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50-01 Queens Boulevard Rezoning

Environmental Assessment Statement

Address: 50-01 Queens Boulevard, Queens, NY 11377

Block 1319, Lots 1, 12, and 21

CEQR Reference: 78DCP176Q

ULURP Reference: xxxxxxxx

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

Prepared for:
ZDJ Queens 50 LLC

Prepared by:
GZA GeoEnvironmental, Inc.



Date Submitted:
March 16, 2026

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Appendices:

Appendix A: Agency Correspondence

Appendix B: Proposed Architectural Plans

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* 50-01 Queens Boulevard Rezoning

3. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
78DCP176Q	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)

4a. *Lead Agency Information*			**4b. *Applicant Information***		
NAME OF LEAD AGENCY New York City Department of City Planning			NAME OF APPLICANT ZDJ Queens 50 LLC		
NAME OF LEAD AGENCY CONTACT PERSON Stephanie Shellooe, AICP, Director, Environmental Assessment and Review Division			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON Qianyu Xiang GZA GeoEnvironmental, Inc.		
ADDRESS 120 Broadway, 31st Floor			ADDRESS 104 W 29th St		
CITY New York	STATE NY	ZIP 10271	CITY New York	STATE NY	ZIP 10001
TELEPHONE 212-720-3328	EMAIL sshellooe@planning.nyc.gov		TELEPHONE 917-470-3077	EMAIL qianyu.xiang@gza.com	

5. *Project Description*

The Applicant, ZDJ Queens 50 LLC, seeks approval of a zoning map amendment and a zoning text amendment (the "Proposed Actions") on Block 1319, Lots 1, 12, and 21 (the "Affected Area") in the Sunnyside neighborhood of Queens Community District 2. The Affected Area encompasses an approximately 40,280 square foot (sf) area bounded by Roosevelt Avenue to the north, 51st Street to the east, Queens Boulevard the south, and 50th Street to the west.

The proposed zoning map amendment would change the existing R6/C2-3 and R7X/C-2-3 zoning districts over the Affected Area to an R8A/C2-4 zoning district. Additionally, the proposed zoning text amendment would amend Appendix F of the New York City Zoning Resolution to designate the Affected Area as a Mandatory Inclusionary Housing (MIH) area. These zoning amendments collectively form the Proposed Actions.

The Proposed Actions would facilitate the development of a new 16-story, 165-foot-tall, mixed residential, commercial, and community facility building (the "Proposed Development") of 130,833 gross square feet ("GSF") or 117,749 zoning square feet ("ZSF") at a floor area ratio ("FAR") of 7.20 on the Applicant-controlled Block 1319, Lot 1 (Projected Development Site 1), containing approximately 5,444 GSF (4,900 ZSF, 0.30 FAR) of community facility uses (medical office) and 7,633 GSF (6,870 ZSF, 0.42 FAR) of commercial uses (local retail) on the first floor, and 117,756 GSF (105,979 ZSF, 6.48 FAR) of residential uses on the upper floors. The Proposed Development would result in 123 dwelling units with an average DU size of approximately 957 GSF per unit, 20-30% (25-37 units) of which would be affordable at an average of 40-80% Area Median Income (AMI) pursuant to MIH Option 1, 2, or 3. The Applicant intends to pursue MIH Option 1, which would result in 31 affordable units (25%) at an average of 60% AMI. Since the Projected Development Site is located in the Inner Transit Zone and the Proposed Development is newly constructed after December 5, 2024, no accessory parking is required for the proposed uses in the proposed R8A/C2-4 district (ZR 25-211).

For the purposes of a Reasonable Worst-Case Development Scenario (RWCDS) in the future with and without the Proposed Actions, two Projected Development Sites were assumed and analyzed, which includes the Applicant-owned Projected Development Site 1 (Block 1319, Lot 1) and the non-Applicant-owned Projected Development Site 2 (Block 1319, Lot 12). The remaining non-Applicant-owned Block 1319, Lot 21 within the Affected Area would not be affected by

the Proposed Actions given the substantial recent investment in construction (2019) and the remaining useful life of the building.

In the future with the Proposed Actions, Projected Development Site 1 (Applicant-owned Block 1319, Lot 1) would be developed with a single 16-story, 165-foot-tall, 130,833 GSF (117,749 ZSF, 7.20 FAR) mixed residential, commercial, and community facility building, containing approximately 5,444 GSF (4,900 ZSF, 0.30 FAR) of community facility uses (medical office) and 7,633 GSF (6,870 ZSF, 0.42 FAR) of commercial uses (local retail) on the first floor, and 117,756 GSF (105,979 ZSF, 6.48 FAR) of residential uses on the upper floors. There would be approximately 139 dwelling units (assuming 850 GSF per dwelling unit), 20-30% (28-42 units) of which would be affordable at an average of 40-80% AMI pursuant to MIH Option 1, 2, or 3. For the purposes of Early Childhood Programs analysis, 20% of residential floor area (28 units) is assumed to be affordable at or below 80% AMI.

In the future with the Proposed Actions, Projected Development Site 2 (non-Applicant-owned Block 1319, Lot 12) would be developed with a single 16-story, 165-foot-tall, 93,871 GSF (86,263 ZSF, 7.20 FAR) mixed residential and commercial building, containing approximately 10,184 GSF (10,184 ZSF, 0.85 FAR) of local retail uses on the first floor, and 83,687 GSF (76,079 ZSF, 6.35 FAR) of residential uses on the upper floors. There would be approximately 98 dwelling units (assuming 850 GSF per dwelling unit), 20-30% (20-29 units) of which would be affordable at an average of 40-80% AMI pursuant to MIH Option 1, 2, or 3. For the purposes of Early Childhood Programs analysis, 20% of residential floor area (20 units) is assumed to be affordable at or below 80% AMI.

Project Location

BOROUGH Queens	COMMUNITY DISTRICT(S) 2	STREET ADDRESS 50-01 Queens Boulevard, 50-18 Queens Boulevard, 50-17 Queens Boulevard
TAX BLOCK(S) AND LOT(S) Block 1319, Lots 1, 12, and 21		ZIP CODE 11377

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS The Affected Area is bounded by Roosevelt Avenue to the north, 51st Street to the east, Queens Boulevard to the south, and 50th Street to the west.

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY	ZONING SECTIONAL MAP NUMBER
R6/C2-3 and R7X/C2-3	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	☐ FUNDING OF CONSTRUCTION, specify:
☐ RULEMAKING	☐ POLICY OR PLAN, specify:
☐ CONSTRUCTION OF PUBLIC FACILITIES	☐ FUNDING OF PROGRAMS, specify:
☐ 384(b)(4) APPROVAL	☐ PERMITS, specify:
☐ OTHER, explain:	

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

☐ PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)	☐ LANDMARKS PRESERVATION COMMISSION APPROVAL
	☐ OTHER, explain:

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

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

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

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

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 40,280 Waterbody area (sq. ft) and type:

Roads, buildings, and other paved surfaces (sq. ft.): 40,280 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): 224,704

NUMBER OF BUILDINGS: 2

GROSS FLOOR AREA OF EACH BUILDING (sq. ft.):
130,833 (Projected Development Site 1);
93,871 (Projected Development Site 2)

HEIGHT OF EACH BUILDING (ft.):
165 (Projected Development Site 1);
165 (Projected Development Site 2)

NUMBER OF STORIES OF EACH BUILDING:
16 (Projected Development Site 1);
16 (Projected Development Site 2)

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: 16,354

The total square feet not owned or controlled by the applicant: 23,926

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: 28,335 sq. ft. (width x length) VOLUME OF DISTURBANCE: 283,350 cubic ft. (width x length x depth)

AREA OF PERMANENT DISTURBANCE: 28,335 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.)	201,443	17,817	5,444	
Type (*e.g.,* retail, office, school)	237 units	Local Retail	Medical Office	

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

If "yes," please specify: NUMBER OF ADDITIONAL RESIDENTS: 349 NUMBER OF ADDITIONAL WORKERS: 24

Provide a brief explanation of how these numbers were determined:

Residents:
2020 Decennial Census Average Household Size for Queens CD 2 (2.41 persons per unit)
Incremental increase of 145 dwelling units between the No-Action and With-Action Conditions

Workers:
1 worker per 25 dwelling units; 1 worker per 333.3 GSF of local retail uses; 1 worker per 250 GSF of medical office uses
Incremental increase of 145 dwelling units and 5,444 GSF of medical office, and incremental decrease of 2,412 GSF of local retail 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:

It is assumed that in the future absent the Proposed Actions, the Applicant-owned Projected Development Site 1, which is currently vacant, would be redeveloped to max out the allowable FAR under the existing R6/C2-3 and R7X/C2-3 zoning, while existing conditions on the non-Applicant-owned Projected Development Site 2 are expected to remain.

9. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2029

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: Assuming an 18-month construction period for Projected Development Site 1, a 6-month gap between the start of construction on Projected Development Site 1 and the start of construction on Projected Development Site 2, and an 18-month construction period for Projected Development Site 2. Neither construction period would be over 24 months.

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

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:

The build year for the analysis is anticipated to be 2029 in consideration of an 18-month CEQR review period, a 7-month ULURP process, and an 18-month single-phase construction schedule for the Applicant-owned Projected Development Site 1. After 6 months of the construction commencement on Projected Development Site 1, construction on the non-Applicant-owned Projected Development Site 2 is expected to commence, which would also last for 18 months and overlap with Projected Development Site 1 for 12 months.

The 18-month construction schedule assumes approximately 4 months for pre-construction activities, 1 month for demolition and site cleaning, 2 months for excavation, 4 months for foundation and superstructure, 6 months for facade enclosure, roofing, interior finishes, and fit out, and 2 months for fire inspection and certificate of occupancy.

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

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

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 and/or zoning different from the surrounding area?	☒	☐
(b) Is there the potential to affect an applicable public policy?	☐	☒
(c) If "yes," to (a) and/or (b), complete a preliminary assessment and attach. See Section 2.1		
(d) Is the project a large, publicly sponsored project?	☐	☒
○ If "yes," complete a OneNYC assessment and attach.		
(e) 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 250 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?	☐	☒
○ Create a retail concentration?	☐	☒
○ 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 100 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 a net increase of more than 175 residential units in an existing R1-R4 district or 250 units in an existing R5 or above, C, or M district?		
(c) Would the project generate more than 500 additional employees?	☐	☒
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in with-action structures of 250 feet or more?	☐	☒
(b) Would the proposed project result in in with-action structures between 50-250 feet and be located adjacent to, within, or across the street from a sunlight-sensitive resource?	☒	☐

	YES	NO
(c) Would the proposed project result in greater than 50 feet of incremental height change or substantial changes in bulk?	☒	☐
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	☐	☒
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	☒	☐
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources. See Section 2.4 and Appendix A		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project result in a building over 250 feet tall, have a project area greater than 1.5 acres or be classified as a general large-scale development?	☐	☒
(b) Does the project require a special permit to allow the modification of bulk and yard requirements or special uses?	☐	☒
(c) Does the proposed project introduce new, or change the location of, streets or public open spaces?	☐	☒
(d) 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?	☐	☒

	YES	NO
(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?	☐	☒
(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): 5,678 = (41 * 145)+(13 * 22)+(79 * -7)		
○ 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): 16,494,219,500 = ((126.7 * 123,529)+(250.7 * 5,444)+(216.3 * -2,412)) * 1,000		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☒
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☐	☒
(b) If "yes," conduct the screening analyses, attach appropriate back up data as needed for each stage and answer the following questions:		
○ Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☐	☐
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.*	☐	☐
○ Would the proposed project result in more than 200 subway/rail, 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?	☒	☐

	YES	NO
(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; Hazardous Materials; Noise?	☐	☒
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary. No significant adverse impacts were identified in other CEQR chapters, therefore a Public Health assessment is not warranted.		
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	☐	☒
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary. No significant adverse impacts were identified in other CEQR chapters, therefore a Neighborhood Character assessment is not warranted.		
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. A construction assessment is provided in Section 2.10		

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
Qianyu Xiang	3/16/2026

SIGNATURE Qianyu Xiang

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.

Figure 1.1-1: Site Location Map

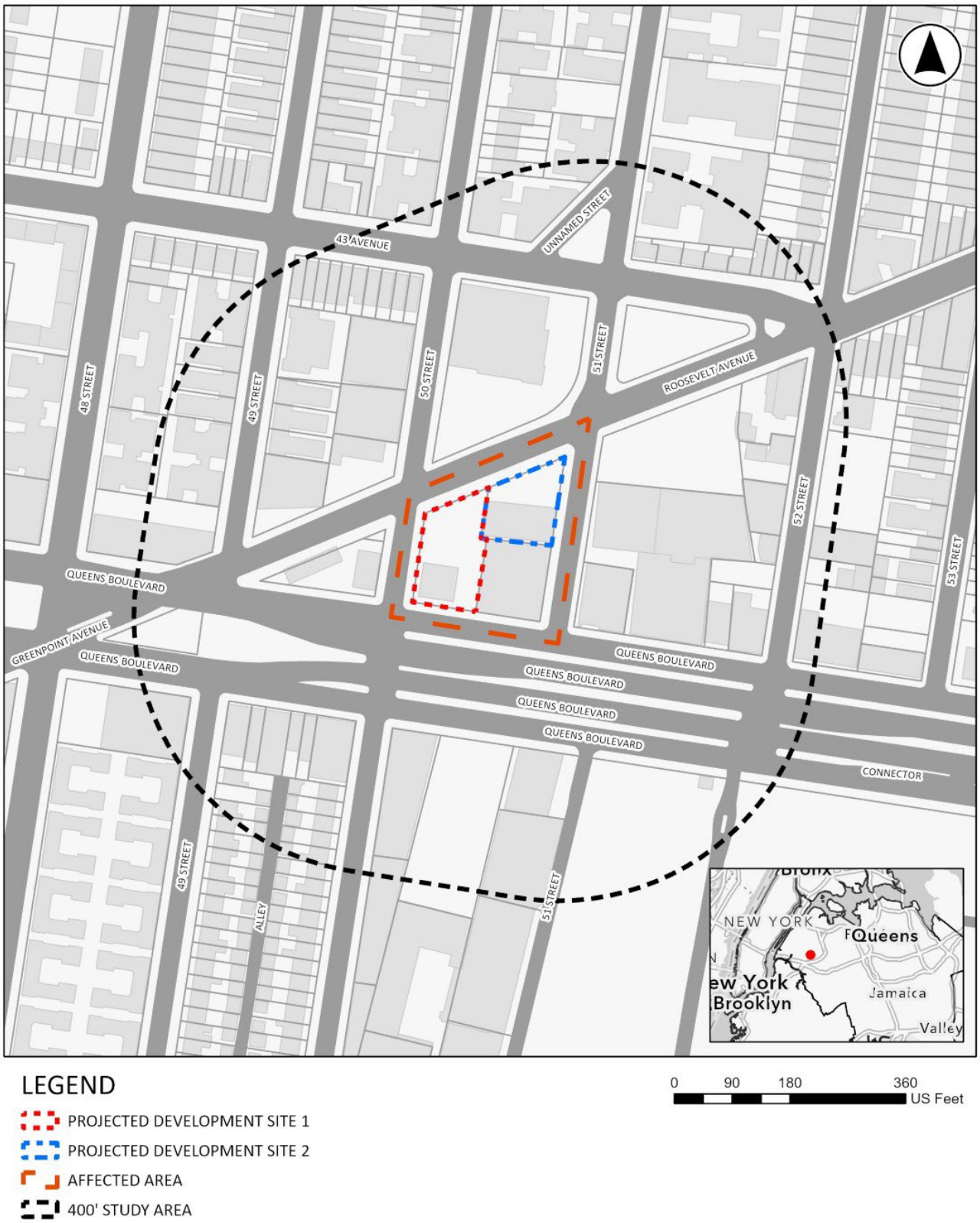
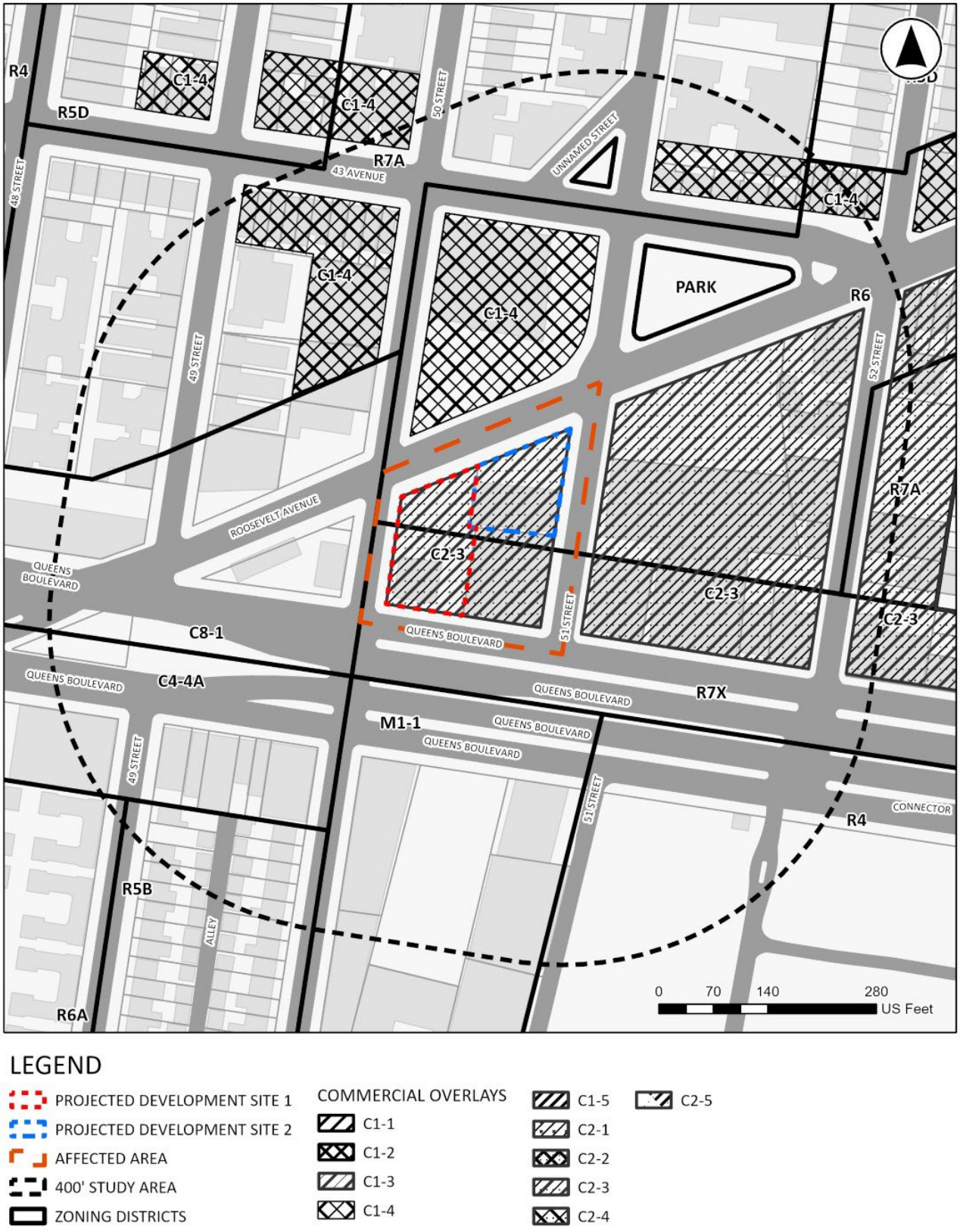


Figure 1.1-2: Existing Land Use Map



Figure 1.1-3: Zoning Sectional Map



LEGEND

- PROJECTED DEVELOPMENT SITE 1
- PROJECTED DEVELOPMENT SITE 2
- AFFECTED AREA
- 400' STUDY AREA
- ZONING DISTRICTS

COMMERCIAL OVERLAYS

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

Figure 1.1-4: Zoning Change Map

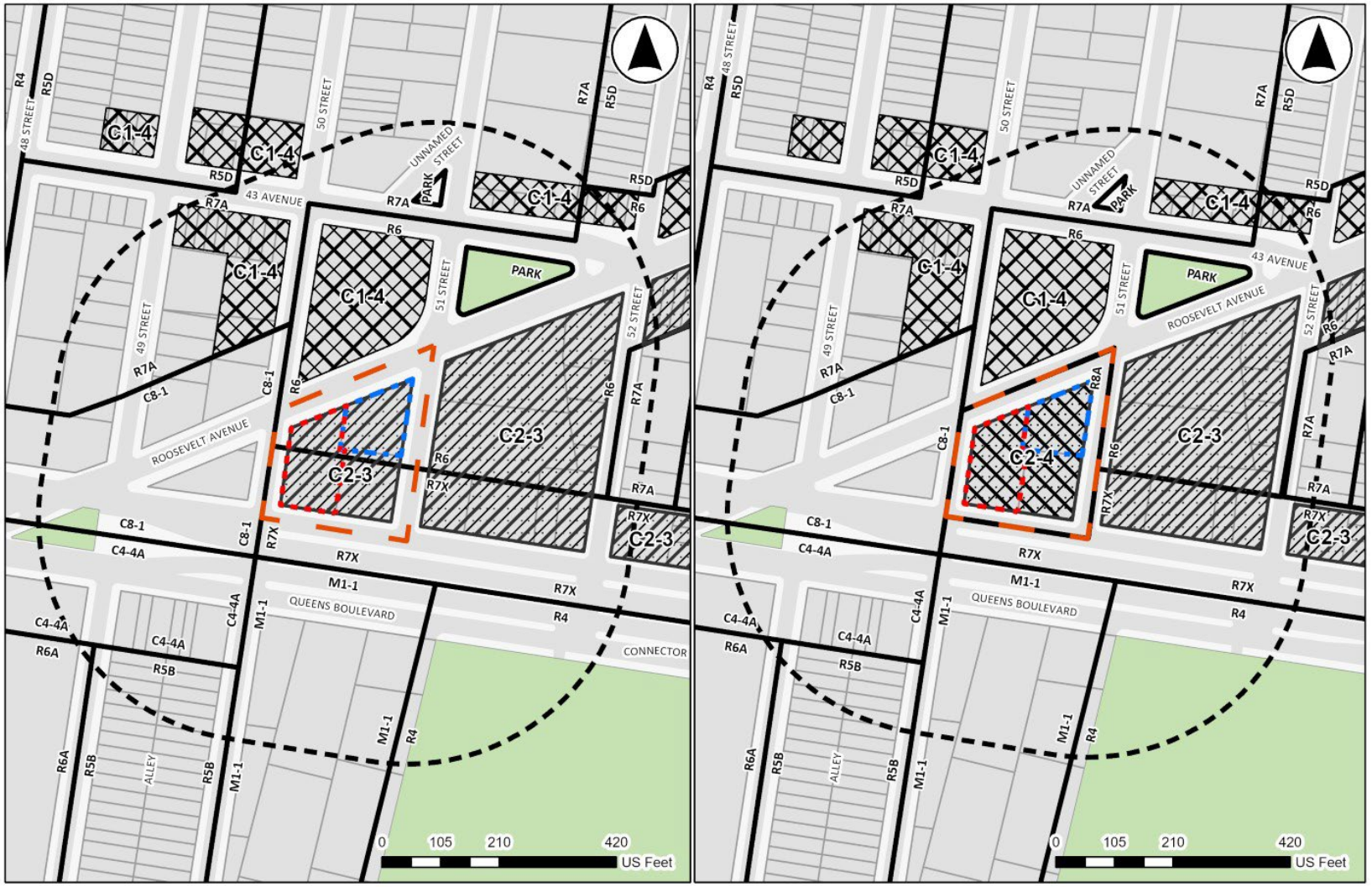


Figure 1.1-5: Tax Map

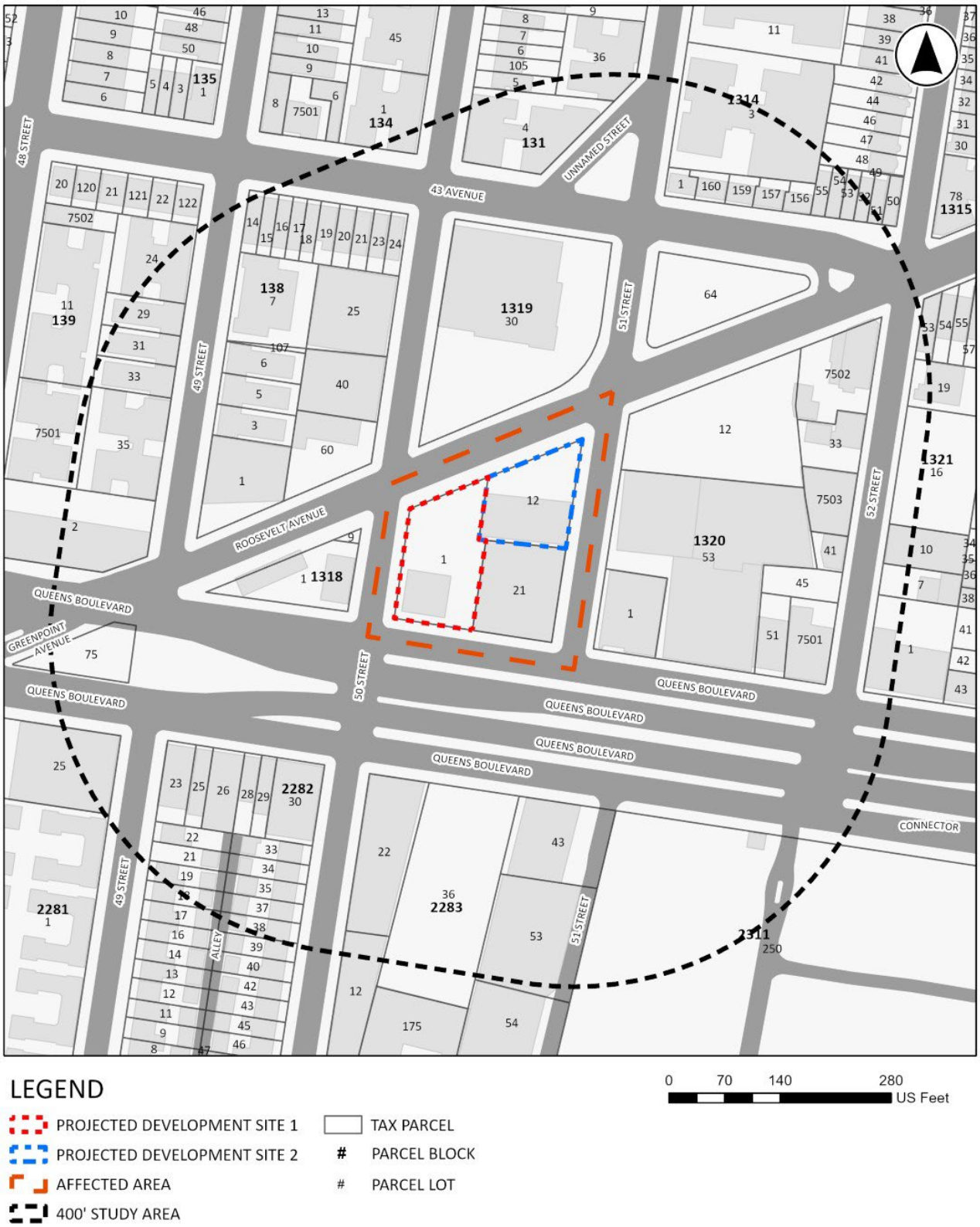
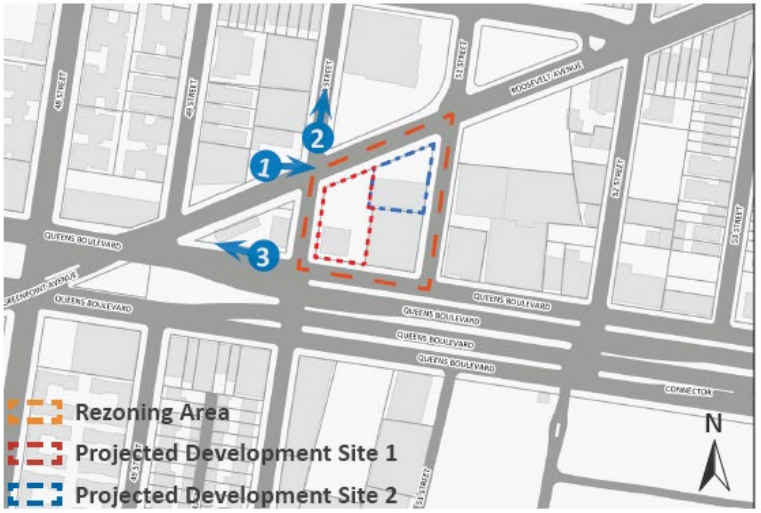


Figure 1.1-6: Site Photos



1 View of Project Development Site 2 from Roosevelt Avenue facing east.



Project Site Photo Key

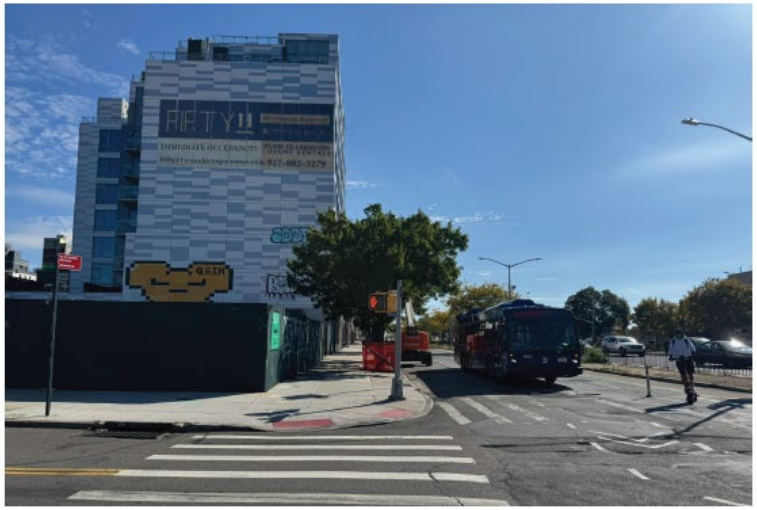


2 View of 50th Street facing north.

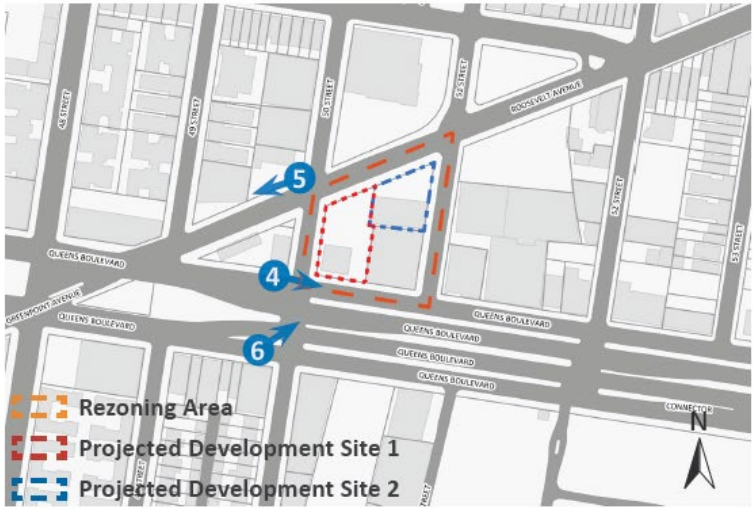


3 View of Queens Boulevard facing west.

Figure 1.1-7: Site Photos



4 View of Project Development Site 1 from Queens Boulevard facing east.



Project Site Photo Key



5 View of Roosevelt Avenue facing southwest.

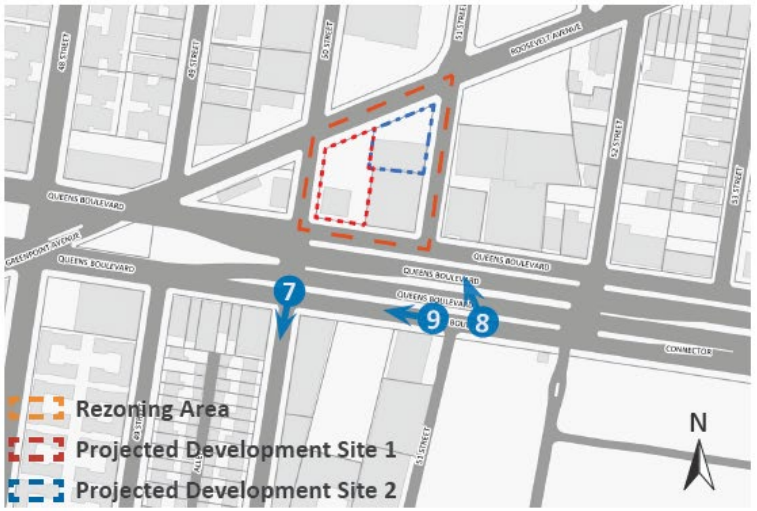


6 View of Project Development Site 1 from Queens Boulevard facing northeast

Figure 1.1-8: Site Photos



7 View of 50th Street facing south.



Project Site Photo Key



8 View of Project Development Site 1 from Queens Boulevard facing northwest.

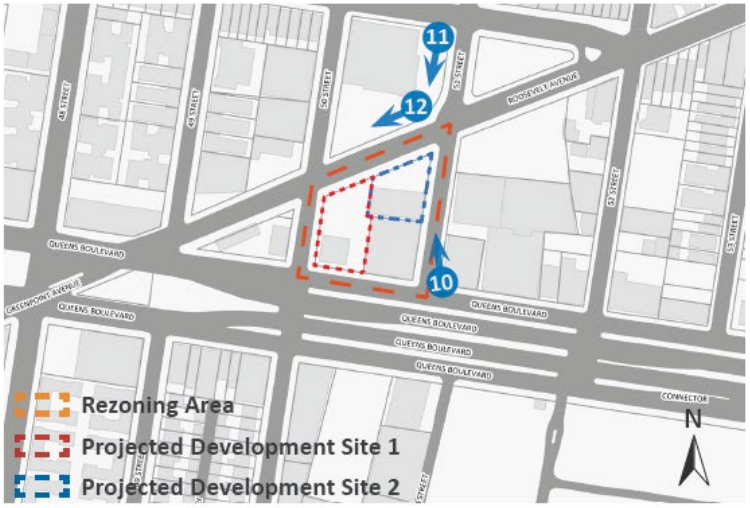


9 View of Queens Boulevard facing west.

Figure 1.1-9: Site Photos



10 View of Project Development Site 2 from 51st Street facing north.



Project Site Photo Key



11 View of Project Development Site 2 from Roosevelt Avenue facing south.



12 View of Project Development Site 2 from Roosevelt Avenue facing southwest.

1 Project Description

1.1 Introduction

The Applicant, ZDJ Queens 50 LLC, seeks approval of a zoning map amendment and a zoning text amendment (the "Proposed Actions") on Block 1319, Lots 1, 12, and 21 (the "Affected Area") in the Sunnyside neighborhood of Queens Community District 2. The Affected Area encompasses an approximately 40,280 square foot (sf) area bounded by Roosevelt Avenue to the north, 51st Street to the east, Queens Boulevard the south, and 50th Street to the west.

