to provide information to financial institutions and regulatory agencies as a condition of funding renovation of the properties.

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 (no sampling) 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 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 Parts Authority LLC and any of their respective affiliates, agents and advisors.

II. SITE DESCRIPTION

A. Location and Description

The Subject Parcel is identified as 21-17 37th Avenue in Long Island City, New York 11101. Title to the property is vested in 21-17 37th Ave. LLC. The Subject Property is identified as Block 348 / Lot 2 on the New York City Tax Map. The Subject Parcel is a rectangular shaped lot on 37th Avenue. The Subject Property is located in the Dutch Kills neighborhood of Queens, New York.

A USGS Site Location Map and Site Boundary Map are included as Figures 1 and 2 and **Appendix A**.

B. Site and Vicinity Characteristics

The Subject Property is located in an M1-1 zoning district surrounded by primarily manufacturing properties with some commercial properties.

C. Current Use of the Property

The Subject Property is a commercial building used for auto parts sales. At the time of site reconnaissance, the building was almost completely empty due to moving the stores location. A majority of the building is a concrete floor, warehouse area where products were stored. In the southern portion of the building, there is an office space with the main entrance to the building. The office space is two-stories and had several bathrooms, the water heater, the utility meters, and a kitchen area. There are four large garage door entrances into the warehouse area; one in the parking lot, one that leads to 37th Avenue, and two on 22nd Street. The building is approximately 52 years old.

D. Description of Structures, Improvements and Utilities

The existing building is constructed of brick and mortar with a steel frame.

Utilities at the property include the following:

1. Electricity

Electricity is provided by the National Grid. 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 provided by National Grid. The building uses five ceiling units to heat the warehouse area of the building.

E. Current Uses of Adjoining Properties

The following sites adjoin the parcel:

- North – 21st Car Wash and Lube, Warehouse
- East – A&P Auto Repair
- South – Fast Track Mobility (car rentals & leasing)
- West – Ultimate Auto Care of 21st Street

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. ESI was provided with the following information.

- No environmental liens (i.e., legal, deed notice) or Activity and Use Limitations (i.e., engineering controls, etc.) were identified.

- No 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, were identified.

- There were no indications that the fair market value of the 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 site 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 Target Property was not identified on any database. 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 follow:

Database	Target Property	0-1/8 Mile	1/8 – 1/4 Mile	1/4 – 1/2 Mile	1/2 – 1 Mile
RCRA-LQG	0	2	3	-	-
RCRA-SQG	0	3	3	-	-
RCRA-VSQG	0	3	3	-	-
RCRA-NonGen/NLR	0	15	36	-	-
EDR Historic Auto	0	9	-	-	-
NY Spills	0	40	-	-	-
NY Manifest	0	31	61	-	-
NY Drycleaners	0	2	2	-	-
NJ Manifest	0	6	5	-	-
NY AST	0	18	26	-	-
NY UST	0	14	16	-	-
NY E Designation	0	3	-	-	-
NY L Tanks	0	3	11	49	-
PA Manifest	0	0	0	-	-
NY VCP	0	0	0	5	-
NY HSWDS	0	0	0	0	-
NY SWF/LF	0	1	0	1	-
NY Brownfields	0	0	1	9	-
NY SHWS	0	0	0	0	0

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

B. Orphans Summary

The EDR Orphan Summary lists twenty-seven (27) properties 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 site appear to be associated with the subject or adjoining properties. Additional information regarding the EDR Orphan Summary Report can be found in **Appendix C.**

C. City Environmental Quality Review "E" Designation

EDR was contracted by Equity to prepare an environmental database survey for the Subject Property and surrounding areas. A copy of the EDR report, includes City Planning Commission approved amendments to the New York City Zoning Map - which may include environmental designations of certain tax lots that have physical or historical evidence of uses related to hazardous materials. 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 June 1, 2020, the Subject Property was not identified.

