30-11 12th Street Rezoning

Environmental Assessment Statement

CEQR No. 23DCP026Q

ULURP Nos. 230126ZMQ; N230127ZRQ

Lead Agency:
New York City Department of City Planning

Prepared for:
30-11 12th Street Realty LLC

Prepared by:
AKRF, Inc.

October 2023

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* 30-11 12th Street Rezoning

3. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
23DCP026Q	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
230126ZMQ; N230127ZRQ	

4a. *Lead Agency Information*			**4b. *Applicant Information***		
NAME OF LEAD AGENCY New York City Department of City Planning			NAME OF APPLICANT 30-11 12th Street Realty LLC.		
NAME OF LEAD AGENCY CONTACT PERSON Stephanie Shellooe, AICP, Director, Environmental Assessment and Review Division			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON Richard Lobel, Sheldon Lobel, P.C.		
ADDRESS 120 Broadway, 31st Floor			ADDRESS 18 East 41st Street, 5th Fl.		
CITY New York	STATE NY	ZIP 10271	CITY New York	STATE NY	ZIP 10017
TELEPHONE 212-720-3328	EMAIL sshellooe@planning.nyc.gov		TELEPHONE 212-725-2727	EMAIL rlobel@sheldonlobelpc.com	

5. *Project Description*

The Applicant, 30-11 12th Street Realty LLC., is seeking a zoning map amendment to rezone an area from R4-1, R5B, and R6B zoning districts to an R6A zoning district, and to map a C2-3 overlay along 30th Avenue to a depth of 150 feet. In addition, the Applicant is seeking a zoning text amendment to Zoning Resolution (ZR) Section Appendix F, to establish a Mandatory Inclusionary Housing (MIH) Area coterminous with the Rezoning Area. Collectively, the zoning map amendment and the zoning text amendment are the Proposed Actions. The Proposed Actions would facilitate the construction of a mixed-use residential and commercial building at 30-11 12th Street (Block 515, Lot 19 [the applicant owned "Project Site" or "Projected Development Site 1"]) in the Astoria neighborhood of Queens. In addition to the Project Site (Block 515, Lot 19), the Proposed Actions affect the following non-applicant owned lots: Block 515, Lots 25, 27, 28, 29, and p/o Lots 8, 9, 10, 11, 12, 13, 14, and 31 and Block 506, Lots 1, 3, 5, and (p/o) 6 and 67 (the "Rezoning Area"), providing a rational zoning district boundary with a continuous depth of of 200 feet from 30th Avenue.

The Proposed Actions would facilitate the construction of an eight-story (85-foot tall), approximately 89,600 gross square foot (gsf) mixed-use building on the Project Site (Block 515, Lot 19), with 8,300 gsf of retail use on the ground floor and cellar 73,000 gsf of residential use on the cellar through 8th floor (including a residential lobby/amenity space on the first floor), resulting in a total of 86 residential units (the "Proposed Project"). With respect to MIH, Projected Development Site 1 would include 86 residential units, 25-30 percent (22-26 units) of which would be affordable at an average of 60-80 percent AMI depending on the MIH option selected. The Applicant intends to pursue Option 2, which would result in 26 affordable units at an average of 80 percent AMI. For the purposes of the Early Childhood Programs analysis, 20 percent (18 units) of residential floor area would be affordable at or below 80 percent AMI.

The building would include approxiamtely 8,300 sf of parking on the ground floor with a total of 41 parking spaces accessory to the residential (30 spaces) and retail (11 spaces) uses. A single curb cut for the parking area would be located along 12th Avenue.

Following the Reasonable Worst Case Development Scenario (RWCDS), for the purposes of presenting a conservative analysis in this EAS, the Proposed Actions would also facilitate development on four other non-applicant controlled Projected Development Sites (PD Sites 2-5) in the Rezoning Area. In total, in the With Action condition, Projected Development Site 1 and the four additional Projected Development Sites within the Rezoning Area would contain a total of 144,100 gsf of residential area, 181 DUs (up to 55 affordable DUs pursuant to MIH regulations) and approximately 32,200 gsf of retail space. There would also be a combined total of approximately 74 parking spaces accessory to the market-rate residential DUs (63 spaces) and retail space (11 spaces). Based on the comparison between the No Action and With Action conditions, the RWCDS includes an incremental increase of 92 DUs, including approximately 55 affordable DUs and 32,200 gsf of commercial retail. In addition, the Proposed Actions would increase the number

of parking spaces by 24.

See Attachment A, "Project Description and Screening Analyses," for detailed project description and information regarding the projected development sites (Block 515, Lots 25 [Projected Development Site 2], 27, 28 [Projected Development Site 3], and 29 [Projected Development Site 4], and Block 506, Lot 1 [Projected Development Site 5]).

Project Location

BOROUGH Queens	COMMUNITY DISTRICT(S) 1	STREET ADDRESS 30-11 12th Street (Projected Development Site 1); 12-10 through 12-16 30th Avenue, 30-02 12th Street (Projected Development Sites 2-5); 12-26 30th Ave, 30-18 12th Street, 11-58 Welling Court, 11-60 Welling Court (adjacent parking area on Lot 3 only), 1211A-1223A 30th Road (Other Sites)
TAX BLOCK(S) AND LOT(S) Block 515, Lots 19, 25, 27, 28, 29, and p/o Lots 8, 9, 10, 11, 12, 13, 14 and 31; and Block 506 Lots 1, 3, 5, and p/o Lots 6 and 67		ZIP CODE 11102

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS The Project Area is bounded by 30th Avenue to the north, 14th Street to the east, 30th Road to the south , and Wellington Court to the west.

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY R4-1, R5B, R6B

ZONING SECTIONAL MAP NUMBER 9a

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

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

- ☐ CITY MAP AMENDMENT
- ☒ ZONING MAP AMENDMENT
- ☒ ZONING TEXT AMENDMENT
- ☐ SITE SELECTION—PUBLIC FACILITY
- ☐ HOUSING PLAN & PROJECT
- ☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:
- ☐ ZONING CERTIFICATION
- ☐ ZONING AUTHORIZATION
- ☐ ACQUISITION—REAL PROPERTY
- ☐ DISPOSITION—REAL PROPERTY
- ☐ OTHER, explain:
- ☐ CONCESSION
- ☐ UDAAP
- ☐ REVOCABLE CONSENT
- ☐ FRANCHISE

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION Appendix F

Board of Standards and Appeals: ☐ YES ☒ NO

- ☐ VARIANCE (use)
- ☐ VARIANCE (bulk)
- ☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

Department of Environmental Protection: ☐ YES ☒ NO ☐ Cogeneration Facility ☐ Title V Permit

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

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

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

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

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

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

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

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

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 96,129

Roads, buildings, and other paved surfaces (sq. ft.): 96,129

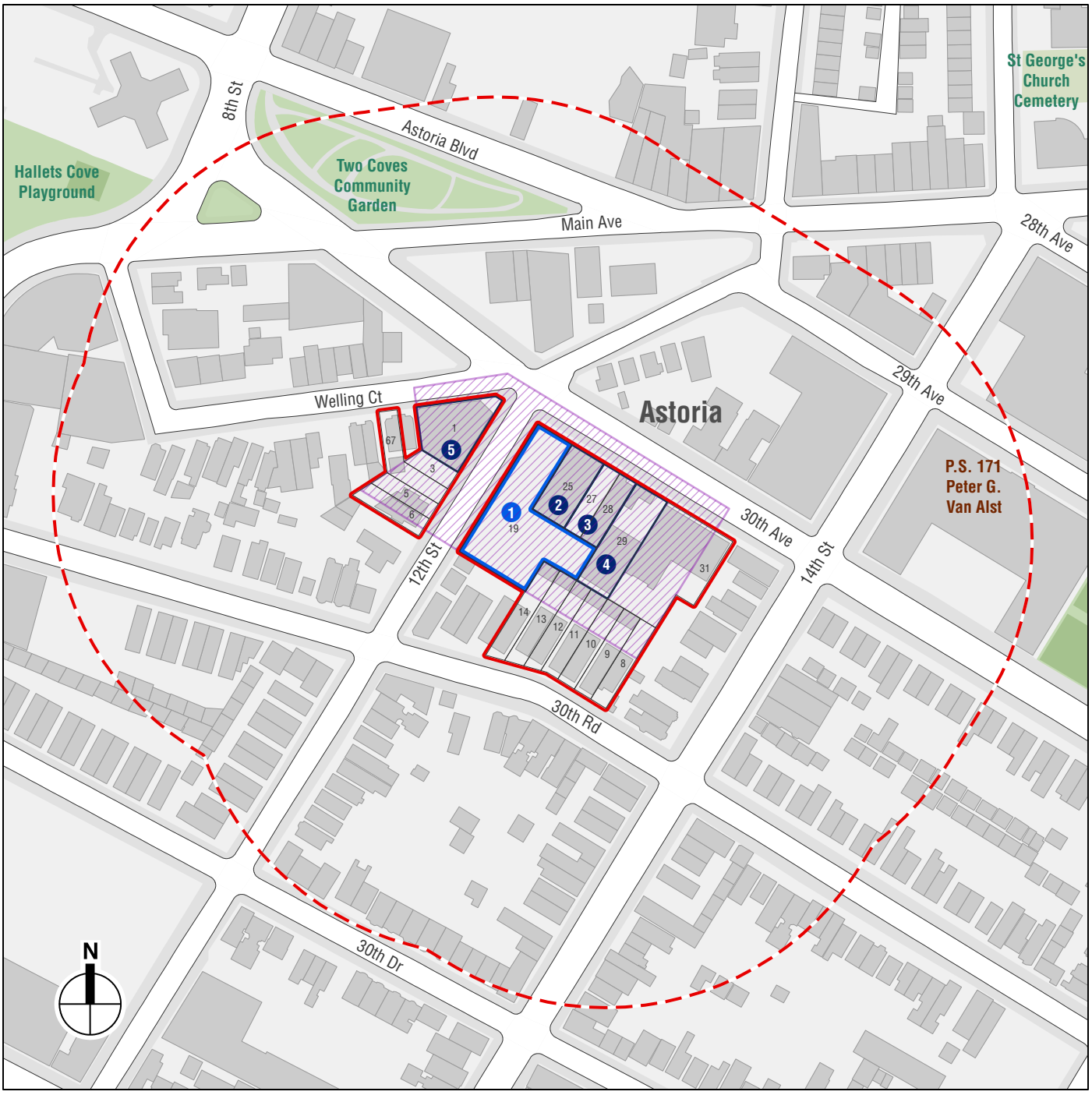
Waterbody area (sq. ft) and type: 0

Other, describe (sq. ft.): 0

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): Proposed Project/Projected Development Site 1: 89,600 gsf; Projected Development Sites 2-5: 95,000 sf

1.21.22



0 200 FEET



Project Area

Development Site (Projected Development Site 1)

Non-Applicant Owned Projected Development Site

Rezoning Area

Study Area (400-foot perimeter)