The proposed zoning map amendment would change the existing R6/C2-3 and R7X/C2-3 zoning districts over the Affected Area to an R8A/C2-4 zoning district. The proposed zoning text amendment would amend Appendix F (Inclusionary Housing designated areas and Mandatory Inclusionary Housing areas) of the Zoning Resolution (ZR) to designate the Affected Area as a Mandatory Inclusionary Housing (MIH) area.

The proposed zoning text amendment of ZR Appendix F would require new developments within the Affected Area to set aside 20-30 percent of the residential floor area for affordable housing depending on the MIH Option selected. MIH Option 1 requires 25 percent of the residential floor area set aside for affordable housing at an average of 60 percent of Area Median Income (AMI) with 10 percent of the residential floor area at 40 percent AMI. MIH Option 2 requires 30 percent of the residential floor area set aside for affordable housing at an average of 80 percent AMI. MIH Option 3 requires 20 percent of the residential floor area set aside for affordable housing at an average of 40 percent AMI. The Applicant proposes to map MIH Option 1, 2, and 3 within the Affected Area to provide maximum flexibility for both Applicant-controlled and non-Applicant-controlled sites.

The Proposed Actions would facilitate the development of a new 16-story, 165-foot-tall, mixed residential, commercial, and community facility building (the "Proposed Development") of 130,833 gross square feet ("GSF") or 117,749 zoning square feet ("ZSF") at a floor area ratio ("FAR") of 7.20 on the Applicant-controlled Block 1319, Lot 1 (Projected Development Site 1), containing approximately 5,444 GSF (4,900 ZSF, 0.30 FAR) of community facility uses (medical office) and 7,633 GSF (6,870 ZSF, 0.42 FAR) of commercial uses (local retail) on the first floor, and 117,756 GSF (105,979 ZSF, 6.48 FAR) of residential uses on the upper floors. The Proposed Development would result in 123 dwelling units with an average DU size of approximately 957 GSF per unit, 20-30% (25-37 units) of which would be affordable at an average of 40-80% Area Median Income (AMI) pursuant to MIH Option 1, 2, or 3. The Applicant intends to pursue MIH Option 1, which would result in 31 affordable units (25%) at an average of 60% AMI. Since the Projected Development Site is located in the Inner Transit Zone and the Proposed Development is newly constructed after December 5, 2024, no accessory parking is required for the proposed uses in the proposed R8A/C2-4 district (ZR 25-211).

The Proposed Actions are discretionary actions subject to environmental review. The New York City Department of City Planning (DCP) is the lead agency on behalf of the New York City Planning

Commission (CPC) for environmental review under the City Environmental Quality Review Act (CEQR).

1.2 Background and Site History

The Affected Area consists of Block 1319, Lots 1, 12, and 21 in the Sunnyside neighborhood within Queens Community District 2. The Affected Area was initially mapped M1-1 with the enactment of the zoning ordinance in 1961. In 2006, the Affected Area was rezoned from the original M1-1 district to the current R6/C2-3 and R7X/C2-3 districts by the Maspeth-Woodside Rezoning (C 060294 ZMQ, N 060504 ZRQ, effective June 29, 2006). Covering an approximately 130-block area in Maspeth and Woodside in western Queens, Community Districts 2 and 5, the Maspeth-Woodside Avenue Rezoning was proposed by DCP to preserve and reinforce the established neighborhood fabric and prevent out-of-character development by establishing lower-density and contextual zoning districts to recognize and protect the existing built character. Additionally, the rezoning addressed the need for new housing opportunities primarily along Queens Boulevard by extending higher-density contextual zoning districts along the area's central corridor to encourage new, multifamily construction.

As a result of the Maspeth-Woodside Rezoning, an E-Designation (E-163) relating to hazardous materials, air quality, and noise was placed on Block 1319, Lots 1 and 21.

- Per the existing hazardous materials E-Designation, it is required that the fee owner(s) of Block 1319, Lots 1 and 21 conduct a testing and sampling protocol and have an approved remediation plan, where appropriate, to the satisfaction of the New York City Department of Environmental Protection (DEP).
- Per the existing air quality e-designation, any new residential and/or commercial development on Block 1319, Lot 1 must ensure that the heating, ventilation, and air conditioning (HVAC) stack(s) are located at least 100 feet from the adjacent lot facing 51st Street, or use natural gas as the type of fuel for space heating and hot water systems, to avoid any potential significant air quality impacts. Meanwhile, any new residential and/or commercial development on Block 1319, Lot 21 must ensure that the HVAC stack(s) are located at least 95 feet from the adjacent lot facing 50th Street, or use natural gas as the type of fuel for space heating and hot water systems, to avoid any potential significant air quality impacts.
- Per the existing noise e-designation, a window/wall attenuation of 45 dB(A) is required on Block 1319, Lot 1 and a window/wall attenuation of 40 dB(A) is required on Block 1319, Lot 21, in order to maintain a close-window condition with an interior noise level of 45 dB(A).

There are no existing historic or other designations within the Affected Area. Several Certificates of Occupancy (CO) were identified on some affected lots, which indicate the historic uses within the Affected Area:

- Block 1319, Lot 1 – a CO was issued in 1981 for a 1-story commercial building used as an eating and drinking establishment with 23 accessory parking spaces.
- Block 1319, Lot 12 – a CO was issued in 2014 for a 1-story commercial building used as a laundry establishment and two retail stores, with 16 accessory parking spaces.
- Block 1319, Lot 21 – the latest CO was issued in 2010 for a 1-story medical office building with accessory retail stores. A CO was issued in 1983 for a meeting hall, a school for adults, and a retail store, with 6 accessory parking spaces. Two COs were issued in 1948 and 1956 for a store with showroom and storage. A CO was issued in 1927 for a showroom.

In addition to the above-mentioned Maspeth-Woodside Rezoning, a large-scale public rezoning action and two small-scale private rezoning actions were approved in the surrounding area in the past few decades:

- In 2011, DCP proposed the Sunnyside-Woodside Rezoning (C 110207 ZMQ, N 110209 ZRQ, effective July 28, 2011) to amend the zoning map on all or portions of 130 blocks in the neighborhoods of Sunnyside and Woodside in Queens Community District 2. The rezoning sought to protect the lower-density character of these neighborhoods while allowing for a moderate increase in residential and commercial density along main corridors such as Queens Boulevard and Greenpoint Avenue. This rezoning effort complemented contextual zoning changes adopted in 2006 as part of the Maspeth-Woodside Rezoning, including zoning incentives for the provision of affordable housing available on sections of Queens Boulevard, and the revised zoning regulations that were updated in 2009 for the Special Planned Community Preservation District that regulate development in Sunnyside Gardens.
- Proposed by a private applicant Woodside Equities, LLC, 52nd Street Rezoning (C 180154 ZMQ, N 180155 ZRQ, effective August 27, 2020) was approved in 2020 on the eastern side of 52nd Street between Roosevelt Avenue and Queens Boulevard, which is one block to the east of the Affected Area. The rezoning included a zoning map amendment to rezone Block 1321, Lots 7, 10, 12, 15, 16, 17 and portion of lots 1, 19, 55, 57 and 58 from R5B to R7A/C2-3. The rezoning also included a zoning text amendment to establish an Inclusionary Housing Program area coterminous with the zoning map amendment area. The actions were sought to facilitate the development of an 8-story mixed-use building with approximately 60 dwelling units, including approximately 15-18 permanently affordable units, ground floor retail, and community facility space.
- Proposed by a private applicant PF Supreme LLC, 61-10 Queens Boulevard Rezoning (C 230052 ZMQ, effective May 25, 2023) was approved in 2023 to the east of the Affected Area along Queens Boulevard. The rezoning requested a zoning map amendment to rezone an existing C1-2 overlay to a C2-4 overlay over Block 3214, Lots p/o 1 and p/o 100, a 150-foot-deep rectangular area of approximately 161,000 square feet bounded in part by Queens Boulevard, 59th Street, and 61st Street. The action was sought to facilitate the development

of a 16,156-SF fitness facility on the second floor of the existing Big Six Shopping Center, which is a 65,000-SF, two-story, 30-foot-tall shopping center with a cellar and a rooftop parking lot.

The above-mentioned recent rezonings are indicative of the area's trend toward mixed residential and commercial uses with increased density and bulk along the major commercial corridor (Queens Boulevard) in the area.

1.3 Description of the Surrounding Area

The Affected Area is located in the Sunnyside neighborhood within Queens Community District 2. With a total area of approximately 40,280 square feet, the Affected Area is bounded by Roosevelt Avenue to the north, 51st Street to the east, Queens Boulevard to the south, and 50th Street to the west. Roosevelt Avenue is a 66-foot-wide two-way street running northeast-southwest with two moving lanes of traffic, curbside parking on both sides, and the elevated 7-train running above it. 51st Street is a 60-foot-wide northbound one-way street with one moving lane of traffic, one bike lane, and curbside parking on both sides. Queens Boulevard is a 200-foot-wide two-way thoroughfare running east-west with six moving lanes of traffic within the main road, along with service roads on both sides, which each have one moving lane of traffic, a protected bike lane, and curbside parking. 50th Street is a 60-foot-wide two-way street with two moving lanes of traffic running north-south along with curbside parking and a shared bike lane on one side.

Existing condition within a 400-foot buffer from the Affected Area (the "Surrounding Area") features a mix of uses and densities, including one- and two-family residences, multi-family apartment buildings, mixed residential and commercial (mixed-use) buildings, commercial, industrial, institutional, transportation, and open space.

Low-rise, one- and two-family residential uses are generally found midblock north of Roosevelt Avenue and midblock south of Queens Boulevard along 49th Street and 50th Street. Larger apartment buildings, mixed-use buildings, and commercial uses are typically located along transportation corridors, which include Roosevelt Avenue, 43rd Avenue, and Queens Boulevard. Specifically, commercial uses are found to the west of the Affected Area along 51st Street, to the north along 43rd Avenue, and to the south fronting on Queens Boulevard, including a one-story retail store building with accessory open parking lot occupied by Rite Aid Pharmacy and Bank of Hope on Block 1319 Lot 30 to the north of the Affected Area across Roosevelt Avenue, and a one-story retail store building with accessory open parking lot occupied by Mattress Firm and USA Super Stores on Block 139 Lot 2 to the west of the Affected Area on the northwest corner of Queens Boulevard and Roosevelt Avenue.

Industrial uses are located to the south of the Affected Area at midblock on the south side of Queens Boulevard between 50th Street and 51st Street, which are mainly comprised of one- to two-story warehouses and light manufacturing buildings occupied by commercial printers and construction suppliers and wholesalers. A large institutional use on Block 1320, Lots 1 and 53, the

Presbyterian Church of Southern New York, is a two-story church located to the east of the Affected Area on the east side of 51st Street and the north side of Queens Boulevard. The only transportation use in the Surrounding Area is a gas station (Mobil) with an accessory auto repair store on Block 1318 Lot 1 to the west of the Affected Area across 50th Street on the north side of Queens Boulevard. The open spaces within the Surrounding Area include a triangle plaza (John Vincent Daniels Jr. Square on Block 1320, Lot 64) to the northeast of the Affected Area bounded by 43rd Street, 51st Street, and Roosevelt Avenue and a large cemetery (Calvary Cemetery on Block 2311, Lot 250) to the south of the Affected Area across Queens Boulevard.

Queens Boulevard and Roosevelt Avenue are predominantly developed with commercial buildings in the vicinity of the Affected Area, and 43rd Avenue is predominantly developed with mixed residential and commercial buildings. A more residential and less commercial area is located to the north of 43rd Avenue.

The Affected Area is located within R6/C2-3 and R7X/C2-3 zoning districts on the north side of Queens Boulevard. The R6 zoning district is generally mapped along Roosevelt Avenue, extending to the northeast from the Affected Area, and the R7X zoning district is generally mapped along the north side of Queens Boulevard, extending to the east from the Affected Area. The commercial overlays are established along major corridors, including Roosevelt Avenue, 43rd Avenue, and Queens Boulevard. In general, split by Queens Boulevard, the area to the north is featured with higher density (R6, R7A, R7X, and C8-1) and the area to the south is featured with lower density (M1-1, R4, R5B, and C4-4A).

The area is well served by public transit, with access to the 52nd Street elevated station providing service to the 7 line, which is approximately 400 feet northeast of the Affected Area. The Q32 bus line runs from Jackson Heights along Roosevelt Avenue to Penn Station, the Q104 line runs from Long Island City via Broadway and along 48th Street, and the Q60 line runs from Jamaica along Sutphin Boulevard and Queens Boulevard to Midtown, all with stops located to the north and west of the Affected Area within one-quarter mile. The Brooklyn-Queens Expressway, a major inter-borough thoroughfare, is located less than one mile to the east and south.

1.4 Description of the Affected Area

Located within R6/C2-3 and R7X/C2-3 zoning districts, the Affected Area consists of Block 1319 Lots 1, 12, and 21 in the Sunnyside neighborhood within Queens Community District 2, with a combined area of approximately 40,280 square feet. The Applicant-owned lot is comprised of Block 1319, Lot 1, while all the other lots within the Affected Area are non-Applicant-owned.

Applicant-Owned Lots (Block 1319, Lot 1)

Block 1319, Lot 1 is a 16,354-SF corner lot with approximately 104 feet of frontage along Roosevelt Avenue, 100 feet of frontage along Queens Boulevard, and 142 feet of frontage along 50th Street. The lot is currently vacant and unimproved.

Non-Applicant-Owned Lots (Block 1319, Lots 12 and 21)

Block 1319, Lot 12 is a 11,981-SF corner lot with approximately 128 feet of frontage along Roosevelt Avenue and 138 feet along 51st Street. This lot contains a one-story commercial building of 6,328 GSF built in 2004, which is currently occupied by a laundromat (Clean Rite Center) and has 15 accessory parking spaces in an uncovered lot.

Block 1319, Lot 21 is a 11,945-SF corner lot with approximately 100 feet of frontage along Queens Boulevard and 122 feet of frontage along 51st Street. This lot is currently improved with a 9-story mixed residential and commercial building of 80,171 GSF built in 2019, which contains 4 commercial units and 75 dwelling units.

1.5 Description of the Proposed Development

The Proposed Actions would facilitate the development of a new 16-story, 165-foot-tall, mixed residential, commercial, and community facility building of 130,833 GSF (117,749 ZSF, 7.20 FAR) on the Applicant-controlled Block 1319, Lot 1 (Projected Development Site 1), containing approximately 5,444 GSF (4,900 ZSF, 0.30 FAR) of community facility uses (medical office) and 7,633 GSF (6,870 ZSF, 0.42 FAR) of commercial uses (local retail) on the first floor, and 117,756 GSF (105,979 ZSF, 6.48 FAR) of residential uses on the upper floors. The Proposed Development would result in 123 dwelling units with an average DU size of approximately 957 GSF per unit, 20-30% (25-37 units) of which would be affordable at an average of 40-80% AMI pursuant to MIH Option 1, 2, or 3. The Applicant intends to pursue MIH Option 1, which would result in 31 affordable units (25%) at an average of 60% AMI. Since the Projected Development Site is located in the Inner Transit Zone and the Proposed Development is newly constructed after December 5, 2024, no accessory parking is required for the proposed uses in the proposed R8A/C2-4 district (ZR 25-211).

1.6 Action(s) Necessary to Facilitate the Project

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

(1) a zoning map amendment to map an R8A/C2-4 zoning district in the Affected Area currently zoned as R6/C2-3 and R7X/C2-3;

(2) a zoning text amendment to Appendix F to add a Mandatory Inclusionary Housing (MIH) area coterminous with the Affected Area.

1.7 Purpose and Need

The Proposed Actions are intended to create opportunities for new residential, commercial, and community facility development. Specifically, the Applicant seeks to facilitate new housing construction - including affordable housing – on an underutilized land in an area where there is strong demand for housing.

The Proposed Actions include increasing the maximum allowable residential FAR from the current 5.18 FAR permitted under the existing R6/C2-3 and R7X/C2-3 zoning districts to 7.20 FAR under the proposed R8A/C2-4 zoning district. The proposed zoning change to R8A/C2-4 is intended to facilitate the development of high-density, mixed-use buildings within the Affected Area, which is located along the major thoroughfare of Queens Boulevard and benefits from high transit accessibility due to its proximity to the 7 train. As such, the area is well-suited to accommodate a higher-density district.

In conjunction with a proposed zoning text amendment to Zoning Resolution Appendix F, the increased density would support the production of affordable housing through the Mandatory Inclusionary Housing (MIH) program, advancing the City's broader goals of housing equity and increased residential supply.

1.8 Analysis Framework

The analysis framework compares the incremental difference between the proposed and potential development under the Proposed Actions (With-Action Condition) and the development which could occur under the existing zoning (No-Action Condition) by the build year specified below. This environmental assessment statement (EAS) considers the potential effects of the Proposed Actions compared to future conditions without the approvals sought by the Applicant. The analysis framework is described below:

Reasonable Worst-Case Development Scenario

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

The *2025 CEQR Technical Manual* categorizes soft sites as either "projected" or "potential" development sites. Projected development sites are defined as those sites that are more likely to be developed as a result of the proposed project. Potential development sites are defined as sites that could be developed but have been determined to have less development potential than the Projected development sites, based on observed historic and current market conditions, location, site configuration, proximity to transit, infrastructure and other facilities, and other factors that affect the likelihood that they would be developed under the proposed actions. Projected development sites are analyzed for both site-specific and density-related effects, whereas potential development sites are only analyzed for site-specific effects.

Pursuant to *2025 CEQR Technical Manual* methodology, sites may be considered 'soft' if they are built to substantially less than the maximum permitted floor area ratio and are of a sufficient size or could be assembled into a parcel of sufficient size, to support a feasible development. Sites that have recently been developed or redeveloped are considered less likely to be soft, due to the significant recent investment in the current use.

Under the RWCDS, there are two Projected Development Sites in the future with the Proposed Actions, which are detailed as below:

- Projected Development Site 1 comprises Applicant-owned Block 1319, Lot 1 with a lot area of 16,354 square feet, the ownership of which represents the rationale of its selection. The site is now vacant and unimproved.
- Projected Development Site 2 comprises non-Applicant-owned Block 1319, Lot 12 with a lot area of 11,981 square feet, which is developed with a 6,328 GSF one-story commercial building built in 2004. The existing building is currently occupied by a laundromat and has 13 accessory parking spaces in an uncovered lot. The existing FAR is far below what would be permitted under the proposed R8A/C2-4 zoning district. The lot area is above the general 5,000-sf soft site threshold. The low FAR on the lot and the sufficient lot size constitute the rationale for its selection.

Block 1319, Lot 21 within the Affected Area (Other Affected Site) is not projected to be redeveloped. Lot 21 is an 11,945-sf corner lot with approximately 100 feet of frontage along Queens Boulevard and 122 feet of frontage along 51st Street, which is currently improved with an 80,171 GSF mixed residential and commercial building built in 2019 and contains 4 commercial units and 75 dwelling units. Although this lot would be eligible for additional floor area as a result of the Proposed Actions, redevelopment of Lot 21 is not expected given the substantial recent investment in construction and the remaining useful life of the building.

Build Year

The build year for the analysis is anticipated to be 2029 in consideration of an 18-month CEQR review period, a 7-month ULURP process, and an 18-month single-phase construction schedule for the Applicant-owned Projected Development Site 1. After 6 months of the construction commencement on Projected Development Site 1, construction on the non-Applicant-owned Projected Development Site 2 is expected to commence, which would also last for 18 months and overlap with Projected Development Site 1 for 12 months.

The 18-month construction schedule assumes approximately 4 months for pre-construction activities, 1 month for demolition and site cleaning, 2 months for excavation, 4 months for foundation and superstructure, 6 months for facade enclosure, roofing, interior finishes, and fit out, and 2 months for fire inspection and certificate of occupancy.

Future Without the Proposed Actions (No-Action Condition)

In the future absent the Proposed Actions, the Applicant-owned Projected Development Site 1, which is currently vacant, would be redeveloped to max out the allowable FAR under the existing R6/C2-3 and R7X/C2-3 zoning, while existing conditions on the non-Applicant-owned Projected Development Site 2 are expected to remain in the future without the Proposed Actions.

Maxing out the existing FAR and assuming a conservative assumption of 850 GSF/DU, Projected Development Site 1 would be redeveloped with a 16-story, 165-foot-tall, mixed-use commercial and residential building of 91,813 GSF (84,730 ZSF, 5.18 FAR) with 13,901 GSF (13,901 ZSF, 0.85 FAR) of commercial retail on the ground floor and 77,912 GSF (70,829 ZSF, 4.33 FAR) of residential uses with a total of 92 dwelling units on the upper floors.

Projected Development Site 2 would continue to be developed with a one-story commercial building of 6,328 GSF (6,328 ZSF, 0.53 FAR). While the maximum allowable FAR is 4.80 for the underlying R6/C2-3 zoning district, it is conservatively assumed that this site would not be redeveloped in the future without the Proposed Actions.

Future With the Proposed Actions (With-Action Condition)

The Proposed Actions include rezoning of Block 1319, Lots 1, 12, and 21 from R6/C2-3 and R7X/C2-3 zoning districts to an R8A/C2-4 zoning district. In the future with the Proposed Actions, the Projected Development Sites would be redeveloped in accordance with the proposed R8A/C2-4 zoning district, up to the maximum permitted FAR and building height.

Projected Development Site 1 (Applicant-owned Block 1319, Lot 1)

In the With-Action Condition, Projected Development Site 1 would be developed with a single 16-story, 165-foot-tall, 130,833 GSF (117,749 ZSF, 7.20 FAR) mixed residential, commercial, and community facility building, containing approximately 5,444 GSF (4,900 ZSF, 0.30 FAR) of community facility uses (medical office) and 7,633 GSF (6,870 ZSF, 0.42 FAR) of commercial uses (local retail) on the first floor, and 117,756 GSF (105,979 ZSF, 6.48 FAR) of residential uses on the upper floors. There would be approximately 139 dwelling units (assuming 850 GSF per dwelling unit), 20-30% (28-42 units) of which would be affordable at an average of 40-80% AMI pursuant to MIH Option 1, 2, or 3. For the purposes of Early Childhood Programs analysis, 20% of residential floor area (28 units) is assumed to be affordable at or below 80% AMI.

Projected Development Site 2 (non-Applicant-owned Block 1319, Lot 12)

In the With-Action Condition, Projected Development Site 2 would be developed with a single 16-story, 165-foot-tall, 93,871 GSF (86,263 ZSF, 7.20 FAR) mixed residential and commercial building, containing approximately 10,184 GSF (10,184 ZSF, 0.85 FAR) of local retail uses on the first floor, and 83,687 GSF (76,079 ZSF, 6.35 FAR) of residential uses on the upper floors. There would be approximately 98 dwelling units (assuming 850 GSF per dwelling unit), 20-30% (20-29 units) of which would be affordable at an average of 40-80% AMI pursuant to MIH Option 1, 2,

or 3. For the purposes of Early Childhood Programs analysis, 20% of residential floor area (20 units) is assumed to be affordable at or below 80% AMI.

Given that the Affected Area is located within an Inner Transit Zone and the proposed buildings would be constructed after December 5, 2024, no accessory parking spaces would be required per ZR 25-211, and no off-street parking would be provided on any Projected Development Site. A 15-foot mechanical bulkhead would be assumed for all development sites for a conservative shadows analysis under CEQR.

The Projected Development Sites and Other Affected Site are shown in

Project Increment

As presented in **Table 1.8-1**, compared to the No-Action Condition, the With-Action Condition would result in a net increase of 123,530 GSF of residential uses (145 DUs) and 5,444 GSF of community facility uses (medical office), and a net decrease of 2,412 GSF of commercial uses (local retail). In terms of population, the Proposed Actions are expected to result in an incremental increase of 349 residents and 24 employees.

Table 1.8-1: RWCDS Incremental Analysis Table – Projected Development Sites

Use	No-Action Condition	With-Action Scenario	Increment
Commercial GSF	20,229	17,817	-2,412
Community Facility GSF	0	5,444	+5,444
Residential GSF	77,912	201,442	+123,530
Residential DUs	92	237	+145
Residents[1]	222	571	+349
Workers[2]	61	85	+24

1: Assumes 2.41 residents per household average - 2020 Decennial Census Queens CD 2

2: Assumes 1 worker per 25 dwelling units; 1 worker per 333.3 GSF of local retail uses; 1 worker per 250 GSF of medical office uses.

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 *2025 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 *2025 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
- Hazardous Materials
- Air Quality
- Noise
- Neighborhood Character
- Construction
- Disadvantaged Community Assessment

2.1 Land Use, Zoning, and Public Policy

The *2025 CEQR Technical Manual* recommends procedures for analysis of land use, zoning and public policy to ascertain the impacts of a project on the Surrounding Area. Land use, zoning, and public policy are described in detail below. This section considers existing conditions, development trends, and zoning and other public policies in relation to the Affected Area and the Surrounding Area as well as the larger area in which the Proposed Actions may have an effect. Because the Proposed Actions would permit the development of residential uses with a larger density and bulk and would also reduce the parking requirements for commercial uses compared to existing R6/C1-3 and R7X/C2-3 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 PLUTO 25v2 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 New York City Zoning Resolution 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 DCP and other city agencies programs and documentation.

2.1.1 Land Use

The *2025 CEQR Technical Manual* suggests that a land use, zoning, and public policy study area should generally extend 400 feet from the Affected Area (the "Surrounding Area"). Existing land uses within the Surrounding Area are presented in **Figure 1.1-2**.

Existing Conditions

Land Use Study Area

As shown in **Figure 1.1-2** and stated in **Section 1.3**, existing land uses within the Surrounding Area are featured with a mix of uses and densities, including one- and two-family residences, multi-family apartment buildings, mixed residential and commercial (mixed-use) buildings, commercial, industrial, institutional, transportation, and open space.

Low-rise, one- and two-family residential uses are generally found midblock north of Roosevelt Avenue and midblock south of Queens Boulevard along 49th and 50th Streets. Larger apartment buildings, mixed-use buildings, and commercial uses are typically located along transportation corridors, which include Roosevelt Avenue, 43rd Avenue, and Queens Boulevard. Specifically, commercial uses are found to the west of the Affected Area along 51st Street, to the north along 43rd Avenue, and to the south fronting on Queens Boulevard, including a one-story retail store building with accessory open parking lot occupied by Rite Aid Pharmacy and Bank of Hope on Block 1319 Lot 30 to the north of the Affected Area across Roosevelt Avenue, and a one-story retail store building with accessory open parking lot occupied by Mattress Firm and USA Super

Stores on Block 139 Lot 2 to the west of the Affected Area on the northwest corner of Queens Boulevard and Roosevelt Avenue.

Industrial uses are located to the south of the Affected Area at midblock on the south side of Queens Boulevard between 50th and 51st Streets, which are mainly comprised of one- to two-story warehouses and light manufacturing buildings occupied by commercial printers and construction suppliers and wholesalers. A large institutional use on Block 1320, Lots 1 and 53, the Presbyterian Church of Southern New York, is a two-story church located to the east of the Affected Area on the east side of 51st Street and the north side of Queens Boulevard. The only transportation use in the Surrounding Area is a gas station (Mobil) with an accessory auto repair store on Block 1318 Lot 1 to the west of the Affected Area across 50th Street on the north side of Queens Boulevard. The open spaces within the Surrounding Area include a triangle plaza (John Vincent Daniels Jr. Square on Block 1320, Lot 64) to the northeast of the Affected Area bounded by 43rd Street, 51st Street, and Roosevelt Avenue and a large cemetery (Calvary Cemetery on Block 2311, Lot 250) to the south of the Affected Area across Queens Boulevard.

Queens Boulevard and Roosevelt Avenue are predominantly developed with commercial buildings in the vicinity of the Affected Area, and 43rd Avenue is predominantly developed with mixed residential and commercial buildings. A more residential and less commercial area is located to the north of 43rd Avenue.

Affected Area

The Applicant-owned Projected Development Site 1 consists of Block 1319, Lot 1. Lot 1 is a 16,354-SF corner lot with approximately 104 feet of frontage along Roosevelt Avenue, 100 feet of frontage along Queens Boulevard, and 142 feet of frontage along 50th Street. The lot is currently vacant and unimproved.

Other non-Applicant-owned lots within the Affected Area include Block 1319, Lots 12 and 21. Block 1319, Lot 12 contains a one-story commercial building of 6,328 GSF built in 2004, which is currently occupied by a laundromat (Clean Rite Center) and has 15 accessory parking spaces in an uncovered lot. Block 1319, Lot 21 is currently improved with a 9-story mixed residential and commercial building of 80,171 GSF built in 2019, which contains 4 commercial units and 75 dwelling units.

Future No-Action Condition

Land Use Study Area

There are three active construction permits in the 400-foot Study Area, including an 8-story, 80-foot-tall, 55-unit residential building of 51,384 GSF at 43-12 50th Street (Block 138, Lot 25), an 11-story, 110-foot-tall, 33-unit residential building of 32,242 GSF at 43-09 52nd Street (Block 1321, Lot 19), and a 9-story, 90-foot-tall, 60-unit residential building of 58,453 GSF at 43-25 52nd Street (Block 1321, Lot 10). The three active construction permits account for approximately 142,079 total construction floor area and 148 proposed dwelling units.

Affected Area

In the future absent the Proposed Actions, the Applicant-owned Projected Development Site 1, which is currently vacant, would be redeveloped to max out the allowable FAR under the existing R6/C2-3 and R7X/C2-3 zoning, while existing conditions on the non-Applicant-owned Projected Development Site 2 are expected to remain in the future without the Proposed Actions.

Maxing out the existing FAR and assuming a conservative assumption of 850 GSF/DU, Projected Development Site 1 would be redeveloped with a 16-story, 165-foot-tall, mixed-use commercial and residential building of 91,813 GSF (84,730 ZSF, 5.18 FAR) with 13,901 GSF (13,901 ZSF, 0.85 FAR) of commercial retail on the ground floor and 77,912 GSF (70,829 ZSF, 4.33 FAR) of residential uses with a total of 92 dwelling units on the upper floors.

Projected Development Site 2 would continue to be developed with a one-story commercial building of 6,328 GSF (6,328 ZSF, 0.53 FAR). While the maximum allowable FAR is 4.80 for the underlying R6/C2-3 zoning district, it is conservatively assumed that this site would not be redeveloped in the future without the Proposed Actions.

Future With-Action Condition

Land Use Study Area

Except for the Affected Area, land use and development patterns in the Surrounding Area are anticipated to remain unchanged in the future with the Proposed Actions. Any new development in the Surrounding Area would be consistent with the underlying zoning regulations.

Affected Area

Projected Development Site 1 (Applicant-owned Block 1319, Lot 1)

In the With-Action Condition, Projected Development Site 1 would be developed with a single 16-story, 165-foot-tall, 130,833 GSF (117,749 ZSF, 7.20 FAR) mixed residential, commercial, and community facility building, containing approximately 5,444 GSF (4,900 ZSF, 0.30 FAR) of community facility uses (medical office) and 7,633 GSF (6,870 ZSF, 0.42 FAR) of commercial uses (local retail) on the first floor, and 117,756 GSF (105,979 ZSF, 6.48 FAR) of residential uses on the upper floors. There would be approximately 139 dwelling units (assuming 850 GSF per dwelling unit), 20-30% (28-42 units) of which would be affordable at an average of 40-80% AMI pursuant to MIH Option 1, 2, or 3. For the purposes of Early Childhood Programs analysis, 20% of residential floor area (28 units) is assumed to be affordable at or below 80% AMI.

Projected Development Site 2 (non-Applicant-owned Block 1319, Lot 12)

In the With-Action Condition, Projected Development Site 2 would be developed with a single 16-story, 165-foot-tall, 93,871 GSF (86,263 ZSF, 7.20 FAR) mixed residential and commercial building, containing approximately 10,184 GSF (10,184 ZSF, 0.85 FAR) of local retail uses on the first floor, and 83,687 GSF (76,079 ZSF, 6.35 FAR) of residential uses on the upper floors. There

would be approximately 98 dwelling units (assuming 850 GSF per dwelling unit), 20-30% (20-29 units) of which would be affordable at an average of 40-80% AMI pursuant to MIH Option 1, 2, or 3. For the purposes of Early Childhood Programs analysis, 20% of residential floor area (20 units) is assumed to be affordable at or below 80% AMI.

Given that the Affected Area is located within an Inner Transit Zone and the proposed buildings would be constructed after December 5, 2024, no accessory parking spaces would be required per ZR 25-211, and no off-street parking would be provided on any Projected Development Site.

Conclusion

The density and uses permitted by the Proposed Actions would be consistent with the Surrounding Area where the existing development pattern is featured with a mix of low- to medium-density one- and two-family residences, multi-family residences, mixed commercial and residential buildings, commercial, industrial, institutional, transportation, and open space. The Proposed Actions would facilitate the development of medium-density mixed-use buildings with commercial and community facility uses on the ground floor and residential uses on the upper floors within the Affected Area on the north side of Queens Boulevard and on the south side of Roosevelt Avenue. Queens Boulevard and Roosevelt Avenue are major transportation corridors suitable for higher-density development. As a result, the Proposed Actions would not be incompatible with surrounding uses and would not alter or accelerate development patterns in the area. Therefore, there would be no significant adverse impacts on land use as a result of the Proposed Actions, and further analysis is not required.

2.1.2 Zoning

The *2025 CEQR Technical Manual* suggests that a zoning study area should extend 400 feet from the Affected Area. The proposed zoning map amendment would rezone Block 1319, Lots 1, 12, and 21 from R6/C2-3 and R7X/C2-3 zoning districts to an R8A/C2-4 zoning district. Existing zoning districts within approximately 400 feet of the Affected Area are presented in **Figure 1.1-3**.

Existing Conditions

Zoning Study Area

The zoning districts within 400 feet of the Affected Area are M1-1, R4, R5B, R5D, R6, R6A, R7A, R7X, C4-4A, C8-1, and C1-4 and C2-3 commercial overlays, as illustrated in **Table 2.1-1**.

The Affected Area is located within R6/C2-3 and R7X/C2-3 zoning districts on the north side of Queens Boulevard. The R6 zoning district is generally mapped along Roosevelt Avenue, extending to the northeast from the Affected Area, and the R7X zoning district is generally mapped along the north side of Queens Boulevard, extending to the east from the Affected Area. The commercial overlays are established along major corridors, including Roosevelt Avenue, 43rd Avenue, and Queens Boulevard. In general, split by Queens Boulevard, the area to the north is

featured with higher density (R6, R7A, R7X, and C8-1) and the area to the south is featured with lower density (M1-1, R4, R5B, and C4-4A).

Existing zoning districts in the surrounding 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. These districts are designed for a wide range of manufacturing and related uses which can conform to a high level of performance standards. 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 I, III(B) and IV-X. M1-1 districts permit a FAR of 1.0 for permitted commercial and manufacturing uses, and 2.40 for permitted community facility uses. Building heights are regulated by a sky exposure plane beginning at 30 feet (or two stories) above the street line and rising over the zoning lot at a slope of 1.0 feet of vertical distance for each foot of horizontal distance. If an open area is provided along the full length of the front lot line with a minimum depth of 15 feet on a narrow street and 10 feet on a wide street, an alternate sky exposure plane shall be applied, which begins at 30 feet above the street line and rising over the zoning lot at a slope of 1.4 feet of vertical distance for each foot of horizontal distance. For community facility buildings, the maximum height of a front wall shall be 35 feet or three stories, whichever is less, and the height above the street line shall be 35 feet. In M1-1 zoning districts, the required off-street parking varies by use and transit zone designation.