D. Physical Setting Source

The Subject Property is located in Queens, New York and surrounded by residential buildings. The ground surface at the site is predominantly level. Ground cover consists primarily of concrete sidewalk and the building. The Subject Property is accessed from the east via Grafton Street. Based on a review of the 2013 USGS Central Park and Brooklyn, 7.5-minute topographic maps for the area, groundwater is inferred to flow to the west toward the East Channel.

Based on the soil survey maps published by the USDA Soil Conservation Service (1994) and 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, (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

The historical sources reviewed indicate that the property was developed in 1977 with building similar to the current footprint.

1. Sanborn Fire Insurance Maps

Equity reviewed twenty-six (26) digital Sanborn Fire Insurance Maps provided by EDR, Inc. ranging from 1898 to 2006. Copies are provided in **Appendix D**.

Year	Subject Property	Surrounding Area
1898, 1915	The Subject Property is divided into 8 separate, equal-sized vacant lots.	On the same block, the adjacent blocks are all divided into similar sized vacant lots.
1936	Two sheds and lumber storage have been developed on several of the lots within the Subject Property.	On the same block, a gas station has been built directly adjacent to the west of the Subject Property. Also developed on the same block are a stone carving lot, a contractor's yard, and an auto wreckage area with a single dwelling. On current block 364, half the block is now developed with a plumbing supply store, a general storage warehouse, a baking and shipping company, a mechanic chop, a truck body manufacturer, a vacant building, and a scrape iron yard. Current block 365 is developed with a paint manufacture, several garages, an express carrier service, and a baking company. On current lot 347, there are several manufacturers including an auto paint shop, a lacquer manufacturer, and a wood turner.
1947	The lumber yard is now an auto wreckage yard.	On the same block, the stone carving lot is now a steel

		warehouse and the contractor's yard is a vacant lot. There is a steel and iron works near the wreckage yard. On current block 364, a large metal products and partition manufacturer is now on previously vacant land. All previous manufacturing buildings are now used for storage of refrigerators, laundry machines, and carpet. Current block 365 now has a candy maker and warehouse, a plywood warehouse, a contractor's shop, and a cleaning product company. On current block 349, a gas station was developed adjacent to the Subject Property's block.
1950	No changes from 1947.	On the same block, the opposite end has been fully developed with multiple store fronts. On current block 364, the metal product manufacturer is now a general electric manufacturing building. There is also a gas station, an auto wreckage area, and a scrap metal lot on this block. Current block 365 now has Volunteers of America salvage and a steel warehouse occupying the previous buildings. Also, a large vacant building has been developed on the opposite end of the block.
1970	One of the sheds has now been developed into an office and storage building.	On the same block, the auto wreckage area is now developed with a store and the steel and iron works lot is now developed with an appliance store. On current

		block 365, the vacant building is now occupied by Dannon Milk Products and another manufacturing building was developed on the vacant land. On current block 347, the wreckage area is now a parking lot, contractor's yard, and waste oil storage area. The steel warehouse is now a zipper chain manufacturer. A large drug company has also been developed on the vacant land. Current block 349 now has a laundromat and two stores on the vacant lots.
1977, 1979	The auto wreckage area is now gone and the other shed is now developed as a small building.	On the same block, the warehouse adjacent to the Subject Property is now a car wash. Also, the unnamed store on the lot is now gone. The large drug company on current block 347 is now Arrow Paper Company.
1980	No changes from 1977.	On the same block, an auto junk yard now occupies several vacant lots. On current block 364, one of the warehouse building is now gone and another is labeled as a commercial property.
1985	No changes from 1977.	On the same block, the vacant lots adjacent to the Subject Property are now developed into a warehouse. On current block 349, the store has been re-developed into a larger footprint.
1986, 1988, 1989	No changes from 1977.	On current block 364, the commercial property is now labeled as sheet metal manufacturing.
1990	No changes from 1977.	On the same block, the junk yard area is now developed with a car wash.