19 *Tax Lot Number*

Project Location

30-11 12TH STREET REZONING

Figure 1

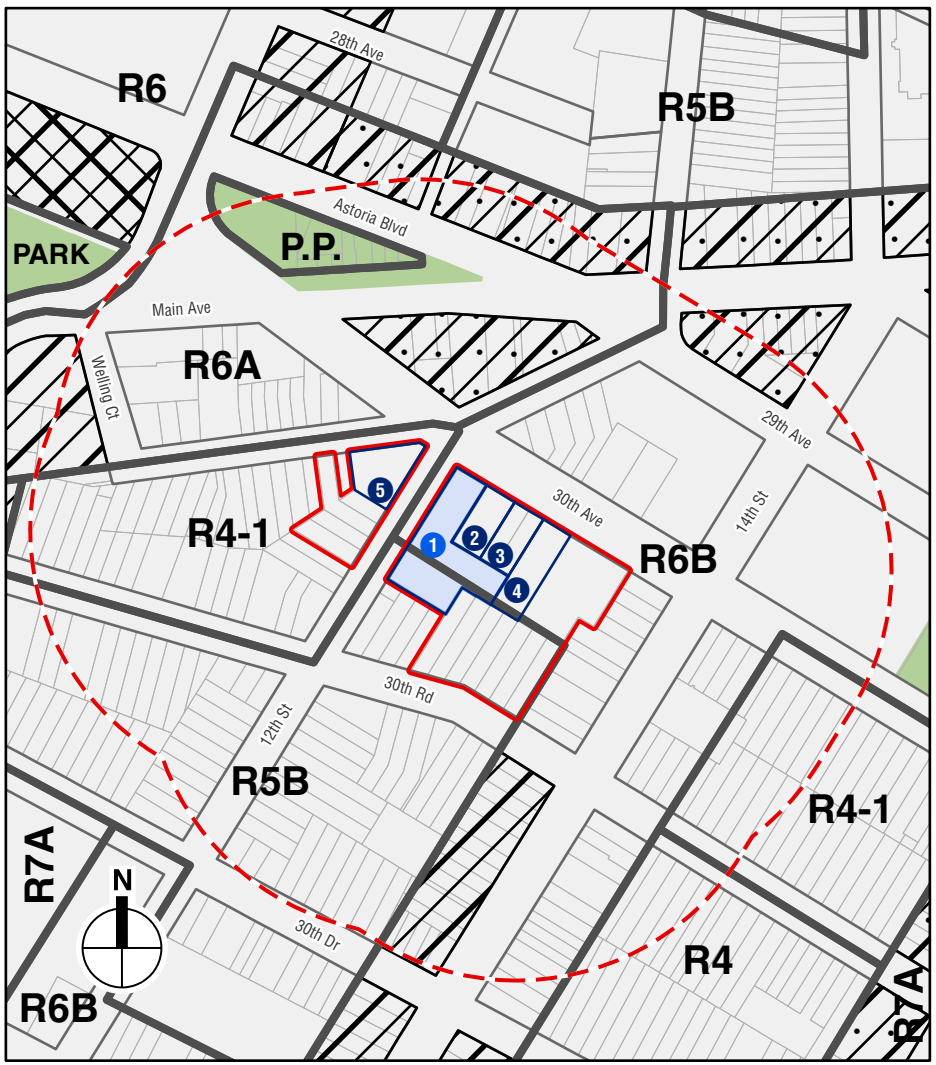


Tax Map

30-11 12TH STREET REZONING

Figure 2

1.24.22



Existing Zoning



Proposed Zoning

Data source: NYC Dept. of City Planning GIS Zoning Features, October 2021

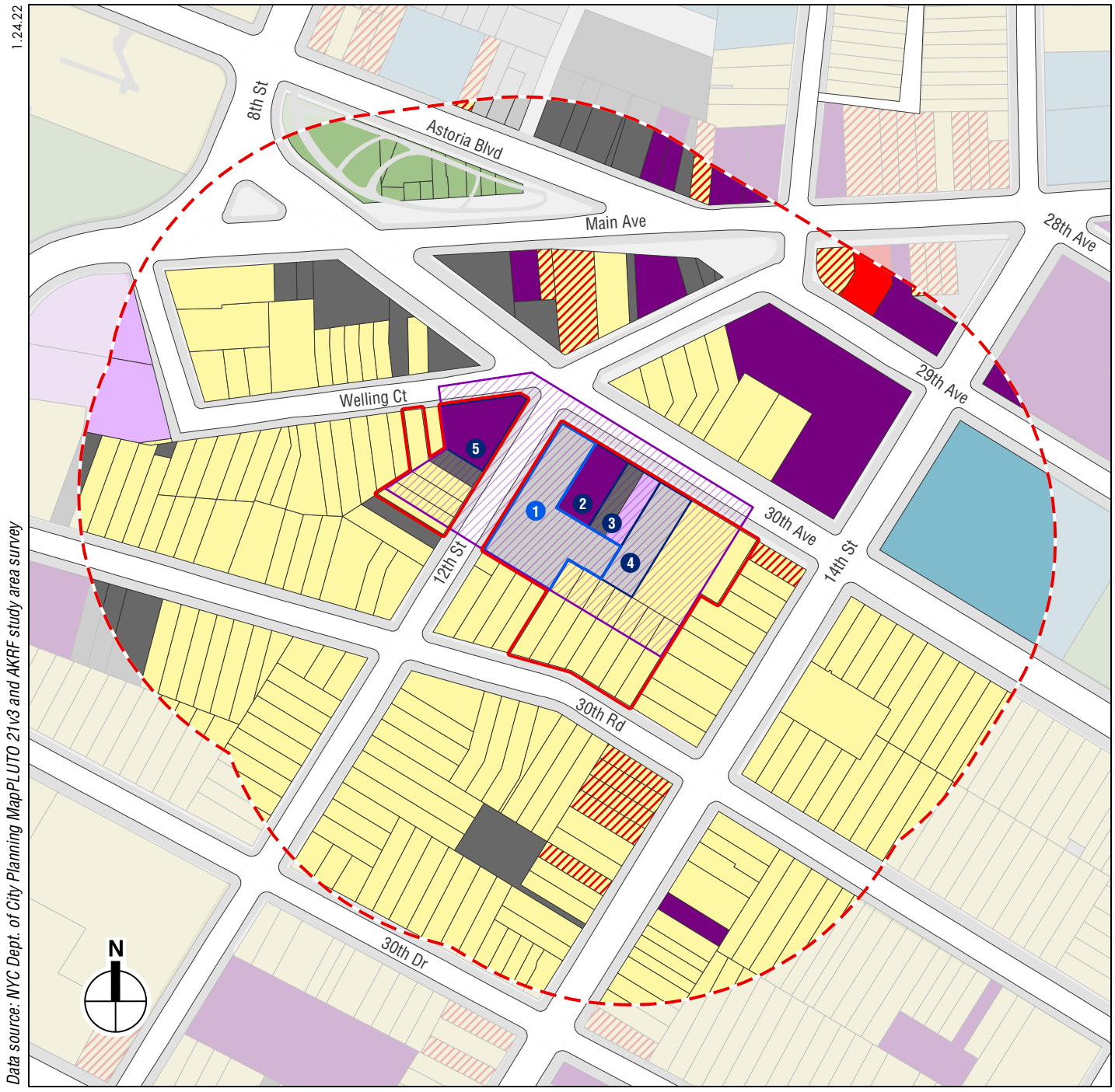
- Project Area
- Development Site (Projected Development Site 1)
- Non-Applicant Owned Projected Development Site
- Rezoning Area (R6A)
- Study Area (400-foot perimeter)
- Zoning District Boundaries
- C1-3 Commercial Overlay District
- C1-4 Commercial Overlay District
- C2-3 Commercial Overlay District
- Park Boundary

0 400 FEET

30-11 12TH STREET REZONING

Existing and Proposed Zoning

Figure 3

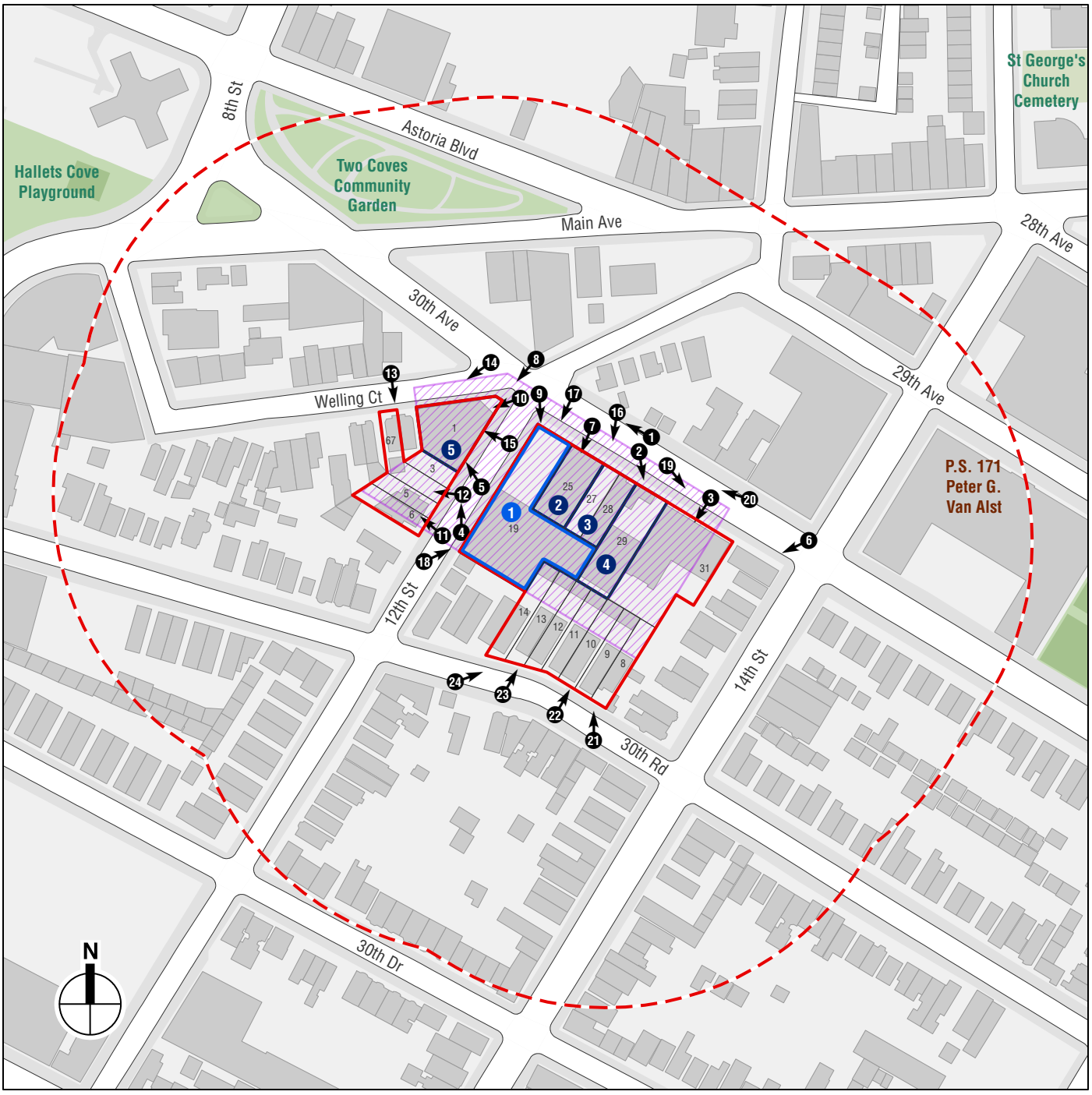


Existing Land Use

30-11 12TH STREET REZONING

Figure 4

1.24.22



Project Area

Development Site (Projected Development Site 1)

Non-Applicant Owned Projected Development Site

Rezoning Area

Study Area (400-foot perimeter)

19 *Tax Lot Number*

Photograph View Direction and Reference Number

Photograph Key



View west on 30th Avenue **1**



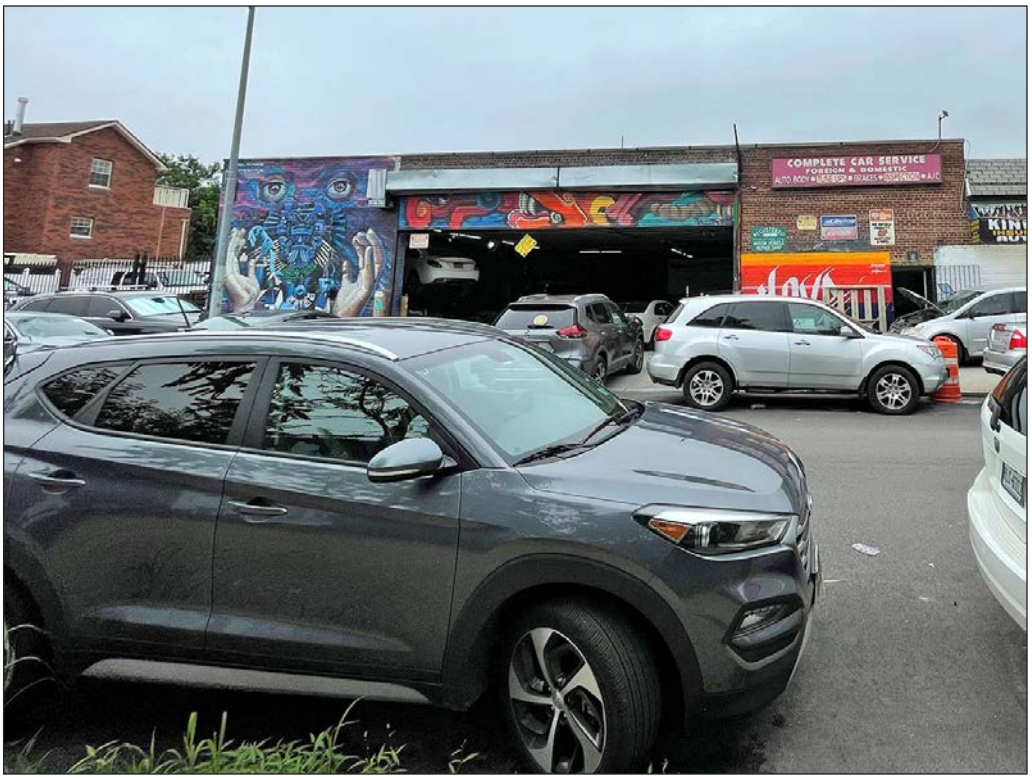
View south on 30th Avenue toward Block 515, Lot 29 (Projected Development Site 4) **2**



View south on 30th Avenue toward Block 515, Lot 31 **3**



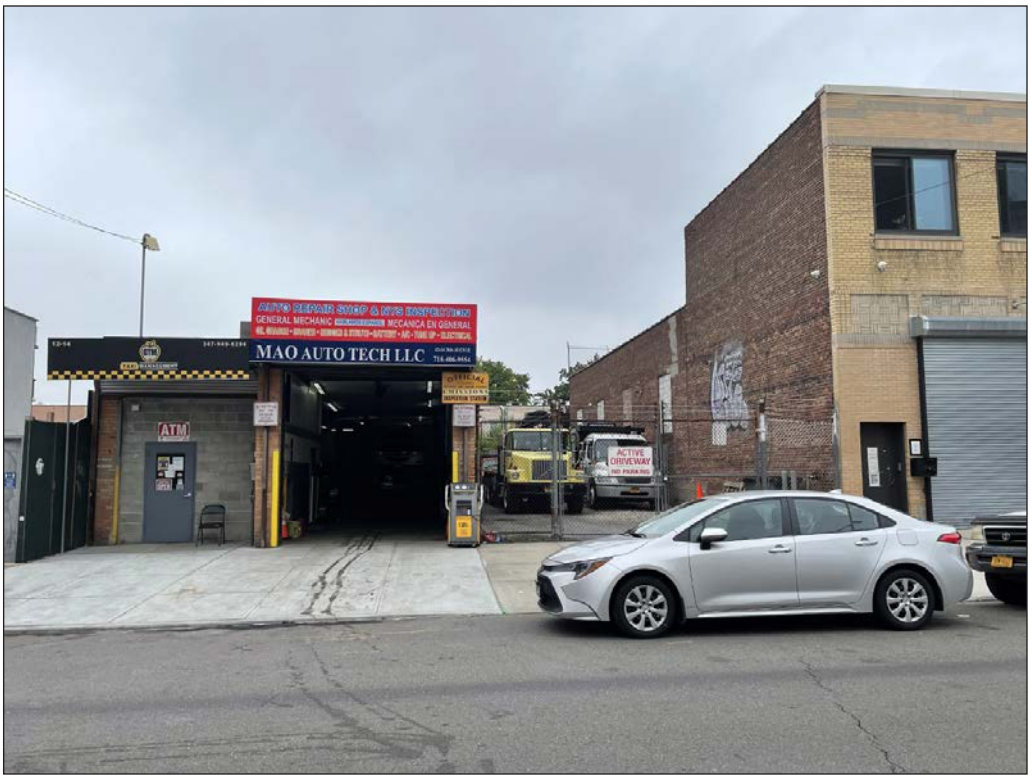
View north on 12th Street toward Block 506, Lot 1 (Projected Development Site 5) **4**