R4

R4 districts are low-density non-contextual residential districts designed to provide for all types of residential buildings, in order to permit a broad range of housing types. These districts also include community facilities and open uses which serve the residents of these districts or benefit from a residential environment. R4 districts permit the following Use Groups: UGs I, II, III(A), III(B), IV(B), IV(C).

R4 districts permit a minimum lot width of 30 feet, and a minimum lot area of 2,850 square feet. The maximum permitted residential FAR is 1.0 for standard and 1.5 for qualifying residential sites[1]. The maximum community facility FAR is 2.0. The maximum height of a residential building is governed by either a pitched roof or a flat roof envelope. For the pitched roof envelope, the height of a building is governed by a perimeter wall height of 25 feet before additional height

[1] Qualifying residential sites generally consist of (a) lots in the Greater Transit Zone that are 5,000 SF or greater on a wide street or the short end of a block, (b) lots in the Greater Transit Zone that include a building with community facility space as of December 5, 2024, (c) lots located outside of the Greater Transit Zone that have a minimum lot area of at least 5,000 square feet and include a building with community facility space as of December 5, 2024 or (d) lots located in an R3-2, R4, R5 or R5B District containing qualifying senior housing.

must conform to the sky exposure plane. Above the 25-foot perimeter wall height, sloping planes control the maximum height of the building or other structure requiring either a setback or a pitched roof. These planes start at the maximum permitted height of the perimeter walls and meet at a ridge line of 35 feet above the base plane. For a flat roof envelope, the maximum permitted height is 35 feet. For qualifying residential sites and qualifying senior housing, the maximum building height is 45 feet, and the maximum base height is 35 feet. Above the permitted base height, a setback of 15 feet (for narrow streets) or 10 feet (for wide streets) is required from the street wall of the building.

The front yard of a new home must be at least 10 feet deep. For qualifying residential sites with a lot width of at least 150 feet, and for corner lots the front yard depth may be reduced by five feet, except that a front yard shall be no shallower than 5 feet. New single or two-family detached homes must have two side yards totaling at least five feet, but there is no minimum width requirement for either one. R4 districts also permit semi-detached and zero lot line buildings which are set along a side lot line, and require one side yard at least five feet wide, subject to certain modifications per ZR Section 23-33. For all other residences, no side yards are required subject to certain modifications per ZR Section 23-33. The minimum required rear yard depth is 20-30 feet, subject to modifications pursuant to ZR Section 23-343.

Parking requirements vary depending on the use and transit zone designation. In the Inner Transit Zone, one off-street parking space is required for each standard market dwelling unit within multiple dwellings, while no parking is required for affordable dwelling units and qualifying senior units, and can be waived if 1 space is required. In the Outer Transit Zone, parking is required for 35% of all standard market dwelling units, while no parking is required for affordable dwelling units and qualifying senior units, and can be waived if 5 spaces or fewer are required. Beyond the Greater Transit Zone, parking is required for 50% of market rate and affordable dwelling units, and 10% of qualifying senior units; here, parking can be waived if fewer than 3 spaces are required. In the Outer Transit Zone and beyond the Greater Transit Zone the following applies: For qualifying residential sites parking is waived where the number of dwelling units is 75 or less. Further, no parking is required for zoning lots existing on December 5, 2024, where the lot width is 25 feet or less.

R5B

R5B districts are low-density contextual residential districts designed to provide for all types of residential buildings, in order to permit a broad range of housing types. These districts also include community facilities and open uses which serve the residents of these districts or benefit from a residential environment. R5B districts permit the following Use Groups: UGs I, II, III(A), III(B), IV(B), IV(C).

R5B districts permit a minimum lot width of 25 feet, and a minimum lot area of 2,375 square feet. The maximum permitted residential FAR is 1.5 for standard and 2.0 for qualifying residential sites. The maximum community facility FAR is 2.0.

The maximum height of a residential building is governed by a flat roof envelope. For a flat roof envelope, the maximum permitted height is 35 feet. For qualifying residential sites and qualifying senior housing, the maximum building height is 55 feet, and the maximum base height is 45 feet. Above the permitted base height, a setback of 15 feet (for narrow streets) or 10 feet (for wide streets) is required from the street wall of the building.

The front yard of a new home must be at least 5 feet deep. For qualifying residential sites with a lot width of at least 150 feet, and for corner lots the front yard depth may be reduced by five feet, except that a front yard shall be no shallower than 5 feet. New single or two-family detached homes must have two side yards each with a width of at least five feet. R5B districts also permit semi-detached and zero lot line buildings which are set along a side lot line, and require one side yard at least five feet wide, subject to certain modifications per ZR Section 23-33. For all other residences, no side yards are required subject to certain modifications per ZR Section 23-33. The minimum required rear yard depth is 20-30 feet, subject to modifications pursuant to ZR Section 23-343.

Parking requirements vary depending on the use and transit zone designation. In the Inner Transit Zone, off-street parking spaces are required for 85% of standard market dwelling units within multiple dwellings, while no parking is required for affordable dwelling units and qualifying senior units, and can be waived if 1 space is required. In the Outer Transit Zone, parking is required for 25% of all standard market dwelling units, while no parking is required for affordable dwelling units and qualifying senior units, and can be waived if 10 spaces or fewer are required. Beyond the Greater Transit Zone, parking is required for 50% of market rate dwelling units, 25% of affordable dwelling units, and 10% of qualifying senior units; here, parking can be waived if fewer than 5 spaces are required. In the Outer Transit Zone and beyond the Greater Transit Zone the following applies: For qualifying residential sites parking is waived where the number of dwelling units is 75 or less. Further, no parking is required for zoning lots existing on December 5, 2024, where the lot width is 25 feet or less.

R5D

R5D districts are low-density contextual residential districts designed to provide for all types of residential buildings, in order to permit a broad range of housing types. These districts also include community facilities and open uses which serve the residents of these districts or benefit from a residential environment. R5D districts permit the following Use Groups: UGs I, II, III(A), III(B), IV(B), IV(C).

R5D districts permit a minimum lot width of 25 feet, and a minimum lot area of 2,375 square feet. The maximum permitted residential FAR is 2.00 for both standard zoning lots and qualifying residential sites. The maximum community facility FAR is 2.0.

The maximum height of a residential building is governed by a flat roof envelope. For a flat roof envelope, the maximum permitted height is 45 feet. For qualifying residential sites and qualifying senior housing, the maximum building height is 55 feet, and the maximum base height is 45 feet.

Above the permitted base height, a setback of 15 feet (for narrow streets) or 10 feet (for wide streets) is required from the street wall of the building.

The front yard of a new home must be at least 5 feet deep. For qualifying residential sites with a lot width of at least 150 feet, and for corner lots the front yard depth may be reduced by five feet, except that a front yard shall be no shallower than 5 feet. New single or two-family detached homes must have two side yards each with a width of at least five feet. R5D districts also permit semi-detached and zero lot line buildings which are set along a side lot line, and require one side yard at least five feet wide, subject to certain modifications per ZR Section 23-33. For all other residences, no side yards are required subject to certain modifications per ZR Section 23-33. The minimum required rear yard depth is 20-30 feet, subject to modifications pursuant to ZR Section 23-343.

Parking requirements vary depending on the use and transit zone designation. In the Inner Transit Zone, off-street parking spaces are required for 85% of standard market dwelling units within multiple dwellings, while no parking is required for affordable dwelling units and qualifying senior units, and can be waived if 1 space is required. In the Outer Transit Zone, parking is required for 25% of all standard market dwelling units, while no parking is required for affordable dwelling units and qualifying senior units, and can be waived if 10 spaces or fewer are required. Beyond the Greater Transit Zone, parking is required for 50% of market rate dwelling units, 25% of affordable dwelling units, and 10% of qualifying senior units; here, parking can be waived if fewer than 5 spaces are required. In the Outer Transit Zone and beyond the Greater Transit Zone the following applies: For qualifying residential sites parking is waived where the number of dwelling units is 75 or less. Further, no parking is required for zoning lots existing on December 5, 2024, where the lot width is 25 feet or less.

R6

R6 are medium-density non-contextual zoning districts widely mapped in built-up, medium-density areas. These districts are designed to provide for residential buildings, and also include community facilities and open uses which serve the residents of these districts or benefit from a residential environment. R6 districts permit the following Use Groups: UGs I, II, III(A), III(B), IV(B), IV(C).

For single or two-family detached and zero lot line buildings, R6 districts require a minimum lot width of 25 feet and a minimum lot area of 2,375 square feet. All other buildings require a minimum lot width of 18 feet and a minimum lot area of 1,700 square feet. There are no front yard requirements in R6 districts. New single or two-family detached homes must have two side yards, with a minimum of at least five feet. For all other residences, no side yards are required. However, if any open area extending along a side lot line is provided at any level, it shall have a minimum width of five feet, measured perpendicular to the side lot line. The minimum required rear yard depth is 20-30 feet, subject to certain modifications pursuant to ZR Section 23-343.

R6 districts permit a maximum FAR of 2.2 (for standard zoning lots) or 3.0 (for standard zoning lots or portions thereof, located within 100 feet of a wide street). Community facility use is permitted at a maximum FAR of 4.8. For buildings participating in the UAP program, a maximum residential FAR of 3.9 (for qualifying affordable or senior housing) is permitted, so long as any residential floor area exceeding the standard FAR is permanently income-restricted to an average of 60% AMI.

For zoning lots or portions thereof within 100 feet of a wide street, the minimum base height is 40 feet. The maximum base height is 65 feet and the maximum building height is 75 feet (for standard residences). The maximum base height is 65 feet and the maximum building height is 95 feet (for qualifying affordable or senior housing). Separate height regulations apply to zoning lots or portions thereof on a narrow street beyond 100 feet of a wide street or, for zoning lots with only wide street frontage, portions of such zoning lot beyond 100 feet of the street line. Here, the minimum base height is 30 feet. The maximum base height is 45 feet and the maximum building height is 55 feet (for standard residences). The maximum base height is 65 feet and the maximum building height is 85 feet (for qualifying affordable or senior housing).

Developers can also opt for standard height factor regulations, introduced in 1961, which produce small multi-family buildings on small zoning lots and, on larger lots, tall buildings that are set back from the street. Buildings developed pursuant to height factor regulations are often tall buildings set back from the street and surrounded by open space and on-site parking. The floor area ratio (FAR) in R6 districts ranges from 0.78 (for a single-story building) to 2.36 at a typical height of 13 stories; the open space ratio (OSR) ranges from 27.5 to 37.5. Generally, the more open space, the taller the building. The maximum floor area ratio is achievable only where the zoning lot is large enough to accommodate a practical building footprint as well as the required amount of open space. There are no height limits for height factor buildings, although they must be set within a sky exposure plane, which begins at the height of 60 feet or 6 stories, whichever is less, above the street line and then slopes inward over the zoning lot.

Where a zoning lot located in an R6 through R12 District abuts a zoning lot located within an R1 through R5 District, the height of a building within a transition area measured parallel to the district boundary shall not exceed the maximum heights outlined in ZR Section 23-443, depending on the zoning district adjacency, the adjacent zoning lot condition, and the width of the zoning lot. For zoning lots in an R6 through R12 District with a lot width less than or equal to 30 feet, the maximum permitted height within the transition area equal to one-third of the lot width of the district boundary is 45 feet abutting non-qualifying residential sites and 65 feet abutting qualifying residential sites in the R1 through R3 Districts; 65 feet abutting non-qualifying residential sites and 85 feet abutting qualifying residential sites in the R4 and R5 Districts. For zoning lots in an R6 through R12 District with a lot width greater than 30 feet, the maximum permitted height within 15 feet of the district boundary is 45 feet abutting non-qualifying residential sites and 65 feet abutting qualifying residential sites in the R1 through R3 Districts; 65 feet abutting non-qualifying residential sites and 85 feet abutting qualifying residential sites in

the R4 and R5 Districts. For zoning lots in an R6 through R12 District with a lot width greater than 30 feet, the maximum permitted height beyond 15 feet and within 25 feet of the district boundary is 65 feet abutting non-qualifying residential sites and 85 feet abutting qualifying residential sites in the R1 through R3 Districts; 85 feet abutting all residential sites in the R4 and R5 Districts.

Parking requirements vary depending on the use and transit zone designation. In the Inner Transit Zone, off-street parking space is required for 50% of standard market dwelling units within multiple dwellings and can be waived if 5 spaces or fewer are required, while no parking is required for income restricted housing or qualifying senior units. In the Outer Transit Zone,

parking is required for 25% of all standard market dwelling units, while no parking is required for income restricted housing or qualifying senior units, and can be waived if 15 spaces or fewer are required. Beyond the Greater Transit Zone, parking is required for 50% of market rate dwelling units, 25% of affordable dwelling units, and 10% of qualifying senior units; here, parking can be waived if fewer than 10 spaces are required. Further, no parking is required for zoning lots existing on December 5, 2024, where the lot width is 25 feet or less in the Outer Transit Zone/Beyond the Greater Transit Zone.

R6A

R6A is a contextual district widely mapped in built-up, medium-density areas. These districts are designed to provide for residential buildings, and also include community facilities and open uses which serve the residents of these districts or benefit from a residential environment. R6A districts permit the following Use Groups: UGs I, II, III(A), III(B), IV(B), IV(C).

For single or two-family detached and zero lot line buildings, R6A districts require a minimum lot width of 25 feet and a minimum lot area of 2,375 square feet. All other buildings require a minimum lot width of 18 feet and a minimum lot area of 1,700 square feet. There are no front yard requirements in R6 districts. New single or two-family detached homes must have two side yards, each within a minimum of at least five feet. For all other residences, no side yards are required. However, if any open area extending along a side lot line is provided at any level, it shall have a minimum width of five feet, measured perpendicular to the side lot line. The minimum required rear yard depth is 20-30 feet, subject to certain modifications pursuant to ZR Section 23-343.

The FAR in R6A districts is 3.0 for standard residences and community facility use. For buildings participating in the UAP program, a maximum residential FAR of 3.9 (for qualifying affordable or senior housing) is permitted, so long as any residential floor area exceeding the standard FAR is permanently income-restricted to an average of 60% AMI. The minimum base height is 40 feet. The maximum base height is 65 feet, and the maximum building height is 75 feet (for standard residences). The maximum base height is 65 feet, and the maximum building height is 95 feet (for qualifying affordable or senior housing).

Where a zoning lot located in an R6 through R12 District abuts a zoning lot located within an R1 through R5 District, the height of a building within a transition area measured parallel to the district boundary shall not exceed the maximum heights outlined in ZR Section 23-443 as describe above, depending on the zoning district adjacency, the adjacent zoning lot condition, and the width of the zoning lot.

Parking requirements vary depending on the use and transit zone designation. In the Inner Transit Zone, off-street parking is required for 50% of standard market dwelling units within multiple dwellings, while no parking is required for income restricted housing or qualifying senior units, and can be waived if 5 spaces or fewer are required. In the Outer Transit Zone, parking is required for 25% of all standard market dwelling units, while no parking is required for income restricted housing or qualifying senior units, and can be waived if 15 spaces or fewer are required. Beyond the Greater Transit Zone, parking is required for 50% of market rate dwelling units, 25% of affordable dwelling units, and 10% of qualifying senior units; here, parking can be waived if fewer than 10 spaces are required. Further, no parking is required for zoning lots existing on December 5, 2024, where the lot width is 25 feet or less in the Outer Transit Zone/Beyond the Greater Transit Zone.

R7A

R7A is a contextual district widely mapped in built-up, medium-density areas. These districts are designed to provide for residential buildings, and also include community facilities and open uses which serve the residents of these districts or benefit from a residential environment. Designed to be compatible with older buildings found in medium-density neighborhoods, R7A districts are mapped along Prospect Park South and Ocean Parkway in Brooklyn, Jackson Heights in Queens, and in Harlem and along the avenues in the East Village in Manhattan. R7A districts permit the following Use Groups: UGs I, II, III(A), III(B), IV(B), IV(C).

For single or two-family detached and zero lot line buildings, R7A districts require a minimum lot width of 25 feet and a minimum lot area of 2,375 square feet. All other buildings require a minimum lot width of 18 feet and a minimum lot area of 1,700 square feet. There are no front yard requirements in R7 districts. New single or two-family detached homes must have two side yards, each within a minimum of at least five feet. For all other residences, no side yards are required. However, if any open area extending along a side lot line is provided at any level, it shall have a minimum width of five feet, measured perpendicular to the side lot line. The minimum required rear yard depth is 20-30 feet, subject to certain modifications pursuant to ZR Section 23-343.

The residential FAR in R7A districts is 4.0 for standard residences and community facility use. For buildings participating in the UAP program, a maximum residential FAR of 5.01 (for qualifying affordable or senior housing) is permitted, so long as any residential floor area exceeding the standard FAR is permanently income-restricted to an average of 60% AMI.

The minimum base height is 40 feet. The maximum base height is 75 feet, and the maximum building height is 85 feet (for standard residences). The maximum base height is 85 feet, and the maximum building height is 115 feet (for qualifying affordable or senior housing). Where a zoning lot located in an R6 through R12 District abuts a zoning lot located within an R1 through R5 District, the height of a building within a transition area measured parallel to the district boundary shall not exceed the maximum heights outlined in ZR Section 23-443 as describe above, depending on the zoning district adjacency, the adjacent zoning lot condition, and the width of the zoning lot.

Parking requirements vary depending on the use and transit zone designation. In the Inner Transit Zone, off-street parking space is required for 50% of standard market dwelling units within multiple dwellings, while no parking is required for income-restricted housing or qualifying senior units, and can be waived if 25 spaces or fewer are required. In the Outer Transit Zone, parking is required for 15% of all standard market dwelling units, while no parking is required for income-restricted housing or qualifying senior units, and can be waived if 15 spaces or fewer are required. Beyond the Greater Transit Zone, parking is required for 50% of market rate dwelling units, 12% of affordable dwelling units, and 10% of qualifying senior units; here, parking can be waived if fewer than 15 spaces are required. The parking requirement per standard dwelling unit shall be reduced to 30 percent where the lot area is 10,000 square feet or less beyond the Greater Transit Zone. Further, no parking is required for zoning lots existing on December 5, 2024, where the lot width is 25 feet or less in the Outer Transit Zone/Beyond the Greater Transit Zone.

R7X

R7X are contextual residential districts widely mapped in built-up, medium-density areas. These districts are designed to provide for residential buildings, and also include community facilities and open space uses which serve the residents of these districts or benefit from a residential environment. The substantially higher floor area ratio and maximum building height permitted in R7X districts typically produce taller, bulkier buildings than other contextual R7 districts. The flexibility of the R7X regulations is exemplified by the 12- to 14-story apartment buildings in the R7X districts mapped along major thoroughfares in Harlem in Manhattan and Jackson Avenue in Long Island City in Queens. R7X districts permit the following Use Groups: UGs I, II, III(A), III(B), IV(B), and IV(C).

For single or two-family detached and zero lot line buildings, R7X districts require a minimum lot width of 25 feet and a minimum lot area of 2,375 square feet. All other buildings require a minimum lot width of 18 feet and a minimum lot area of 1,700 square feet. There are no front yard requirements in R7X districts. New single or two-family detached homes must have two side yards, each within a minimum of at least five feet. For all other residences, no side yards are required. However, if any open area extending along a side lot line is provided at any level, it shall have a minimum width of five feet, measured perpendicular to the side lot line. The minimum required rear yard depth is 20-30 feet, subject to certain modifications pursuant to ZR Section 23-343.

The FAR in R7X districts is 5.00 for standard residences and community facility use. For buildings participating in the UAP program, a maximum residential FAR of 6.00 (for qualifying affordable or senior housing) is permitted, so long as any residential floor area exceeding the standard FAR is permanently income-restricted to an average of 60% AMI.

The minimum base height is 60 feet. The maximum base height is 95 feet, and the maximum building height is 125 feet (for standard residences). The maximum base height is 105 feet, and the maximum building height is 145 feet (for qualifying affordable or senior housing). Where a zoning lot located in an R6 through R12 District abuts a zoning lot located within an R1 through R5 District, the height of a building within a transition area measured parallel to the district boundary shall not exceed the maximum heights outlined in ZR Section 23-443 as describe above, depending on the zoning district adjacency, the adjacent zoning lot condition, and the width of the zoning lot.

Parking requirements vary depending on the use and transit zone designation. In the Inner Transit Zone, off-street parking space is required for 50% of standard market dwelling units within multiple dwellings, while no parking is required for income restricted housing or qualifying senior units, and can be waived if 25 spaces or fewer are required. In the Outer Transit Zone, parking is required for 15% of all standard market dwelling units, while no parking is required for income restricted housing or qualifying senior units, and can be waived if 25 spaces or fewer are required. Beyond the Greater Transit Zone, parking is required for 50% of market rate dwelling units, 12% of affordable dwelling units, and 10% of qualifying senior units; here, parking can be waived if fewer than 15 spaces are required. The parking requirement per standard dwelling unit shall be reduced to 30 percent where the lot area is 10,000 square feet or less beyond the Greater Transit Zone. Further, no parking is required for zoning lots existing on December 5, 2024, where the lot width is 25 feet or less beyond the Greater Transit Zone.

C4-4A

C4-4A districts are contextual commercial districts mapped in regional commercial centers, such as Flushing in Queens and the Hub in the Bronx, that are located outside of the central business districts. In these areas, specialty and department stores, theaters and other commercial and office uses serve a larger region and generate more traffic than neighborhood shopping areas. Use Groups I, II, III(A), III(B), IV(A), IV(B), IV(C), V, VI, VII, VIII, IX(A), IX(C), and X are permitted in C4-4A districts.

C4-4A districts allow for a maximum FAR of 4.00 for buildings containing only commercial uses, containing only community facility uses, or containing both commercial and community facility uses. In C4-4A districts, the applicable bulk regulations for residential uses are the bulk regulations for the residential equivalent R7A districts. The residential FAR in R7A districts is 4.00 for standard residences. For buildings participating in the UAP program, a maximum residential FAR of 5.01 (for qualifying affordable or senior housing) is permitted, so long as any residential

floor area exceeding the standard FAR is permanently income-restricted to an average of 60% AMI.

Per the R7A residential equivalent bulk regulations, the minimum base height is 40 feet. The maximum base height is 75 feet and the maximum building height is 85 feet (for standard residences). The maximum base height is 85 feet and the maximum building height is 115 feet (for qualifying affordable or senior housing).

Residential accessory parking requirements shall be subject to R7A zoning regulations, where parking requirements vary depending on the use and transit zone designation. In the Inner Transit Zone, off-street parking space is required for 50% of standard market dwelling units within multiple dwellings, while no parking is required for income-restricted housing or qualifying senior units, and can be waived if 25 spaces or fewer are required. In the Outer Transit Zone, parking is required for 15% of all standard market dwelling units, while no parking is required for income-restricted housing or qualifying senior units, and can be waived if 15 spaces or fewer are required. Beyond the Greater Transit Zone, parking is required for 50% of market rate dwelling units, 12% of affordable dwelling units, and 10% of qualifying senior units; here, parking can be waived if fewer than 15 spaces are required. The parking requirement per standard dwelling unit shall be reduced to 30 percent where the lot area is 10,000 square feet or less beyond the Greater Transit Zone. Further, no parking is required for zoning lots existing on December 5, 2024, where the lot width is 25 feet or less in the Outer Transit Zone/Beyond the Greater Transit Zone.

C8-1

C8-1 districts are general service commercial zoning districts that bridge the commercial and manufacturing uses and provide for automotive and other heavy commercial services that often require large amounts of land. They are mapped mainly along major traffic arteries where concentrations of automotive uses have developed. Typical uses are automobile showrooms and repair shops, warehouses, gas stations, and car washes, although all commercial uses (except large, open amusements) as well as certain community facilities are permitted in C8 districts. Housing is not permitted in C8-2 districts and performance standards are imposed for certain semi-industrial uses. C8-1 districts permit the following Use Groups: UGs I, III(A), III(B), IV(A), IV(B), IV(C), V, VI, VII, VIII, IX(A), IX(C), and X.

C8-1 districts allow for a maximum FAR of 1.00 for commercial uses and 2.40 for community facility uses. Off-street parking requirements vary by use and size of the establishment.

C1-4 Commercial Overlay

C1 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.

The residential bulk is governed by the residence district within which the overlay is mapped. The maximum commercial or community facility FAR is determined by the residence district within which the C1 overlay is mapped as set forth in Section 33-121 of the NYC Zoning Resolution. Here, the C1-4 overlay is mapped over R6 and R7A zoning districts.

When mapped over R6 zoning district, the C1-4 overlay permits a maximum FAR for a zoning lot containing only commercial use of 2.00 FAR, and a maximum FAR for a zoning lot containing only community facility use or both commercial and community facility use of 4.80 FAR. When mapped over R7A zoning district, the C1-4 overlay permits a maximum FAR for a zoning lot containing only commercial use of 2.00 FAR, and a maximum FAR for a zoning lot containing only community facility use or both commercial and community facility use of 4.00 FAR.

The maximum height of a front wall and the required front setback of a building or other structure shall be determined by the Residence District within which such Commercial District is mapped. For commercial and/or community facility buildings within the C1-4 overlays over R6 and R7A zoning districts, building heights are regulated by a sky exposure plane beginning at 60 feet (or four stories, whichever is less) above the street line, which shall have a vertical to horizontal ratio of 2.7 to 1 and an initial setback of 20 feet on a narrow street, and a vertical to horizontal ratio of 5.6 to 1 and an initial setback of 15 feet on a wide street. If an open area is provided along the full length of the front lot line with the minimum depth of 15 feet on a narrow street and 10 feet on a wide street, the commercial and/or community facility buildings within the C1-4 overlays over R6 and R7A zoning districts shall be subject to an alternate sky exposure plane beginning at 60 feet above the street line, which shall have a vertical to horizontal ratio of 3.7 to 1 on a narrow street, and a vertical to horizontal ratio of 7.6 to 1 on a wide street.

In accordance with the provisions of Section 32-42 (Location Within Buildings), no commercial building or portion thereof occupied by non-residential uses listed under Use Groups VI through X shall exceed in height 30 feet or two stories, whichever is less.

Parking for commercial and community facility use varies depending on the use, size, and transit zone designation.

C2-3 Commercial Overlay

Like C1 districts, C2 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.

The residential bulk is governed by the residence district within which the overlay is mapped. The maximum commercial or community facility FAR is determined by the residence district within which the C2 overlay is mapped as set forth in Section 33-121 of the NYC Zoning Resolution. Here, the C2-3 overlays are mapped over R6, R7A, and R7X zoning districts.

When mapped over R6 zoning districts, the C2-3 overlay permits a maximum FAR for a zoning lot containing only commercial use of 2.00 FAR, and a maximum FAR for a zoning lot containing only community facility use or both commercial and community facility use of 4.80 FAR. When mapped over R7A zoning districts, the C2-3 overlay permits a maximum FAR for a zoning lot containing only commercial use of 2.00 FAR, and a maximum FAR for a zoning lot containing only community facility use or both commercial and community facility use of 4.00 FAR. When mapped over R7X zoning districts, the C2-3 overlay permits a maximum FAR for a zoning lot containing only commercial use of 2.00 FAR, and a maximum FAR for a zoning lot containing only community facility use or both commercial and community facility use of 5.00 FAR.

The maximum height of a front wall and the required front setback of a building or other structure shall be determined by the Residence District within which such Commercial District is mapped. For commercial and/or community facility buildings within the C2-3 overlays over R6, R7A, and R7X zoning districts, building heights are regulated by a sky exposure plane beginning at 60 feet (or four stories, whichever is less) above the street line, which shall have a vertical to horizontal ratio of 2.7 to 1 and an initial setback of 20 feet on a narrow street, and a vertical to horizontal ratio of 5.6 to 1 and an initial setback of 15 feet on a wide street. If an open area is provided along the full length of the front lot line with the minimum depth of 15 feet on a narrow street and 10 feet on a wide street, the commercial and/or community facility buildings within the C2-3 overlays over R6, R7A, and R7X zoning districts shall be subject to an alternate sky exposure plane beginning at 60 feet above the street line, which shall have a vertical to horizontal ratio of 3.7 to 1 on a narrow street, and a vertical to horizontal ratio of 7.6 to 1 on a wide street.

Parking for commercial and community facility use varies depending on the use, size, and transit zone designation.

Table 2.1-1: Zoning Districts in the Surrounding Area

Zoning District	Type and Use Group[2]	Floor Area Ratio (FAR)	Parking
M1-1	Non-Contextual Light Manufacturing District (High Performance) UGs I, III(B), IV(A), IV(B), IV(C), V, VI, VII, VIII, IX(A), IX(B), IX(C), X	1.00 – Light Manufacturing 1.00 – Commercial 2.40 – Community Facility	Varies by use, size of establishment, and TZ Designation
R4	General Non-Contextual Residential District UGs I, II, III(A), III(B), IV(B), IV(C)	1.00 – Residential Standard 1.50 – Residential Qualifying 2.00 – Community Facility	Inner TZ: 100% of standard DU within multiple dwellings Outer TZ: 35% of standard DU Beyond Greater TZ: 50% of affordable and market rate DU; 10% of qualifying senior units
R5B	General Contextual Residential District UGs I, II, III(A), III(B), IV(B), IV(C)	1.50 – Residential Standard 2.00 – Residential Qualifying 2.00 – Community Facility	Inner TZ: 85% of standard DU within multiple dwellings Outer TZ: 25% of standard DU Beyond Greater TZ: 50% of standard DU; 25% of affordable DU; 10% of qualifying senior units
R5D	General Contextual Residential District UGs I, II, III(A), III(B), IV(B), IV(C)	2.00 – Residential Standard 2.00 – Residential Qualifying 2.00 – Community Facility	Inner TZ: 85% of standard DU within multiple dwellings Outer TZ: 25% of standard DU Beyond Greater TZ: 50% of standard DU; 25% of affordable DU; 10% of qualifying senior units
R6	General Non-Contextual Residential District UGs I, II, III(A), III(B), IV(B), IV(C)	0.78-2.43 – Residential (Height Factor) 2.20 – Residential (Standard) 3.00 – Residential (Standard, Within 100' of Wide Street) 3.90 – Residential (Qualifying Affordable or Senior) 4.80 – Community Facility	Inner TZ: 50% of standard DU within multiple dwellings Outer TZ: 25% of standard DU Beyond Greater TZ: 50% of standard DU; 25% of affordable DU; 10% of qualifying senior units
R6A	General Contextual Residential District UGs I, II, III(A), III(B), IV(B), IV(C)	3.00 – Residential (Standard) 3.90 – Residential (Qualifying Affordable or Senior) 3.00 – Community Facility	Inner TZ: 50% of standard DU within multiple dwellings Outer TZ: 25% of standard DU Beyond Greater TZ: 50% of standard DU; 25% of affordable DU; 10% of qualifying senior units
R7A	General Contextual Residential District UGs I, II, III(A), III(B), IV(B), IV(C)	4.00 – Residential (Standard) 5.01 – Residential (Qualifying Affordable or Senior) 4.00 – Community Facility	Inner TZ: 50% of standard DU within multiple dwellings Outer TZ: 15% of standard DU Beyond Greater TZ: 50% of standard DU; 12% of affordable DU; 10% of qualifying senior units
R7X	General Contextual Residential District UGs I, II, III(A), III(B), IV(B), IV(C)	5.00 – Residential (Standard) 6.00 – Residential (Qualifying Affordable or Senior) 5.00 – Community Facility	Inner TZ: 50% of standard DU within multiple dwellings Outer TZ: 15% of standard DU Beyond Greater TZ: 50% of standard DU; 12% of affordable DU; 10% of qualifying senior units

[2] Commercial Use: Any use listed in the following use groups depending on the district type (Commercial Districts – IV, V, VI, VII, VIII, IX, X; Manufacturing Districts – IV, V, VI, VII, VIII, IX). Community Facility Use: Any use listed in the following use groups depending on the district type (Residence Districts – I, III, IV; Commercial Districts – I, III; Manufacturing Districts - I, III). Residential use: any use listed in Use Group II.
*There may be some exclusions within each use group, but use groups are listed where the majority of uses are permitted for the corresponding zoning district.

Zoning District	Type and Use Group[2]	Floor Area Ratio (FAR)	Parking
C4-4A	General Contextual Commercial District UGs I, II, III(A), III(B), IV(A), IV(B), IV(C), V, VI, VII, VIII, IX(A), IX(C), X	4.00 - Commercial 4.00 - Community Facility 5.01 - Residential Inclusionary (R7A Equivalent)	Varies by use, size of establishment, and TZ designation
C8-1	General Service District UGs I, III(A), III(B), IV(A), IV(B), IV(C), V, VI, VII, VIII, IX(A), IX(C), X	1.00 – Commercial 2.40 – Community Facility	Varies by use, size of establishment, and TZ designation
C1-4 (Mapped over R6 and R7A)	Local Non-Contextual Commercial District UGs I, II, III(A), III(B), IV(A), IV(B), IV(C), V, VI, VII, VIII, IX(A), IX(C), X	R6 2.00 – Commercial 4.80 – Commercial and Community Facility 4.80 – Community Facility R7A 2.00 – Commercial 4.00 – Commercial and Community Facility 4.00 – Community Facility	Varies by use, size of establishment, and TZ designation
C2-3 (Mapped over R6, R7A, and R7X)	Local Non-Contextual Commercial District UGs I, II, III(A), III(B), IV(A), IV(B), IV(C), V, VI, VII, VIII, IX(A), IX(C), X	R6 2.00 – Commercial 4.80 – Commercial and Community Facility 4.80 – Community Facility R7A 2.00 – Commercial 4.00 – Commercial and Community Facility 4.00 – Community Facility R7X 2.00 – Commercial 5.00 – Commercial and Community Facility 5.00 – Community Facility	Varies by use, size of establishment, and TZ designation

Table Source: Zoning Resolution

Note:

1. In all residential zoning districts, non-residential varies by use and size of establishment, and Transit Zone designation.
2. For zoning lots in the Outer Transit Zone and beyond the Greater Transit Zone:
    a. For qualifying residential sites in R1 through R5 districts, accessory off-street parking spaces shall be waived where the number of dwelling units is 75 or less.
    b. For residential zoning lots existing on December 5, 2024 where the lot width is 25 feet or less, no parking shall be required.
3. For zoning lots beyond the Greater Transit Zone:
    a. For zoning lots in R7A and R7X districts, the parking requirement per standard dwelling unit shall be reduced to 30 percent where the lot area is 10,000 square feet or less.

Affected Area

The Affected Area is zoned R6/C2-3 and R7X/C2-3, which permits medium-density residential developments along with commercial or community facility uses.

Future No-Action Condition

Zoning Study Area and Affected Area

No changes to zoning would occur in the future without the Proposed Actions within the 400-foot zoning Study Area or the Affected Area. Existing zoning patterns would remain, and the Affected Area would continue to be subject to R6/C2-3 and R7X/C2-3 zoning regulations.