1991, 1992	No changes from 1977.	On the same block, the new car wash is now labeled as a commercial property. On current block 347, the Arrow Paper Company building is now labeled as loft.
1993	No changes from 1977.	On the same block, the building for the appliance store is now used as a health center. On current block 365, the Volunteers of America building is now used for and auto shop and offices. On current block 347, the loft building is gone and a commercial building about two-thirds the size and a vacant lot are in its place
1994, 1995, 1996	No changes from 1977.	On current block 364, the empty lot is now labeled as storage. On current block 365, the vacant lot next to the warehouse is now listed as parking and has five storage tanks. On current block 347, the manufacturers along 37th Avenue are now all auto repair shops.
2001, 2002, 2003, 2004, 2005, 2006	No changes from 1977.	On current block 364, the large steel partitioning manufacturer is now a commercial and warehouse building.

2. USGS Topographic Maps

Equity reviewed a total of nine (9) historical Topographic Maps provided by EDR, Inc. ranging from 1897 to 2013. In the 1900 and earlier maps, the Subject Property and surrounding area were wetlands and part of a stream branching from the East River. The maps that were provided from after 1900 show the area as heavily developed and that branch off of the East River and the wetlands no longer being present. Copies are provided in **Appendix E**.

3. Historic Aerial Photographs

Equity reviewed a total of thirteen (13) aerial photographs spanning from 1924 to 2017. The Subject Property is depicted in aerials from 1924 to 2017 and is consistent

with the current shape and size of the Subject Property from the 1984 photograph and later. Copies are provided in **Appendix F**.

4. City Directory

Equity reviewed local city directory listings provided by EDR, Inc. for the subject and adjacent properties ranging from 1922 to 2017. The area is characterized primarily by commercial and industrial listings. The City Directory report is included in **Appendix G**.

Listings for 21-17 37th Avenue were primarily commercial listings including Parts Authority (2017), EJ Electric (2017, 2014), Endo Freight (2009, 2005, 2004, 2000, 1999, 1994, 1991, 1983), CCS Freight (1999, 1994, 1991, 1983), and A Green Company (1976, 1970). Adjacent properties were primarily commercial and industrial listings including 9 Dollar Locksmith (2017), Ultimate Auto Care (2017, 2014, 2009), John L Car Wash (2017, 2014, 1999), Leifer Bros Streel Co (1970, 1967, 1962), and Gladstone Gallery (2017, 2014).

5. Regulatory File Review

Equity reviewed title information for the Subject Property contained in the New York City Zola database. Title to the property is vested in 21-17 37th Ave LLC. The Subject Property is identified as Block 348/Lot 2.

According to the New York City Department of Buildings (DOB) website, one complaint, seven jobs, and sixteen actions have been identified at 21-17 37th Avenue. The complaint is in relation to the roof top mechanical work. The jobs are in relation to replacing HVAC units, exterior renovations, installing a sign, and installing a sidewalk shed. The actions are in relation to alterations, building notice, certificates of occupancy, demolition permit, new building, and plumbing repair.

Equity submitted a Freedom of Information Law (FOIL) request to the New York City Department of Environmental Protection (NYCDEP) on June 2, 2020. A response received on June 4, 2020 from the NYCDEP. Based upon the results of their search for the Subject Property, there were no responsive records produced.

Regulatory records are included in **Appendix H**.

6. Prior Environmental Assessments and Reports

Equity was provided with the previous Phase I report dated February 8, 2018, completed by Middleton Environmental Inc. for the Subject Property. This Phase I investigation found no RECs, HRECs, CRECs, or any evidence to suggest a release of hazardous substances or petroleum. The report does not mention VECs as part of their analysis. The previous report is provided in **Appendix I**.

F. Historical Use Information on Adjoining Properties

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

- North – Warehouse, carwash/auto repair
- East – Auto repair
- South – Metal manufacturer, warehouse
- West – Gas station

V. SITE RECONNAISSANCE

A. Methodology and Limiting Conditions

Zach Landis, Junior Engineer of Equity Environmental, conducted the Phase I site inspection on June 3, 2020. A site representative, Mr. Chris Dhanwa of Parts Authority lead the walkthrough of the building.

The only limiting issue during site reconnaissance was Equity was not able to access the roof of the building. Equity does not consider this limiting condition significantly impactful to this report.