View northwest on 12th Street toward Block 506, Lot 1 (Projected Development Site 5) **5**



View southwest on 30th Avenue **6**



View south on 30th Avenue toward Block 515, Lot 25 (Projected Development Site 2) **7**



View south on 30th Avenue toward Block 506, Lot 1 (Projected Development Site 5) **8**



View southeast on 30th Avenue toward Block 515, Lot 19 (Projected Development Site 1) **9**



View southwest on 30th Avenue toward Block 506, Lot 1 (Projected Development Site 5) **10**



View west on 12th Street toward Block 506, Lot 6 **11**



View west on 12th Street toward Block 506, Lot 67 **12**



View south on Welling Court toward Block 506, Lot 67 **13**



View southwest on Welling Court toward Block 506, Lot 1 (Projected Development Site 5) **14**



View west on 12th Street toward Block 506, Lot 1 (Projected Development Site 5) **15**



View south on 30th Avenue toward Block 515, Lots 27 and 28 (Projected Development Site 3) **16**



View south on 30th Avenue toward Block 515, Lot 19 (Projected Development Site 1) **17**



View northeast on 12th Avenue toward Block 515, Lot 19 (Projected Development Site 1) **18**



View east on 30th Avenue **19**



View west on 30th Avenue **20**



View northwest on 30th Road toward Block 515, Lots 8 and 9 **21**



View north on 30th Road toward Block 515, Lots 10 and 11 **22**



View north on 30th Road toward Block 515, Lots 12 and 13 **23**



View northeast on 30th Road toward Block 515, Lot 14 **24**

NUMBER OF BUILDINGS: 5

GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): Proposed Project/Projected Development Site 1: approx. 89,600 gsf;
Projected Development Site 2: approx. 19,800 gsf;
Projected Development Site 3: approx. 19,900 gsf;
Projected Development Site 4: approx. 29,300 gsf;
Projected Development Site 5: approx. 26,000 gsf

HEIGHT OF EACH BUILDING (ft.): Proposed Project/Projected Development Site 1: max 85 feet
Projected Development Sites 2-5: max 85 feet

NUMBER OF STORIES OF EACH BUILDING:
Proposed Project/Projected Development Site 1: 8
Projected Development Sites 2-5: 8

Does the proposed project involve changes in zoning on one or more sites? ☒ YES ☐ NO

If "yes," specify: The total square feet owned or controlled by the applicant: 17,472 sf
The total square feet not owned or controlled by the applicant: 78,657 sf

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: 41,340 sq. ft. (width x length)

VOLUME OF DISTURBANCE: 496,080 cubic ft. (width x length x depth)

AREA OF PERMANENT DISTURBANCE: 41,340 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.)	Approx. 144,100 gsf	Approx. 32,200 gsf	0	0
Type (*e.g.,* retail, office, school)	181 units	Retail	N/A	N/A

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

If "yes," please specify: NUMBER OF ADDITIONAL RESIDENTS: 206 NUMBER OF ADDITIONAL WORKERS: 78

Provide a brief explanation of how these numbers were determined: The average household size of 2.23 for Queens Community District 1, based on 2020 Census Data. The following standard employment multipliers were used to calculate the number of employees: 1 employee per 25 DUs (With Action and No Action); 1 employee per 400 sf of retail (With Action); and 1 employee per 1,000 sf of Industrial/Manufacturing (No Action). The number of additional residents and workers presented above is the incremental increase over the No Action condition.

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: In the No Action condition, Projected Development Sites 1-4 would be redeveloped with residential buildings with a total of 89 residential units. Projected Development Site 5 would have an auto repair use with a total of 6,800 gsf as in existing conditions. See Attachment A, "Project Description and Screening Analysis" for more information.

9. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2034 (All Projected Development Sites)

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 23 Months (Proposed Project)

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

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: Development within the Project Area facilitated by the Proposed Actions (including new development on the Project Site, which is controlled by the Applicant, as well as development on other non-applicant owned Projected Development Sites) is assumed to occur over a 10-year period. Therefore, assuming completion of the ULURP process in 2024, the full build-out of the Project Area would be complete by 2034. On the Applicant-owned site (Projected Development Site 1), construction of the Proposed Project would occur in a single phase over a 23-month period. It is assumed that construction on the Proposed Project would begin in the later part of 2024, and would end in 2026. See additional construction information in Attachment A, "Project Description and Screening Analysis."

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

☒ RESIDENTIAL ☒ MANUFACTURING ☐ COMMERCIAL ☐ PARK/FOREST/OPEN SPACE ☒ OTHER, specify: Parking facilities, mixed-use residential/commercial

Part II: TECHNICAL ANALYSIS

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

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

	YES	NO
1. *LAND USE, ZONING, AND PUBLIC POLICY*: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	☐	☒
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	☒	☐
(c) Is there the potential to affect an applicable public policy?	☒	☐
(d) If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach. See Attachment B		
(e) Is the project a large, publicly sponsored project?	☐	☒
○ If "yes," complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☒	☐
○ If "yes," complete the Consistency Assessment Form. See Attachment B		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
○ Generate a net increase of 200 or more residential units?	☐	☒
○ Generate a net increase of 200,000 or more square feet of commercial space?	☐	☒
○ Directly displace more than 500 residents?	☐	☒
○ Directly displace more than 100 employees?	☐	☒
○ Affect conditions in a specific industry?	☐	☒
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
○ Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
○ **Early Childhood Programs:** Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	☐	☒
○ **Public Schools:** Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	☐	☒
○ **Libraries:** Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	☐	☒
○ **Health Care Facilities and Fire/Police Protection:** Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the project change or eliminate existing open space?	☐	☒
(b) Would the project generate more than 200 additional residents or 500 additional employees?	☒	☐
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	☒	☐
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	☐	☒

	YES	NO
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 Attachment E		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	☒	☐
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	☐	☒
8. *NATURAL RESOURCES*: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11?	☒	☐
○ If "yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed?	☐	☒
○ If "yes," complete the Jamaica Bay Watershed Protection Plan Project Tracking Form, and submit according to its instructions.		
9. *HAZARDOUS MATERIALS*: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	☒	☐
(b) Would the proposed project introduce new activities or processes using hazardous materials and increase the risk of human or environmental exposure?	☐	☒
(c) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	☐	☒
(d) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in the Hazardous Materials Appendix (including nonconforming uses)?	☒	☐
(e) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	☒	☐
(f) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (*e.g.*, gas stations, oil storage facilities, heating oil storage)?	☒	☐
(g) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	☐	☒
(h) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	☐	☒
(i) Has a Phase I Environmental Site Assessment been performed for the site?	☒	☐
○ If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: Petroleum contamination and historical auto uses on the site ; historical and current auto uses on adjoining property.	☒	☐
(j) Based on the Phase I Assessment, is a Phase II Investigation needed? See Attachment G	☒	☐
10. *WATER AND SEWER INFRASTRUCTURE*: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	☐	☒
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	☐	☒
(c) If the proposed project located in a separately sewered area, would it result in the same or greater development than the amounts listed in Table 13-1 in Chapter 13?	☐	☒
(d) Would the proposed project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	☐	☒
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas, including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	☐	☒

	YES	NO
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☐	☒
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or generate contaminated stormwater in a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): 9,934 incremental lbs per week		
○ 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): 8,757,750,000 incremental BTUs annually		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☒
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☒	☐
(b) If "yes," conduct the screening analyses, attach appropriate back up data as needed for each stage and answer the following questions:		
○ Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☒	☐
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.*	☐	☒
○ Would the proposed project result in more than 200 subway/rail, bus trips, or 50 Citywide Ferry Service ferry trips per project peak hour?	☐	☒
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction), 200 subway/rail trips per station or line, or 25 or more Citywide Ferry Service ferry trips on a single route (in one direction), or 50 or more passengers at a Citywide Ferry Service landing?	☐	☒
○ Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☒	☐
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop, or Citywide Ferry Service landing?	☒	☐
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☐	☒
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☒	☐
○ If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed) See Attachment I	☒	☐
(c) Does the proposed project involve multiple buildings on the project site?	☒	☐
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) If "yes" to any of the above, would the project require a GHG emissions assessment based on the guidance in Chapter 18?	☐	☒
16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	☒	☐
(b) Would the proposed project introduce new or additional receptors (see Section 114 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☒	☐
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☒	☐
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to	☐	☒

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

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
Noah Bernstein, AICP Senior Technical Director, AKRF	October 10, 2023

SIGNATURE



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

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

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

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

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

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

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

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

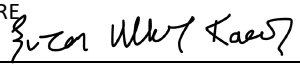
☐ **Positive Declaration**: If the lead agency has determined that the project may have a significant impact on the environment, and if a Conditional Negative Declaration is not appropriate, then the lead agency issues a *Positive Declaration* and prepares a draft Scope of Work for the Environmental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

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

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

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

TITLE	LEAD AGENCY
Deputy Director, Environmental Assessment and Review Division	City Planning Commission
NAME	DATE
Evren Ulker-Kacar, AICP	October 13, 2023

SIGNATURE 

NEGATIVE DECLARATION

Statement of No Significant Effect

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

Reasons Supporting this Determination

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

Land Use, Zoning, and Public Policy

A detailed analysis of land use, zoning, and public policy is included in the EAS. The Applicant, 30-11 12th Street Realty LLC., is requesting a Zoning Map Amendment to rezone the rezoning area consisting of Queens Block 515, Lots 19, 25, 27, 28, 29, and p/o Lots 8, 9, 10, 11, 12, 13, 14 and 31, and Block 506, Lots 1, 3, 5, and p/o Lots 6 and 67 (the "Rezoning Area") from R4-1, R5B, and R6B zoning districts to an R6A zoning district and to map a C2-3 overlay along 30th Avenue to a depth of 150 feet, and a Zoning Text Amendment to zoning Resolution (ZR) Appendix F to establish a Mandatory Inclusionary Housing area coterminous with the rezoning area (the "Proposed Actions") in the Astoria neighborhood of Queens Community District 1. The Rezoning Area is bounded generally by 30th Avenue to the north, a line 100 feet west of 14th Street to the east, a line approximately midway between 30th Avenue and 30th Road to the south, and Welling Court to the west. The Proposed Actions would facilitate the Applicant's proposed development of an eight-story, approximately 89,600 gross square foot (GSF) mixed-use building on the applicant-owned Projected Development ("PD") Site 1 (Block 515, Lot 19) consisting of 8,300 GSF of retail use on the ground floor and cellar, 8,300 GSF of parking on the ground floor with a total of 41 parking spaces, and 73,000 GSF of residential use containing an approximately 86 dwelling units (DUs) of which 25-30% (22-26 units) would be affordable at an average of 60-80% AMI pursuant to MIH options 1 and 2 at 30-11 12th Street (the "Proposed Project").

The Proposed Project maximizes the permitted Floor Area Ratio ("FAR") of 3.60 under the proposed rezoning and is analyzed as such as Projected Development ("PD") Site 1 in the EAS' with-action condition under the Reasonable Worst Case Development Scenario (RWCDS). To present a conservative analysis, the EAS also analyzes four additional non-applicant owned Projected Development Sites at Block 515, Lot 25 (PD Site 2), Block 515, Lots 27 and 28 (PD Site 3), Block 515, Lot 29 (PD Site 4), and Block 506, Lot 1 (PD Site 5) assumed to be developed by the 2034 build year. Projected Development Sites 1-5 would consist of 144,100 residential GSF containing a total of 181 DUs of which 55 would be affordable pursuant to MIH Option 2, 32,200 commercial GSF, and 74 parking spaces. The Proposed Actions are consistent with the land uses within the study area (400 ft radius from the project area, which includes the entirety of the partially rezoned lots) which includes multifamily apartment buildings and residential buildings with ground floor retail space. The proposed ground floor retail space would be compatible with the existing retail corridor along Astoria Boulevard to the north of the project area where many lots have C2-3 overlays. Although the proposed zoning districts permit a higher FAR and increased density than the existing zoning, the Proposed Actions would result in zoning that would be compatible with the adjacent R6A district surrounding the intersection of Astoria Boulevard and Main Avenue to the northwest of the project area where many lots have C2-3 overlays, the adjacent R6B district lining both sides of 14th Street, and R7A district with C2-3 overlays lining each side of 21st Street to the east of the project area within the study area. The Proposed Actions would be consistent with the policies set forth in the Waterfront Revitalization Program (WRP #18-054). Overall, the Proposed Actions would be consistent with the study area's existing zoning, residential and commercial use character and public policies. Therefore, the Proposed Actions would not result in a significant adverse impact to land use, zoning, or public policy.

Hazardous Materials and Air Quality

An (E) designation (E-733) related to hazardous materials and air quality would be established as part of the approval of the Proposed Actions. Refer to "Determination of Significance Appendix: (E) designation" for the applicable (E) designation requirements. The hazardous materials and air quality analyses conclude that with the (E) designation in place, the proposed actions would not result in a significant adverse impact related to hazardous materials and air quality.

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

TITLE Deputy Director, Environmental Assessment and Review Division	LEAD AGENCY Department of City Planning on behalf of the City Planning Commission 120 Broadway, 31st Fl. New York, NY 10271 | 212.720.3493
NAME Evren Ulker-Kacar, AICP	DATE 10/13/2023
SIGNATURE	
TITLE Chair, City Planning Commission	
NAME Daniel R. Garodnick	DATE 10/16/2023
SIGNATURE	

Project Name: 30-11 12th Street Rezoning
CEQR # 23DCP026Q
SEQRA Classification: Unlisted

Determination of Significance Appendix

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

Development Site	Borough	Block and Lot
Projected Development Site 1	Queens	Block 515, Lot 19
Projected Development Site 2	Queens	Block 515, Lot 25
Projected Development Site 3	Queens	Block 515, Lots 27 and 28
Projected Development Site 4	Queens	Block 515, Lot 29
Projected Development Site 5	Queens	Block 506, Lot 1

(E) Designation Requirements

To ensure that the proposed actions would not result in significant adverse impacts related to hazardous materials, air quality, and noise an (E) designation (**E-733**) would be established as part of approval of the proposed actions on **Projected Development Sites 1, 2, 3, 4, & 5** as described below:

Development Site	Hazardous Materials	Air Quality	Noise
Projected Development Site 1		X	
Projected Development Site 2	X	X	
Projected Development Site 3	X	X	
Projected Development Site 4	X	X	
Projected Development Site 5	X	X	

Hazardous Materials

The (E) designation requirements applicable to **Projected Development Sites 2, 3, 4, and 5** for hazardous materials would apply as follows:

Task 1-Sampling Protocol

The applicant submits to OER, for review and approval, a Phase 1 ESA for the project area along with a soil, soil gas and groundwater 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 sample sites should be selected to adequately characterize the site, the specific source 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 the 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. An OER-approved construction-related health and safety plan would be implemented during evacuation and construction and activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil and/or groundwater. This plan would be submitted to OER for review and approval prior to implementation. All demolition or rehabilitation would be conducted in accordance with applicable requirements for disturbance, handling and disposal of suspect lead-paint and asbestos-containing materials. In addition to the requirements for lead-based paint and asbestos, requirements (including those of NYSDEC) should petroleum tanks and/or spills be identified and for off-site disposal of soil/fill would need to be followed.