Future With-Action Condition

Zoning Study Area

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

Affected Area – R8A/C2-4

Block 1319, Lots 1, 12, and 21 would be rezoned from R6/C2-3 and R7X/C2-3 zoning districts to an R8A/C2-4 zoning district. The Affected Area encompasses an approximately 40,280-square-foot area bounded by Roosevelt Avenue to the north, 51st Street to the east, Queens Boulevard the south, and 50th Street to the west.

R8A are medium-density contextual residential zoning districts designed to provide for residential buildings and also include community facilities and open uses which serve the residents of these districts or benefit from a residential environment. R8 districts permit the following Use Groups: UGs I, II, III(A), III(B), IV(B), and IV(C).

For single or two-family detached and zero lot line buildings, R8A districts require a minimum lot width of 25 feet and a minimum lot area of 2,375 square feet. All other buildings require a minimum lot width of 18 feet and a minimum lot area of 1,700 square feet. There are no front yard requirements in R8A districts. New single or two-family detached homes must have two side yards, each with a minimum width of five feet. For all other residences, no side yards are required. However, if any open area extending along a side lot line is provided at any level, it shall have a minimum width of five feet, measured perpendicular to the side lot line. The minimum required rear yard depth is 20-30 feet, subject to certain modifications pursuant to ZR Section 23-343.

R8A districts permit a maximum standard FAR of 6.02. Community facility use is permitted at a maximum FAR of 6.50. For buildings participating in the UAP program, a maximum residential FAR of 7.20 (for qualifying affordable or senior housing) is permitted, so long as any residential floor area exceeding the standard FAR is permanently income-restricted to an average of 60% AMI.

The minimum base height is 60 feet. The maximum base height is 95 feet, and the maximum building height is 125 feet (for standard residences). The maximum base height is 105 feet, and the maximum building height is 145 feet (for qualifying affordable or senior housing). When a zoning lot is located within 100 feet of a street line along a transportation-infrastructure-adjacent frontage, the maximum building height of buildings containing multiple dwelling residences may be increased by 20 feet in R8A zoning districts.

Where a zoning lot located in an R6 through R12 District abuts a zoning lot located within an R1 through R5 District, the height of a building within a transition area measured parallel to the district boundary shall not exceed the maximum heights outlined in ZR Section 23-443, depending on the zoning district adjacency, the adjacent zoning lot condition, and the width of the zoning lot. For zoning lots in an R6 through R12 District with a lot width less than or equal to 30 feet, the maximum permitted height within the transition area equal to one-third of the lot width of the district boundary is 45 feet abutting non-qualifying residential sites and 65 feet abutting qualifying residential sites in the R1 through R3 Districts; 65 feet abutting non-qualifying residential sites and 85 feet abutting qualifying residential sites in the R4 and R5 Districts. For zoning lots in an R6 through R12 District with a lot width greater than 30 feet, the maximum permitted height within 15 feet of the district boundary is 45 feet abutting non-qualifying residential sites and 65 feet abutting qualifying residential sites in the R1 through R3 Districts; 65 feet abutting non-qualifying residential sites and 85 feet abutting qualifying residential sites in the R4 and R5 Districts. For zoning lots in an R6 through R12 District with a lot width greater than 30 feet, the maximum permitted height beyond 15 feet and within 25 feet of the district boundary is 65 feet abutting non-qualifying residential sites and 85 feet abutting qualifying residential sites in the R1 through R3 Districts; 85 feet abutting all residential sites in the R4 and R5 Districts.

Parking requirements vary depending on the use and transit zone designation. In the Inner Transit Zone, off-street parking space is required for 40% of standard market dwelling units within multiple dwellings and can be waived if 30 spaces or fewer are required, while no parking is required for income restricted housing or qualifying senior units. In the Outer Transit Zone, parking is required for 12% of all standard market dwelling units, while no parking is required for income restricted housing or qualifying senior units and can be waived if 30 spaces or fewer are required. Beyond the Greater Transit Zone, parking is required for 40% of market rate dwelling units, 12% of affordable dwelling units, and 10% of qualifying senior units; here, parking can be waived if fewer than 15 spaces are required. In R8 districts, the parking requirement per standard dwelling unit shall be reduced to 20 percent where the lot area is between 10,001 and 15,000 square feet and waived where the lot area is 10,000 square feet or less when the zoning lot is located beyond the Greater Transit Zone. Further, no parking is required for zoning lots existing on December 5, 2024, where the lot width is 25 feet or less in the Outer Transit Zone/beyond the Greater Transit Zone.

C2-4 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.

The residential bulk is governed by the residence district within which the overlay is mapped. The maximum commercial or community facility FAR is determined by the residence district within which the C2 overlay is mapped as set forth in Section 33-121 of the NYC Zoning Resolution. Here, the C2-4 overlays are mapped over R8A zoning districts.

When mapped over R8A zoning districts, the C2-4 overlay permits a maximum FAR for a zoning lot containing only commercial use of 2.00 FAR, and a maximum FAR for a zoning lot containing only community facility use or both commercial and community facility use of 6.50 FAR.

The maximum height of a front wall and the required front setback of a building or other structure shall be determined by the Residence District within which such Commercial District is mapped. For commercial and/or community facility buildings within the C2-4 overlays over R8A zoning districts, building heights are regulated by a sky exposure plane beginning at 85 feet (or six stories, whichever is less) above the street line, which shall have a vertical to horizontal ratio of 2.7 to 1 and an initial setback of 20 feet on a narrow street, and a vertical to horizontal ratio of 5.6 to 1 and an initial setback of 15 feet on a wide street. If an open area is provided along the full length of the front lot line with the minimum depth of 15 feet on a narrow street and 10 feet on a wide street, the commercial and/or community facility buildings within the C2-4 overlays over R8A zoning districts shall be subject to an alternate sky exposure plane beginning at 85 feet above the street line, which shall have a vertical to horizontal ratio of 3.7 to 1 on a narrow street, and a vertical to horizontal ratio of 7.6 to 1 on a wide street. Parking for commercial and community facility use varies depending on the use, size, and transit zone designation.

In comparison with the existing R6/C2-3 and R7X/C2-3 zoning districts, the proposed R8A/C2-4 zoning district would permit residential, commercial, and community facility uses with larger bulks and higher building heights within the Affected Area. Given that the Affected Area is fronted by two major transportation corridors (Queens Boulevard and Roosevelt Avenue), the proposed R8A/C2-4 zoning district that permits higher-density developments would not be incompatible with the development trend in the Surrounding Area, which encourages larger bulks along major corridors while maintaining the low- to medium-density residential characteristics along local streets.

Conclusion

The proposed R8A/C2-4 zoning district would induce developments consistent with nearby medium-density mixed-use buildings on the north side of Queens Boulevard. The proposed zoning district would be compatible with the development trend in the Surrounding Area that encourages larger bulks along major transportation corridors while maintaining the low- to medium-density residential characteristics along local streets. The rezoning 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

According to the *2025 CEQR Technical Manual*, a project that would be located within areas governed by public policies controlling land use, or that has the potential to substantially affect land use regulation or policy controlling land use, requires an analysis of public policy. A preliminary assessment of public policy should identify and describe any public policies, including formal plans or published reports, which pertain to the Study Area. If the Proposed Actions could potentially alter or conflict with identified policies, a detailed assessment should be conducted; otherwise, no further analysis of public policy is necessary.

The Affected Area is not part of, or subject to, an Urban Renewal Plan (URP), adopted community 197-a Plan, Solid Waste Management Plan, Business Improvement District (BID), Industrial Business Zone (IBZ), the New York City Landmarks Law, Coastal Zone, or Waterfront Access Plan. The Proposed Actions are also not a large publicly sponsored project. Therefore, consistency analyses with the NYC Waterfront Revitalization Program (WRP) and the City's PlaNYC 2050 for sustainability are not warranted. In addition, though the Affected Area is located within a designated FRESH-eligible area, the Proposed Development would not include any FRESH programming. Thus, analysis on the FRESH Program is not warranted.

The Proposed Actions would introduce new residential units into the area and would include a Zoning Text Amendment to ZR Appendix F: Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing Areas for Queens Community District 2, to establish the Affected Area as an MIH Area under Program Option 1, 2, and 3. As a result, an analysis of the Proposed Development's alignment with Housing New York 2.0, Get Stuff Built, and "Housing Our Neighbors: A Blueprint for Housing and Homelessness" is warranted.

Though the Proposed Actions are not a large publicly sponsored project, consistency with the City's OneNYC for sustainability is provided below. In addition, the Proposed Actions would provide newly built commercial and community facility spaces. As a result, the Proposed Development's consistency with "Rebuild, Renew, Reinvent: A Blueprint for New York City's Economic Recovery" is provided.

Existing Conditions

Housing New York 2.0

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

Get Stuff Built

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

Housing Our Neighbors: A Blueprint for Housing and Homelessness

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

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

OneNYC

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

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

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

1. Restarting the city's economic engines and reactivating the public realm, supporting small businesses, entrepreneurship, and a more equitable economy
2. Driving inclusive sector growth
3. Building a future-focused economy

4. Connecting New Yorkers to quality jobs and in-demand skills
5. Planning and building for inclusive growth now and in the future

Future No-Action Condition

In the future without the Proposed Actions, the Applicant-owned Projected Development Site 1, which is currently vacant, would be redeveloped to max out the allowable FAR under the existing R6/C2-3 and R7X/C2-3 zoning, while existing conditions on the non-Applicant-owned Projected Development Site 2 are expected to remain in the future without the Proposed Actions.

Maxing out the existing FAR and assuming a conservative assumption of 850 GSF/DU, Projected Development Site 1 would be redeveloped with a 16-story, 165-foot-tall, mixed-use commercial and residential building of 91,813 GSF (84,730 ZSF, 5.18 FAR) with 13,901 GSF (13,901 ZSF, 0.85 FAR) of commercial retail on the ground floor and 77,912 GSF (70,829 ZSF, 4.33 FAR) of residential uses with a total of 92 dwelling units on the upper floors.

Since there would be newly built residential units and commercial and community facility spaces on a currently vacant site within the Affected Area, the proposed development in the No-Action Condition would be consistent with Housing New York 2.0, Get Stuff Built, "Housing Our Neighbors: A Blueprint for Housing and Homelessness", OneNYC, or "Rebuild, Renew, Reinvent: A Blueprint for New York City's Economic Recovery".

Future With-Action Condition

Housing New York 2.0

The Proposed Actions are consistent with the goals of Housing New York as an MIH area would be established over the Affected Area to introduce more affordable residential units to the area. The development of two Projected Development Sites would set aside 20-30% of the total residential floor area as permanently affordable at an average of 40-80% AMI pursuant to MIH Option 1, 2, or 3 within the Affected Area, which is currently underutilized and predominantly used as parking lots. The affordable units that would be provided pursuant to the Proposed Actions would foster diverse and livable neighborhoods, preserve the affordability and quality of the housing stock, and build new affordable housing for all New Yorkers.

Get Stuff Built

The Proposed Actions would facilitate the construction of 145 incremental dwelling units on two Projected Development Sites within the Affected Area, including 20-30% permanently affordable units at an average of 40-80% AMI pursuant to MIH Option 1, 2, or 3. The units that would be provided pursuant to the Proposed Actions would help address affordable housing crisis and contribute to the goal of 500,000 new homes expressed in the "Get Stuff Built" strategy.

Housing Our Neighbors: A Blueprint for Housing and Homelessness

The Proposed Actions would facilitate the construction of 145 incremental dwelling units on two Projected Development Sites within the Affected Area, including 20-30% permanently affordable units at an average of 40-80% AMI pursuant to MIH Option 1, 2, or 3. By creating the affordable housing, the Proposed Actions would contribute to the goal of getting New Yorkers into safe, high-quality, affordable homes expressed in "Housing Our Neighbors: A Blueprint for Housing and Homelessness".

OneNYC

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

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

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

Conclusion

The development effectuated as a result of the Proposed Actions would not create a land use conflict, nor would it conflict with public policies and plans for the site or surrounding area. The Proposed Actions would also not result in significant material changes to existing regulations or policy. Therefore, no significant adverse impacts are anticipated on public policies, and no further analysis is warranted.

2.2 Shadows

The *2025 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 *2025 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. However, a project located adjacent to or across the street from a sunlight-sensitive open space resource (which is not a designated New York City Landmark or listed on the State/National Registers of Historic Places, or eligible for these programs) may not require a detailed shadow assessment if the project's height increase is ten feet or less.

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 *2025 CEQR Technical Manual* guidance.

Methodology

This preliminary analysis of shadows follows the guidelines set forth in the *2025 CEQR Technical Manual* for a preliminary assessment (Section 310). According to the *2025 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 *2025 CEQR Technical Manual*. Following these guidelines, the longest shadow Study Area is determined, and a Tier 1 screening assessment is conducted to determine if any sunlight-sensitive resources fall within the Study Area. If no resources are identified, no further analysis would be required. If sunlight-sensitive resources lay within the longest shadow Study Area, the next tier of screening assessment should be conducted. This preliminary assessment includes a basic description of the proposed project that would be facilitated by the Proposed Actions in order to determine whether a more detailed assessment would be appropriate.

Analysis Framework

Located within R6/C2-3 and R7X/C2-3 zoning districts, the Affected Area consists of Block 1319, Lots 1, 12, and 21, which covers an area of approximately 40,280 square feet. In the existing conditions, Block 1319, Lot 1 is a 16,354-SF vacant and unimproved corner lot. Block 1319, Lot 12 contains a one-story commercial building of 6,328 GSF built in 2004, which is currently occupied by a laundromat (Clean Rite Center) and has 15 accessory parking spaces in an uncovered lot. Block 1319, Lot 21 is currently improved with a 9-story mixed residential and commercial building of 80,171 GSF built in 2019, which contains 4 commercial units and 75 dwelling units.

Under RWCDS, there are two Projected Development Sites in the future with the Proposed Actions, including Projected Development Site 1 (Applicant-owned Block 1319, Lot 1) and Projected Development Site 2 (non-Applicant-owned Block 1319, Lot 12). The worst-case scenario development effectuated by the Proposed Actions would consist of two 16-story, 165-foot-tall buildings on Projected Development Site 1 and Projected Development Site 2. Additionally, the development would be expected to exceed the maximum building height by 15 feet to accommodate rooftop mechanical space, which would result in a total potential building height of 180 feet on Projected Development Site 1 and Projected Development Site 2.

As the Proposed Actions would result in an incremental change in height greater than 50 feet, a preliminary assessment for shadows is warranted. Since shadows analysis is site-specific and two Projected Development Sites within the Affected Area are anticipated to be redeveloped as a

result of the Proposed Actions, both Projected Development Sites will be assessed for potential shadow impacts.

2.2.1 Tier 1 Shadow Screening Assessment

Under the Future With-Action Condition, Projected Development Site 1 (Block 1319, Lot 1) and Projected Development Site 2 (Block 1319, Lot 12) could be developed with new buildings having a maximum height of 180 feet (a maximum building height of 165 feet plus a bulkhead of 15 feet) and the longest action-induced shadow would be approximately 774 feet (4.3 x 180 feet) in length. The first step in a shadow analysis is to determine if there are any sunlight sensitive resources located within the length of the 774-foot radius from Projected Development Site 1 and Projected Development Site 2.

As **Figure 2.2-1** shows below, there are three sunlight sensitive resources, John Vincent Daniels Jr. Square (Resource 1), Calvary Cemetery (Resource 2), and Sabba Park (Resource 3) within the longest shadow Study Area. Accordingly, a Tier 2 screening assessment is required.

2.2.2 Tier 2 Shadow Screening Assessment

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

As shown in **Figure 2.2-2**, the Tier 2 screening assessment shows that John Vincent Daniels Jr. Square (Resource 1) and Sabba Park (Resource 3) are not within the -108/+180-degree area, and would be potentially shaded by the Proposed Development. Accordingly, a tier 3 shadow screening assessment is required.

2.2.3 Tier 3 Shadow Screening Assessment

The *2025 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 Projected Development Sites. For a Tier 3 screening assessment, if the assessment determines that no shadows from the development would reach any of the sunlight-sensitive resources on any of the representative analysis days, then no further assessment for those days

is needed. If, however, in the absence of intervening buildings, shadows from the proposed buildings would reach sunlight-sensitive resources on any of the representative analysis days, then a detailed shadow analysis would be warranted for those days.

As shown in **Figure 2.2-3** to **Figure 2.2-6** below, shadows from the Projected Development Sites would reach John Vincent Daniels Jr. Square (Resource 1) during December and March/September analysis months and Sabba Park (Resource 3) during May/August and June analysis months. Therefore, a detailed shadow analysis is required to determine the impacts on John Vincent Daniels Jr. Square (Resource 1) and Sabba Park (Resource 3).

Figure 2.2-1: Tier 1 Shadow Screening Assessment

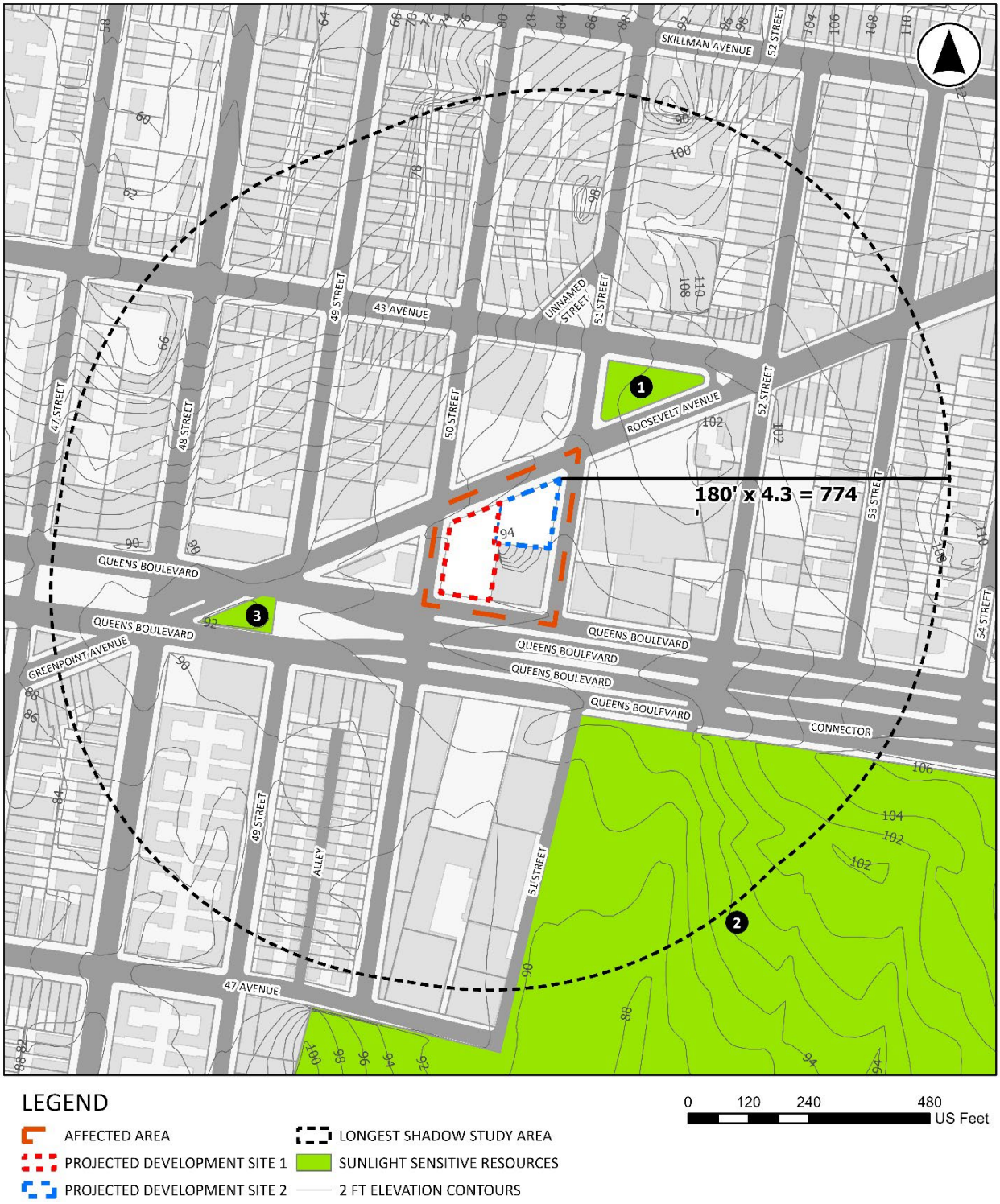


Figure 2.2-2: Tier 2 Shadow Screening Assessment

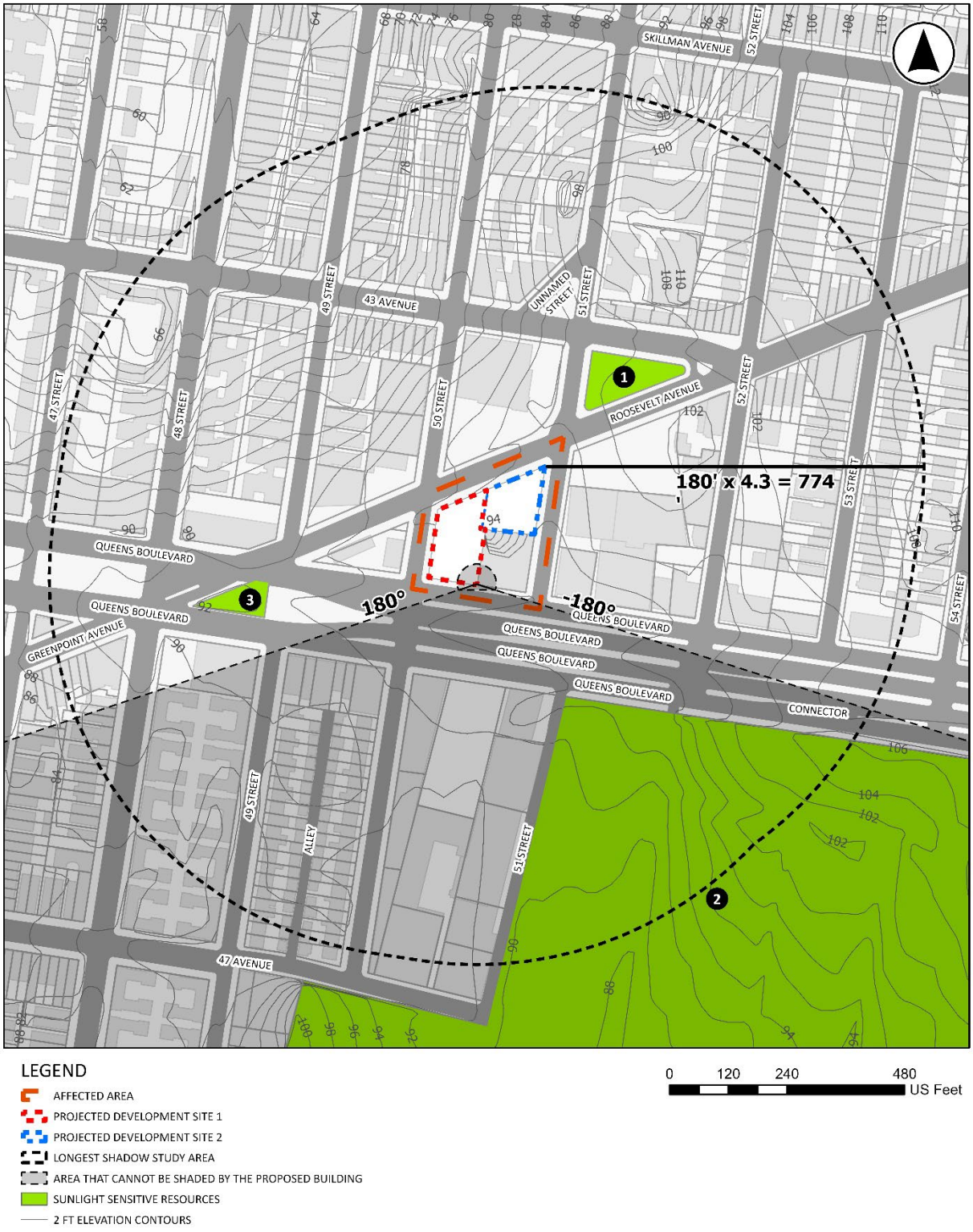


Figure 2.2-3: Tier 3 Shadow Screening December 21st (Winter Solstice)

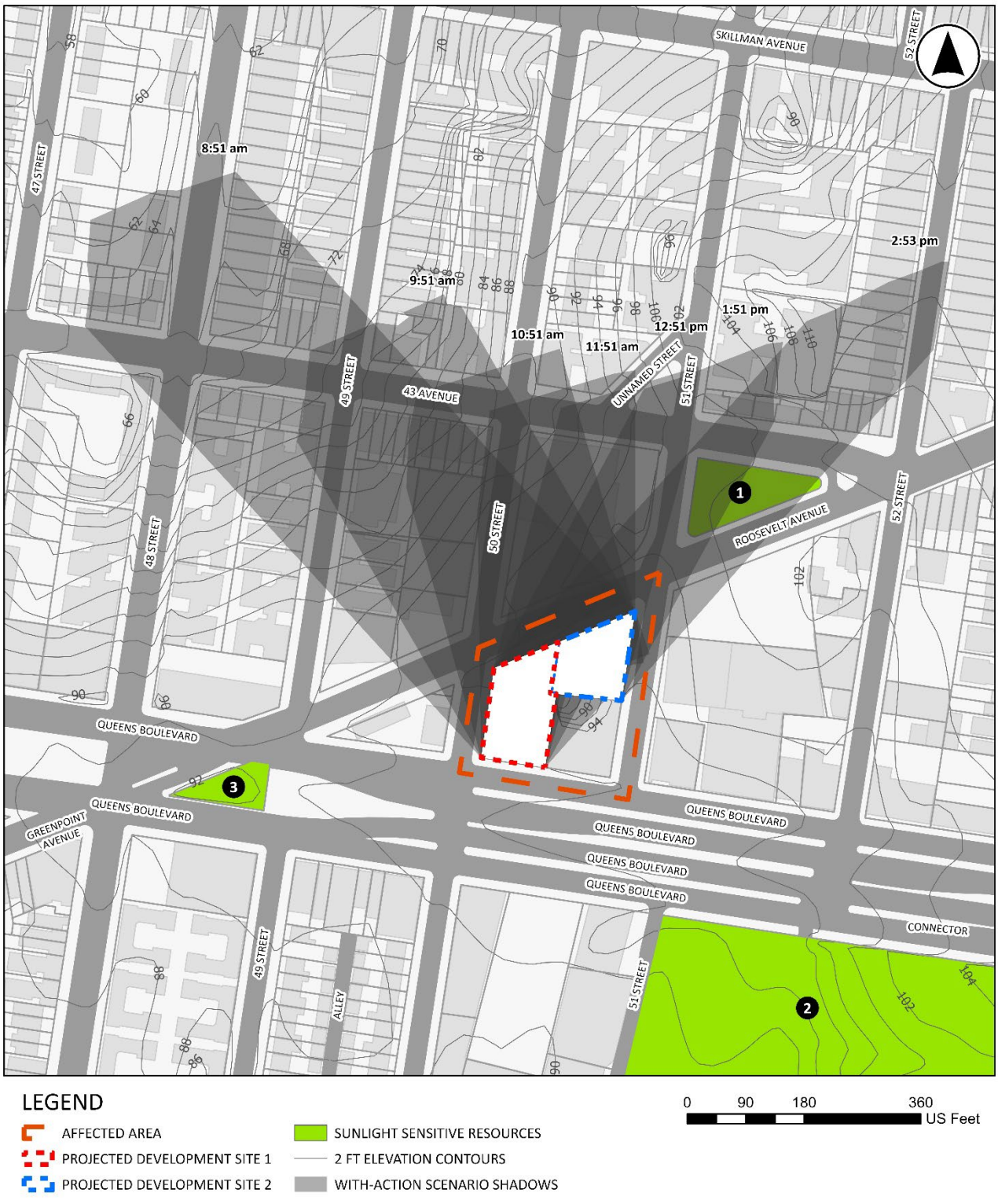


Figure 2.2-4: Tier 3 Shadow Screening March/September 21st (Vernal and Autumnal Equinox)

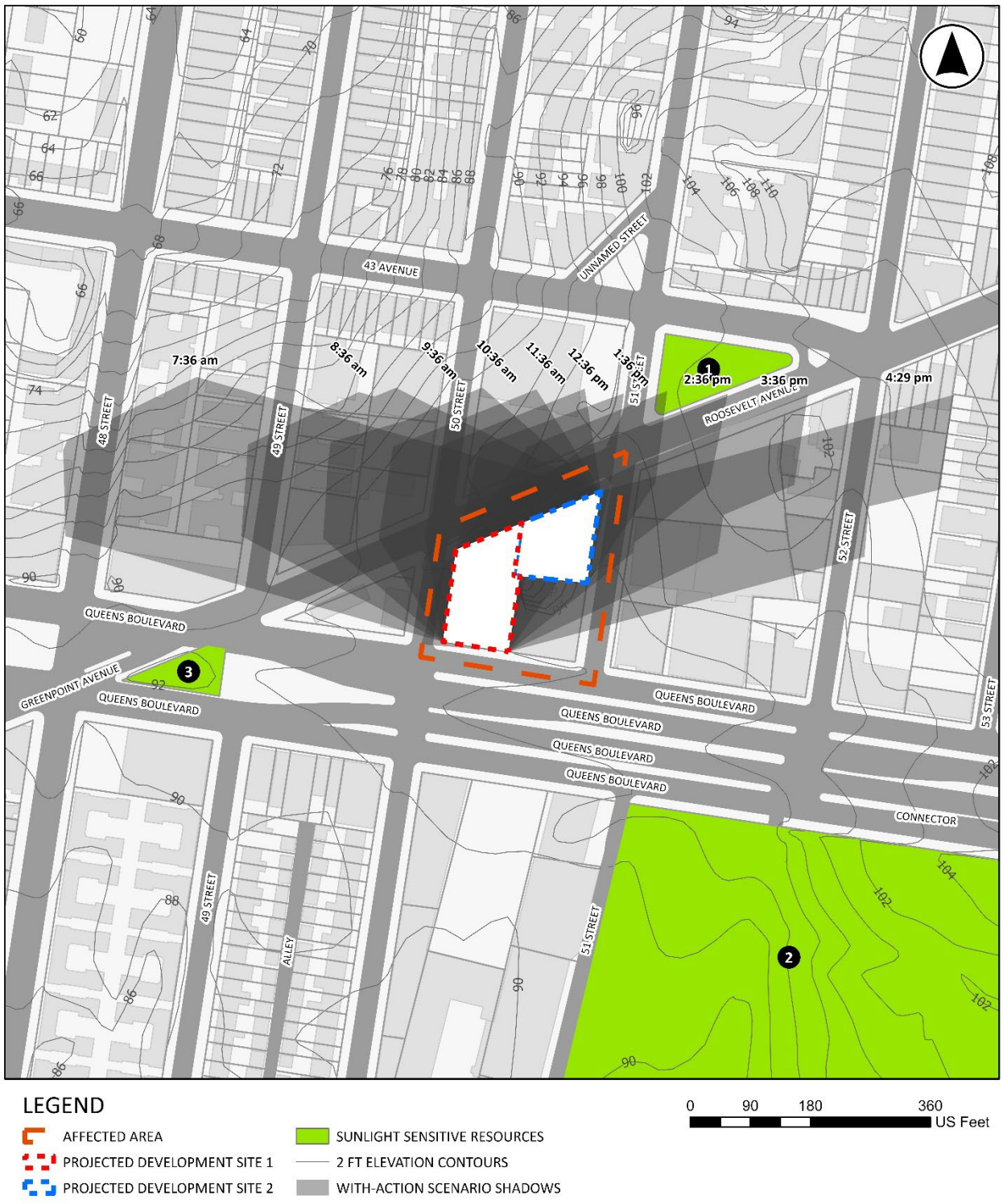
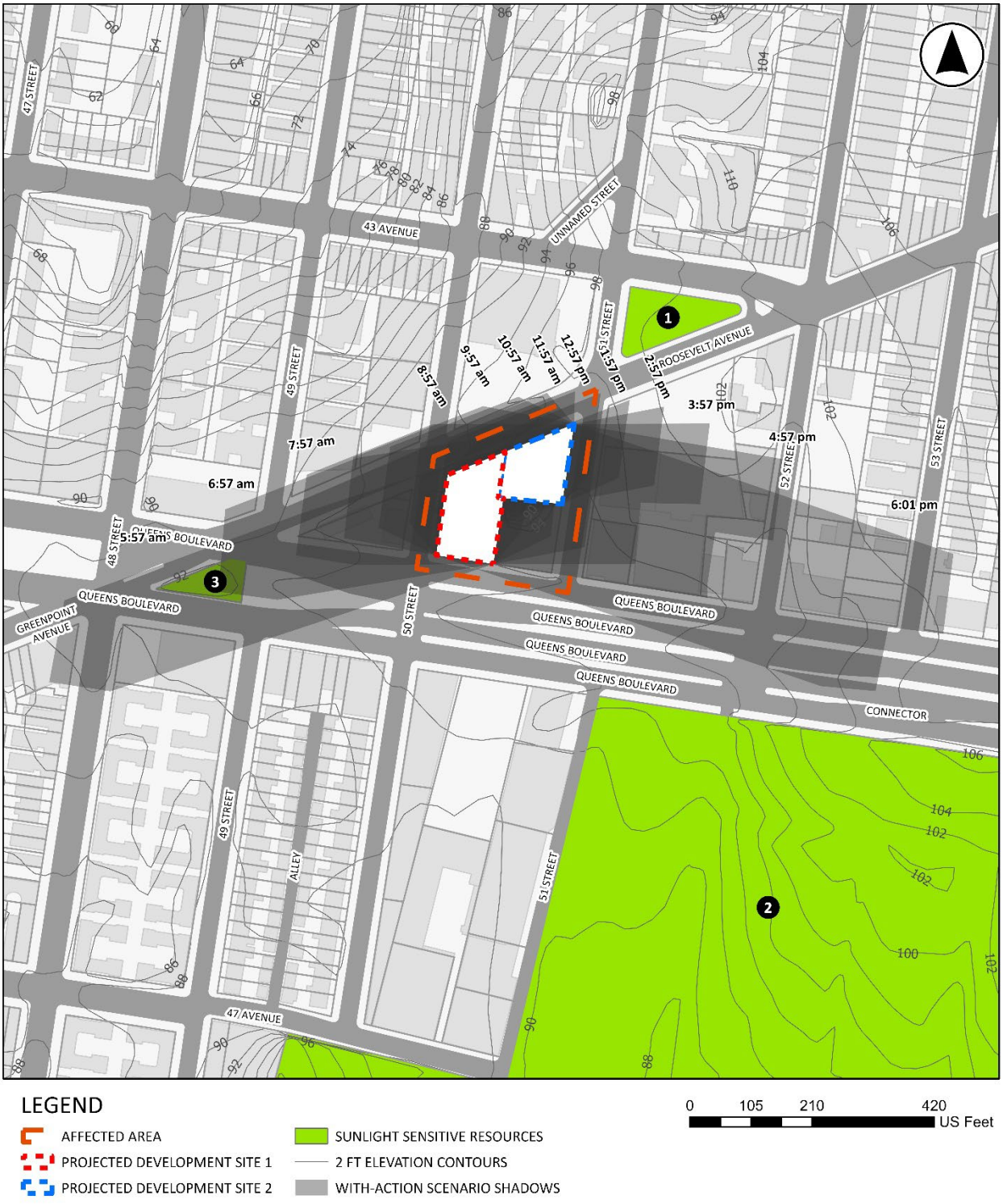


Figure 2.2-5: Tier 3 Shadow Screening May/August 6th



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



2.2.4 Detailed Shadow Analysis

The *2025 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, in absence of shadows cast by intervening buildings, would reach any sunlight-sensitive resources. The detailed analysis aims to determine the extent and duration of shadows that fall on a sunlight-sensitive resource due to the proposed project. To evaluate the extent and duration of new shadows that would be cast on a sunlight-sensitive resource as a result of the proposed project, shadows that would exist in the future without the proposed project are also defined. The results of the detailed shadow analysis on the identified resources of concern are summarized in **Table 2.2-1**. The incremental shadows cast by the Projected Development Sites are shown below in

Figure 2.2-7 to **Figure 2.2-12**.