B. On-Site Operations/Manufacturing

The Subject Property is a commercial building used for auto parts sales. At the time of site reconnaissance, the building was almost completely empty due to moving the store's location. A majority of the building is a concrete floor, warehouse area where products were stored. In the southern portion of the building, there is an office space with the main entrance to the building. The office space is two-stories and had several bathrooms, the water heater, the utility meters, and a kitchen area. There are four large garage door entrances into the warehouse area; one attached to the parking lot, one that leads to 37th Avenue, and two attached to 22nd Street. Photographs of the building's interior and exterior are provided in **Appendix B**.

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

At the time of site reconnaissance, the building was almost completely empty of all materials. The only remaining chemicals in the building were partially used paint cans, a drum of non-abrasive scrubbing agent, and fire extinguishers. No USTs or ASTs were present at the site.

D. Solid and Hazardous Waste

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

E. Releases or Spills

No staining or spills were observed during the site reconnaissance, and Mr. Dhanwa was not aware of any past spills at the site.

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

No storm drains or surface water drains were found inside or outside the Subject Property.

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 topographic maps provided by EDR show evidence that wetlands did exist at the Subject Property and surrounding area prior to its development sometime between 1900 and 1947. The report is provided in **Appendix C.**

I. Polychlorinated Biphenyls (PCBs)

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

J. Drains and Sumps

No drains or sumps were found during site reconnaissance of the Subject Property.

K. Vapor Migration/Encroachment

A Vapor Encroachment Screening in accordance with ASTM E2600-15 was performed by Equity. The EDR Vapor Encroachment database identified several VECs (Vapor Encroachment Conditions) of concern within 1/10 of a mile of the Subject Property including historic auto repair shops, a historic dry cleaner, and a gas station. Based on these findings, a vapor encroachment condition cannot be ruled out. Details on the VECs can be found in **Appendix C.**

L. Other Environmental Considerations

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. An asbestos assessment was not performed as part of this study. No asbestos was observed by Equity during site reconnaissance.

Drinking-Water

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

Lead-Based Paint

In 1978, EPA banned the manufacture and use of lead-based paint and lead-based paint products. A lead-based paint study was not performed as part of this study but given the age of the building it is possible lead-based paint is present.

Mold

Although 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.

VI. INTERVIEWS

As part of the Phase I of the property, Equity interviewed Mr. Chris Dhanwa, the site representative, during the site reconnaissance. Mr. Dhanwa was not aware of any previous environmental or maintenance issues related to the Subject Property.

VII. RECOGNIZED ENVIRONMENTAL CONDITIONS (RECs)

Equity completed the Phase I of the Subject Property in accordance with the scope and limitations of ASTM Practice 1527-13. 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. 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 RECs are RECs previously remediated to current unrestricted residential use applicable 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)

The EDR Vapor Encroachment database identified several VECs (Vapor Encroachment Conditions) of concern within 1/10 of a mile of the Subject Property including historic auto repair shops, a historic dry cleaner, and a gas station. Based on these findings, a vapor encroachment condition cannot be ruled out. Details on the VECs can be found in **Appendix C.**

E. De Minimis Conditions

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

F. Data Gaps

Equity did not identify any significant data gaps that would affect its ability to identify Recognized Environmental Concerns (RECs) associated with the Subject Property.

Conclusions

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

IX. DEVIATIONS

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

X. REFERENCES

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

1. EDR Environmental Databases
2. Sanborn Fire Insurance Maps
3. Aerial Photographs
4. City Directory
5. Historical Topographic Maps
6. City Databases
7. New York City Department of Buildings Website
8. New York City Zola Database
9. Previous Phase I report by Middleton Environmental on February 8, 2020

XI. 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:

Zachary Landis
Junior Environmental Engineer

Environmental Professional:

Robert Jackson
Managing Director

XII. QUALIFICATIONS OF ENVIRONMENTAL PROFESSIONALS

Qualifications of the Environmental Professionals are provided in **Appendix J**.