Air Quality

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

Projected Development Site 1 (Block 515, Lot 19)
Any new residential and/or commercial development on Projected Development Site 1 must utilize only natural gas in any fossil fuel-fired heating and hot water equipment, be fitted with low NOx (30 ppm) burners, and have heating and hot water exhaust stacks located at the highest tier and at least 105 feet above grade, to avoid any potential significant adverse air quality impacts.

Projected Development Site 2 (Block 515, Lot 25)
Any new residential and/or commercial development on Projected Development Site 2 must utilize only natural gas in any fossil fuel-fired heating and hot water equipment, be fitted with low NOx (30 ppm) burners, and have heating and hot water exhaust stacks located at the highest tier and at least 95 feet above grade, at least 50 feet away from the southern lot line facing 30th Road, and at least 20 feet from the western lot line facing 12th Street, to avoid any potential significant adverse air quality impacts.

Projected Development Site 3 (Block 515, Lots 27 and 28)
Any new residential and/or commercial development on Projected Development Site 3 must utilize only natural gas in any fossil fuel-fired heating and hot water equipment, be fitted with low NOx (30 ppm) burners, have heating and hot water exhaust stacks located at the highest tier and at least 94 feet above grade, and at least 50 feet away from the southern lot line facing 30th Road, to avoid any potential significant adverse air quality impacts.

Projected Development Site 4 (Block 515, Lot 29)
Any new residential and/or commercial development on Projected Development Site 4 must utilize only natural gas in any fossil fuel-fired heating and hot water equipment, and have heating and hot water exhaust stacks located at the highest tier and at least 92 feet above grade, no more than 28 feet away from the southern lot line facing 30th Road, and at least 25 feet away from the western lot line facing 12th Street, to avoid any potential significant adverse air quality impacts.

Projected Development Site 5 (Block 506, Lot 1)
Any new residential and/or commercial development on Projected Development Site 5 must utilize only natural gas in any fossil fuel-fired heating and hot water equipment, and have heating and hot water exhaust stacks located at the highest tier and at least 88 feet above grade, and at least 24 feet from the eastern lot line facing 12th Street, to avoid any potential adverse significant air quality impacts.

A. INTRODUCTION

The Applicant, 30-11 12th Street Realty LLC., is seeking a zoning map amendment to rezone an area from R4-1, R5B, and R6B to an R6A zoning district, and to map a C2-3 overlay along 30th Avenue to a depth of 150 feet. In addition, the Applicant is seeking a zoning text amendment pursuant to Zoning Resolution (ZR) Section 23-154, Appendix F, designating a Mandatory Inclusionary Housing (MIH) Area. Collectively, the zoning map amendment and the zoning text amendment are the Proposed Actions. The Proposed Actions would facilitate the construction of a mixed-use residential and commercial building at 30-11 12th Street (Block 515, Lot 19 (the "Project Site" or "Projected Development Site 1") in the Astoria neighborhood of Queens.

In addition to the Project Site (Block 515, Lot 19), the Proposed Action would encompass Block 515, Lots 25, 27, 28, 29, and p/o Lots 8, 9, 10, 11, 12, 13, 14 and 31 and Block 506, Lots 1, 3, 5, and (p/o) 6 and 67 (the "Rezoning Area"), providing a rational zoning district boundary with a continuous depth of of 200 feet from 30th Avenue. Together the entirety of the 18 lots identified within the rezoning area compose the "Project Area." The Project Area extends beyond the Rezoning Area to include the entirety of the 18 lots (not just the portions of lots to be rezoned) as the entirety of this area is considered for environmental analysis purposes.

The Proposed Actions would facilitate the construction of the Applicant's proposed development: an eight-story (85-foot tall), approximately 89,600 gross square foot (gsf) mixed-use building on the Applicant-owned Project Site (Block 515, Lot 19), with 8,300 gsf of retail use on the ground floor and cellar and approximately 73,000 gsf (58,172 zsf) of residential use in the cellar through eighth floor (including a residential lobby and amenity space on the first floor), and would contain a total of 86 DUs (the "Proposed Project"). With respect to MIH, Projected Development Site 1 is proposing MIH Option 2 which would dedicate 30 percent of the residential floor area (approximately 17,450 zsf or 26 DUs) to be affordable at an average of 80% AMI depending on the MIH option selected; however, For the purposes of the Early Childhood Programs analysis, 20% (18 units) of residential floor area would be affordable at or below 60% AMI.

Projected Development Site 1 would contain a total FAR of 3.59 (62,761 zsf), with a residental FAR of 3.33 (58,172 zsf, resulting in a total of 86 residential units at an average of 680 zsf/DU) and a commercial FAR of 0.26 (4,589 zsf). There would be approximately 8,300 sf of parking on the ground floor with spaces accessory to the residential units (30 spaces) and retail space (11 spaces) for a total of 41 parking spaces. The parking area would be located in the rear of the building (midblock between 30th Avenue and 30th Road) while the retail space would be located along the corner of 12th Street and 30th Avenue. A single, approximately 12-foot-wide curb cut for the parking area would be located along 12th Avenue to the east of the residential lobby entrance. The building would have a base height of approximatley 63.5 feet and would reach a maximum building height of 85 feet after 15-foot setback along 12th Street and a 10-foot setback along 30th Avenue, with both setbacks above the base height.

Following the Reasonable Worst Case Development Scenario (RWCDS), the Proposed Actions could result in additional development within the rezoning area beyond what is proposed by the applicant for Block 515, Lot 19. Based on the proposed rezoning and current market and site conditions, the following block and lots could be redeveloped by the proposed analysis year, and therefore these sites are analyzed in this EAS as additional "Projected Development Sites": Block 515, Lot 25 (Projected Development Site 2), Lots 27 and 28 (collectively Projected Development Site 3), Lot 29 (Projected Development Site 4), and Block 506, Lot 1 (Projected Development Site 5).

B. PROJECT DESCRIPTION

PROPOSED ACTIONS

The Applicant is seeking a zoning map amendment to Zoning Map Section 9A, to rezone the Rezoning Area from R4-1, R5B, and R6B to an R6A zoning district, and to map a C2-3 overlay along 30th Avenue to a depth of 150 feet (see **Figure A-2**). In addition, the Applicant is seeking a zoning text amendment pursuant to Zoning Resolution (ZR) Section 23-154, Appendix F, designating the rezoning area as an MIH Area. Collectively, the zoning map amendment and the zoning text amendment are the Proposed Actions.

SURROUNDING CONTEXT

The surrounding area is characterized by a mix of residential and light industrial and storage facilities. Areas to the south, east, and west of the Project Area are generally residential, with two- and three-story attached and semi-detached buildings. Areas to the north of 30th Avenue contain a wide variety of building types and uses, including one-and two-story industrial or commercial buildings, automobile-related services, open parking, detached one- and two-family dwellings, and four- to five-story apartment buildings. The NYCHA Astoria Houses, a larger public housing complex consisting of 22 six- and seven-story apartment buildings with approximately 1,100 dwelling units, is located two blocks northwest of the Project Area, just outside of the 400-foot study area. To the west along Vernon Boulevard, the recently completed Astoria West development contains 534 apartments across three buildings.

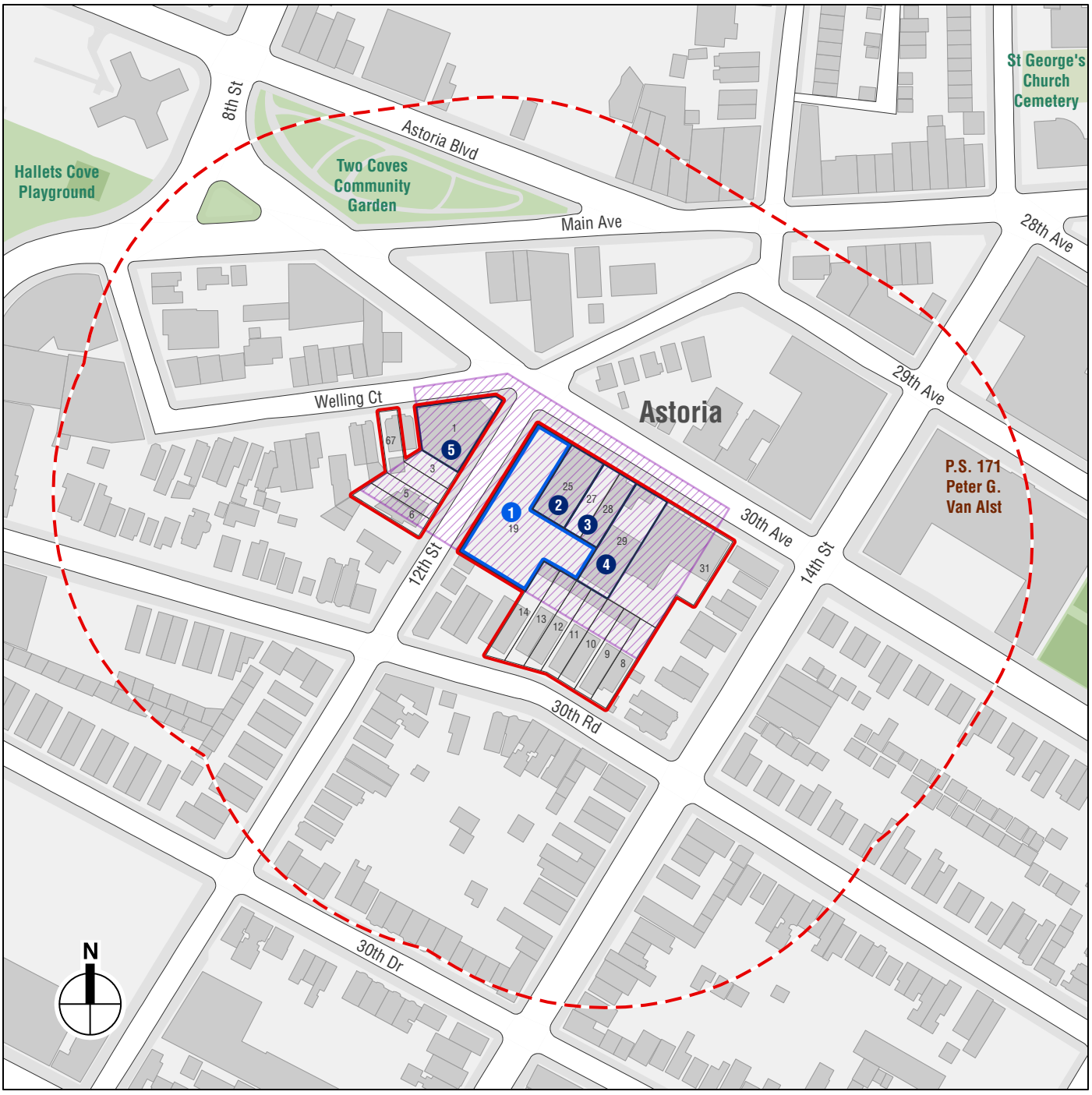
A large community facility use, PS 171, is located one block east of the Project Area, and directly east of PS 171 is Van Alst Playground, a 1.03-acre park owned and operated by the New York City Department of Parks and Recreation (DPR). Two Coves Community Garden, owned by DPR, is located to the northwest of the site and occupies the entirety of Block 508, a small, triangular block bounded by 30th Avenue, Main Avenue, Astoria Boulevard, and 8th Street. Hallets Cove Playground, a 5.84-acre park owned and operated by DPR, is located two blocks to the west of the Project Area.

DESCRIPTION OF THE REZONING AREA/PROJECT AREA

As described above, the Rezoning Area (shown in **Figure A-1**) consists of 10 tax lots and 8 partial tax lots. The Rezoning Area establishes a zoning boundary, and the Proposed Actions described above will apply to the Rezoning Area only. The lots include:

- Block 506, Lots 1, 3, 5, and p/o 6 and 67; and
- Block 515, Lots 19, 25, 27, 28, 29, and p/o 8, 9, 10, 11, 12, 13, 14, and 31.