Owned and managed by New York City Department of Parks and Recreation (DPR), John Vincent Daniels Jr. Square is a publicly accessible outdoor space bounded by Roosevelt Avenue, 43rd Avenue, and 51st Street in the Sunnyside neighborhood of Queens. As shown in **Figure 2.2-13**, the 0.25-acre triangle plaza is characterized by a flagpole that stands on an upraised platform, a water fountain, walkways, benches, trees, and bushes. At the eastern apex of the triangle stands a bronze commemorative plaque buttressed by a granite platform. The memorial honors Private Daniels for sacrificing his life for his country and others around the world. Based on the Detailed Shadow Analysis findings, the Proposed Actions would cast shadows on John Vincent Daniels Jr. Square for 1 hour and 48 minutes in December and 1 hour in March/September.

Sabba Park is also owned and managed by DPR, which is located at the intersection of Queens Boulevard, 48th Street and 49th Street. As shown in **Figure 2.2-14**, this 0.47-acre triangle plaza contains light poles, concrete and asphalt walks, a flagpole and yardarm displaying the U.S., City of New York, and Parks flags. Based on the Detailed Shadow Analysis findings, the Proposed Actions would cast shadows on Sabba Park for 43 minutes in May/August and 1 hour and 13 minutes in June.

Table 2.2-1: Detailed Shadow Analysis Results

Analysis Day	Dec 21	Mar/Sept 21	May/Aug 6	Jun 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	**John Vincent Daniels Jr. Square**			
Shadow Enter-Exit Time	1:05 pm-2:53 pm	1:25 pm-2:25 pm	-	-
Incremental Shadow Duration	1 hour 48 minutes	1 Hour	-	-
Sunlight Sensitive Resource 3	**Sabba Park**			
Shadow Enter-Exit Time	-	-	6:27 am-7:10 am	5:57 am-7:10 am
Incremental Shadow Duration	-	-	43 Minutes	1 Hour 13 Minutes
Note: Daylight savings time not used				

Figure 2.2-7: Detailed Shadows Analysis – December 21st, 1:51 PM



Figure 2.2-8: Detailed Shadows Analysis – December 21st, 2:53 PM



Figure 2.2-9: Detailed Shadows Analysis – March/September 21st, 1:36 PM



Figure 2.2-10: Detailed Shadows Analysis – May/August 6th, 6:27 AM

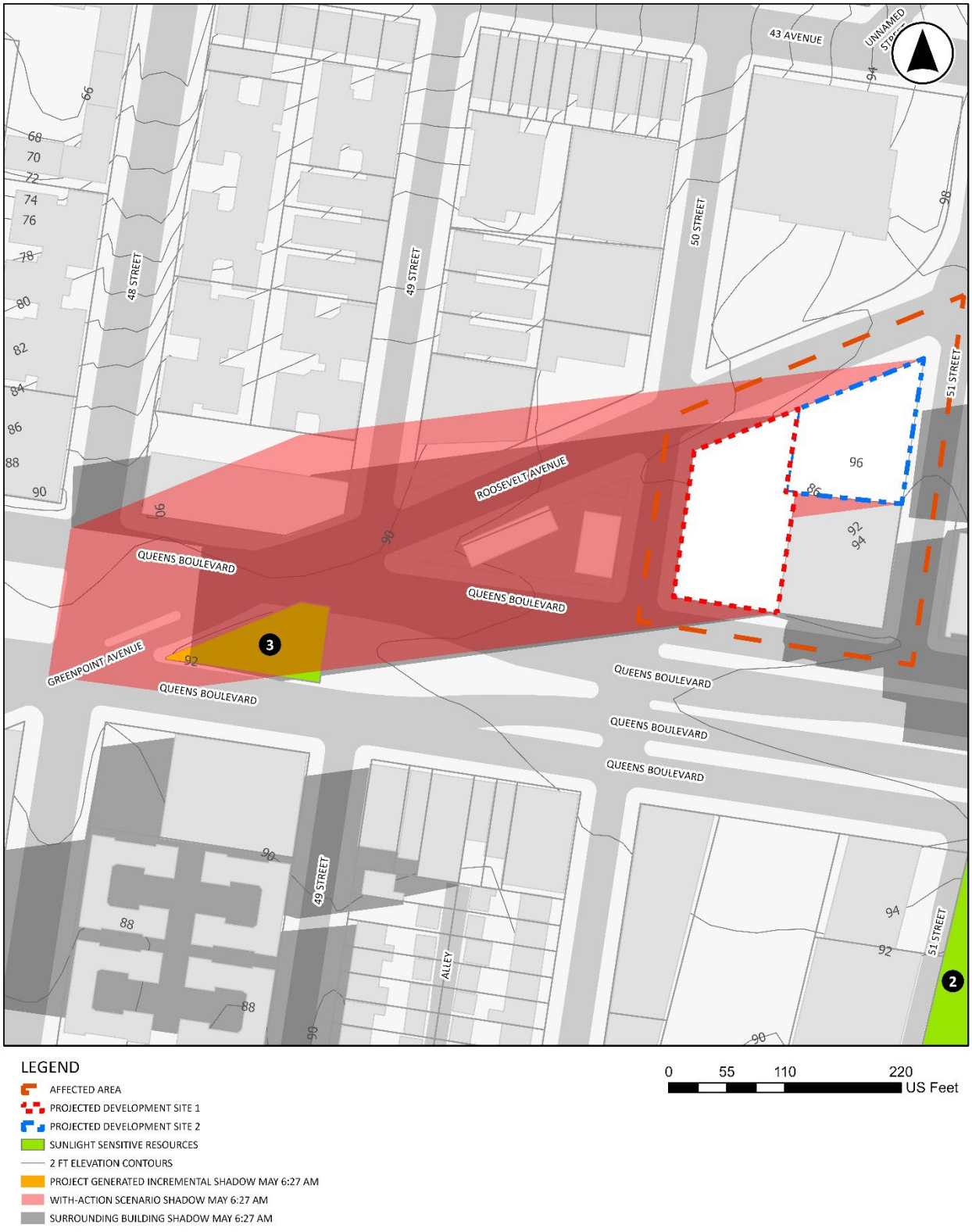


Figure 2.2-11: Detailed Shadows Analysis – June 21st, 5:57 AM

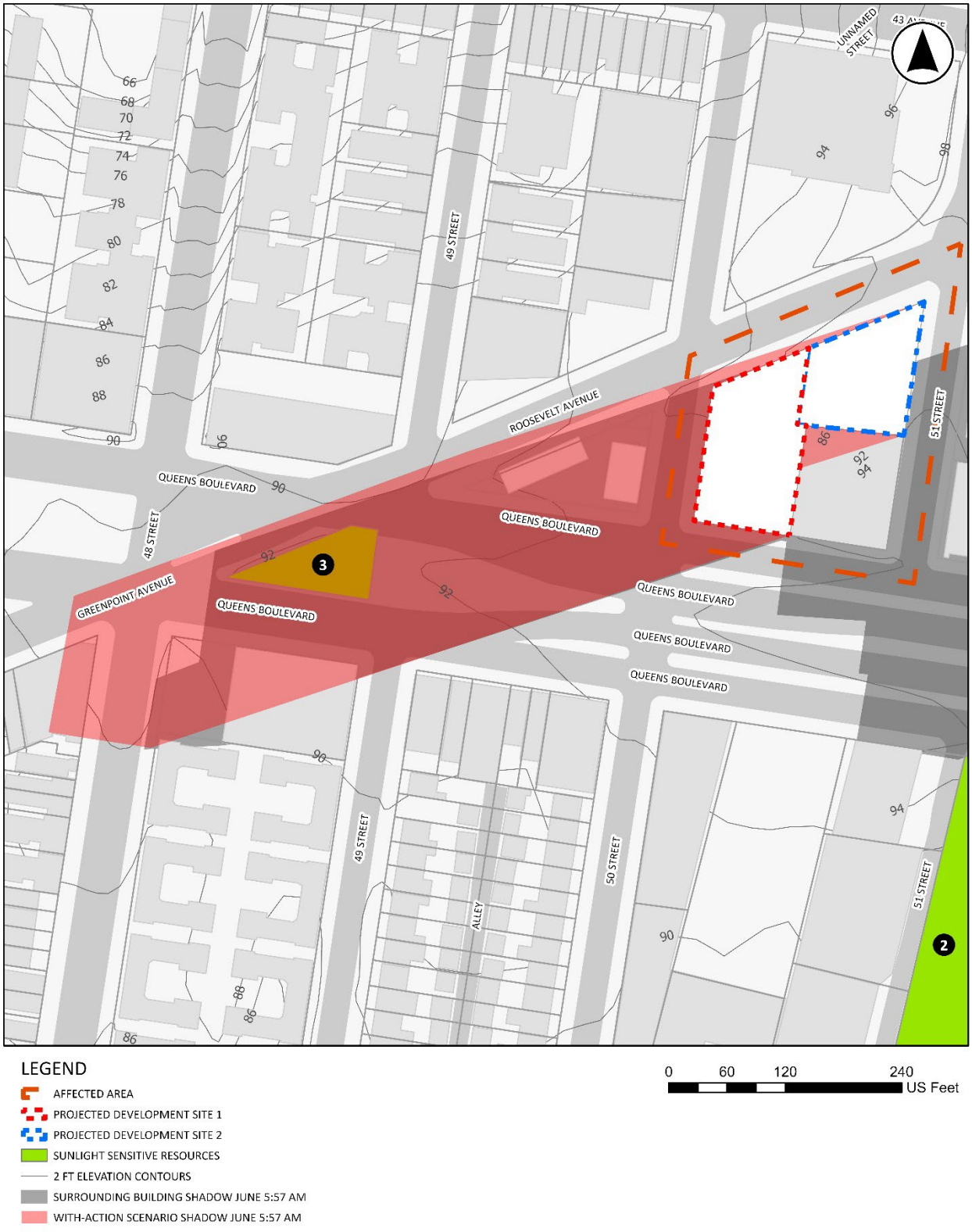


Figure 2.2-12: Detailed Shadows Analysis – June 21st, 6:57 AM

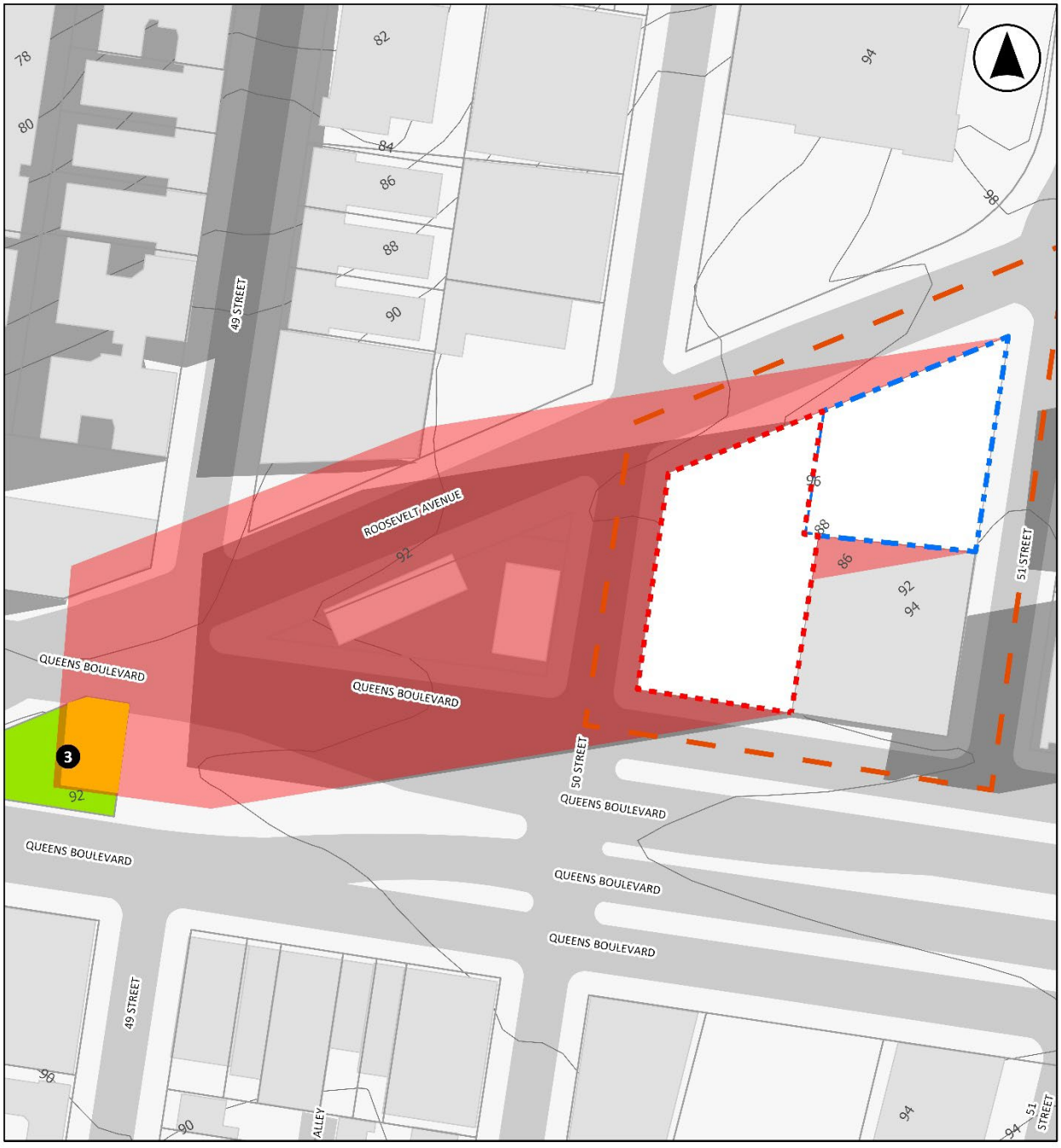

78
80
82
84
86
88
90
94
98
49 STREET
ROOSEVELT AVENUE
92
96
88
86
92
94
51 STREET
QUEENS BOULEVARD
QUEENS BOULEVARD
3
92
50 STREET
QUEENS BOULEVARD
QUEENS BOULEVARD
QUEENS BOULEVARD
QUEENS BOULEVARD
49 STREET
90
90
ALLEY
94
94
51 STREET
LEGEND
AFFECTED AREA
PROJECTED DEVELOPMENT SITE 1
PROJECTED DEVELOPMENT SITE 2
SUNLIGHT SENSITIVE RESOURCES
2 FT ELEVATION CONTOURS
WITH-ACTION SCENARIO SHADOW JUNE 6:57 AM
PROJECT GENERATED INCREMENTAL SHADOW JUNE 6:57 AM
SURROUNDING BUILDING SHADOW JUNE 6:57 AM
0
40
80
160
US Feet

Figure 2.2-13: John Vincent Daniels Jr. Square (Sunlight Sensitive Resource 1)



Figure 2.2-14: Sabba Park (Sunlight Sensitive Resource 3)



2.2.5 Determination of Impacts

The *2025 CEQR Technical Manual* states that the determination of significance of shadow on a sunlight-sensitive resource is based on: (1) the information resulting from the detailed shadow analysis describing the extent and duration of incremental shadows; and (2) an analysis of the resource's sensitivity to reduced sunlight.

Where the incremental shadows induced by a Proposed Action fall on sunlight-sensitive features or uses, the analysis assesses the loss of sunlight relative to sunlight that would be available without the project. The determination of impact under CEQR considers the extent and duration of the incremental shadows, the specific context in which the impact occurs, and the types of sunlight-sensitive features within the identified sunlight-sensitive resource(s) being analyzed, as described below.

- Open Space and Natural Resources

  For open space and natural resources, the uses and features of a resource is an indicator of its sensitivity to shadows. 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 warm-weather-dependent open space features such as pools, and sandboxes. Shadows occurring during the cold-weather months generally do not affect the growing season of outdoor vegetation. However, if an area potentially affected by shadows has evergreen trees present, it may be warranted to assess the potential for shadow impacts during all seasons as evergreen trees photosynthesize when the environment allows, including during the winter months. In addition, the detailed shadows analysis should consider the potential impact on open space features such as benches, that could be affected by a loss of winter sunlight.

  Pursuant to the *2025 CEQR Technical Manual*, plantings and vegetation such as grass lawns, planted annuals, or areas used for a relatively substantial amount of food production need six to eight hours of direct sunlight. However, some plantings and vegetation, such as established tree canopies, shrubs and perennials, can tolerate partial sun, with a reduced minimum requirement of four to six hours of direct sunlight. Direct sunlight does not need to be continuous. For example, a portion of the direct sun could be in the morning and the balance in the afternoon. However, the periods of sunlight need to be full and unobscured.

- Historic Resources

  The sensitivity to shadows for sunlight-sensitive features of a historic structure depends on its design and setting, and whether or not any of the characteristics or elements that make the resource historically significant depend on sunlight. The assessment focuses only on sunlight-sensitive features or portions of the historic resource that can be enjoyed by the public.

As stated in the *2025 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 or more 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 minimum sunlight needs (as defined above)
    - A reduction in direct sunlight exposure where the sunlight-sensitive feature of the resource is already subject to substandard sunlight
- Open Space Utilization
    - A substantial reduction in the usability of open space as a result of increased shadows.
- Historic and Cultural Resources
    - A substantial reduction in sunlight available for the enjoyment or appreciation of the sunlight-sensitive features of a historic or cultural resource.
- For Any Sunlight-Sensitive Feature of a Resource
    - A 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.

The determination of significant shadow impacts for the identified sunlight-sensitive resource evaluated as part of the Detailed Shadow Analysis are presented below.

Sunlight Sensitive Resource 1 (John Vincent Daniels Jr. Square)

Sunlight Sensitive Resource 1, John Vincent Daniels Jr. Square, is a 0.25-acre triangle plaza bounded by Roosevelt Avenue, 43rd Avenue, and 51st Street, which is characterized by a flagpole that stands on an upraised platform, a water fountain, walkways, benches, trees, and bushes. At the eastern apex of the triangle stands a bronze commemorative plaque buttressed by a granite platform. The memorial honors Private Daniels for sacrificing his life for his country and others around the world. The shadows cast from the Projected Buildings would reach the triangle plaza in December and March/September, and the shadows would not reach the plaza in May/August or June.

The shadows cast from the Projected Development Sites would affect John Vincent Daniels Jr. Square for a 1-hour-48-minute period from 1:05 PM to 2:53 PM on December 21st, which would leave approximately 4 hours and 14 minutes of direct sunlight during the day. As the December analysis period is outside of the growing season, it eliminates any potential impacts on the vegetation in the plaza. Given that the incremental shadows from the Projected Development Sites are moving throughout the day, the majority of the benches and walkways within the plaza would still receive a sufficient amount of sunlight (see **Figure 2.2-7** and **Figure 2.2-8**). As a result, Open Space Utilization of the resource would not be significantly impacted for the December 21st analysis period.

The shadows cast from the Projected Development Sites would affect John Vincent Daniels Jr. Square for a 1-hour period from 1:25 PM to 2:25 PM on March 21st/September 21st, which would leave approximately 7 hours and 53 minutes of direct sunlight during the day. As shown in **Figure 2.2-9**, the incremental shadows cast by the Projected Buildings would cover a small portion at the southern corner of the plaza in the early afternoon, leaving the majority of the plaza unshaded. Given that the remaining period of time with direct sunlight is considered sufficient for vegetation growth and people's outdoor activities, no adverse impacts on the Vegetation or Open Space Utilization would be expected for the March 21st/September 21st analysis period.

Sunlight Sensitive Resource 3 (Sabba Park)

Sunlight Sensitive Resource 3, Sabba Park, is a 0.47-acre triangle plaza located at the intersection of Queens Boulevard, 48th Street and 49th Street, which contains light poles, concrete and asphalt walks, a flagpole and yardarm displaying the U.S., City of New York, and Parks flags. The shadows cast from the Projected Buildings would reach the triangle plaza in May/August and June, and the shadows would not reach the plaza in December or March/September.

On May 6th/August 6th analysis days, the shadows cast from the Projected Buildings would cover the majority of the plaza for 43 minutes, entering at 6:27 AM and exiting at 7:10 AM (see **Figure 2.2-10**). Given that the incremental shadows would cast on the plaza in the early morning when people tend to be inside, the incremental shadows would have limited impacts on people's outdoor activities. In addition, the plaza would still receive direct sunlight for 10 hours and 8 minutes during the day, which is sufficient for vegetation growth and people's outdoor enjoyment. Therefore, there would be no adverse impacts for the May 6th/August 6th analysis period on the Vegetation and Open Space Utilization of the plaza.

As for the June 21st analysis day, the incremental shadows from the Projected Buildings would affect the plaza for 1 hour and 13 minutes from 5:57 AM to 7:10 AM (see **Figure 2.2-11** and **Figure 2.2-12**), leaving it with direct sunlight for 10 hours and 51 minutes. The period with direct sunlight during the day would be sufficient for people's outdoor enjoyment and the growth of the vegetation within the plaza. Therefore, there would be no adverse impacts for the June 21st analysis period on the Vegetation and Open Space Utilization of the plaza.

2.2.6 Conclusion

As detailed in the analysis above, the shadows cast from the Projected Buildings would affect John Vincent Daniels Jr. Square (Resource 1) and Sabba Park (Resource 3) for a limited extent and duration. No adverse impact is expected on the Vegetation or Open Space Utilization of the identified sunlight-sensitive resources 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 *2025 CEQR Technical Manual*.

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

Methodology

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

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

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

2.3.1 Architectural Resources

Per *2025 CEQR Technical Manual* guidelines, impacts on historic resources are considered on those sites affected by the proposed Action(s) and in the area surrounding identified development sites. The historic resources study area is defined as the project site plus an approximately 400-foot radius around the proposed action area.

According to the *2025 CEQR Technical Manual*, significant adverse impacts to historic and cultural resources could potentially result if a proposed action affects those characteristics that make a resource eligible for LPC designation or S/NR listing. This section assesses the potential for the proposed action to result in significant adverse impacts on identified historic and cultural resources. **Table 2.3-1** below provides information about possible direct, indirect and construction-related impacts on historic and cultural resources. Generally, architectural resources should be surveyed and assessed if the proposed project would result in any of the following, whether or not any known historic resources are located near the site of the project:

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

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

The LPC was contacted for their initial review of the project's potential to impact nearby historic and cultural resources. By letter dated August 12, 2025, LPC indicated that the study area does not contain any buildings of known architectural significance (see **Appendix A**). Therefore,

significant adverse impacts to architectural resources are not expected because of the Proposed Actions, 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 on archaeological resources is controlled by the actual footprint of the limits of soil disturbance. Archaeological resources are physical remains, usually subsurface, of the prehistoric and historic periods such as burials, foundations, artifacts, wells and privies. The *2025 CEQR Technical Manual* requires a detailed evaluation of a project's potential effect on the archaeological resources if it would potentially result in an in-ground disturbance to an area not previously excavated.

The Proposed Actions would result in in-ground construction activities on the Projected Development Sites within the Affected Area. 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 August 12, 2025 (see **Appendix A**). The LPC has indicated that no cultural resource of archaeological significance is associated with the Affected Area. Therefore, significant adverse impacts on archaeological resources are not expected because of the Proposed Actions, and further analysis is not warranted.

2.3.3 Conclusion

The project would require in-ground disturbance to develop the proposed mixed-use buildings on two Projected Development Sites. 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 August 12, 2025, LPC indicated that the Study Area does not contain any sites or buildings of known architectural or archeological significance (see **Appendix A**). The Proposed Actions, therefore, are not anticipated to result in significant adverse impacts to sensitive architectural or archaeology resources.

2.4 Hazardous Materials

According to the *2025 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 I Environmental Site Assessment (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 *2025 CEQR Technical Manual*, the Phase I ESA is conducted in accordance with the standards established by the current ASTM Phase I 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.

Preliminary Analysis

Existing Conditions

Located within R6/C2-3 and R7X/C2-3 zoning districts, the Affected Area consists of Block 1319 Lots 1, 12, and 21 in the Sunnyside neighborhood within Queens Community District 2, with a combined area of approximately 40,280 square feet. The Applicant-owned lot is comprised of Block 1319, Lot 1, while all the other lots within the Affected Area are non-Applicant-owned.

The Applicant-owned Projected Development Site 1 (Block 1319, Lot 1) is a 16,354-SF corner lot with approximately 104 feet of frontage along Roosevelt Avenue, 100 feet of frontage along Queens Boulevard, and 142 feet of frontage along 50th Street. The lot is currently vacant and unimproved.

The non-Applicant-owned Projected Development Site 2 (Block 1319, Lot 12) is a 11,981-SF corner lot with approximately 128 feet of frontage along Roosevelt Avenue and 138 feet along 51st Street. This lot contains a one-story commercial building of 6,328 GSF built in 2004, which is currently occupied by a laundromat (Clean Rite Center) and has 15 accessory parking spaces in an uncovered lot. The building was built in 2004 and used as a laundromat/dry cleaner and contained two additional retail stores. In 2025, the laundromat expanded into the entire building.

The non-Applicant-owned Block 1319, Lot 21 is a 11,945-SF corner lot with approximately 100 feet of frontage along Queens Boulevard and 122 feet of frontage along 51st Street. This lot is currently improved with a 9-story mixed residential and commercial building of 80,171 GSF built in 2019, which contains 4 commercial units and 75 dwelling units. Although this lot would be

eligible for additional floor area as a result of the Proposed Actions, redevelopment of Lot 21 is not expected given the substantial recent investment in construction and the remaining useful life of the building.

Future No-Action Condition

In the future absent the Proposed Actions, the Applicant-owned Projected Development Site 1, which is currently vacant, would be redeveloped to max out the allowable FAR under the existing R6/C2-3 and R7X/C2-3 zoning, while existing conditions on the non-Applicant-owned Projected Development Site 2 are expected to remain in the future without the Proposed Actions.

Maxing out the existing FAR and assuming a conservative assumption of 850 GSF/DU, Projected Development Site 1 would be redeveloped with a 16-story, 165-foot-tall, mixed-use commercial and residential building of 91,813 GSF (84,730 ZSF, 5.18 FAR) with 13,901 GSF (13,901 ZSF, 0.85 FAR) of commercial retail on the ground floor and 77,912 GSF (70,829 ZSF, 4.33 FAR) of residential uses with a total of 92 dwelling units on the upper floors.

Projected Development Site 2 would continue to be developed with a one-story commercial building of 6,328 GSF (6,328 ZSF, 0.53 FAR). While the maximum allowable FAR is 4.80 for the underlying R6/C2-3 zoning district, it is conservatively assumed that this site would not be redeveloped in the future without the Proposed Actions.

Future With-Action Condition

The Proposed Actions include rezoning of Block 1319, Lots 1, 12, and 21 from R6/C2-3 and R7X/C2-3 zoning districts to an R8A/C2-4 zoning district. In the future with the Proposed Actions, the Projected Development Sites would be redeveloped in accordance with the proposed R8A/C2-4 zoning district, up to the maximum permitted FAR and building height.

In the With-Action Condition, Projected Development Site 1 (Applicant-owned Block 1319, Lot 1) would be developed with a single 16-story, 165-foot-tall, 130,833 GSF (117,749 ZSF, 7.20 FAR) mixed residential, commercial, and community facility building, containing approximately 5,444 GSF (4,900 ZSF, 0.30 FAR) of community facility uses (medical office) and 7,633 GSF (6,870 ZSF, 0.42 FAR) of commercial uses (local retail) on the first floor, and 117,756 GSF (105,979 ZSF, 6.48 FAR) of residential uses (139 dwelling units) on the upper floors.

Projected Development Site 2 (non-Applicant-owned Block 1319, Lot 12) would be developed with a single 16-story, 165-foot-tall, 93,871 GSF (86,263 ZSF, 7.20 FAR) mixed residential and commercial building, containing approximately 10,184 GSF (10,184 ZSF, 0.85 FAR) of local retail uses on the first floor, and 83,687 GSF (76,079 ZSF, 6.35 FAR) of residential uses (98 dwelling units) on the upper floors.

As described above, the Proposed Actions would facilitate residential, community facility, and commercial uses to be built with a higher FAR and a larger building bulk compared to the as-of-right development in the underlying R6/C2-3 and R7X/C2-3 zoning districts.

Since the Applicant-owned Projected Development Site 1 is part of Maspeth-Woodside Rezoning (C 060294 ZMQ, N 060504 ZRQ, effective June 29, 2006), an existing E-Designation (E-163) related to hazardous materials was placed on Projected Development Site 1, which is summarized in detail as below.

As discussed above, the non-Applicant Projected Development Site 2 has been a laundromat/dry cleaner for the past 22 years. Based on the current use of this site as a laundromat/dry cleaner, which is associated with the use of hazardous materials such as dry-cleaning solvents, an E-Designation is warranted to ensure that appropriate environmental investigation and any necessary remediation would be conducted prior to redevelopment.

2.4.1 Existing E-Designation Summary

Per the Environmental Assessment Statement (EAS) for the Maspeth-Woodside Rezoning (CEQR No. 06DCP065Q), the Hazardous Materials analysis examined projected and potential sites where development in the future would have the potential to increase the exposure of people or the environment to hazardous materials. These could include the potential for increased exposure detrimental to the health and safety of workers during construction, the potential for the transport of contaminated soil, or the potential for increased exposure for future residents or employees of individual buildings on these sites.

The screening for all identified sites was conducted by reviewing historical documentation for past or current uses that may have affected or may be affecting a projected or potential development site or an adjacent site. The past uses were compared to the list of types of facilities, activities or conditions which would lead to a site receiving an E-Designation.

The Applicant-owned Projected Development Site 1 (Block 1319, Lot 1) was included as a potential development site (Potential Site 27) in the Maspeth-Woodside Rezoning EAS. Based on screening in the EAS, Projected Development Site 1 meets the criteria for placement of an E-Designation as Projected Development Site 1 is within 400 feet of auto service/repair uses. As a result, an E-Designation (E-163) related to hazardous materials was placed on Projected Development Site 1.

The existing E-Designation (E-163) provides the impetus to identify and address environmental conditions so that significant adverse impacts during site development would be reduced. The New York City Department of Environmental Protection (DEP) shall provide regulatory oversight of the environmental investigation and remediation during this process. Building permits are not issued by Department of Buildings (DOB) without prior DEP approval of the investigation and/or remediation pursuant to the provisions of Section 11-15 of the New York City Zoning Resolution (Environmental Requirements).

The existing E-Designation (E-163) requires that the fee owner(s) of Projected Development Site 1 conduct a testing and sampling protocol and have an approved remediation plan, where appropriate, to the satisfaction of DEP. DOB will typically issue the foundation permits when DEP

approves the remedial action work plan – the actual remediation is usually done concurrently with the construction. The remediation plan provided to DEP to satisfy the E-Designation (E-163) must also include a mandatory construction-related health and safety plan, which must also be approved by DEP.

2.4.2 Conclusion

Based on the findings and conclusions of the Maspeth-Woodside Rezoning EAS, an existing E-Designation (E-163) related to Hazardous Materials was placed on the Applicant-owned Projected Development Site 1 (Block 1319, Lot 1). With the existing E-Designation (E-163) on Projected Development Site 1, the potential for an adverse impact to human health and the environment resulting from the Proposed Actions would be avoided. As a result, no further investigation is warranted on Projected Development Site 1 at this time.

However, as discussed above, based on the current use of Projected Development Site 2, there is potential for the presence of hazardous materials related to the existing business on site. Accordingly, to ensure that no significant adverse impacts related to hazardous materials occur as a result of the Proposed Actions, a new E-Designation (E-XXX) shall be established on both Projected Development Site 1 and Projected Development Site 2.

The new E-Designation (E-XXX) language related to hazardous materials is as follows:

E-Designation (E-XXX)

Projected Development Site 1: Block 1319, Lot 1 (Site under the control or ownership of the Applicant)

Based on prior on-site and/or surrounding area land uses, which could result in environmental contamination and testing is not physically possible during the CEQR process, DEP concurs with the EAS recommendation that an (E) (E-XXX) Designation for hazardous materials should be placed on the zoning map pursuant to Section 11-15 of the New York City Zoning Resolution for the subject property (Block 1319, Lot 1). The (E) (E-XXX) Designation will ensure that testing and mitigation will be provided as necessary before any future development and/or soil disturbance. Further hazardous materials assessments should be coordinated through the Mayor's Office of Environmental Remediation (OER).

Projected Development Site 2: Block 1319, Lot 12 (Site not under the control or ownership of the Applicant)

Based on current on-site and/or surrounding area land uses which could result in environmental contamination, DEP recommends that an (E) Designation (E-XXX) for hazardous materials should be placed on the zoning map pursuant to Section 11-15 of the New York City Zoning Resolution for the subject property (Block 1319, Lot 12). The (E) Designation (E-XXX) will ensure that testing and mitigation will be provided as necessary before any future development and/or soil

disturbance. Further hazardous materials assessments should be coordinated through the Mayor's Office of Environmental Remediation (OER).

An (E) Designation (E-XXX) for hazardous materials will be established for Projected Development Site 1 (Block 1319, Lot 1) and Projected Development Site 2 (Block 1319, Lot 12). The details related to E-XXX are as follows.

E-XXX Requirements

Task 1 - Sampling Protocol

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

Task 2 - Remediation Determination and Protocol

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

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

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

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

2.5 Air Quality

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

Ambient air quality describes pollutant levels in the surrounding environment to which the public has access. To assess potential health hazards due to ambient air quality, the impact of air pollutants emitted by motor vehicles (mobile source) and by fixed facilities (stationary source) are analyzed, where the effects of both the proposed project on ambient air quality and the ambient air quality effect on the proposed project are considered. The analysis framework, as mandated by the State Environmental Review Act, follows the *2025 CEQR 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 concentration based upon adverse effect on human health. 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 natural gas. Emitted NOx from the burning of fossil fuel gradually convert to NO2 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 NO2 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: Inhalable Particles (PM_{10}) and Fine Particulate Matter ($PM_{2.5}$), 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, and $PM_{2.5}$ standards together with their health-related averaging periods are presented in **Table 2.5-1**.

Table 2.5-1: 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
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 national standard, NAAQS. In addition, the NYSDEC has established guidelines for maximum allowable concentration of "noncriteria pollutants," which are potentially toxic or carcinogenic pollutants. The maximum allowable guidelines set a maximum 1-hour and annual averaging time concentrations and are published in the DAR-1 AGC/SGC Table, where AGC/SGC refers to Annual and Short-term Guideline Concentrations. The most recent DAR-1 guidelines were published on February 12, 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, the *CEQR Technical Manual* requires that projects subject to CEQR apply a $PM_{2.5}$ 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 impacts of 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*, $PM_{2.5}$ significant impacts are evaluated as follows:

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

Background Concentrations

Determination of significant impact criteria is evaluated by adding the background concentrations at the nearest NYSDEC monitoring stations to the concentrations of criteria pollutants in the ambient air of the Affected Area. 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 2024 at the nearest monitoring stations. **Table 2.5-2** shows background concentrations.

Table 2.5-2: Background Concentrations (NYSDEC 2024 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 $\mu g/m^3$	41.27 ppb (78.87 $\mu g/m^3$)	Queens Near Road
	Annual Arithmetic Mean	100 $\mu g/m^3$	15.97 ppb (30.52 $\mu g/m^3$)	
$PM_{2.5}$	24-Hour average of 98th percentile for last 3 years	35 $\mu g/m^3$	18.9 $\mu g/m^3$	Maspeth
	Average of last 3 years annual means	12 $\mu g/m^3$	7.0 $\mu g/m^3$	
SO_2	99th Percentile of Daily Maximum 1-hour averaged over last 3 years	196 $\mu g/m^3$	4.60 ppb (12.24 $\mu g/m^3$)	Queens
	Annual Arithmetic Mean	80 $\mu g/m^3$	0.25 ppb (0.67 $\mu g/m^3$)	

The de minimis criteria for $PM_{2.5}$ was evaluated as described in the NYC Interim Guidelines. The concentration increments are presented below:

- 24-hour $PM_{2.5}$ 8.05 $\mu g/m^3$
- Annual $PM_{2.5}$ 0.3 $\mu g/m^3$

2.5.1 Mobile Sources

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

- Projects that would result in placement of operable windows, balconies, air intakes or intake vents generally within 200 feet of an atypical source of vehicular pollutants.
- Projects that would result in the creation of a fully or partially covered roadway, would exacerbate traffic conditions on such a roadway, or would add new uses near such a roadway.
- Projects that would generate peak hour auto traffic or divert existing peak hour traffic of 170 or more auto trips in this area of the City.
- Projects that would generate peak hour heavy- duty diesel vehicle traffic or its equivalent in vehicular emissions resulting from 12 or more heavy-duty diesel vehicles (HDDVs) for paved roads with average daily traffic of fewer than 5,000 vehicles, 19 or more HDDVs for collector roads, 23 or more HDDVs for principal and minor arterials, or 23 or more HDDVs for expressways and limited-access roads.
- Projects that would result in new sensitive uses (e.g., schools or hospitals) adjacent to large existing parking facilities or parking garage exhaust vents.
- Projects that would result in parking facilities or applications requesting the grant of a special permit or authorization for parking facilities; or projects that would result in a sizable number of other mobile sources of pollution (e.g., a heliport or a new railroad terminal).
- Projects that would substantially increase the vehicle miles traveled in a large area.

The Proposed Actions would not result in operable windows or air intakes within 200 feet of an atypical roadway. It would not result in creation of a covered roadway or affect any covered roadway. Peak hour trip generation is far below the 170-car threshold, as potentially warranting further assessment (see EAS Short Form screen). The project would not result in the creation of a new parking facility. The project would not substantially increase the vehicle miles traveled in a large area.

Based on the NYS DOT Functional Classification of the nearby roadways, Roosevelt Avenue and Queens Boulevard are principal arterial roads, while 50th Street and 51st Street are local roads. Given that the Affected Area is located within an Inner Transit Zone and the proposed buildings would be constructed after December 5, 2024, no accessory parking spaces would be required

per ZR 25-211, and no off-street parking would be provided on any Projected Development Site. As a result, the incremental vehicular trips derived from the Proposed Actions would be directed to the nearby parking facilities, and would not concentrate around the Projected Development Sites. Accordingly, the Proposed Actions are not expected in incremental generation of HDDVs that would exceed the CEQR thresholds.

2.5.2 Mobile Sources Conclusion

Based on the screening above, the Proposed Actions would not cause any significant adverse air quality impacts related to the mobile emission sources from the incremental vehicular trips, and further assessment is not warranted.

2.5.3 Stationary Sources

According to the *2025 CEQR Technical Manual*, projects may result in stationary source air quality impacts when one or more of the following occurs:

- New stationary sources of pollutants are created (e.g., emission stacks for industrial plants, hospitals, and other large institutional uses).
- Certain new uses near existing (or planned future) emissions stacks are introduced that may affect the use.
- Structures near such stacks are introduced so that the structures may change the dispersion of emissions from the stacks so that surrounding uses are affected.
- Fossil fuels (fuel oil or natural gas) for heating/hot water, ventilation, and air conditioning systems are used.
- Large emission sources are created (e.g., solid waste or medical-waste incinerators, cogeneration facilities, asphalt/concrete plants, or power-generating plants, etc.).
- New sensitive uses are located near a large emission source.
- Medical, chemical, or research labs are created or result in new uses being located near them.
- Operation of manufacturing or processing facilities is created.
- New sensitive uses created within 400 feet of manufacturing or processing facilities.
- New uses created within 400 feet of a stack associated with commercial, institutional, or residential developments (and the height of the new structures would be similar to or greater than the height of the emission stack).
- Potentially significant odors are created.
- New uses near an odor-producing facility are created.

- "Non-point" sources that could result in fugitive dust are created.
- New uses near nonpoint sources are created.
- A generic or programmatic action is introduced that would change or create a stationary source or that would expose new populations to such a station

Analysis Framework

The Proposed Actions include rezoning of Block 1319, Lots 1, 12, and 21 from R6/C2-3 and R7X/C2-3 zoning districts to an R8A/C2-4 zoning district. In the future with the Proposed Actions, the Projected Development Sites would be redeveloped in accordance with the proposed R8A/C2-4 zoning district, up to the maximum permitted FAR and building height. The stationary source analysis was performed to determine whether emissions from the two identified Projected Development Sites could potentially impact each other or existing buildings. The Reasonable Worst-Case Development Scenario on the two Projected Development Sites are detailed as follows:

In the With-Action Condition, Projected Development Site 1 (Applicant-owned Block 1319, Lot 1) would be developed with a single 16-story, 165-foot-tall, 130,833 GSF (117,749 ZSF, 7.20 FAR) mixed residential, commercial, and community facility building, containing approximately 5,444 GSF (4,900 ZSF, 0.30 FAR) of community facility uses (medical office) and 7,633 GSF (6,870 ZSF, 0.42 FAR) of commercial uses (local retail) on the first floor, and 117,756 GSF (105,979 ZSF, 6.48 FAR) of residential uses (139 dwelling units) on the upper floors.

Projected Development Site 2 (non-Applicant-owned Block 1319, Lot 12) would be developed with a single 16-story, 165-foot-tall, 93,871 GSF (86,263 ZSF, 7.20 FAR) mixed residential and commercial building, containing approximately 10,184 GSF (10,184 ZSF, 0.85 FAR) of local retail uses on the first floor, and 83,687 GSF (76,079 ZSF, 6.35 FAR) of residential uses (98 dwelling units) on the upper floors.

Given that the Affected Area is located within an Inner Transit Zone and the proposed buildings would be constructed after December 5, 2024, no accessory parking spaces would be required per ZR 25-211, and no off-street parking would be provided on any Projected Development Site.

Existing E-Designation Summary

Per the Environmental Assessment Statement (EAS) for Maspeth-Woodside Rezoning (CEQR No. 06DCP065Q), the Air Quality analysis was performed to determine whether emissions from development sites could potentially impact other development sites or existing buildings. The analysis was performed assuming No.4 fuel oil as the HVAC systems fuel type.

The Applicant-owned Projected Development Site 1 (Block 1319, Lot 1) was included as a potential development site (Potential Site 27) in the Maspeth-Woodside Rezoning EAS. Based on analysis in the EAS, an E-Designation (E-163) related to HVAC emissions was placed on Projected

Development Site 1. The existing E-Designation (E-163) language related to HVAC emissions is as follows:

> **Block 1319, Lot 1**
>
> **Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilation, and air conditioning (HVAC) stack(s) are located at least 100 feet from the adjacent lot facing 51st Street, or use natural gas as the type of fuel for space heating and hot water systems, to avoid any potential significant air quality impacts.**

It should be noted that the existing E-Designation (E-163) related to HVAC emissions would ensure that no significant adverse air quality impacts would occur on the Applicant-owned Projected Development Site 1 (Block 1319, Lot 1) as a result of the proposed R6/C2-3 and R7X/C2-3 districts in the Maspeth-Woodside Rezoning, which become the underlying zoning districts of Projected Development Site 1 currently. However, the Proposed Actions would rezone the underlying R6/C2-3 and R7X/C2-3 districts within the Affected Area to an R8A/C2-4 district, which would introduce a higher maximum permitted building height. Further, Maspeth-Woodside Rezoning was approved and adopted in 2006, and the built environment in the area has changed dramatically in the past two decades. In addition, the use of No. 4 oil is being phased out by a rule finalized in April 2011, and the new buildings on the two Projected Development Sites are not allowed to use No. 4 oil for their HVAC systems. As a result, the existing E-Designation (E-163) related to HVAC emissions is outdated and may not be sufficient to prevent significant adverse impacts related to air quality. Meanwhile, the Proposed Actions would facilitate the development of a new mixed residential and commercial building on the non-Applicant-owned Projected Development Site 2 (Block 1319, Lot 12), which was not included as a projected development site in the Maspeth-Woodside Rezoning EAS. Accordingly, an HVAC screening is still required for the Proposed Actions.

Heating and Hot Water Systems

The Proposed Actions include rezoning of Block 1319, Lots 1, 12, and 21 from R6/C2-3 and R7X/C2-3 zoning districts to an R8A/C2-4 zoning district. In the future with the Proposed Actions, the Projected Development Sites would be redeveloped in accordance with the proposed R8A/C2-4 zoning district, up to the maximum permitted FAR and building height.

Under the Future With-Action Condition of the RWCDS, Projected Development Site 1 (Block 1319, Lot 1), the Applicant's owned property, would be developed with a single 16-story, 165-foot-tall, 130,833 GSF (117,749 ZSF, 7.20 FAR) mixed residential, commercial, and community facility building, containing approximately 5,444 GSF (4,900 ZSF, 0.30 FAR) of community facility uses (medical office) and 7,633 GSF (6,870 ZSF, 0.42 FAR) of commercial uses (local retail) on the first floor, and 117,756 GSF (105,979 ZSF, 6.48 FAR) of residential uses (139 dwelling units) on the upper floors.

Projected Development Site 2 (Block 1319, Lot 12; non-Applicant Lot) RWCDS would facilitate a single 16-story, 165-foot-tall, 93,871 GSF (86,263 ZSF, 7.20 FAR) mixed residential and commercial building, containing approximately 10,184 GSF (10,184 ZSF, 0.85 FAR) of local retail uses on the first floor, and 83,687 GSF (76,079 ZSF, 6.35 FAR) of residential uses (98 dwelling units) on the upper floors.

Per the *2025 CEQR Technical Manual*, the HVAC analysis considers the potential for emissions from the HVAC system of the proposed project to significantly impact existing land uses (project-on-existing), and the potential of the proposed project to significantly impact each other (project-on-project). Based on CEQR guidelines, a preliminary screening analysis is to be conducted as a first step to predict whether the potential impacts of the heat and hot water system(s) boiler emissions can be significant. The screening analysis determines the threshold of development size below which the proposed actions would not have a significant impact. This CEQR screening procedure is applicable to buildings that are not less than 30 feet from the nearest building of similar or greater height. Otherwise, a detailed dispersion analysis is required.

Screening 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 fails.

As determined in the screening analysis, natural gas would be the type of fuel used in HVAC systems on the Projected Development Sites. As such, screening analyses were conducted for natural gas fueled boilers serving residential building(s). Further, as screening analysis is only applicable to a single smokestack, for the purposes of a cumulative screening analysis, emissions from multiple stacks were combined in a single stack situated as close as possible to the receiving building.

Project-on-Existing

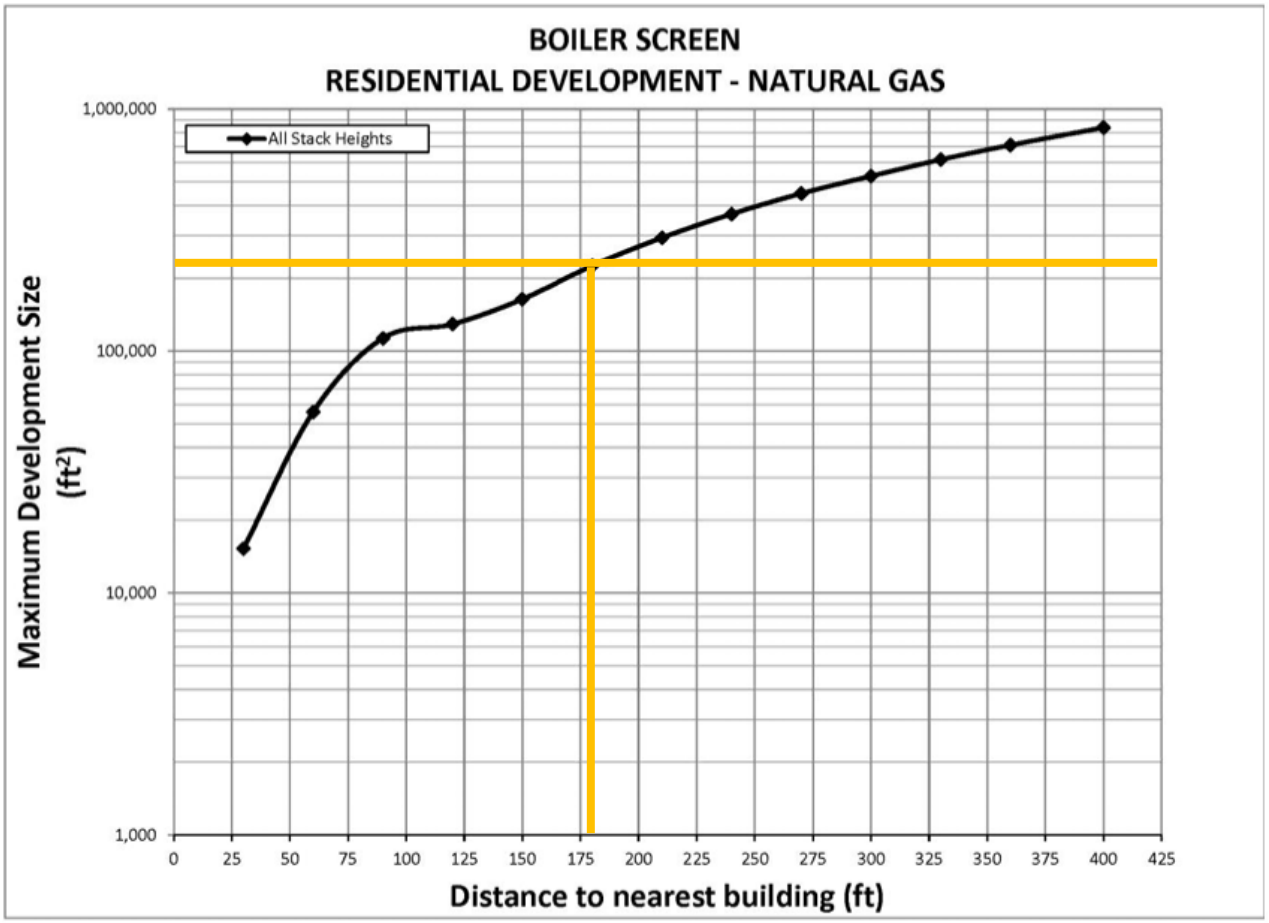
Projected Development Site 1 and 2 on existing land uses: A hypothetical HVAC system serving a 165-foot-tall, 224,704-GSF residential building (the RWCDS combined floor area of Projected Development Site 1 and Projected Development Site 2). Natural gas would be the type of fuel used in the system and the stack would be located above the RWCDS height of 165 feet. **Figure 2.5-1** (using Figure 17-2 of the *CEQR Technical Manual* Appendices) indicates that any building with similar or greater building height may be impacted by the HVAC emissions from the hypothetical 165-foot-tall residential building if it is located within 180 feet of Projected Development Site 1 and Projected Development Site 2. No existing building with similar or greater height (165 feet and above) was identified within the 180-foot area. As such, Project

Development Site 1 and Projected Development Site 2 pass the HVAC screening analysis on existing land uses.

Project-on-Project

Per the RWCDS, the proposed buildings on Projected Development Site 1 and Projected Development Site 2 are both 165-foot-tall and are adjacent. Therefore, the screening analysis is not applicable, and detailed analyses are required.

Figure 2.5-1: Projected Development Site 1 and 2 Screening Analysis on Existing Land Uses



Air Dispersion Analysis

A stationary source modeling was conducted to evaluate the potential impacts associated with the boilers stacks emissions. Lakes Environmental MPI executable was used in the analysis. The MPI executable takes advantage of computers with multiple processors, reducing run-time significantly. Lakes Environmental has adjusted the US EPA AERMOD source code and recompiled the model to parallelize the processing of receptors. The latest MPI executable (used in the analysis) modified the EPA's AERMOD latest executable model version 211112. AERMOD modeling application 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 effect 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 (2017-2021), obtained from NYSDEC. Surface data used in the analysis is from John F. Kennedy Airport, upper air data is from New York OKX station, New York. More recent meteorological data was requested from NYSDEC; however, due to missing data in the spring and early summer of 2022T, NYSDEC recommended the use of the data set from 2017 through 2021. 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 New York City, obtained from the U.S. Census Bureau (July 2024), was specified to account for the effects of increased surface heating from an urban area on pollutant dispersion under stable atmospheric conditions.

The pollutant of concern for natural gas fueled boilers is NO_2; however, $PM_{2.5}$ was also analyzed. Natural gas annual consumption rate was calculated based on 59.1 cubic feet per square feet per year, applicable to residential building fuel consumption data, based on energy consumption rate of 60.3 thousand Btu per gsf.[3] All fuel was assumed to be consumed during the 100-day (or 2,400 hour) heating season, based on the *2025 CEQR Technical Manual*. Nitrogen oxides (NOx) emission rate, emitted from natural gas fueled HVAC system equipped with low-NOx burner(s), was calculated based on emission factors obtained from the DCP. $PM_{2.5}$ emission rates were calculated based on the fuel consumption rate and emission factors published in the EPA AP-42 manual for external combustion sources. **Table 2.5-3** shows the HVAC system(s) energy intensity and pollutants' emission rates.

[3] U.S. Energy Information Administration (EIA) Table US1: Total Energy Consumption, Expenditures, and Intensities, 2005 Part

Table 2.5-3: RWCDS HVAC Systems Short-term and Annual Emission Rates

Site ID	RWCDS Floor Area (GSF)	Boiler's Energy Intensity (MMBtu); Type of Fuel	Pollutant	Short-term Emission Rate (g/s)	Annual Emission Rate (g/s)
Projected Development Site 1	198,953	3.29; Natural gas	NO_2	4.06E-02	1.11E-02
			$PM_{2.5}$	3.09E-03	8.45E-04
Projected Development Site 2	32,980	2.63; Natural gas	NO_2	2.91E-02	7.98E-03
			$PM_{2.5}$	2.21E-03	6.07E-04

Projected Development Sites boiler stacks' diameters were estimated based on values obtained from the New York City Department of Environmental Protection (DEP) "CA Permit" database for corresponding boiler sizes (i.e., rated heat input or million Btu per hour)[4], and the stacks' exit velocities calculated based on the fuel dry volume of combustion components per unit of heat content. The stacks' exit temperatures were assumed to be 426°K, which is appropriate for boilers, based on DEP "CA Permit" database. The boilers stacks were placed 3 feet above the roofline and as close as possible to the receiving building, and a stack(s) set back distance(s) was specified if impact was predicted.

Projected Development Site 2 was modeled as buildings that cover their entire lot(s) area(s) (the wall façade located on the outer lot lines) and rise to their RWCDSs heights. Projected Development Site 1 spatial location was based on the site plans, provided by the building architect for this project. Buildings in the surrounding 400-foot study area were accounted for in the downwash effect on plums dispersions (BPIP). Receptors on the receiving building were placed on all wall façade from the ground floor to the roof-top height(s). Receptors were placed with 10 foot horizontal spacing around the entire building façades with ground receptors placed at 5 feet and subsequent receptor floors placed every 10 feet starting at 10 feet above grade with the top receptors placed 5 feet below the roof line.

The US Geological Service (USGS) National Elevation Dataset (NED) 1/3 arc-second resolution (GeoTIFF dataset), the terrain data set recommended by the 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 and the New York City Department of Building (DOB) for buildings that are under construction or recently constructed.

$PM_{2.5}$ concentrations were modeled with the 1st highest concentration (the de minimis design value). The 1-hour NO_2 concentrations were modeled with the 8th highest concentration (the NAAQS design value), and a Tier 1 or Tier 2 (ARM 2) approaches. The national default minimum

[4] DEP "CA Permit" database obtained from the New York City Department of City Planning, February 2020.

and maximum ambient ratios of 0.5 and 0.9, respectively, were applied in the Tier 2 approach. In addition, monthly seasonal adjustment factor (for the short-term analyses) of 1 (maximum emission) was used during the heating season (Oct. through May) and 0.35 otherwise, based on NYC DCP guidance.

Each pollutant averaging time was modeled twice; with and without downwash effect options. The predicted concentrations are the highest concentration of these. NO_2 modeled (increment) concentrations were added to the background concentrations. $PM_{2.5}$ modeled concentrations were evaluated with the de minimis design values for stationary sources. The HVAC dispersions analysis results are shown in **Table 2.5-4**.

The concentrations shown in **Table 2.5-4** were predicted with certain restrictions to ensure that no significant adverse air quality impact(s) would occur. The restrictions for the Proposed Actions are specified in the Air Quality E-Designations that would be placed on the Development Site(s). The E-Designation language related to the heating and hot water systems is provided below.

Table 2.5-4: HVAC Dispersion Analysis Results

Pollutant and Averaging Time	Modeled (Increment) Concentration ($\mu g/m^3$)	Background Concentration ($\mu g/m^3$)	Evaluated Concentration ($\mu g/m^3$)	Threshold Concentration ($\mu g/m^3$)	Threshold Standard
Projected Development Site 1 Impact on Projected Development Site 2					
NO_2 1-hour	103.46	79.7	183.2	188	NAAQS
NO_2 Annual	0.91	23.6	24.5	100	NAAQS
$PM_{2.5}$ 24-hour	1.78	18.9	1.78	8.05	*de minimis*
$PM_{2.5}$ Annual	0.07	7.0	0.07	0.3	*de minimis*
Projected Development Site 2 Impact on Projected Development Site 1					
NO_2 1-hour	72.82	79.7	152.5	188	NAAQS
NO_2 Annual	0.76	23.6	24.3	100	NAAQS
$PM_{2.5}$ 24-hour	1.59	18.9	1.59	8.05	*de minimis*
$PM_{2.5}$ Annual	0.06	7.0	0.06	0.3	*de minimis*

(E) Designation (E-XXX)

Block 1319, Lot 1 (Projected Development Site 1)

Any new residential, commercial, or community facility development on the above-referenced property must exclusively use natural gas as the type of fuel for heating, ventilating, air conditioning (HVAC), and hot water system(s) and must ensure that the stack is located at the building's highest level or at least 168 feet above grade.

Block 1319, Lot 12 (Projected Development Site 2)

Any new residential, commercial, or community facility development on the above-referenced property must exclusively use natural gas as the type of fuel for heating, ventilating, air conditioning (HVAC), and hot water system(s) and must ensure that the stack is located at the building's highest level or at least 168 feet above grade.

2.5.4 Stationary Sources Conclusion

Based on the analysis, conditions associated with the Proposed Actions HVAC systems would not result in any violations of the ambient air quality standards. Therefore, the Proposed Actions HVAC systems would not cause any significant adverse air quality impacts, and further assessment is not warranted.

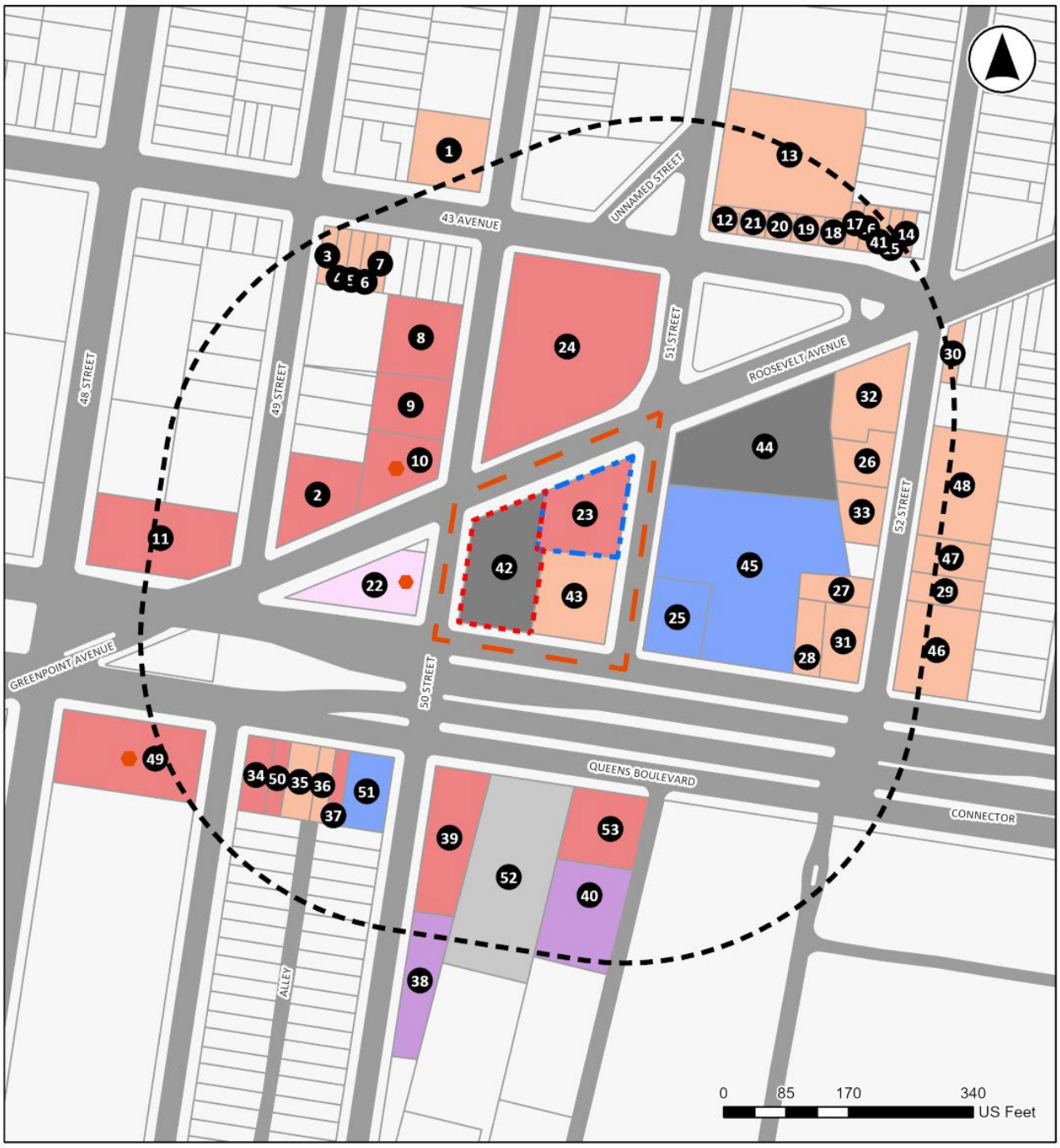
2.5.5 Industrial Emissions

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

400-Foot Study Area

The Affected Area is currently located within R6/C2-3 and R7X/C2-3 zoning districts, and the surrounding area is a mixture of one- and two-family residences, multi-family apartment buildings, mixed residential and commercial (mixed-use) buildings, commercial, industrial, institutional, transportation, and open space. The 400-foot radius was screened for potential sources of industrial emissions and is shown below in **Figure 2.5-2** and **Table 2.5-5**. Based on field observations and reviews of DCP land use maps, 53 sites were identified with non-residential land uses. Based on the review of the DEP CATS database, an active permit was identified at Site 22, while expired permits were identified at Site 10 and 49 (one permit each site).

Figure 2.5-2: Industrial Emissions Screening



LEGEND

- PROJECTED DEVELOPMENT SITE 1
- PROJECTED DEVELOPMENT SITE 2
- AFFECTED AREA
- 400' STUDY AREA

LAND USES

LANDUSE

- MIXED COMMERCIAL/RESIDENTIAL BUILDINGS
- COMMERCIAL/OFFICE BUILDINGS
- INDUSTRIAL/MANUFACTURING BUILDINGS
- TRANSPORTATION/UTILITY
- PUBLIC FACILITIES & INSTITUTIONS
- PARKING FACILITIES
- VACANT LAND

AIR QUALITY PERMITS WITHIN STUDY AREA

- NYSDEC STATE FACILITY PERMITS
- NYSDEC AIR FACILITY PERMITS
- TITLE V FACILITY PERMITS
- DEP CATS INDUSTRIAL PERMITS

Table 2.5-5: Potential Air Toxic Emission Sites within 400 feet of Affected Area

Site ID	Block	Lot	Address	Land Use	Owner Name	CATS Industrial Permit	CATS Permit Facility Name/Owner Name	Permit Expiration	Current Use
1	134	1	41-46 43 Ave	Mixed Commercial/Residential	41-46 50TH STREET LLC	N/A	N/A	N/A	Smoke shop, Salon
2	138	1	49-05 Roosevelt Ave	Commercial/Office	49-05 ROOSEVELT AVENUE LLC	N/A	N/A	N/A	Discount Store, Furniture store, Korean barbecue restaurant
3	138	14	49-02 43 Ave	Mixed Commercial/Residential	FIVE CJY LLC	N/A	N/A	N/A	Laundromat, Beauty salon
4	138	15	49-04 43 Ave	Mixed Commercial/Residential	KYE, DONGHWEE	N/A	N/A	N/A	Dentist, Massage therapist
5	138	16	49-06 43 Ave	Mixed Commercial/Residential	THE AMADEO AND LIBRADA MACARENO JOINT RE VOCABLE TR	N/A	N/A	N/A	Restaurant
6	138	17	49-08 43 Ave	Mixed Commercial/Residential	LYL ASSOCIATES, LLC	N/A	N/A	N/A	Thai restaurant
7	138	18	49-10 43 Ave	Mixed Commercial/Residential	GHIMUSIAN GARY	N/A	N/A	N/A	Closed
8	138	25	43-12 50 St	Commercial/Office	50TH STREET WOODSIDE OWNER, LLC	N/A	N/A	N/A	Closed
9	138	40	43-22 50 St	Commercial/Office	MAIN 38 WOODSIDE LLC	N/A	N/A	N/A	City government office, Bank
10	138	60	49-13 Roosevelt Ave	Commercial/Office	GMH ROOSEVELT LLC	PB025515 (expired)	ANDREEA DUMITRU, ESQ./CFO	5/30/2017	Car wash
11	139	2	48-01 Queens Blvd	Commercial/Office	48-01 QUEENS BLVD LLC	N/A	N/A	N/A	Mattress store
12	1314	1	51-03 43 Ave	Mixed Commercial/Residential	KIYUNG JHUN	N/A	N/A	N/A	Convenience store
13	1314	3	41-41 51 St	Mixed Commercial/Residential	OCEANIC II REALTY CO.,	N/A	N/A	N/A	Optometrist
14	1314	51	51-27 43 Ave	Mixed Commercial/Residential	WOODSIDE5127 LLC	N/A	N/A	N/A	Laundromat, Deli Store
15	1314	52	51-25 43 Ave	Mixed Commercial/Residential	5125 43RD AVENUE LLC	N/A	N/A	N/A	Bar
16	1314	54	51-21 43 Ave	Mixed Commercial/Residential	5121 43RD AVE LLC	N/A	N/A	N/A	Beauty salon
17	1314	55	51-19 43 Ave	Mixed Commercial/Residential	WOODSIDE G, LLC	N/A	N/A	N/A	Dentist
18	1314	156	51-17 43 Ave	Mixed Commercial/Residential	51-17 43RD AVENUE OWNER LLC	N/A	N/A	N/A	Beauty salon
19	1314	157	51-15 43 Ave	Mixed Commercial/Residential	MMH HOLDING CORP	N/A	N/A	N/A	Travel agency
20	1314	159	51-11 43 Ave	Mixed Commercial/Residential	JAKUBOW, MARK DAVID	N/A	N/A	N/A	Driving school
21	1314	160	51-07 43 Ave	Mixed Commercial/Residential	CHIN, YUEN K	N/A	N/A	N/A	Beauty salon
22	1318	1	49-15 Queens Blvd	Transportation/Utility	HUME, MARY A	GB003309	Celine L. Nichols	7/7/2027	Gas station
23	1319	12	50-18 Roosevelt Ave	Commercial/Office	SUNSHINE BROOKLYN LLC	N/A	N/A	N/A	Laundromat
24	1319	30	50-15 Roosevelt Ave	Commercial/Office	5015 EQUITIES LLC	N/A	N/A	N/A	Drug store
25	1320	1	51-05 Queens Blvd	Public Facilities/Institutions	KOREAN PREBYS.SO.CHUR.NY	N/A	N/A	N/A	Korean church
26	1320	33	43-10 52 St	Mixed Commercial/Residential	DANG, CHUONG	N/A	N/A	N/A	Shipping and mailing service
27	1320	45	52 St	Mixed Commercial/Residential	HFG MANAGEMENT LLC	N/A	N/A	N/A	Residential
28	1320	51	51-23 Queens Blvd	Mixed Commercial/Residential	5123 Q. BLVD LLC	N/A	N/A	N/A	Dentist
29	1321	7	43-27 52 St	Mixed Commercial/Residential	43-25 52 LLC	N/A	N/A	N/A	Auto repair shop
30	1321	53	52-02 Roosevelt Ave	Mixed Commercial/Residential	52-02 REALTY LLC	N/A	N/A	N/A	Tour agency, Embroidery shop
31	1320	7501	51-27 Queens Blvd.	Mixed Commercial/Residential	Q52 LLC	N/A	N/A	N/A	Veterans organization, Home health care service
32	1320	7502	43-08 52 St	Mixed Commercial/Residential	52 ROOSEVELT AVE INC	N/A	N/A	N/A	Wellness Center, Deli,
33	1320	7503	43-20 52 St	Mixed Commercial/Residential	JT WOODSIDE LLC	N/A	N/A	N/A	Home goods store
34	2282	23	45-01 49 St	Commercial/Office	HAZEL BLUE PLAZA INC.	N/A	N/A	N/A	Pharmacy, Medical clinic
35	2282	26	49-08 Queens Blvd	Mixed Commercial/Residential	SEVAN REALTY CO INC	N/A	N/A	N/A	Cafe
36	2282	28	49-12 Queens Blvd	Mixed Commercial/Residential	BRANDON GROUP LLC	N/A	N/A	N/A	Filipino restaurant
37	2282	29	49-14 Queens Blvd	Commercial/Office	LARJU HOLDING CORP	N/A	N/A	N/A	Adult entertainment club
38	2283	12	45-33 50 St	Industrial/Manufacturing	5002 WOODSIDE DEVELOPMENT LLC	N/A	N/A	N/A	Mattress store
39	2283	22	50-02 Queens Blvd	Commercial/Office	5002 WOODSIDE DEVELOPMENT LLC	N/A	N/A	N/A	Appliance store

50-01 Queens Boulevard Rezoning

Site ID	Block	Lot	Address	Land Use	Owner Name	CATS Industrial Permit	CATS Permit Facility Name/Owner Name	Permit Expiration	Current Use
40	2283	53	45-14 51 St	Industrial/Manufacturing	45-14 51ST STREET LLC	N/A	N/A	N/A	Commercial printer
41	1314	53	51-23 43 Ave	Mixed Commercial/Residential	HY MOON HOLDINGS LLC	N/A	N/A	N/A	Beauty salon
42	1319	1	50-01 Queens Blvd	Vacant Land	DAFRE LLC	N/A	N/A	N/A	Restaurant
43	1319	21	50-17 Queens Blvd	Mixed Commercial/Residential	50-11 QUEENS BOULEVARD, LLC	N/A	N/A	N/A	Day care center, Apartment building
44	1320	12	51-02 Roosevelt Ave	Vacant Land	HW LIC ONE LLC	N/A	N/A	N/A	Parking
45	1320	53	51-11 Queens Blvd	Public Facilities/Institutions	KOREAN PRESBYTERIANCHURCH OF SOUTHERN NE W YORK	N/A	N/A	N/A	Korean church
46	1321	1	43-41 52 St	Mixed Commercial/Residential	52-01 LLC	N/A	N/A	N/A	Physical therapy clinic
47	1321	10	43-25 52 St	Mixed Commercial/Residential	43-25 52 LLC	N/A	N/A	N/A	Auto repair shop
48	1321	16	43-15 52 St	Mixed Commercial/Residential	ZDJ WOODSIDE 52 LLC	N/A	N/A	N/A	Tour agency
49	2281	25	48-02 Queens Blvd	Commercial/Office	777 MIDDLE NECK LLC	PA045190 (expired)	STRAUSS DISCOUNT AUTO	8/16/2002	Auto parts store, Tire shop
50	2282	25	49-06 Queens Blvd	Commercial/Office	PRISCILA NY REALTY LLC	N/A	N/A	N/A	Orthotics & prosthetics service
51	2282	30	49-18 Queens Blvd	Public Facilities/Institutions	3701 BLDG CP	N/A	N/A	N/A	Fraternal organization
52	2283	36	50-08 Queens Blvd	Parking	5002 WOODSIDE DEVELOPMENT LLC	N/A	N/A	N/A	Parking
53	2283	43	50-24 Queens Blvd	Commercial/Office	QUEENS BLVD WOODSIDE ACQUISTION II LLC	N/A	N/A	N/A	Federal credit union

Site 10: 49-13 Roosevelt Avenue (Block 138/Lot 60)

According to NYC's Zoning and Land Use Map (ZoLa), this property is classed as a commercial building (Car Wash or Lubritorium Facility). Based upon review of the DEP CATS database, one expired industrial emission permit (permit number: PB025515) was identified at the site, which is related to emissions from industrial spray booth areas for a taxi company called Taxi Club USA. The permit expired on May 30, 2017. From historic records of Yelp, the taxi business on the site has been permanently closed. Meanwhile, GZA conducted a site investigation to see the current use of the property, which shows that the building is currently occupied by a car wash business without auto repair services. Since Taxi Club USA is no longer within the building, further investigation is not required on this site.