1.21.22





Project Area

Development Site (Projected Development Site 1)

Non-Applicant Owned Projected Development Site

Rezoning Area

Study Area (400-foot perimeter)

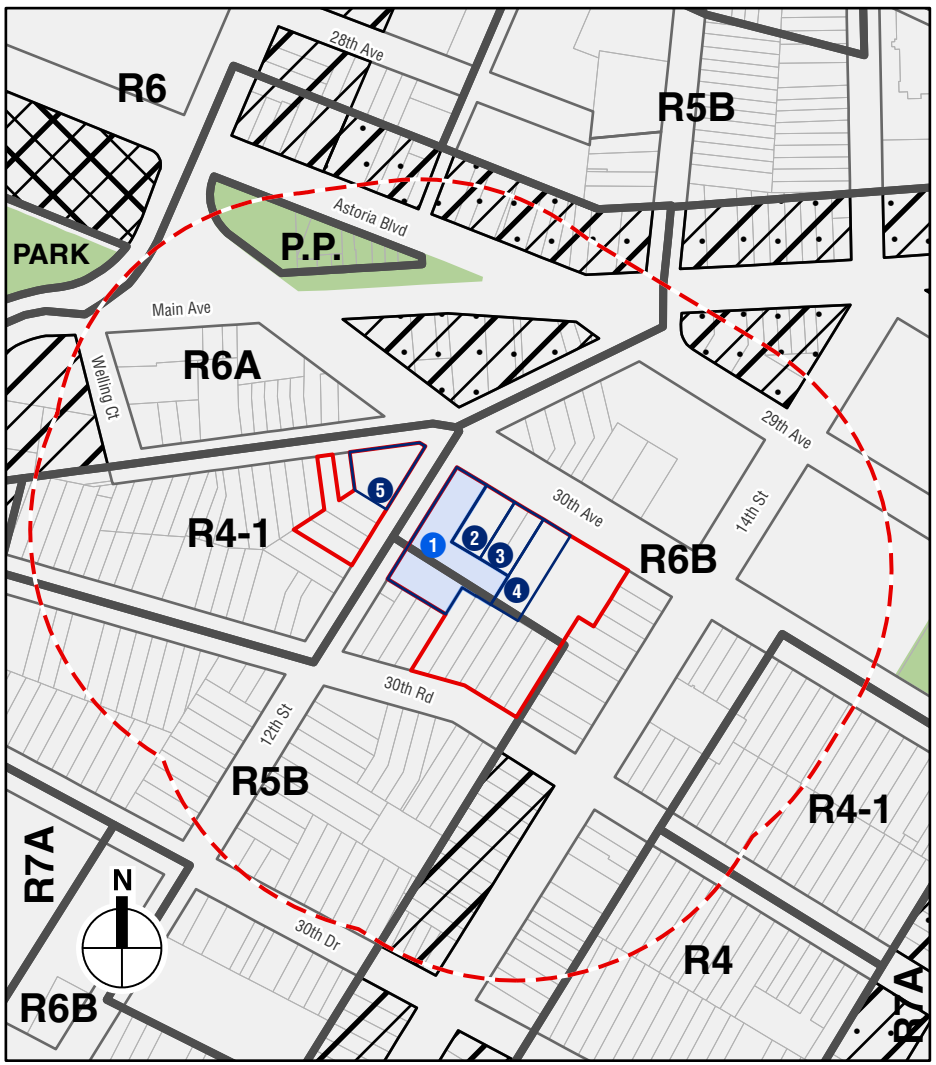
19 Tax Lot Number

Project Location

30-11 12TH STREET REZONING

Figure A-1

1.21.22



Existing Zoning



Proposed Zoning

Data source: NYC Dept. of City Planning GIS Zoning Features, October 2021

- Project Area
- Development Site (Projected Development Site 1)
- Non-Applicant Owned Projected Development Site
- Rezoning Area (R6A)
- Study Area (400-foot perimeter)
- Zoning District Boundaries
- C1-3 Commercial Overlay District
- C1-4 Commercial Overlay District
- C2-3 Commercial Overlay District
- Park Boundary

0 400 FEET

30-11 12TH STREET REZONING

Existing and Proposed Zoning

Figure A-2

The Project Area consists of the entirety of the 18 tax lots above. The Project Area includes the entirety of the lots that are entirely or partially affected by the Proposed Actions and is used as a conservative basis to determine the study areas in each of the analysis areas of the EAS.

The Project Area, located within R4-1, R5B, and R6B zoning districts, includes a mix of single- and multifamily housing. Several lots within the Project Area contain manufacturing and auto-related uses that are not permitted under the applicable residential zoning regulations.

Projected Development Site 1 (Block 515, Lot 19) is being used temporarily for vehicle storage by an adjacent auto mechanic shop. There is no lease and the site would be vacated prior to construction. Based on previous site assessment reports, as early as 1898, the property contained two residential structures but was otherwise vacant. By 1936, a large private auto-repair garage (on the western portion of the Site) had been added. By 1967, the residential structures had been demolished and the former garage and a new three-story structure was occupied by an ice cream company until at least 2008. The building was subsequently demolished in 2018. Projected Development Site 1 has a lot area of approximately 17,472 sf (according to the current site survey) with approximately 200 feet of frontage on 12th Street and 50 feet of frontage on 30th Avenue.

On Block 506, located to the west of Projected Development Site 1 across 12th Street, Lot 1 is improved with a one-story auto repair shop. Block 506, Lot 3 is an open lot used for parking connected to a single-family residence located immediately to the north (on Lot 68). Block 506, Lot 67 is a through-lot with frontages on Welling Court and 12th Street and is improved with a two-story single-family residence located on the Welling Court frontage, with a rear yard used for parking along the 12th Street frontage. Block 506, Lot 5 is improved with a recently constructed two-story two-family residence—the residence is attached to a two-family residence on the adjacent property (Lot 6) that is partially within the Rezoning Area.

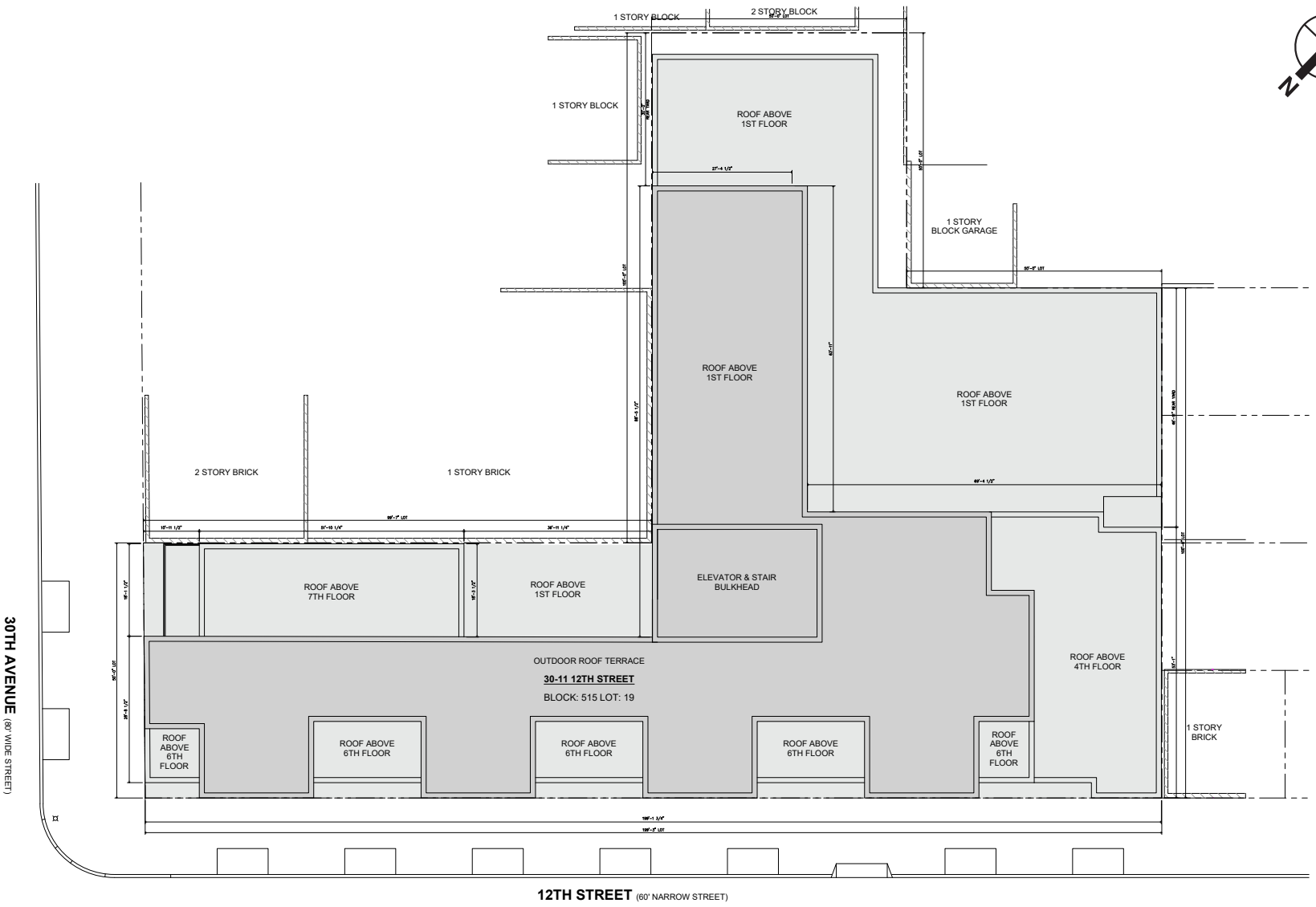
Block 515, Lot 25, located immediately to the east of Projected Development Site 1 along 30th Avenue, is improved with a two-story warehouse building. Block 515, Lot 27 is an open lot used for parking. Block 515, Lot 28 is improved with a one-story building containing auto-related uses. Block 515, Lot 29 is currently undergoing foundation work for a new development[1]. Block 515, Lot 31 is improved with a recently constructed five-story apartment building containing 37 DUs.

The remainder of the Project Area includes Block 515, Lots 8, 9, 10, 11, 12, 13, and 14, which are all improved with two-story attached and semi-detached residential buildings, with two or three DUs each.

DESCRIPTION OF THE PROPOSED DEVELOPMENT ON PROJECTED DEVELOPMENT SITE 1

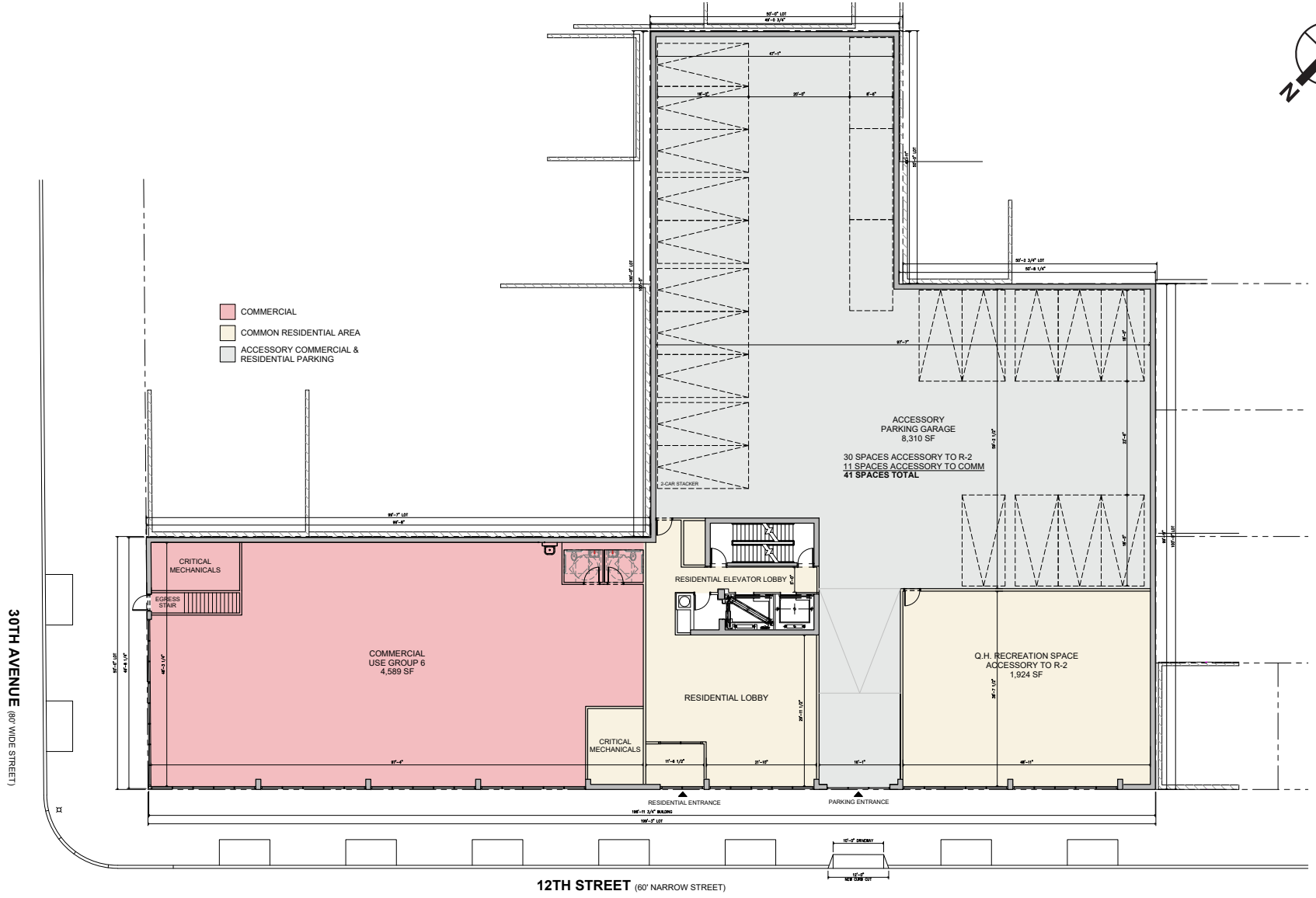
Approval of the Proposed Actions would facilitate the development of an eight-story, approximately 89,600-gsf mixed-use building on Projected Development Site 1, with retail uses on the ground floor and cellar and residential uses on the second through eighth floors, along with a residential lobby on the ground floor (**Figures A-3 to A-5**). Specifically, the proposed development would include 86

[1] DOB plans on Block 515, Lot 29 (420667237-01-NB) were filed in 2020 and approved in 2022 for a new residential development, similar to the projected No Action RWCDS development analyzed in this EAS. The current DOB plans were issued midway through this EAS process and back-of-the-envelope calculations (see footnote 3) show no change to the conclusions were the DOB-approved plans to be used for the environmental analyses in this EAS. Therefore, the analysis framework proposed in this EAS for Projected Development Site 4, as described below, is used for analysis purposes.



Source: 30-11 12th Street Realty LLC

Projected Development Site 1—Illustrative Site Plan



Source: 30-11 12th Street Realty LLC

Projected Development Site 1— Ground Floor Plan



Source: 30-11 12th Street Realty LLC

Projected Development Site 1—Illustrative Elevation

DUs (at an average of 680 zsf/DU), including 26 affordable DUs. In addition to this residential development, the proposed development would include approximately 8,300 gsf of neighborhood commercial retail.