Site 22: 49-15 Queens Boulevard (Block 1318/Lot 1)

According to ZoLa, this property is classed as a gas station with auto repair service. Based upon review of the DEP CATS database, one active gas station registration permit (permit number: GB003309) was identified at the site, which will expire on July 7, 2027. GZA conducted a site investigation to see the current use of the property, which shows that the property is currently occupied by a Mobil Gas Station, along with Mobil Service for auto mechanical repair and inspection. The Mobil Service doesn't provide on-site spray booth services. Since the registration permit for a gas station would not have significant adverse impacts on the ambient air quality, further investigation is not required for this site.

Site 49: 48-02 Queens Boulevard (Block 2281/Lot 25)

According to ZoLa, this property is classed as a retail store building. Based upon review of the DEP CATS database, one expired industrial emission permit (permit number: PA045190) was identified at the site, which is related to emissions from tail pipe exhaust for an automotive retailer called Strauss Discount Auto. The permit expired on August 16, 2002. From historic records of Google Maps, R & S Strauss Discount Auto on the site has been permanently closed. Meanwhile, GZA conducted a site investigation to see the current use of the property, which shows that the building is currently occupied by a tire store (Pep Boys Auto Service & Tires) and an auto parts store (Advance Auto Parts). Since Strauss Discount Auto is no longer within the building, no further investigation is required for this site.

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 or major sources of industrial emissions or odor-producing facilities within 1,000 feet of the Affected Area. As such, no further analysis of large or major emissions sources is warranted.

2.5.6 Industrial Emissions Conclusion

As indicated in the analysis above, there are two expired industrial emissions permits and one active gas station registration permit within 400-foot Study Area. However, the businesses of the expired industrial emissions permits were permanently closed and the gas station registration permit would not have significant adverse impacts on the ambient air quality. Meanwhile, no large or major industrial emission sources were identified within the 1,000-foot Study Area. Additionally, there is no evidence present to conclude that there are illegal unpermitted air emissions present in the Study Area. Therefore, there does not appear to be any potentially significant impact in terms of air toxics to project occupants.

2.6 Noise

Introduction

This noise analysis was conducted to assess the potential for adverse noise impacts related to the proposed zoning map amendment and zoning text amendment on Block 1319, Lots 1, 12, and 21 in the Sunnyside neighborhood of Queens Community District 2. With a total area of approximately 40,280 square feet, the Affected Area is bounded by Roosevelt Avenue to the north, 51st Street to the east, Queens Boulevard to the south, and 50th Street to the west. This noise analysis is limited to an assessment of ambient noise from roadways and exposed railway that could adversely affect building occupants of the Projected Development Sites.

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 sensitivity. 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 2.6-1** notes the decibel levels of common noise sources.

Table 2.6-1: Noise Levels of Common Sources[5]

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 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.

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

[5] Source: *2025 CEQR Technical Manual*

level. High noise levels during a measurement period will have a greater effect on the L_{eq} than low noise levels. L_{eq} has an advantage over other descriptors because L_{eq} values from various noise sources can be added and subtracted to determine cumulative noise levels.

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

The sound level exceeded during a given percentage of a measurement period is the percentile-exceeded sound level (L_X). Examples include L_{10}, L_{50}, and L_{90}. L_{10} is the A-weighted sound level that exceeds 10% of the measurement period.

Noise Standards and Guidelines

In 1983, the New York City Department of Environmental Protection (NYCDEP) adopted the CEQR noise exposure guidelines for exterior noise levels. As shown in **Table 2.6-2** 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 *2025 CEQR Technical Manual* defines attenuation requirements for buildings based on exterior noise exposure levels. Recommended noise attenuation values for buildings are designed to maintain interior L_{10} noise levels of 45 dB(A) or below or interior Ldn noise levels of 40 dB(A) or below depending on the noise source, as shown below in **Table 2.6-3**.

Table 2.6-2: Noise Exposure Guidelines for Use in City Environmental Impact Review

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

Notes:

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

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

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

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

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

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

Table 2.6-3: Attenuation Values to Achieve Acceptable Interior Noise Levels

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

Note:

A. DNL descriptor based on average values of Ldn over a year period.
B. The above composite window-wall attenuation values are for residential dwellings and community facility development. Commercial office spaces and meeting rooms would be 5 dB(A) less in each category. All of the above categories require a closed window situation and hence an alternate means of ventilation.
C. The required attenuation value is the difference between Lbuild and Linterior, using the appropriate noise descriptor Where:
Lbuild is the projected noise level under the build condition rounded up to the whole number
Linterior is the designed interior noise level (45 dB(A) for vehicular noise, 40 dB(A) for aircraft and train noise)

2.6.1 Initial Impact Screening

Existing Conditions

Located within R6/C2-3 and R7X/C2-3 zoning districts, the Affected Area consists of Block 1319 Lots 1, 12, and 21 in the Sunnyside neighborhood within Queens Community District 2, with a combined area of approximately 40,280 square feet. The Applicant-owned lot is comprised of Block 1319, Lot 1, while all the other lots within the Affected Area are non-Applicant-owned.

The Applicant-owned Projected Development Site 1 (Block 1319, Lot 1) is a 16,354-SF corner lot with approximately 104 feet of frontage along Roosevelt Avenue, 100 feet of frontage along Queens Boulevard, and 142 feet of frontage along 50th Street. The lot is currently vacant and unimproved.

The non-Applicant-owned Projected Development Site 2 (Block 1319, Lot 12) is a 11,981-SF corner lot with approximately 128 feet of frontage along Roosevelt Avenue and 138 feet along 51st Street. This lot contains a one-story commercial building of 6,328 GSF built in 2004, which is currently occupied by a laundromat (Clean Rite Center) and has 15 accessory parking spaces in an uncovered lot.

The non-Applicant-owned Block 1319, Lot 21 is a 11,945-SF corner lot with approximately 100 feet of frontage along Queens Boulevard and 122 feet of frontage along 51st Street. This lot is currently improved with a 9-story mixed residential and commercial building of 80,171 GSF built in 2019, which contains 4 commercial units and 75 dwelling units. Although this lot would be

eligible for additional floor area as a result of the Proposed Actions, redevelopment of Lot 21 is not expected given the substantial recent investment in construction and the remaining useful life of the building.

Future No-Action Condition

In the future absent the Proposed Actions, the Applicant-owned Projected Development Site 1, which is currently vacant, would be redeveloped to max out the allowable FAR under the existing R6/C2-3 and R7X/C2-3 zoning, while existing conditions on the non-Applicant-owned Projected Development Site 2 are expected to remain in the future without the Proposed Actions.

Maxing out the existing FAR and assuming a conservative assumption of 850 GSF/DU, Projected Development Site 1 would be redeveloped with a 16-story, 165-foot-tall, mixed-use commercial and residential building of 91,813 GSF (84,730 ZSF, 5.18 FAR) with 13,901 GSF (13,901 ZSF, 0.85 FAR) of commercial retail on the ground floor and 77,912 GSF (70,829 ZSF, 4.33 FAR) of residential uses with a total of 92 dwelling units on the upper floors.

Projected Development Site 2 would continue to be developed with a one-story commercial building of 6,328 GSF (6,328 ZSF, 0.53 FAR). While the maximum allowable FAR is 4.80 for the underlying R6/C2-3 zoning district, it is conservatively assumed that this site would not be redeveloped in the future without the Proposed Actions.

Future With-Action Condition

The Proposed Actions include rezoning of Block 1319, Lots 1, 12, and 21 from R6/C2-3 and R7X/C2-3 zoning districts to an R8A/C2-4 zoning district. In the future with the Proposed Actions, the Projected Development Sites would be redeveloped in accordance with the proposed R8A/C2-4 zoning district, up to the maximum permitted FAR and building height.

In the With-Action Condition, Projected Development Site 1 (Applicant-owned Block 1319, Lot 1) would be developed with a single 16-story, 165-foot-tall, 130,833 GSF (117,749 ZSF, 7.20 FAR) mixed residential, commercial, and community facility building, containing approximately 5,444 GSF (4,900 ZSF, 0.30 FAR) of community facility uses (medical office) and 7,633 GSF (6,870 ZSF, 0.42 FAR) of commercial uses (local retail) on the first floor, and 117,756 GSF (105,979 ZSF, 6.48 FAR) of residential uses (139 dwelling units) on the upper floors.

Projected Development Site 2 (non-Applicant-owned Block 1319, Lot 12) would be developed with a single 16-story, 165-foot-tall, 93,871 GSF (86,263 ZSF, 7.20 FAR) mixed residential and commercial building, containing approximately 10,184 GSF (10,184 ZSF, 0.85 FAR) of local retail uses on the first floor, and 83,687 GSF (76,079 ZSF, 6.35 FAR) of residential uses (98 dwelling units) on the upper floors.

Given that the Affected Area is located within an Inner Transit Zone and the proposed buildings would be constructed after December 5, 2024, no accessory parking spaces would be required per ZR 25-211, and no off-street parking would be provided on any Projected Development Site.

Stationary Sources

The *2025 CEQR Technical Manual* states that based upon previous studies, unless existing ambient noise levels are very low and/or stationary source levels are very high (and there are no structures that provide shielding), it is unusual for stationary sources to have significant impacts at distances beyond 1,500 feet. A detailed analysis may be appropriate if the Proposed Project would: cause a substantial stationary source (i.e., unenclosed mechanical equipment for manufacturing or building ventilation purposes, playground, etc.) to be operating within 1,500 feet of a receptor, with a direct line of sight to that receptor; or introduce a receptor in an area with high ambient noise levels resulting from stationary sources, such as unenclosed manufacturing activities or other loud uses. Machinery, mechanical equipment, heating, ventilating and air-conditioning units, loudspeakers, new loading docks, and other noise associated with building structures may also be considered in stationary source noise analysis. Impacts may occur when a stationary noise source is near a sensitive receptor and is unenclosed.

No unenclosed stationary noise sources of concern were observed during field inspections. As the Projected Development Sites are not subject to high ambient noise levels from any nearby stationary source, no stationary source noise impacts from surrounding uses are anticipated. Additionally, it is assumed that the building mechanical systems (i.e., HVAC systems) would be designed to meet all applicable noise regulations (i.e., Subchapter 5, §24-227 of the New York City Noise Control Code, the New York City Department of Buildings Code) and to avoid producing levels that would result in any significant increase in ambient noise levels. Therefore, the Proposed Actions would not result in any significant adverse noise impacts related to building mechanical equipment.

Mobile Sources

Pursuant to Section 111 of the *2025 CEQR Technical Manual*, mobile sources are those noise sources that move in relation to a noise-sensitive receptor—principally automobiles, buses, trucks, aircraft, and trains. Each has its own distinctive noise character, and, consequently, an associated set of noise assessment descriptors.

For mobile sources, an initial noise assessment may be appropriate if a proposed action would generate additional project-generated vehicular traffic in an area where roadways currently carry no or very low traffic volumes, or where a nearby receptor would potentially be impacted by high ambient noise levels.

Vehicular traffic and rail traffic are the predominant source of noise in the area. Therefore, the noise analysis presented in this chapter focuses on the operational noise effects of the Proposed Actions to determine the level of building attenuation necessary to ensure that interior noise levels satisfy CEQR requirements. The Proposed Actions are not expected to increase existing noise passenger car equivalents (PCEs) by greater than 100% and would therefore not result in significant adverse noise impacts associated with project-generated vehicles.

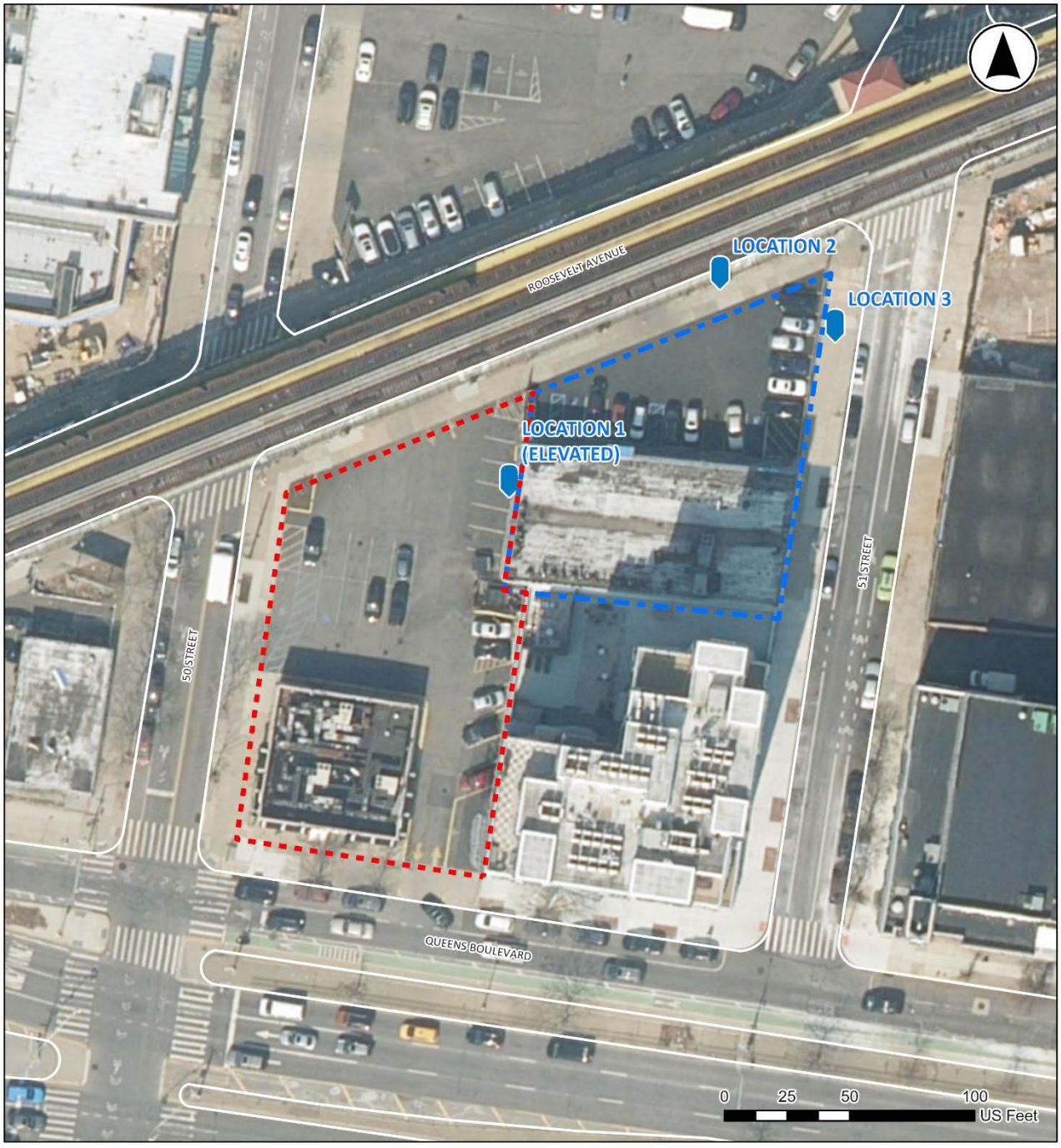
2.6.2 Noise Monitoring Results

Measurement Location and Equipment

Because the predominant noise sources in the area of the proposed project consist of vehicular and rail traffic, noise monitoring was conducted during peak weekday vehicular travel periods (AM, Midday, PM) on a typical midweek day for 20-minute periods at street-level locations and at an elevated location for 24-hours. Noise Monitoring Location One (1) was located at an elevated location at Projected Development Site 1 for line of site to the nearby elevated rail line; Noise Monitoring Location Two (2) was located at street-level along the Roosevelt Avenue frontage of Projected Development Site 2; and Noise Monitoring Location Three (3) was located at street-level along the 51st Street frontage of Projected Development Site 2. The noise monitoring locations are shown in **Figure 2.6-1** to **Figure 2.6-4** below.

Noise monitoring was conducted using Type 1 Casella CEL-633 and Larson Davis 821 SoundExpert sound level meters with wind screens. The monitors were placed on tripods at a height of approximately five feet above the ground for street-level reading locations and elevated for line of site to the nearby rail line for the 24-hour location, away from any other noise-reflective surfaces. The monitors were calibrated prior to and following each monitoring session. Periods of peak vehicular trips around the Affected Area constitute a worst-case condition for noise.

Figure 2.6-1: Noise Monitoring Locations



LEGEND

PROJECTED DEVELOPMENT SITE 1

PROJECTED DEVELOPMENT SITE 2

NOISE MONITORING LOCATION

Figure 2.6-2: Location 1 – Noise Monitor Location Photos (Elevated location at Projected Development Site 1)



Figure 2.6-3: Location 2 – Noise Monitor Location Photos (Roosevelt Avenue frontage)



Figure 2.6-4: Location 3 – Noise Monitor Location Photos (51st Street frontage)



Existing Conditions

Monitoring was conducted during typical midweek conditions on October 7, 2025 (Tuesday) through October 8, 2025 (Wednesday). The weather was dry, and wind speeds were moderate during all monitoring periods. **Table 2.6-4** to **Table 2.6-6** below contains the results for the measurements taken at Location 1, through Location 3.

Table 2.6-4: Noise Levels in dBA at Location 1

Start Date & Time	LAeq	LASmin	LASmax	LAS 10%	LAS 50%	LAS 90%
10/07/2025 07:46	72.0	56.3	94.1	76.3	68.1	63.0
10/07/2025 08:46	71.7	58.0	94.1	75.6	67.7	61.0
10/07/2025 09:46	69.8	58.9	87.3	72.5	67.5	63.4
10/07/2025 10:46	69.1	61.8	84.6	71.2	67.9	65.7
10/07/2025 11:46	68.8	62.7	86.9	70.2	67.7	65.5
10/07/2025 12:46	69.1	63.6	81.7	70.8	68.6	66.4
10/07/2025 13:46	71.9	63.2	96.9	71.5	68.5	66.3
10/07/2025 14:46	73.5	61.4	101.8	71.7	68.9	65.7
10/07/2025 15:46	71.5	56.6	92.7	74.2	67.4	61.9
10/07/2025 16:46	70.8	56.8	81.6	74.4	67.5	61.0
10/07/2025 17:46	71.4	58.5	84.2	76.2	67.8	62.3
10/07/2025 18:46	70.3	56.2	88.0	74.0	65.9	59.9
10/07/2025 19:46	72.2	56.1	98.7	73.4	64.1	59.8
10/07/2025 20:46	71.4	55.2	96.3	72.9	63.1	59.0
10/07/2025 21:46	67.6	54.6	80.6	71.3	61.1	57.6
10/07/2025 22:46	68.5	53.5	95.4	70.1	59.4	55.9
10/07/2025 23:46	65.7	53.1	86.0	65.1	58.6	55.0
10/08/2025 00:46	63.9	50.8	83.1	63.4	56.3	52.7
10/08/2025 01:46	63.4	50.3	87.3	63.9	55.0	52.2
10/08/2025 02:46	63.7	50.8	84.0	63.7	55.4	52.7
10/08/2025 03:46	63.4	50.8	79.8	65.1	57.4	53.7
10/08/2025 04:46	65.6	54.3	79.3	69.4	60.7	56.0
10/08/2025 05:46	70.6	55.6	86.5	74.1	68.1	59.0
10/08/2025 06:46	71.9	56.5	82.3	75.9	69.4	61.9
LDN		74.1				

Table 2.6-5: Noise Levels in dBA at Location 2

Tuesday, October 7, 2025			
Time	**8:04 am – 8:24 am**	**12:01 pm – 12:21 pm**	**4:33 pm – 4:53 pm**
L_{max}	95.6	91.9	95.6
L_{10}	88.0	76.0	87.0
L_{eq}	82.8	73.8	82.0
L_{50}	67.0	63.5	64.5
L_{90}	62.0	58.0	58.5
L_{min}	57.0	55.6	53.7

Table 2.6-6: Noise Levels in dBA at Location 3

Tuesday, October 7, 2025			
Time	**8:26 am – 8:46 am**	**12:22 pm – 12:42 pm**	**4:54 pm – 5:14 pm**
L_{max}	90.8	94.9	90.7
L_{10}	85.5	75.0	82.5
L_{eq}	80.1	72.5	77.4
L_{50}	66.0	63.5	62.0
L_{90}	61.5	58.5	57.0
L_{min}	56.8	56.7	53.2

The traffic volumes (vehicle counts) and vehicle classifications collected during peak vehicular travel periods [morning (AM), noon (MD), and evening (PM)] concurrent with noise monitoring at Location 2 and Location 3 are shown below in **Table 2.6-7** and **Table 2.6-8**, respectively**.**

Table 2.6-7: Traffic Volumes and Vehicle Classifications Noise Location 2

	8:04 am – 8:24 am	**12:01 pm – 12:21 pm**	**4:33 pm – 4:53 pm**
Car/ Taxi	42	29	20
Van/Light Truck/SUV	54	32	31
Medium Truck	0	0	0
Heavy Truck	0	0	0
Bus	5	4	8
Train	19	12	23

Table 2.6-8: Traffic Volumes and Vehicle Classifications Noise Location 3

	8:26 am – 8:46 am	12:22 pm – 12:42 pm	4:54 pm – 5:14 pm
Car/ Taxi	4	9	6
Van/Light Truck/SUV	7	6	17
Medium Truck	0	0	0
Heavy Truck	0	0	0
Bus	0	0	0
Train	20	8	18

2.6.3 Conclusion

The *2025 CEQR Technical Manual* sets external noise exposure standards, which are classified into four categories: acceptable, marginally acceptable, marginally unacceptable, and clearly unacceptable. Table 19-3 of the *2025 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 dB(A) or lower where vehicular traffic is the noise source and 40 dB(A) or lower where rail traffic is the noise source. For a use such as what would occur under the Proposed Actions, 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 LDN at Location 1 was 74.1 dB(A). The highest recorded L_{10} at Location 2 was 88.0 dB(A) during the morning period. The highest recorded L_{10} at Location 3 was 85.5 dB(A) during the morning period.

An E-Designation (E-163) for noise exists on Projected Development Site 1 (Block 1319, Lot 1), pursuant to Maspeth Woodside Rezoning (CEQR # 06DCP065Q). The text of the E-Designation (E-163) is as follows:

"In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 45 dB(A) window/wall attenuation in all façades in order to maintain an interior noise level of 45 dB(A). In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning or air conditioning sleeves containing air conditioners or HUD-approved fans."

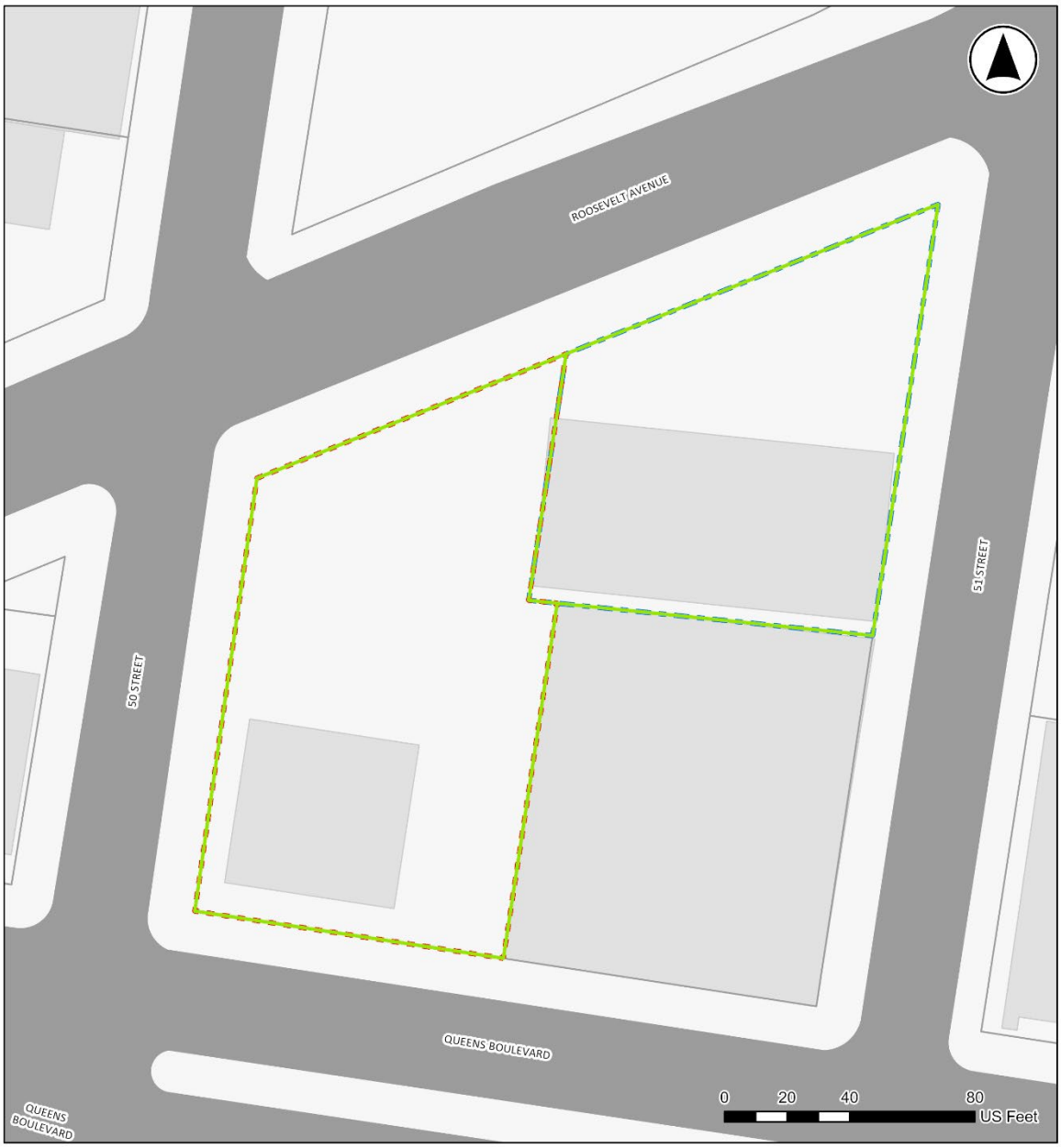
Given that Maspeth Woodside Rezoning was approved and adopted in 2006 and the CEQR guidance has changed a lot in the past two decades, a new E-Designation shall be established to supersede the existing E-Designation (E-163) on Projected Development Site 1 based on the latest noise monitoring results and the *2025 CEQR Technical Manual* noise attenuation requirements detailed in **Table 2.6-3**. To ensure that no significant adverse impacts related to noise occur as a result of the Proposed Actions, the following new E-Designation would be placed on Projected Development Site 2 as well.

The text for E-Designation (E-XXX) would be as follows:

Block 1319, Lot 1 (Projected Development Site 1): In order to ensure an acceptable interior noise environment, future residential/commercial/community facility uses must provide a closed-window condition with a minimum of 35 dB(A) window/wall attenuation on all façades for all floors in order to maintain an interior L_{10} noise level not greater than 40 dB(A) for residential and community facility uses or not greater than 50 dB(A) for commercial uses. In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning or air conditioning sleeves containing air conditioners.

Block 1319, Lot 12 (Projected Development Site 2): In order to ensure an acceptable interior noise environment, future residential/commercial/community facility uses must provide a closed-window condition with a minimum of 35 dB(A) window/wall attenuation on all façades for all floors in order to maintain an interior L_{10} noise level not greater than 40 dB(A) for residential and community facility uses or not greater than 50 dB(A) for commercial uses. In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning or air conditioning sleeves containing air conditioners.

Figure 2.6-5: Noise Attenuation Requirements*



*The above attenuation requirements are for residential and community facility uses. Commercial uses would require attenuation 5 dB(A) less.

2.7 Neighborhood Character

According to the *2025 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.

2.7.1 Preliminary Analysis

Existing Conditions

The Affected Area is located in the Sunnyside neighborhood within Queens Community District 2. With a total area of approximately 40,280 square feet, the Affected Area is bounded by Roosevelt Avenue to the north, 51st Street to the east, Queens Boulevard to the south, and 50th Street to the west. Roosevelt Avenue is a 66-foot-wide two-way street running northeast-southwest with two moving lanes of traffic, curbside parking on both sides, and the elevated 7-train running above it. 51st Street is a 60-foot-wide northbound one-way street with one moving lane of traffic, one bike lane, and curbside parking on both sides. Queens Boulevard is a 200-foot-wide two-way thoroughfare running east-west with six moving lanes of traffic within the main road, along with service roads on both sides, which each have one moving lane of traffic, a protected bike lane, and curbside parking. 50th Street is a 60-foot-wide two-way street with two moving lanes of traffic running north-south along with curbside parking and a shared bike lane on one side.

Located within R6/C2-3 and R7X/C2-3 zoning districts, the Affected Area consists of Block 1319 Lots 1, 12, and 21. The Applicant-owned lot is comprised of Block 1319, Lot 1, while all the other lots within the Affected Area are non-Applicant-owned. Block 1319, Lot 1 is a 16,354-SF corner lot with approximately 104 feet of frontage along Roosevelt Avenue, 100 feet of frontage along Queens Boulevard, and 142 feet of frontage along 50th Street. The lot is currently vacant and unimproved. Block 1319, Lot 12 is a 11,981-SF corner lot with approximately 128 feet of frontage along Roosevelt Avenue and 138 feet along 51st Street. This lot contains a one-story commercial building of 6,328 GSF built in 2004, which is currently occupied by a laundromat (Clean Rite Center) and has 15 accessory parking spaces in an uncovered lot. Block 1319, Lot 21 is a 11,945-SF corner lot with approximately 100 feet of frontage along Queens Boulevard and 122 feet of frontage along 51st Street. This lot is currently improved with a 9-story mixed residential and commercial building of 80,171 GSF built in 2019, which contains 4 commercial units and 75 dwelling units.

Existing condition within a 400-foot buffer from the Affected Area (the "Surrounding Area") features a mix of uses and densities, including one- and two-family residences, multi-family apartment buildings, mixed residential and commercial (mixed-use) buildings, commercial, industrial, institutional, transportation, and open space.

Low-rise, one- and two-family residential uses are generally found midblock north of Roosevelt Avenue and midblock south of Queens Boulevard along 49th and 50th Streets. Larger apartment buildings, mixed-use buildings, and commercial uses are typically located along transportation corridors, which include Roosevelt Avenue, 43rd Avenue, and Queens Boulevard. Specifically, commercial uses are found to the west of the Affected Area along 51st Street, to the north along 43rd Avenue, and to the south fronting on Queens Boulevard, including a one-story retail store building with accessory open parking lot occupied by Rite Aid Pharmacy and Bank of Hope on Block 1319 Lot 30 to the north of the Affected Area across Roosevelt Avenue, and a one-story retail store building with accessory open parking lot occupied by Mattress Firm and USA Super Stores on Block 139 Lot 2 to the west of the Affected Area on the northwest corner of Queens Boulevard and Roosevelt Avenue.

Industrial uses are located to the south of the Affected Area at midblock on the south side of Queens Boulevard between 50th and 51st Streets, which are mainly comprised of one- to two-story warehouses and light manufacturing buildings occupied by commercial printers and construction suppliers and wholesalers. A large institutional use on Block 1320, Lots 1 and 53, the Presbyterian Church of Southern New York, is a two-story church located to the east of the Affected Area on the east side of 51st Street and the north side of Queens Boulevard. The only transportation use in the Surrounding Area is a gas station (Mobil) with an accessory auto repair store on Block 1318 Lot 1 to the west of the Affected Area across 50th Street on the north side of Queens Boulevard. The open spaces within the Surrounding Area include a triangle plaza (John Vincent Daniels Jr. Square on Block 1320, Lot 64) to the northeast of the Affected Area bounded by 43rd Street, 51st Street, and Roosevelt Avenue and a large cemetery (Calvary Cemetery on Block 2311, Lot 250) to the south of the Affected Area across Queens Boulevard.