Projected Development Site 1 would contain a total FAR of 3.59, with a residental FAR of 3.33 and a commercial FAR of 0.26. A 15-foot setback would be located along 12th Street while a 10-foot setback would be located along 30th Avenue. There would be approximately 8,300 sf of parking on the ground floor with spaces accessory to the residential units (30 spaces) and retail space (11 spaces) for a total of 41 parking spaces. The parking area would be located in the rear of the building while the retail space would be located along the corner of 12th Street and 30th Avenue. Access to the building and parking area would be provided primarily from 12th Avenue. A single 12-foot curb cut for parking access would be located along 12th Street to the east of the residential lobby entrance, which would also be located along 12th Street.

C. ANALYSIS YEAR

Development within the Project Area facilitated by the Proposed Actions (which includes the proposed development on Projected Development Site 1 controlled by the Applicant, as well as development on other lots controlled by others within the Project Area) is assumed to occur over a 10-year period. Therefore, assuming completion of the Uniform Land Use Review Procedure (ULURP) process in 2024, the full build-out of the Project Area would be complete by 2034. On the Applicant-owned site (Projected Development Site 1), construction of the Proposed Project would occur in a single phase over a 23-month period. It is assumed that construction on the Proposed Project would begin in the later part of 2024, and would be completed in 2026.

D. PURPOSE AND NEED FOR THE PROPOSED ACTIONS

The proposed actions (zoning map and text amendments) would facilitate the redevelopment of the Project Site and maximize residential space and affordable housing in the Project Area, which is within the Transit Zone. This residential development would be consistent with the existing primarily residential uses within the area, which includes two- and three-story attached and semi-detached residences located to the south, east, and west of the Project Area and four- to five- story apartment buildings to the north of the Project Area. The proposed actions would also facilitate the development of local retail space complementing other commercial uses along 30th Avenue, such as convenience stores and restaurants (including on the Project Site) to support the residential neighborhood.

Mapping an R6A district in this area provides opportunities for medium density housing development under the MIH program. The proposed R6A district is consistent with the Astoria Rezoning, which mapped the area immediately to the west of the Project Area with an R6A zoning district. The increase in residential density provided by the proposed R6A district is also consistent with Community District 1's Statement of Needs, which identifies affordable housing as the most pressing issue facing the district. Increased density is appropriate within the Project Area given the unique location at the intersection of three streets, including 30th Avenue, a major, 80-foot wide thoroughfare, and its proximity to transit (the Q18 and Q102 bus routes stop within the Project Area; five additional bus routes, the 30th Avenue N and W subway station, and New York City Ferry's Astoria ferry landing are all within approximately a half-mile of the Project Area).

The proposed C2-3 commercial overlay district permits Use Groups (UG) 5 through 9 and UG 14 to allow commercial development with up to 2.0 FAR (however UG 5 (hotels) uses would not be permitted within the Project Area because of its distance from a limited access highway). The C2-

3 overlay would permit the development of ground floor commercial uses to provide access to local retail and services, activate the streetscape, and strengthen the character of 30th Avenue as a mixed-use corridor. The overlay would also bring existing commercial uses located within residential districts in the Project Area into conformance. Additionally, the proposed C2-3 district requires one accessory parking space per 400 sf of commercial floor area for all types of commercial uses, which is appropriate for the Project Area given its density and proximity to transit.

E. FRAMEWORK FOR ANALYSIS

This document has been prepared in accordance with the guidelines presented in the 2021 *City Environmental Quality Review (CEQR), Technical Manual*. For each technical area, the analysis includes a description of existing conditions and assessments of conditions in the future without the Proposed Actions (the "No Action" condition) and the future with the Proposed Actions (the "With Action" condition). As noted above, development in the rezoning area as a result of the Proposed Actions is expected to occur over a 10-year period to the 2034 analysis year; therefore, the environmental setting is not the current environment, but the future environment in 2034. As a result, the technical analysis assesses the current environmental condition, and forecast these conditions into 2034 for the purpose of establishing a baseline condition for which the With Action condition is compared. The differences between the No Action and With Action conditions are then assessed to determine whether such differences are adverse and/or significant, and any potentially significant adverse environmental impacts are disclosed.

DEVELOPMENT SITE CRITERIA

To assess the possible short- and long-term effects of the Proposed Actions, a Reasonable Worst Case Development Scenario (RWCDS) was developed to reflect the possible development under the Proposed Actions. To determine conditions in the No Action and With Action conditions, standard methodologies have been used following the *CEQR Technical Manual* guidelines employing reasonable assumptions as to what development would occur. These methodologies have been used to identify the amount, type, and location of future development. Generally, for area-wide rezonings that create a range of development opportunities, new development can be expected to occur on selected, rather than on all, sites within a rezoning area. The first step in establishing the development scenario is to identify those sites where new development could reasonably be expected to occur. In projecting the location, type, and amount of new development, several factors have been considered. The specific development site criteria and assumptions are listed below.

To determine which lots within the project area are unlikely to be redeveloped as a result of the Proposed Actions (the "Other Sites"), the following screening criteria were applied (these criteria are commonly used for area-wide rezonings, such as the Gowanus Rezoning):

- Lots with a total size of less than 5,000 sf (may include potential assemblages of up to two tax adjacent lots that are under separate ownership);
- Lots where construction is actively occurring, or has recently been completed, as well as lots with recent alterations that would have required substantial capital investment; and
- Lots whose location, irregular shape, or irregular topography would preclude or greatly limit future as-of-right development. Generally, development on irregular lots do not produce marketable floor space.

EXISTING CONDITIONS

The analysis framework begins with an assessment of the existing conditions of the Project Area and in the relevant study area surrounding the Project Area, as these areas can be the most directly measured and observed. The assessment of existing conditions does not represent the condition against which the Proposed Actions are measured but generally serves as a starting point for the projection of future conditions with and without the Proposed Actions.

PROJECTED DEVELOPMENT SITE 1

As described above, Projected Development Site 1, Block 515, Lot 19, is currently a 17,472-sf[2] lot that is being used for temporary vehicle storage. It consists of approximately 200 feet of frontage on 12th Street and 50 feet of frontage on 30th Avenue.

ADDITIONAL PROJECTED DEVELOPMENT SITES

In addition to the proposed development on Projected Development Site 1, there are four Projected Development Sites where development is projected to occur as a result of the Proposed Actions. Projected Development Site 2, on Block 515, Lot 25, contains a 6,600-sf two-story warehouse building on a 4,988-sf lot area. Projected Development Site 3, on Block 515, Lots 27 and Lot 28 (combined lot area of 5,028 sf), contains a 2,523-sf open lot used for parking on Lot 27 and a 2,695-sfone-story building with auto-related uses on Lot 28. Projected Development Site 4, on Block 515, Lot 29, is a 7,400-sf lot that is currently undergoing foundation work for an as-of-right residential development as described further below. Even though building permits have been issued for this site and preliminary excavation work has commenced, it is possible that new plans could be filed to align with the proposed rezoning under the With Action condition; therefore, this site is conservatively assumed to be a Projected Development Site under the Proposed Actions. Projected Development Site 5, on Block 506, Lot 1, contains a one-story, approximately 6,800-gsf auto repair shop on a 6,578-sf lot. The auto repair shop has been in operation since 1977.

OTHER SITES

The Project Area includes twelve additional lots that are unlikely to be redeveloped as a result of the Proposed Actions: Block 515, Lots 8, 9, 10, 11, 12, 13, 14, and 31 and Block 506, Lots 3, 5, 6, and 67. For environmental analysis purposes, the Project Area extends beyond the Rezoning Area to include the entirety of any lots affected by the proposed rezoning (not just the rezoned portions of the lot) The entirety of the lot would be potentially affected by the Proposed Actions since it would create split lot zoning conditions; however, as explained below, these lots are not projected to be redeveloped as a result of the Proposed Actions and thus are not analyzed as Projected or Potential Development Sites in the EAS.

Block 515, lots 8, 9, 10, 11, 12, 13, and 14 are improved with two-story attached and semi-attached residential homes with parking. Block 515, Lot 31 is improved with a recently constructed five-story apartment building containing 37 DUs. Block 506, Lot 3 is an open lot used for parking connected to a single-family residence located immediately to the north (shares Lots 67 and 68). Block 506, Lot 5 is improved with a recently constructed two-story two-family residence—the residence is attached to a two-family residence on the adjacent property (Lot 6) that is partially within the Rezoning Area. Block 506, Lot 67 is a through-lot with frontages on Welling Court and

[2] The lot area on Projected Development Site 1 was confirmed with a site survey.

12th Street and is improved with a two-story single-family residence located on the Welling Court frontage, with a rear yard used for parking along the 12th Street frontage. Based on the criteria above, the following lots are unlikely to be redeveloped:

- Block 515, Lot 31: this lot was recently redeveloped with an apartment building;
- Block 515, Lots 8, 9, 10, 11, 12, 13, 14: These are small lots (approximately 3,200 to 3,700 sf) and only the portion of the lots farthest from 30th Road would be within the Rezoning Area, and the increase in permitted FAR would only apply to this area. The portions of these lots within the Rezoning Area are in use as parking areas for the residential uses located on the remainder of the lot and it is expected that these areas would continue to be used as parking areas for the rest of the lots.
- Block 506, Lots 5 and 6: these lots were recently redeveloped (in 2013) with attached two-family residences;
- Block 506, Lot 3: this lot is very small (approximately 1,500 sf) and is in use as a parking area for an adjacent single-family residence (on Lot 68). It is unlikely to be redeveloped because of its small size and because it is expected to continue to be used as off-street parking for the single-family residence on Lot 68; and
- Block 506, Lot 67: this lot is a small (approximately 3,700 sf) through-block lot with an irregular shape. Only a portion of the lot fronting on 12th Street would be within the Rezoning Area and the increase in permitted floor area ratio (FAR) would only apply to this area. This portion of the lot is in use as a parking area for the single-family residence located on the Welling Court frontage and it is expected that it would continue to be used as a parking area for the rest of the lot.

Therefore, Block 515, p/o Lots 8, 9, 10, 11, 12, 13, 14, and 31 and Block 506, Lots 3, 5, and p/o 6 and 67 are not expected to change as a result of the Proposed Actions.

SURROUNDING AREA

The neighborhood surrounding the Project Area is composed of residential, commercial, and community facilities. Residential development is largely low-density, one- and two-family homes along side streets like 12th Street and 30th Road, and higher density multifamily walkups fronting 30th Avenue and south of 30th Road along 12th Street. Commercial uses within the study area vary and include small neighborhood retail and several stand-alone vendors along 30th Avenue, such as auto repair shops. The neighborhood also includes a number of institutional uses, including various houses of worship and Public School 171 Peter G. Van Alst on 30th Avenue and 14th Street.

NO ACTION CONDITION

PROJECTED DEVELOPMENT SITE 1

In the No Action condition, the Applicant would redevelop Projected Development Site 1 with an as-of-right residential building that conforms with the current R6B/R5B zoning regulations. The No Action building on Projected Development Site 1 would be a five-story, 50-foot-tall multifamily apartment building containing approximately 61,900 gsf (30,530 zsf) of residential uses for an FAR of 1.76 and an enclosed parking area with 23 spaces. Based on the DU factors applied by zoning (680 zsf/unit in the R6B district and 900 zsf/unit in the R5B district), the No Action building on Projected Development Site 1 would contain approximately 37 DUs.

ADDITIONAL PROJECTED DEVELOPMENT SITES

Similar to Projected Development Site 1, three of the four additional Projected Development Sites (Sites 2, 3, and 4, all of which are located on Block 515) are assumed to be redeveloped with as-of-right residential buildings in the No Action condition. As noted above, these sites are all currently zoned for residential uses (R6B) and are underdeveloped under the existing zoning. Under current zoning (R6B), these sites could be redeveloped up to a maximum residential FAR of 2.0. Projected Development Site 2 would consist of a five-story, 50-foot-tall residential building with 11,000 gsf (9,976 zsf) with 15 DUs. Projected Development Site 3 would consist of a five-story, 50-foot-tall residential building with 11,000 gsf (10,056 zsf) with 15 DUs. Projected Development Site 4 would consist of a five-story, 50-foot-tall residential building with 16,300 gsf (14,800 zsf) with 22 DUs.[3] Combined, these three sites would contain approximately 38,300 gsf (34,832 zsf) of residential space, with 52 DUs.

Projected Development Site 5 (Block 506, Lot 1) is assumed to remain in its current condition with a single-story development with 6,800 gsf of manufacturing use in the No Action condition. Under existing zoning (R4-1), development is limited to one- or two-family detached and semi-detached residences with a maximum residential FAR of 0.90. As an existing non-conforming use, the property is already built to out to a manufacturing FAR of 0.90 and contains a long-standing manufacturing (auto shop) business that has been operating on-site since 1977. The site was always zoned for residential use and has been down-zoned twice since it was initially zoned R6; it was rezoned to R5 in 1989 (C 870580 ZMQ) as part of the West Astoria Rezoning and then was rezoned to its current R4-1 designation in 2010 as part of the Astoria Rezoning (C 100199 ZMQ, N 100200 ZRQ). Given the lot's irregular shape and limitation of its as-of-right development potential to low-density residential development, a new residential development is not likely on this lot in the No Action condition; therefore, it is assumed to remain the same as in existing conditions.

OTHER SITES

It is expected that the remainder of the lots within the Project Area (Block 515, Lots 8, 9, 10, 11, 12, 13, 14 and 31, and Block 506, Lots 3, 5, 6, and 67) would remain the same between the existing condition and No Action condition, as described above.

In total, in the No Action condition, the five Projected Development Sites within the rezoning area would contain 89 DUs, as well as the auto-related space on Projected Development Site 5 to remain (approximately 6,800 gsf). There would also be a total of approximately 50 parking spaces (23 on

[3] The site was vacant and dormant when the EAS process began; however, the site is currently undergoing preliminary foundation work for an as-of-right residential development. Although current DOB plans for the site include a residential development with up to 16 DUs and 9 parking spaces, the EAS assumes 22 DUs and 11 parking spaces would be developed in the No Action condition for analysis purposes based on standard assumptions (850 gsf per DU) for CEQR. The EAS conclusions would not change if the DOB plans for a 16-unit development were to be used for analysis purposes since the 6 DU difference would result in negligible increase in population and peak hour trips, and there would be no changes to analysis findings and no new analysis thresholds would be surpassed. Further, for a conservative approach to the EAS, the With Action condition continues to assume a development with 29 dwelling units under the proposed rezoning, even though preliminary construction work has already commenced on the site because it is still possible that the site could be developed according to the proposed rezoning.

Projected Development Site 1 and 27 on Projected Development Sites 2-5) accessory to the residential uses, in conformance with the minimum parking requirements applied by zoning.

PLANNED DEVELOPMENTS

Within the surrounding area, there are many planned and proposed development projects ("No Build projects"), anticipated to be completed by the 2034 build year (see **Appendix A**). These developments will introduce additional residential and community facility uses to the study area, contributing to the existing mix of residential, commercial, and community facility uses. As appropriate, these No Build projects are accounted for in the technical assessments in this EAS.

WITH ACTION CONDITION

In the With Action condition, Projected Development Site 1 and the four additional Projected Development Sites would all be redeveloped with mixed-use buildings using the maximum floor area permitted by the proposed R6A/C2-3 (MIH) zoning (maximum total FAR of 3.60, including bonus MIH floor area). The maximum permitted residential FAR is 3.6, the maximum permitted commercial FAR is 2.0, and the maximum permitted community facility FAR is 3.0.

PROJECTED DEVELOPMENT SITE 1

As noted above, on Projected Development Site 1, the proposed development would be an approximately 89,600 gsf (62,761 zsf) mixed-use building with 8,300 gsf (4,589 zsf) of retail use on the ground floor and cellar and 73,000 gsf (58,172 zsf) of residential uses in the cellar through eighth floor (with a residential lobby and amenity space on the first floor). The building would contain approximately 86 DUs. The residential FAR would be 3.33 (up to 3.6 permitted) while the commercial FAR would be 0.26 (up to 2.0 permitted) for a total building FAR of 3.59 (up to 3.60 permitted).

With respect to MIH, Projected Development Site 1 would include 86 residential units, 25-30 percent (22-26 units) of which would be affordable at an average of 60-80 percent AMI depending on the MIH option selected. The Applicant intends to pursue Option 2, which would result in 26 affordable units at an average of 80 percent AMI. For the purposes of the Early Childhood Programs analysis, 20 percent (18 units) of residential floor area would be affordable at or below 60 percent AMI.

A single-story 8,300-sf accessory parking garage would be located on the ground-floor with approximately 41 parking spaces. 30 spaces would be allocated for residential use while 11 spaces would be allocated for commercial use.

The proposed development for Projected Development Site 1 maximizes the permitted FAR (3.6) under the proposed rezoning and is therefore analyzed as such under the With Action condition. Further, a proposed height of 85 feet (8 stories) is analyzed.

ADDITIONAL PROJECTED DEVELOPMENT SITES

In the With Action condition, it is assumed that Projected Development Sites 2, 3, 4, and 5 would be redeveloped with mixed-use buildings similar to the proposed development on Projected Development Site 1 with retail uses on the ground floor, residential uses on the upper floors, and accessory parking on the ground floor.

Projected Development Site 2 would contain 14,800 gsf of residential (13,411 zsf) with 20 DUs and 5,000 gsf (4,545 zsf) of retail. Projected Development Site 3 would contain 14,900 gsf of residential (13,555 zsf) with 20 DUs and 5,000 gsf (4,545 zsf) of retail. Projected Development

Site 4 would contain 21,900 gsf of residential (19,913 zsf) with 29 DUs and 7,400 gsf (6,727 zsf) of retail. Projected Development Site 5 would contain 19,500 gsf of residential (17,757 zsf) with 26 DUs and 6,500 gsf (5,909 zsf) of retail.

Combined, the With Action developments on the four additional Projected Development Sites would total approximately 95,000 gsf (86,300 zsf), roughly equal to the maximum 3.60 FAR, aligning with the combined lot area of 23,990 for these additional development sites. This would include a combined total of approximately 71,100 gsf (approximately 64,636 zsf) of residential space and approximately 23,900 gsf (approximately 21,726 zsf) of retail space. Based on the 680 zsf/unit DU factor, these With Action developments would contain a maximum of 95 DUs, of which up to 30 percent (approximately 29 DUs) would be affordable pursuant to MIH Option 2. All buildings are assumed to be up to 85 feet tall (8 stories), the maximum building height permitted under the R6A district.[4]

In total, in the With Action condition, Projected Development Site 1 and the four additional Projected Development Sites within the Rezoning Area would contain a total of 144,100 gsf of residential area, 181 DUs (up to 55 affordable DUs pursuant to MIH Option 2)[5] and approximately 32,200 gsf of retail space. There would also be a combined total of approximately 74 parking spaces accessory to the market-rate residential DUs (63 spaces) and retail space (11 spaces) (accessory parking would only be required for the market-rate DUs).

OTHER SITES

It is expected that Block 515, Lots 8, 9, 10, 11, 12, 13, 14 and 31 and Block 506, Lots 3, 5, 6 and 67 would remain the same as existing conditions, as described above.

REASONABLE WORST CASE DEVELOPMENT SCENARIO

As shown in **Table A-1**, the RWCDS represents the increment for analysis, understood as the difference between the With Action and No Action conditions, to be analyzed in the EAS. Based on the comparison between the No Action and With Action conditions, the RWCDS includes an incremental increase of 43,900 residential gsf (92 DUs), including approximately 55 affordable DUs,32,200 gsf of commercial retail and a decrease of 6,800 gsf of manufacturing floor area. In addition, the Proposed Actions would increase the number of parking spaces by 24. As a result of the Proposed Actions, an additional 206 residents and 78 workers are expected.

[4] In Attachment D, "Shadows," 110-foot-tall buildings are modeled for conservative analysis purposes to account for rooftop mechanical bulkheads of up to 25 feet.

[5] For the purposes of the Early Childhood Programs analysis, 20 percent of residential floor area (approximately 36 units) would be affordable at or below 80 percent AMI.

Table A-1
Reasonable Worst Case Development Scenario

Use	Existing Condition	No Action Condition	With Action Condition	Increment
Residential– Total DUs	**Total–0** Projected Development Site 1–0 Projected Development Sites 2-5–0	**Total–89** Projected Development Site 1–37 Projected Development Sites 2-5–52	**Total–181** Projected Development Site 1–86 Projected Development Sites 2-5–95	**Total–92** Projected Development Site 1–49 Projected Development Sites 2-5–43
Residential– Affordable DUs	**Total–0** Projected Development Site 1–0 Projected Development Sites 2-5–0	**Total–0** Projected Development Site 1–0 Projected Development Sites 2-5–0	**Total–55** Projected Development Site 1–26 Projected Development Sites 2-5–29	**Total–55** Projected Development Site 1–26 Projected Development Sites 2-5–29
Residential (gsf)	**Total–0** Projected Development Site 1–0 Projected Development Sites 2-5–0	**Total–100,200** Projected Development Site 1–61,900 Projected Development Sites 2-5–38,300	**Total–144,100** Projected Development Site 1–73,000 Projected Development Sites 2-5–71,100	**Total–43,900** Projected Development Site 1–11,000 Projected Development Sites 2-5–32,800
Commercial (gsf)	**Total–0** Projected Development Site 1–0 Projected Development Sites 2-5–0	**Total–0** Projected Development Site 1–0 Projected Development Sites 2-5–0	**Total–32,200** Projected Development Site 1–8,300 Projected Development Sites 2-5–23,900	**Total–32,200** Projected Development Site 1–8,300 Projected Development Sites 2-5–23,900
Manufacturing (gsf)	**Total–20,800** Projected Development Site 1–0 Projected Development Sites 2-5–20,800	**Total–6,800** Projected Development Site 1–0 Projected Development Sites 2-5–6,800	**Total–0** Projected Development Site 1–0 Projected Development Sites 2-5–0	**Total–(6,800)** Projected Development Site 1–0 Projected Development Sites 2-5–(6,800)
Total (gsf)*	**Total–20,700** Projected Development Site 1–0 Projected Development Sites 2-5–20,700	**Total–107,000** Projected Development Site 1–61,900 Projected Development Sites 2-5–45,100	**Total–184,600** Projected Development Site 1–89,600** Projected Development Sites 2-5–95,000	**Total–77,600** Projected Development Site 1–27,700 Projected Development Sites 2-5–49,900
FAR	**Total–0.46** Projected Development Site 1–0 Projected Development Sites 2-5–0.79	**Total–1.73** Projected Development Site 1–1.75 Projected Development Sites 2-5–1.33	**Total–3.60** Projected Development Site 1–3.59 Projected Development Sites 2-5–3.60	**Total–1.87** Projected Development Site 1–1.84 Projected Development Sites 2-5–2.27
Parking Spaces	**Total–0** Projected Development Site 1–0 Projected Development Sites 2-5–0	**Total–50 spaces** Projected Development Site 1–23 spaces Projected Development Sites 2-5–27 spaces	**Total–74 spaces** Projected Development Site 1–41 spaces Projected Development Sites 2-5–33 spaces	**Total–24 spaces** Projected Development Site 1–18 Projected Development Sites 2-5–6

Note: The applicant's development site is Projected Development Site 1.
*Exclusive of parking unless otherwise noted.
**Includes 8,300 sf of cellar parking
Source: 30-11 12th Street Realty LLC; AKRF, Inc.

F. TECHNICAL ANALYSIS

The identification of potential environmental impacts is determined by the increment between the No Action and With Action conditions. In certain technical areas (e.g., traffic, air quality, and noise) this comparison can be quantified and the severity of impact rated in accordance with the *CEQR Technical Manual*. In other technical areas, (e.g., urban design) the analysis is qualitative in nature. The methodology for each analysis is presented at the start of each technical analysis. As summarized below and in the attachments to this EAS, the Proposed Actions would not result in any significant adverse environmental impacts.

LAND USE, ZONING, AND PUBLIC POLICY

See Attachment B, "Land Use, Zoning, and Public Policy."

OPEN SPACE

See Attachment C, "Open Space."

SHADOWS

See Attachment D, "Shadows."

HISTORIC AND CULTURAL RESOURCES

See Attachment E, "Historic and Cultural Resources."

URBAN DESIGN AND VISUAL RESOURCES

See Attachment F, "Urban Design and Visual Resources."

NATURAL RESOURCES

A natural resources assessment is conducted when a natural resource is present on or near the project site and when an action involves the disturbance of that resource. The *CEQR Technical Manual* defines natural resources as water resources, including surface waterbodies and groundwater; wetland resources, including freshwater and tidal wetlands; upland resources, including beaches, dunes, and bluffs, thickets, grasslands, meadows and old fields, woodlands and forests, and gardens and other ornamental landscaping; and built resources, including piers and other waterfront structures.

VEGETATION

The Project Area is fully occupied by dense, mixed-use development and is primarily covered by impervious surfaces—parking areas, sidewalks, and buildings. Within the Project Area, natural resources are limited to scattered adventitious tree saplings (tree-of-heaven, *Ailanthus altissima*) and vines (English ivy, *Hedera helix*) that occupy narrow unmaintained spaces between existing buildings that provide minimal ecological value. Sidewalks surrounding the rezoning area contain few street trees, principally pin oak (*Quercus palustris*).

The Proposed Actions would facilitate redevelopment within the Project Area. It is not expected that any street trees under City jurisdiction would require removal for construction of the building at the Projected Development Site 1 or future development within the Project Area. If necessary, the development as a result of the Proposed Actions would comply with Local Law 3 of 2010 and New York City Park's Tree Protection Protocol to minimize potential adverse impacts related to construction work within 50 feet of trees under City jurisdiction. If any trees under City jurisdiction are removed, replacement and/or restitution for removed trees would be provided in compliance with Local Law 3 and Chapter 5 of Title 56 of the Rules of the City of New York.

Therefore, the Proposed Actions would not result in significant adverse impacts to vegetation and ecological communities within the Project Area.

WILDLIFE

Wildlife with the potential to occur within the Project Area is limited to those species common to highly developed urban areas within the New York metropolitan area, e.g., house sparrow (*Passer domesticus*), rock pigeon (*Columba livia*), European starling (*Sturnus vulgaris*), and gray squirrel (*Sciurus carolinensis*). The highly developed urban habitat within the project area would be disturbed during the construction of the mixed-use building proposed for Projected Development Site 1 and during future redevelopment of the rezoning area. However, wildlife using the limited habitats within the Project Area would be expected to find similar available habitat nearby to utilize during construction, and no permanent change in wildlife habitat would result with redevelopment within the Project Area.

Development as a result of the Proposed Actions is not expected to present a collision hazard to resident or migratory birds. The overwhelming majority of bird-building collisions, including in New York City (Gelb and Delacretaz 2006, 2009; Klem et al. 2009) occur during the daytime and near ground level when lower-story windows reflect images of nearby trees and other vegetation (Loss et al. 2014). Measures recommended by NYC Audubon (NYCA 2007), the American Bird Conservancy (Sheppard and Phillips 2015), and several others (e.g., Klem et al. 2009, Audubon Minnesota 2010, SFPD 2011) would be considered for effectively reducing the likelihood of daytime collisions of birds with windows. These measures include (1) reduced usage of glass relative to other building materials on the building's façade, (2) usage of low reflectivity glass, (3) fritting of glass surfaces, and (4) not placing shrubs and trees in close proximity to reflective surfaces. Furthermore, Local Law 15 of 2020, which includes provisions for the use of bird-friendly materials and designs, would be followed.

Therefore, the Proposed Actions would not result in significant adverse impacts to wildlife and habitat within the Project Area.