Queens Boulevard and Roosevelt Avenue are predominantly developed with commercial buildings in the vicinity of the Affected Area, and 43rd Avenue is predominantly developed with mixed residential and commercial buildings. A more residential and less commercial area is located to the north of 43rd Avenue.

The Affected Area is located within R6/C2-3 and R7X/C2-3 zoning districts on the north side of Queens Boulevard. The R6 zoning district is generally mapped along Roosevelt Avenue, extending to the northeast from the Affected Area, and the R7X zoning district is generally mapped along the north side of Queens Boulevard, extending to the east from the Affected Area. The commercial overlays are established along major corridors, including Roosevelt Avenue, 43rd Avenue, and Queens Boulevard. In general, split by Queens Boulevard, the area to the north is featured with higher density (R6, R7A, R7X, and C8-1) and the area to the south is featured with lower density (M1-1, R4, R5B, and C4-4A).

The area is well served by public transit, with access to the 52nd Street elevated station providing service to the 7 line, which is approximately 400 feet northeast of the Affected Area. The Q32 bus line runs from Jackson Heights along Roosevelt Avenue to Penn Station, the Q104 line runs from Long Island City via Broadway and along 48th Street, and the Q60 line runs from Jamaica along Sutphin Boulevard and Queens Boulevard to Midtown, all with stops located to the north and west of the Affected Area within one-quarter mile. The Brooklyn-Queens Expressway, a major inter-borough thoroughfare, is located less than one mile to the east and south.

Future No-Action Condition

In the future absent the Proposed Actions, the Applicant-owned Projected Development Site 1, which is currently vacant, would be redeveloped to max out the allowable FAR under the existing R6/C2-3 and R7X/C2-3 zoning, while existing conditions on the non-Applicant-owned Projected Development Site 2 are expected to remain in the future without the Proposed Actions.

Maxing out the existing FAR and assuming a conservative assumption of 850 GSF/DU, Projected Development Site 1 would be redeveloped with a 16-story, 165-foot-tall, mixed-use commercial and residential building of 91,813 GSF (84,730 ZSF, 5.18 FAR) with 13,901 GSF (13,901 ZSF, 0.85 FAR) of commercial retail on the ground floor and 77,912 GSF (70,829 ZSF, 4.33 FAR) of residential uses with a total of 92 dwelling units on the upper floors.

Projected Development Site 2 would continue to be developed with a one-story commercial building of 6,328 GSF (6,328 ZSF, 0.53 FAR). While the maximum allowable FAR is 4.80 for the underlying R6/C2-3 zoning district, it is conservatively assumed that this site would not be redeveloped in the future without the Proposed Actions.

Future With-Action Condition

The Proposed Actions include rezoning of Block 1319, Lots 1, 12, and 21 from R6/C2-3 and R7X/C2-3 zoning districts to an R8A/C2-4 zoning district. In the future with the Proposed Actions, the Projected Development Sites would be redeveloped in accordance with the proposed R8A/C2-4 zoning district, up to the maximum permitted FAR and building height.

In the With-Action Condition, Projected Development Site 1 (Block 1319, Lot 1) would be developed with a single 16-story, 165-foot-tall, 130,833 GSF (117,749 ZSF, 7.20 FAR) mixed residential, commercial, and community facility building, containing approximately 5,444 GSF (4,900 ZSF, 0.30 FAR) of community facility uses (medical office) and 7,633 GSF (6,870 ZSF, 0.42 FAR) of commercial uses (local retail) on the first floor, and 117,756 GSF (105,979 ZSF, 6.48 FAR) of residential uses on the upper floors. There would be approximately 139 dwelling units (assuming 850 GSF per dwelling unit), 20-30% (28-42 units) of which would be affordable at an average of 40-80% AMI pursuant to MIH Option 1, 2, or 3.

In the With-Action Condition, Projected Development Site 2 (Block 1319, Lot 12) would be developed with a single 16-story, 165-foot-tall, 93,871 GSF (86,263 ZSF, 7.20 FAR) mixed residential and commercial building, containing approximately 10,184 GSF (10,184 ZSF, 0.85 FAR)

of local retail uses on the first floor, and 83,687 GSF (76,079 ZSF, 6.35 FAR) of residential uses on the upper floors. There would be approximately 98 dwelling units (assuming 850 GSF per dwelling unit), 20-30% (20-29 units) of which would be affordable at an average of 40-80% AMI pursuant to MIH Option 1, 2, or 3.

Given that the Affected Area is located within an Inner Transit Zone and the proposed buildings would be constructed after December 5, 2024, no accessory parking spaces would be required per ZR 25-211, and no off-street parking would be provided on any Projected Development Site.

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

- **Land Use, Zoning, and Public Policy:** The Proposed Actions would not adversely impact the neighborhood in terms of land use, zoning, or public policy. Though the proposed rezoning would effectuate developments with mixed land uses (residential, commercial, and community facility uses) at a higher density compared to that is currently allowed within the underlying R6/C2-3 and R7X/C2-3 zoning districts on the Affected Area, the permitted uses would be in character with the existing mixed residential, commercial, and institutional uses and the density would be consistent with the existing medium-density zoning districts in the area. Given that the Affected Area is fronted by two major transportation corridors (Queens Boulevard and Roosevelt Avenue), the proposed R8A/C2-4 zoning district that permits higher-density developments would not be incompatible with the development trend in the Surrounding Area, which encourages larger bulks along major corridors while maintaining the low- to medium-density residential characteristics along local streets. Accordingly, the Proposed Actions would not alter the overall land use patterns in the area or jeopardize the intent of the zoning resolution.

- **Open Space:** The Proposed Actions would reduce the OSR by 0.71% from 2.32 acres per 1,000 residents under the No-Action Condition to 2.30 acres per 1,000 residents under the With-Action Condition. Since the OSR decrease induced by the Proposed Development would be less than the threshold of 5% as per *CEQR Technical Manual*. Therefore, the Proposed Actions would not result in a significant adverse impact on open space within the Study Area.

- **Shadows:** The shadows derived from the Projected Development Sites associated with the Proposed Actions would reach two sunlight-sensitive resources, including John Vincent Daniels Jr. Square on two analysis days in December and March/September and Sabba Park on two analysis days in May/August and June. On December 21st and March 21st/September 21st, the shadows derived from the Projected Buildings would affect John Vincent Daniels Jr. Square for a 1-hour-48-minute and 1-hour period in the early

afternoon respectively, with limited extent and duration. Meanwhile, on May 6th/August 6th and June 21st, the shadows derived from the Projected Buildings would affect Sabba Park for a 43-minute and 1-hour-13-minute period in the early morning respectively, with limited extent and duration. No adverse impact is expected on the Open Space Utilization or vegetation of the triangle plazas and therefore, no further analysis is warranted.

- **Historic and Cultural Resources:** LPC indicated that the Study Area does not contain any sites or buildings of known architectural or archeological significance. Therefore, significant adverse impacts to architectural resources are not expected because of the Proposed Actions, and further analysis is not warranted.

- **Urban Design and Visual Resources:** The development facilitated by the Proposed Actions would not adversely impact any of the constituent urban design elements or impact the overall character of the neighborhood as it would not significantly change the pedestrian experience, nor would it disturb the vitality, walkability, or the visual character of the area. The development with ground floor commercial and community facility uses would improve walkability and the visual character of the area, and would also provide needed local serving retail uses.

- **Hazardous Materials:** The Applicant-owned Projected Development Site 1 was included as a potential development site (Potential Site 27) in the Maspeth-Woodside Rezoning EAS (CEQR No.: 06DCP065Q). Based on screening in the EAS, Projected Development Site 1 is within 400 feet of auto service/repair uses. As a result, an E-Designation (E-163) related to hazardous materials was placed on Projected Development Site 1. The E-Designation (E-163) provides the impetus to identify and address environmental conditions so that significant adverse impacts during site development would be reduced. The New York City Department of Environmental Protection (DEP) shall provide regulatory oversight of the environmental investigation and remediation during this process. Building permits are not issued by Department of Buildings (DOB) without prior DEP approval of the investigation and/or remediation pursuant to the provisions of Section 11-15 of the New York City Zoning Resolution (Environmental Requirements). With the (E) designation in place, no significant adverse impacts related to hazardous materials are expected.

- **Air Quality:** The Proposed Actions would not result in a development that would have significant adverse impact on the air quality within the Study Area or would receive industrial emissions that would have significant adverse impact on the project occupants. The HVAC screening result indicated that any building with similar or greater building height may be impacted by the HVAC emissions from the hypothetical 165-foot-tall residential building if it is located within 180 feet of Projected Development Site 1 and Projected Development Site 2. No existing building with similar or greater height (165 feet and above) was identified within the 180-foot area from the Projected Development Sites,

and therefore significant impact on the air quality of the area from the Proposed Development is unlikely. In addition, the detailed project-on-project model result indicated that the HVAC emissions from one Projected Development Site would not have significant adverse impacts on the other Projected Development Site. Meanwhile, there are no major or large industrial emission sources within the 1,000-foot Study Area. Additionally, there is no evidence present to conclude that there are illegal unpermitted air emissions present in the Study Area. Therefore, there does not appear to be any potentially significant impact in terms of air toxics to project occupants.

- **Noise:** Since the Proposed Actions would result in mixed-use developments on the Projected Development Sites composed of residential, commercial, and community facility uses that may be impacted by the ambient noise, a minimum of 45 dB(A) window-wall attenuation on all façades would be required on Projected Development Site 1 (Block 1319, Lot 1) and a minimum of 35 dB(A) window-wall attenuation on all façades would be required on Projected Development Site 2 (Block 1319, Lot 12) to ensure an acceptable closed-window interior noise environment. With this level of attenuation, there would be no potential for adverse impacts related to ambient noise.

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.

2.7.2 Conclusion

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

2.8 Construction

According to the *2025 CEQR Technical Manual*, construction impacts may be analyzed for any project that involves construction or could induce construction. For construction activities not related to in-ground disturbance, short-term construction generally does not warrant a detailed construction analysis. For example, the use of a property for construction staging activities is likely to only warrant analysis if this activity continues for a period of several years. Consideration of several factors, including the location and setting of the project in relation to other uses and intensity of construction activities are used to determine if a project's construction activities warrant analysis in one or more of the following technical areas:

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

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

- Construction activities are considered long-term (Last longer than two years); or
- Short term construction activities would directly affect a technical area, such as impeding the operation of a community facility.
- Result in the closing, narrowing, impeding of traffic, transit, or obstruction of pedestrian or vehicular routes in proximity to critical land uses.
- Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out.
- The operation of several pieces of diesel equipment in a single location at peak construction.

- Closure of a community facility or disruption in its services.
- Disturbance of a site containing or adjacent to a site containing natural resources.
- Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall.

Analysis

Future No-Action Condition

In the future absent the Proposed Actions, the Applicant-owned Projected Development Site 1 (Block 1319, Lot 1), which is currently vacant, would be redeveloped to max out the allowable FAR under the existing R6/C2-3 and R7X/C2-3 zoning, while existing conditions on the non-Applicant-owned Projected Development Site 2 are expected to remain in the future without the Proposed Actions.

Maxing out the existing FAR and assuming a conservative assumption of 850 GSF/DU, Projected Development Site 1 would be redeveloped with a 16-story, 165-foot-tall, mixed-use commercial and residential building of 91,813 GSF (84,730 ZSF, 5.18 FAR) with 13,901 GSF (13,901 ZSF, 0.85 FAR) of commercial retail on the ground floor and 77,912 GSF (70,829 ZSF, 4.33 FAR) of residential uses with a total of 92 dwelling units on the upper floors.

Projected Development Site 2 (Block 1319, Lot 12) would continue to be developed with a one-story commercial building of 6,328 GSF (6,328 ZSF, 0.53 FAR). While the maximum allowable FAR is 4.80 for the underlying R6/C2-3 zoning district, it is conservatively assumed that this site would not be redeveloped in the future without the Proposed Actions.

Future With-Action Condition

The Proposed Actions include rezoning of Block 1319, Lots 1, 12, and 21 from R6/C2-3 and R7X/C2-3 zoning districts to an R8A/C2-4 zoning district. In the future with the Proposed Actions, the Projected Development Sites would be redeveloped in accordance with the proposed R8A/C2-4 zoning district, up to the maximum permitted FAR and building height.

In the With-Action Condition, Projected Development Site 1 (Block 1319, Lot 1) would be developed with a single 16-story, 165-foot-tall, 130,833 GSF (117,749 ZSF, 7.20 FAR) mixed residential, commercial, and community facility building, containing approximately 5,444 GSF (4,900 ZSF, 0.30 FAR) of community facility uses (medical office) and 7,633 GSF (6,870 ZSF, 0.42 FAR) of commercial uses (local retail) on the first floor, and 117,756 GSF (105,979 ZSF, 6.48 FAR) of residential uses on the upper floors. There would be approximately 139 dwelling units (assuming 850 GSF per dwelling unit), 20-30% (28-42 units) of which would be affordable at an average of 40-80% AMI pursuant to MIH Option 1, 2, or 3.

In the With-Action Condition, Projected Development Site 2 (Block 1319, Lot 12) would be developed with a single 16-story, 165-foot-tall, 93,871 GSF (86,263 ZSF, 7.20 FAR) mixed residential and commercial building, containing approximately 10,184 GSF (10,184 ZSF, 0.85 FAR) of local retail uses on the first floor, and 83,687 GSF (76,079 ZSF, 6.35 FAR) of residential uses on the upper floors. There would be approximately 98 dwelling units (assuming 850 GSF per dwelling unit), 20-30% (20-29 units) of which would be affordable at an average of 40-80% AMI pursuant to MIH Option 1, 2, or 3.

Given that the Affected Area is located within an Inner Transit Zone and the proposed buildings would be constructed after December 5, 2024, no accessory parking spaces would be required per ZR 25-211, and no off-street parking would be provided on any Projected Development Site.

Build Year

The build year for the analysis is anticipated to be 2029 in consideration of an 18-month CEQR review period, a 7-month ULURP process, and an 18-month single-phase construction schedule for the Applicant-owned Projected Development Site 1. After 6 months of the construction commencement on Projected Development Site 1, construction on the non-Applicant-owned Projected Development Site 2 is expected to commence, which would also last for 18 months and overlap with Projected Development Site 1 for 12 months.

The 18-month construction schedule assumes approximately 4 months for pre-construction activities, 1 month for demolition and site cleaning, 2 months for excavation, 4 months for foundation and superstructure, 6 months for facade enclosure, roofing, interior finishes, and fit out, and 2 months for fire inspection and certificate of occupancy.

Analysis

The development of Projected Development Site 1 is anticipated to commence in September 2027 and complete in February 2029, while the development of Projected Development Site 2 is anticipated to commence in March 2028 and complete in August 2029.

All exterior construction activities on the Projected Development Site 1 would last from September 2027 until August 2028, for a duration of 12 months, while all interior finishes, inspections, and punch list items would be completed by February 2029, which are not considered construction-related activities for the purposes of this analysis. All exterior construction activities on the Projected Development Site 2 would last from March 2028 until February 2029, for a duration of 12 months, while all interior finishes, inspections, and punch list items would be completed by August 2029, which are not considered construction-related activities for the purposes of this analysis.

Because the combined exterior construction activities on the Applicant-owned Projected Development Site 1 and the non-Applicant-owned Projected Development Site 2 would last for 24 months, which is considered short-term, the Proposed Actions are not expected to result in significant impacts on the adjacent community.

Transportation

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

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

Projected Development Site 1 has frontages along Queens Boulevard (principal arterial road), Roosevelt Avenue (principal arterial road), and 50th Street (local road), while Projected Development Site 2 has frontages along Roosevelt Avenue (principal arterial road) and 51st Street (local road). The construction activities may require the temporary closing of the sidewalks adjacent to the Projected Development Sites. However, changes to moving traffic lanes are not expected.

Within the 400-foot radius of the Projected Development Sites, there is a church (Presbyterian Church of Southern New York) located on Block 1320, Lots 1 and 53 to the east of the Affected Area on the east side of 51st Street and the north side of Queens Boulevard. The pedestrian sidewalk grid around the Affected Area provides easy access from all directions, which could ensure the convenient connection of community facilities when there are sidewalk closures during the construction period. Therefore, construction activities on the Projected Development Sites would have limited effects on the pedestrian activities related to community facilities within the 400-foot area. Nearby residential, commercial, and industrial uses would not be particularly sensitive to such sidewalk closures as they are not in an area with high pedestrian activity, and the sidewalks and roadways affected by the proposed construction would not be considered to be near capacity. Any potential closure of the sidewalks adjacent to construction activities would be considered a routine closure that would be addressed by a permit and pedestrian access plan issued by NYC DOT Office of Construction Mitigation and Coordination at the time of closure.

Although the project would involve construction on multiple development sites on the same block with some overlapping activities, the overall construction of the development sites on the same block would be approximately 24 months, which is considered short term per the *CEQR Technical Manual*. Considering the above, construction of the development sites would not be expected to result in significant adverse impacts on transportation.

Air Quality and Noise

According to the *CEQR Technical Manual*, an assessment of air quality and noise for construction activities is likely not warranted if the project's construction activities:

- Are considered short-term (less than two years);
- Are not located near sensitive receptors; and
- Do not involve construction of multiple buildings where there is a potential for on-site receptors on buildings to be completed before the final build-out.

The development sites are located near sensitive receptors as they all adjoin or are very close to existing residential development. Though the proposed development would result in the construction of multiple buildings where there is a potential for on-site receptors on buildings to be completed before the final build-out, the construction period on each site is considered short-term (less than 24 months) with an 18-month construction period for Projected Development Site 1. After 6 months of the construction commencement on Projected Development Site 1, construction on the non-Applicant-owned Projected Development Site 2 is expected to commence, which would also last for 18 months and overlap with Projected Development Site 1 for 12 months.

The *CEQR Technical Manual* states that if a project meets one or more of the criteria above, a preliminary air quality or noise assessment is not automatically required. Instead, various factors should be considered, such as the types of construction equipment (e.g., gas, diesel, electric), the nature and extent of any commitment to use the Best Available Technology (BAT) for construction equipment, the physical relationship of the project site to nearby sensitive receptors, the type of construction activity, and the duration of any heavy construction activity. These measures are discussed below.

Demolition, excavation, and foundation activities, which often generate the highest levels of air emissions, would be temporary and limited in duration and would take approximately 6 months. These activities would be spread out over at least two separate locations on the block. In addition, any heavy equipment associated with the construction of the buildings (such as a crane) would operate from at least two different locations during construction.

Air Quality

The project would make use of the Best Available Technology to minimize impacts to residential buildings, schools, and churches in the vicinity of the Projected Development Sites as further discussed below.

As with most construction projects in the City, the proposed project would require the operation of several pieces of diesel equipment at one time during the heavier periods of construction, such

as demolition and excavation. The Applicant would implement the following measures that would minimize air quality and noise impacts on the surrounding community.

- *Diesel Equipment Reduction:* Construction of the proposed project would minimize the use of diesel engines and use electric engines, to the extent practicable. This would reduce the need for on-site generators, and require the use of electric engines in lieu of diesel where practicable.

- *Clean Fuel:* To the extent practicable, ultra-low sulfur diesel (ULSD) would be used for diesel engines on the development sites.

- *Best Available Tailpipe Reduction Technologies:* To the extent practicable, non-road diesel engines with a power rating of 50 horsepower (hp) or greater would utilize the best available tailpipe (BAT) technology for reducing diesel particulate matter (DPM) emissions. Diesel particle filters (DPF) have been identified as being the tailpipe technology currently proven to have the highest PM reduction capability.

- To the extent practicable, construction contracts would specify that all diesel non-road engines rated at 50 hp or greater would utilize DPFs, either installed on the engine by the original equipment manufacturer (OEM) or retrofit with a DPF verified by EPA or the California Air Resources Board, and may include active DPFs if necessary; or other technology proven to reduce DPM by at least 90 percent.

- *Utilization of Newer Equipment:* To the extent practicable, all non-road construction equipment in the project would meet at least the Tier 2 emissions standard, and construction equipment meeting Tier 3 and/or Tier 4 emissions standards would be used where conforming equipment is widely available, and the use of such equipment is practicable.

- *Dust Control:* Fugitive dust control plans will be implemented as part of the construction process. For example, stabilized truck exit areas would be established for washing off the wheels of all trucks that exit the construction sites. Truck routes within the sites would be watered as needed to avoid the re-suspension of dust. All trucks hauling loose material will be equipped with tight fitting tailgates and their loads securely covered prior to leaving the sites. In addition to regular cleaning by the City, streets adjacent to the site would be cleaned as frequently as needed by the construction contractor. Water sprays will be used for all transfer of spoils to ensure that materials are dampened as necessary to avoid the suspension of dust into the air.

- *Restrictions on Vehicle Idling:* In addition to adhering to local laws restricting unnecessary idling on roadways, on-site vehicle idle time will also be restricted to three minutes, to the extent practicable, for all equipment and vehicles that are not using their engines to operate a loading, unloading, or a processing device (e.g., concrete mixing trucks) or otherwise required for the proper operation of the engine.

Overall, these air emission controls would significantly reduce DPM emissions to a level otherwise achieved by applying the currently defined best available control technologies under NYC Local Law 77. In addition, as stated in the *CEQR Technical Manual*, all the necessary measures would be implemented to ensure compliance with the NYC Air Pollution Control Code regulating construction-related dust emissions. Based on the project size and the construction work involved, construction activities for the Proposed Actions would not be considered out of the ordinary or exceptional in terms of intensity and would be of a relatively short duration. Therefore, based on the above and with the implementation of emissions control measures that are required by local law, the construction of the Projected Development Sites would not result in any significant adverse impacts on air quality.

Noise

While increases in ambient noise levels due to construction exceeding the CEQR impact criteria for two years or less may be noisy and intrusive, they are not considered to be significant adverse noise impacts. As described above, construction of each development site would occur over a relatively short time period of approximately 18 months (Projected Development 1 and Projected Development Site 2 would be developed with an overlap of 12 months). In addition, demolition, excavation, and foundation activities, and superstructure activities, which are the noisiest construction activities, would be temporary and limited in duration and would take approximately 12 months on each site. These activities would be spread out over at least two separate locations on the same block.

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

Historic and Cultural Resources

As discussed in **Section 2.3, Historic and Cultural Resources**, the Landmarks Preservation Commission has determined that no properties with architectural or archaeological significance were identified within the 400-foot radius. Therefore, no significant adverse construction-related impacts to historic and cultural resources are expected.

2.8.1 Conclusion

Exterior construction activities on the Projected Development Site 1 would last from September 2027 until August 2028, for a duration of 12 months, while all interior finishes, inspections, and punch list items would be completed by February 2029. Exterior construction activities on the

Projected Development Site 2 would last from March 2028 until February 2029, for a duration of 12 months, while all interior finishes, inspections, and punch list items would be completed by August 2029. Construction would be performed subject to relevant EPA, DEP, DOT and DOB codes and regulations to ensure minimal construction impacts. With the construction control and protective measures identified above, no impacts on transportation, air quality, noise, or historic buildings would occur.

Based on the above analysis, the Proposed Actions would not have any significant adverse construction impacts, and further analysis is not required.

2.9 Disadvantaged Community Assessment

Introduction

Effective December 30, 2024, Section 8-0109(2)(k) of the New York State Environmental Conservation Law requires that this Environmental Assessment Statement (EAS) include a statement of the effects of the Proposed Actions on disadvantaged communities, including whether the action may cause or increase a disproportionate pollution burden. The *2025 CEQR Technical Manual* does not provide guidance regarding the scope of this analysis. On January 29, 2025, the New York State Department of Environmental Conservation (NYSDEC) proposed a rule that provides additional considerations regarding this new statutory provision. This assessment of effects on disadvantaged communities considers the impacts that have been assessed using the CEQR Technical Manual guidance.

Methodology

Disadvantaged communities (DAC) in New York State were identified based on criteria adopted in 2023 by the Climate Justice Working Group (CJWG), a group composed of representatives from State Agencies and Environmental Justice groups across the State. The CJWG used 45 indicators to identify 35 percent of Census Tracts within New York State as DACs. The criteria include multiple indicators that represent the environmental burdens or climate change risks within a community, or population characteristics and health vulnerabilities that can contribute to more severe adverse effects of climate change. Each Census Tract was scored based on relative burden, risk, vulnerability, or sensitivity. Specifically, the percentile ranks of the indicators for each Census Tract were combined to produce a value measuring a Census Tract's relative level of "Environmental Burdens and Climate Change Risks" as well as "Population Characteristics and Health Vulnerabilities" relative to other Census Tracts. Census Tracts with higher scores relative to other Census Tracts statewide or to their region (i.e., New York City) were identified as DACs, using NYSDEC's Disadvantaged Community Assessment Tool (DACAT).

2.9.1 Preliminary Assessment

The Proposed Actions include rezoning of Block 1319, Lots 1, 12, and 21 from R6/C2-3 and R7X/C2-3 zoning districts to an R8A/C2-4 zoning district. In the future with the Proposed Actions, the Projected Development Sites would be redeveloped in accordance with the proposed R8A/C2-4 zoning district, up to the maximum permitted FAR and building height.

In the With-Action Condition, Projected Development Site 1 (Applicant-owned Block 1319, Lot 1) would be developed with a single 16-story, 165-foot-tall, 130,833 GSF (117,749 ZSF, 7.20 FAR) mixed residential, commercial, and community facility building, containing approximately 5,444 GSF (4,900 ZSF, 0.30 FAR) of community facility uses (medical office) and 7,633 GSF (6,870 ZSF, 0.42 FAR) of commercial uses (local retail) on the first floor, and 117,756 GSF (105,979 ZSF, 6.48 FAR) of residential uses (139 dwelling units) on the upper floors.

Projected Development Site 2 (non-Applicant-owned Block 1319, Lot 12) would be developed with a single 16-story, 165-foot-tall, 93,871 GSF (86,263 ZSF, 7.20 FAR) mixed residential and commercial building, containing approximately 10,184 GSF (10,184 ZSF, 0.85 FAR) of local retail uses on the first floor, and 83,687 GSF (76,079 ZSF, 6.35 FAR) of residential uses (98 dwelling units) on the upper floors.

Given that the Affected Area is located within an Inner Transit Zone and the proposed buildings would be constructed after December 5, 2024, no accessory parking spaces would be required per ZR 25-211, and no off-street parking would be provided on any Projected Development Site.

The Affected Area is located in the Sunnyside neighborhood within Queens Community District 2. With a total area of approximately 40,280 square feet, the Affected Area is bounded by Roosevelt Avenue to the north, 51st Street to the east, Queens Boulevard to the south, and 50th Street to the west. As shown in **Figure 2.9-1** below, the Affected Area is located within a disadvantaged community identified as having comparatively lower burdens and vulnerabilities (Census Tract ID 36081025302). This disadvantaged community is generally bounded by 50th Street to the west, Skillman Avenue to the north, 53rd Street to the east, and Queens Boulevard to the south. Accordingly, an assessment of potential impacts is provided below.

Per the Environmental Assessment Statement (EAS) for Maspeth-Woodside Rezoning (CEQR No. 06DCP065Q), the Hazardous Materials analysis examined projected and potential sites where development in the future would have the potential to increase the exposure of people or the environment to hazardous materials. These could include the potential for increased exposure detrimental to the health and safety of workers during construction, the potential for the transport of contaminated soil, or the potential for increased exposure for future residents or employees of individual buildings on these sites. The screening for all identified sites was conducted by reviewing historical documentation for past or current uses that may have affected or may be affecting a projected or potential development site or an adjacent site. The past uses were compared to the list of types of facilities, activities or conditions which would lead to a site receiving an E-Designation.

The Applicant-owned Projected Development Site 1 (Block 1319, Lot 1) was included as a potential development site (Potential Site 27) in the Maspeth-Woodside Rezoning EAS. Based on screening in the EAS, Projected Development Site 1 meets the criteria for placement of an E-Designation as Projected Development Site 1 is within 400 feet of auto service/repair uses. As a result, an E-Designation (E-163) related to hazardous materials was placed on Projected Development Site 1. The existing E-Designation (E-163) provides the impetus to identify and address environmental conditions so that significant adverse impacts during site development would be reduced. The New York City Department of Environmental Protection (DEP) shall provide regulatory oversight of the environmental investigation and remediation during this process. Building permits are not issued by Department of Buildings (DOB) without prior DEP approval of the investigation and/or remediation pursuant to the provisions of Section 11-15 of the New York City Zoning Resolution (Environmental Requirements).

Meanwhile, it should be noted that the non-Applicant-owned Projected Development Site 2 was not included as a projected or potential site in the Maspeth-Woodside Rezoning EAS, and the site is currently used as a laundromat. As a result, there is potential for the presence of RECs related to its existing business on Projected Development Site 2. Accordingly, to ensure that no significant adverse impacts related to hazardous materials occur as a result of the Proposed Actions, a new E-Designation (E-XXX) would be established on both Projected Development Site 1 and Projected Development Site 2 to expand the location of the existing E-Designation (E-163) that is only placed on Projected Development Site 1

The E-Designation (E-XXX) requires that the fee owner(s) of Projected Development Site 1 (Block 1319, Lot 1) and Projected Development Site 2 (Block 1319, Lot 12) conduct a testing and sampling protocol and have an approved remediation plan, where appropriate, to the satisfaction of DEP. DOB will typically issue the foundation permits when DEP approves the remedial action work plan – the actual remediation is usually done concurrently with the construction. The remediation plan provided to DEP to satisfy the E-Designation (E-XXX) must also include a mandatory construction-related health and safety plan, which must also be approved by DEP. With these provisions in place, the Proposed Actions would not result in significant adverse impacts related to hazardous materials to surrounding disadvantaged communities, and no further analysis is warranted.

In terms of air quality, the HVAC systems of the proposed new buildings on the two Projected Development Sites passed the screening (see **Section 2.6 Air Quality** above), which indicates that the Proposed Actions would not have significant adverse impacts related to HVAC emissions on existing land uses in the surrounding area. In addition, the Proposed Actions would not introduce an increment of more than 50 vehicular trips, and as a result, there would not be significant adverse impacts related to mobile source emissions from the Proposed Actions.

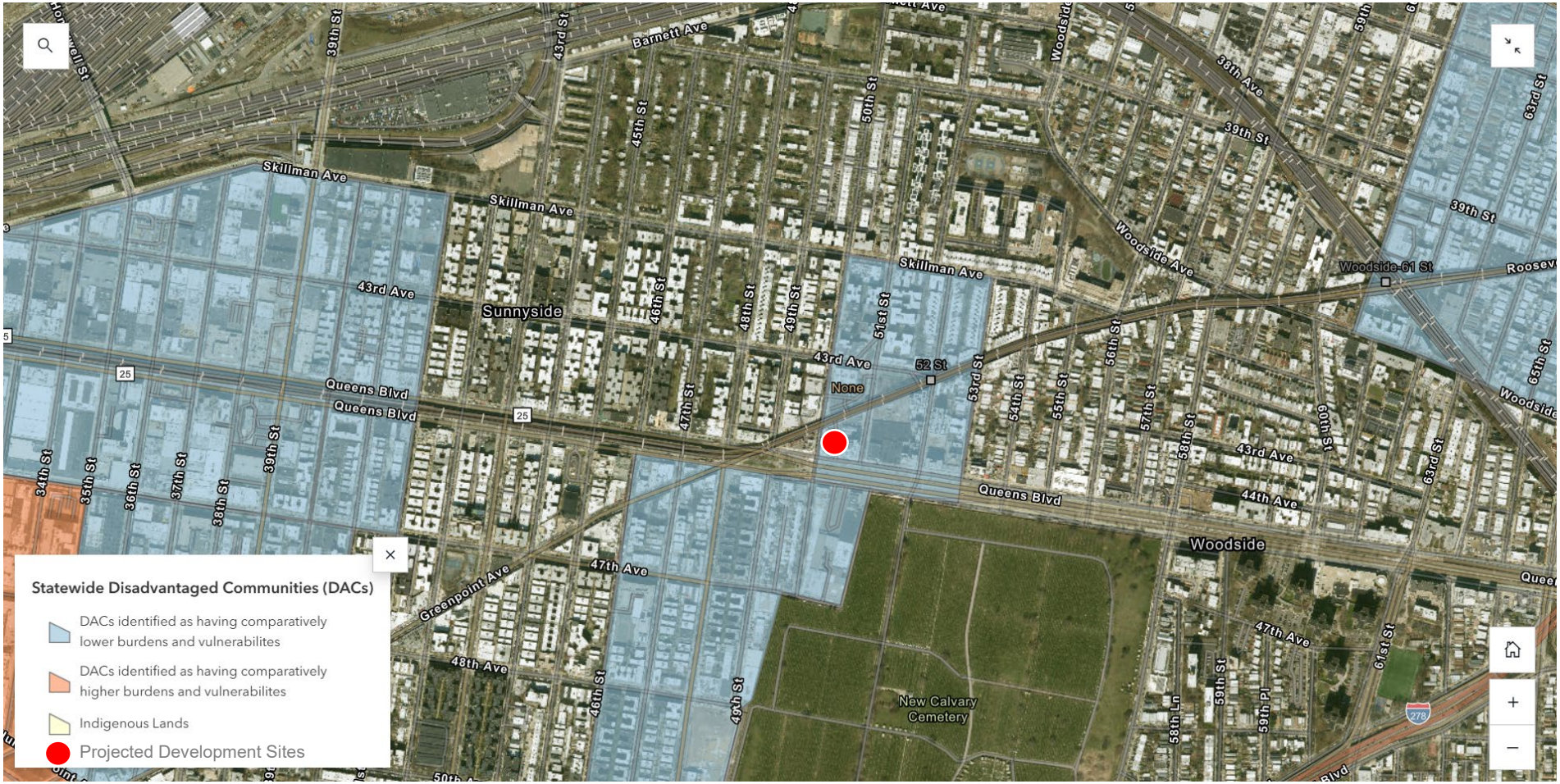
The Proposed Actions would facilitate the development of residential, commercial (local retail), and community facility (medical office) uses within the Affected Area. The proposed land uses would not involve activities that would result in air quality impacts, noise pollution, light pollution, odor impacts, or wastewater discharges to the local environment. In addition, though the Proposed Actions would involve new building construction at the Projected Development Sites, the existing lots within the Affected Area are all paved. Therefore, the Proposed Actions would not result in increased stormwater runoff or potential flooding impacts. Lastly, any solid waste would be placed in appropriate containers and picked up. Therefore, the proposed mixed-use buildings would not result in adverse impacts to any disadvantaged communities and no further analysis is warranted.

2.9.2 Conclusion

The Affected Area is located within a disadvantaged community. However, as discussed above, the Proposed Actions would not contribute to environmental burdens that disproportionately affect such communities. The Proposed Actions would not create or introduce a disproportionate

pollution burden on DACs. Further, the mixed-use buildings would help address the critical need for new affordable housing in the neighborhood and the community facility and commercial local retail uses would serve the local population, all while maintaining compliance with environmental regulations and best practices. Accordingly, no further assessment is warranted.

Figure 2.9-1: Disadvantaged Communities Map



APPENDIX A

AGENCY CORRESPONDENCE

APPENDIX B

PROPOSED ARCHITECTURAL PLANS