THREATENED AND ENDANGERED SPECIES

New York State-listed species known to occur in proximity to the Projected Development Site 1 based on records of past occurrence include one State-listed species, the State-endangered peregrine falcon (*Falco peregrinus*).[6] The falcon likely nests on the Robert F. Kennedy (RFK) (Triborough) Bridge judging by the ½-mile radius shown on the New York State Department of Environmental Conservation (NYSDEC) Environmental Resource Mapper (ERM). The peregrine falcon is known to nest in urban areas on bridges and tall buildings in New York City between the months of February to May. The construction and operation of the Projected Development Sites in the rezoning area would not result in significant adverse impacts and therefore would not result in any significant adverse impacts to potentially present falcons nesting in the project vicinity. Peregrine falcons nest amidst the high levels of noise and human activity associated with urban environments, demonstrating a high tolerance for disturbance and an ability to exploit resources in human-dominated landscapes (Cade et al. 1996, White et al. 2002). Noise impacts from typical building construction activities are unlikely to be significantly adverse. Urban peregrine falcons primarily eat rock pigeons (DeMent et al. 1986, Rejt 2001), whose abundance would not change as a result of the Proposed Actions.

[6] NYSDEC Environmental Assessment Form (EAF) Mapper and NYSDEC ERM databases, accessed 2.20.19

A search of the United States Fish and Wildlife Service's (USFWS) Information for Planning and Consultation (IPaC) database yields the following federally listed plant and animal species as having the potential to occur in the region based on records of past occurrence[7]: piping plover (*Charadrius melodus*), red knot (*Calidris canatus rufa*), roseate tern (*Sterna dougallii dougallii*), and seabeach amaranth (*Amaranthus pumilus*). These protected species require aquatic or shoreline habitats for their critical life functions—habitat which does not occur on-site or in the vicinity of the Project Area.

Therefore, the Proposed Actions would not adversely affect state- or federally listed species.

SURFACE AND GROUNDWATER RESOURCES

Because of the developed nature of the Project Area, other natural resources such as surface waters and wetlands are not present. Soils have already been modified as a result of the original, historic development of the Project Area.

The eastern portion of the Project Area is within the Federal Emergency Management Agency (FEMA) Preliminary Flood Insurance Rate Maps (FIRM) 100-year floodplain. Therefore, redevelopment of lots in the eastern portion of the rezoning area would have to conform to the flood resistant construction requirements of New York City Building Code Appendix G to minimize flood damage and to protect life and property. Projected Development Site 1 is not located within the current 100-year floodplain. For further discussion of the Proposed Actions' compliance with floodplain protection regulations and resiliency measures to accommodate sea level rise, please refer to the Attachment B, "Land Use, Zoning, and Public Policy."

The Projected Development Sites are located over the Brooklyn-Queens Sole Source Aquifer (SSA). SSAs are designated by the United States Environmental Protection Agency (EPA) as the sole or main source of drinking water for a community, under provisions of the Federal Safe Drinking Water Act. However, the Brooklyn-Queens SSA is not currently used as a source of drinking water. Instead, New York City utilizes surface water resources from a system of reservoirs and aqueducts located north of the City, comprising the Catskill, Delaware, and Croton water supply systems. Therefore, the Proposed Actions would not use or have the potential to adversely affect groundwater resources. Excavation for the proposed building on Projected Development Site 1 is not expected to encounter significant groundwater. Should temporary groundwater dewatering be required during construction, the project sponsor would obtain a Long Island Wells permit (6NYCRR §602) and/or a permit to discharge to the City sewers from NYCDEP (RCNY Title 15, Ch. 19) as applicable.

Therefore, the Proposed Actions would not result in significant adverse impacts to surface and groundwater resources within the Project Area.

In summary, the Proposed Actions would not result in significant adverse impacts to natural resources, and no further assessment is warranted.

[7] USFWS IPaC Database, accessed 2.20.19

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HAZARDOUS MATERIALS

See Attachment G, “Hazardous Materials.”

SOLID WASTE AND SANITATION SERVICES

The *CEQR Technical Manual* specifies that few projects generate substantial amounts of solid waste (50 tons a week or more) that would result in a significant adverse impact. *CEQR Technical Manual* Table 14-1 “Solid Waste Generation Rates” provides solid waste generation rates for various uses. Based on this Table 14-1 and the RWCDS it is estimated that the Proposed Actions would generate approximately 4.97 additional tons (9,934 pounds) of solid waste per week. Therefore, the Proposed Actions are not expected to result in the production of more than 50 tons of additional solid waste requiring further analysis, and the Proposed Actions would not result in any significant adverse impacts to solid waste and sanitation services.

ENERGY

According to the *CEQR Technical Manual*, a detailed assessment of energy impacts would be limited to actions that could significantly affect the transmission or generation of energy or that generate substantial consumption of energy. The *CEQR Technical Manual* Table 15-1 provides guidance on calculating projected energy needs for various building types by square foot. Based on this guidance, the With Action condition is estimated to demand approximately 25,222,330,000 British Thermal Units (BTUs) per year. This would be an incremental increase of approximately 8,757,750,000 BTUs demanded over the No Action condition (16,464,580,000 BTUs). The Project Area would be served by available energy suppliers, and the Proposed Actions are not expected to generate a significant demand for energy as defined under CEQR. Therefore, no further analysis is required, and the Proposed Actions would not result in significant adverse impacts to the consumption or supply of energy.

TRANSPORTATION

See Attachment H, "Transportation."

AIR QUALITY

See Attachment I, "Air Quality."

NOISE

See Attachment J, "Noise."

PUBLIC HEALTH

The Proposed Actions would not result in any significant unmitigated adverse impacts to air quality (see Attachment I), water quality, hazardous materials (see Attachment G), noise (see Attachment J), or any other CEQR analysis area. Therefore, no further analysis of public health is required, and no significant adverse impacts to public health would occur as a result of the Proposed Actions.

NEIGHBORHOOD CHARACTER

As defined in the *CEQR Technical Manual,* neighborhood character is considered to be a mixture of the various elements that define a neighborhood's distinct personality. These elements may include a neighborhood's land use, community facilities (cultural), urban design, visual resources, historic resources, socioeconomics, transportation, and/or noise. An assessment of neighborhood character is generally needed when a proposed project has the potential to result in significant adverse impacts in any of the technical areas listed above, or when the proposed project may have moderate effects on several of the elements that define a neighborhood's character. As discussed above and in the attachments to this EAS, the Proposed Actions would not have significant adverse impacts to or result in any moderate effects in these technical areas related to neighborhood character. Therefore, the Proposed Actions would not result in any significant adverse neighborhood character impacts and a detailed neighborhood character analysis is not warranted.

CONSTRUCTION

As with all construction projects, construction activities associated with the RWCDS would result in temporary disruptions to the surrounding area, including occasional noise and dust. However,

such effects would be temporary and would be limited to the construction period. The construction components and logistics for the Proposed Actions would not be substantially different than other construction done within the area. Development within the Project Area facilitated by the Proposed Actions (including new development on the Project Site, which is controlled by the Applicant, as well as development on other non-applicant owned Projected Development Sites) is assumed to occur over a 10-year period. Therefore, assuming completion of the ULURP process in 2024, the full build-out of the Project Area under the Proposed Actions would be complete by 2034. The development of the Proposed Project on Projected Development Site 1 would be constructed in a single phase with an anticipated construction period of approximately 23 months and would be considered short-term (i.e., less than 2 years) in accordance with the *CEQR Technical Manual* (see **Appendix A**). Construction of the Proposed Project on Projected Development Site 1 would consist of the following primary construction stages, which overlap at certain times: excavation and foundation (approximately 6 months); superstructure and exteriors (approximately 15 months); and interiors and finishing (approximately 13 months). Therefore, it is assumed that construction on the Proposed Project would begin in the later part of 2024, and would end in 2026.

In addition to the development on Projected Development Site 1, the Proposed Actions are also expected to result in new development on four additional Projected Development Sites in the Project Area. As described above, based on the proposed rezoning and current market and site conditions, these new developments on the additional Projected Developments Sites are projected to be constructed by the analysis year of 2034. The buildings that would be developed at each of the four additional Projected Development Sites under the RWCDS would be smaller than the proposed development on Projected Development Site 1. It is anticipated that each of the additional Projected Development Sites would be completed within 18 months or less and would therefore be considered short-term Based on the anticipated construction period for the additional Projected Development Sites and the projected 10-year buildout period, it is unlikely that construction of two more sites would overlap in a manner that would result in a cumulative construction duration of 24 months or more (see **Appendix A**).

Construction resulting from the Proposed Actions would be carried out in accordance with New York City laws and regulations, which allow construction activities between 7:00 AM and 6:00 PM on weekdays. If work is required outside of normal construction hours, necessary approvals would be obtained from the appropriate agencies (i.e., the New York City Department of Buildings). During construction of the Projected Development Sites, all necessary measures would be implemented to ensure adherence to the New York City Air Pollution Control Code to minimize construction-related dust emissions. In addition, the construction of the Projected Development Sites would comply with applicable control measures for construction noise. Construction noise is regulated by the New York City Noise Control Code and by the EPA noise emission standards for construction equipment. These federal and local requirements mandate that certain classifications of construction equipment and motor vehicles meet specified noise emissions standards. Furthermore, although the Projected Developments Sites are located along a minor arterial roadway (30th Avenue), Maintenance and Protection of Traffic (MPT) plans would be developed for any curb-lane and/or sidewalk closures that may be required. Approval of these plans and implementation of all temporary closures during construction would be coordinated with the New York City Department of Transportation's (DOT) Office of Construction Mitigation and Coordination (OCMC).

Projected Development Site 1 is less than 400 feet away from an undetermined resource at 11-19 30th Road and Projected Development Site 4 is less than 400 feet away from the listed resource of P.S. 171 at 14-14 29th Avenue. However, these resources are greater than 90 feet away from

any potential construction, which is the threshold for special provisions to apply, as described further in Attachment E, "Historic and Cultural Resources." Therefore, the Proposed Actions would not be expected to result in any significant direct (or physical) impacts on known and potential architectural resources in the study area.

Overall, the duration and severity of potential construction effects would be short-term and effects associated with the proposed construction activities would be minimized through implementation of the measures described above. Accordingly, the Proposed Actions would not result in significant adverse impacts during construction, and no further analysis is required. ✷

Attachment B: Land Use, Zoning, and Public Policy

A. INTRODUCTION

This attachment assesses the potential impacts of the Proposed Actions on land use, zoning, and public policy. According to the 2021 *City Environmental Quality Review (CEQR) Technical Manual*, a land use analysis evaluates the uses and development trends in the area that may be affected by a proposed action and determines whether a proposed action is compatible with those conditions or may affect them. The analysis also considers a proposed action's compliance with, and effect on, the area's zoning and other applicable public policies.

As described in Attachment A, "Project Description and Screening Analyses," the Applicant is seeking a zoning map amendment to rezone an area bounded generally by 30th Avenue to the north, a line 100 feet west of 14th Street to the east, a line approximately midway between 30th Avenue and 30th Road to the south, and Welling Court to the west from R4-1, R5B, and R6B zoning districts to R6A and R6A/C2-3 zoning districts. In addition, the Applicant is seeking a zoning text amendment to Zoning Resolution (ZR) Section Appendix F, to establish a Mandatory Inclusionary Housing (MIH) Area coterminus with the Rezoning Area. Collectively, the zoning map amendment and the zoning text amendment are the Proposed Actions. The Proposed Actions would facilitate the construction of a mixed-use residential and commercial building at 30-11 12th Street (Block 515, Lot 19 (the "Project Site" or "Projected Development Site 1") in the Astoria neighborhood of Queens.

The Proposed Actions would facilitate the development of a mixed-use residential and commercial building at 30-11 12th Street (Block 515, Lot 19, the Applicant owned "Projected Development Site 1") in Community District 1 in the Astoria neighborhood of Queens. The Proposed Actions would rezone an area around the proposed development, including Block 515, Lots 19, 25, 27, 28, 29, and p/o Lots 8, 9, 10, 11, 12, 13, 14 and 31, and Block 506, Lots 1, 3, 5, and p/o 6 and 67 (collectively the "Rezoning Area"). Together the entirety of the lots identified within the rezoning area compose the "Project Area." The Proposed Actions would also result in additional development within the Project Area on four other non-Applicant owned "Projected Development Sites" which include Block 515, Lot 25 (Projected Development Site 2), Lots 27 and 28 (Projected Development Site 3), and Lot 29 (Projected Development Site 4); and includes Block 506, Lot 1 (Projected Development Site 5).

This analysis identifies anticipated changes in land use, zoning, and public policy that are expected to occur independent of the Proposed Actions in the future without the Proposed Actions (the "No Action" condition) by the 2034 analysis year, and then assesses any potential impacts to land use, zoning, and public policy associated with the Proposed Actions in the future with the Proposed Actions (the "With Action" condition). As described below, the assessment concludes that the Proposed Actions would be compatible with existing uses in the surrounding area, and would not result in significant adverse impacts to land use, zoning, or public policy.

B. METHODOLOGY

In accordance with the *CEQR Technical Manual*, this analysis of land use, zoning, and public policy examines the area within a ¼-mile of the Project Area, which is the area where the proposed project could reasonably be expected to cause potential effects. As shown in **Figure B-1**, this study area is generally bounded by 27th Avenue to the north, 23rd Street to the east, 31st Drive to the south, and Vernon Boulevard and the New York City Housing Authority's (NYCHA) Astoria Houses campus to the west.

The analysis characterizes existing conditions in the study area related to land use, zoning, and public policy, and then projects land use, zoning, and public policy conditions in the No Action condition in the 2034 analysis year by identifying developments currently under construction, and proposed rezoning and potential policy changes expected to occur within that timeframe. Probable impacts of the proposed project are then identified by comparing the conditions expected in the With Action condition to the No Action condition.

The analysis of land use, zoning, and public policy used publicly available data, including the online New York City Zoning and Land Use (ZoLa) mapping tool, the Primary Land Use Tax Lot Output (PLUTO) dataset, and the New York City Department of Buildings (DOB), Building Information System (BIS). Data collected through third party sources was confirmed by field visits conducted by AKRF in July 2021.

C. EXISTING CONDITIONS

LAND USE

REZONING AREA/PROJECT AREA

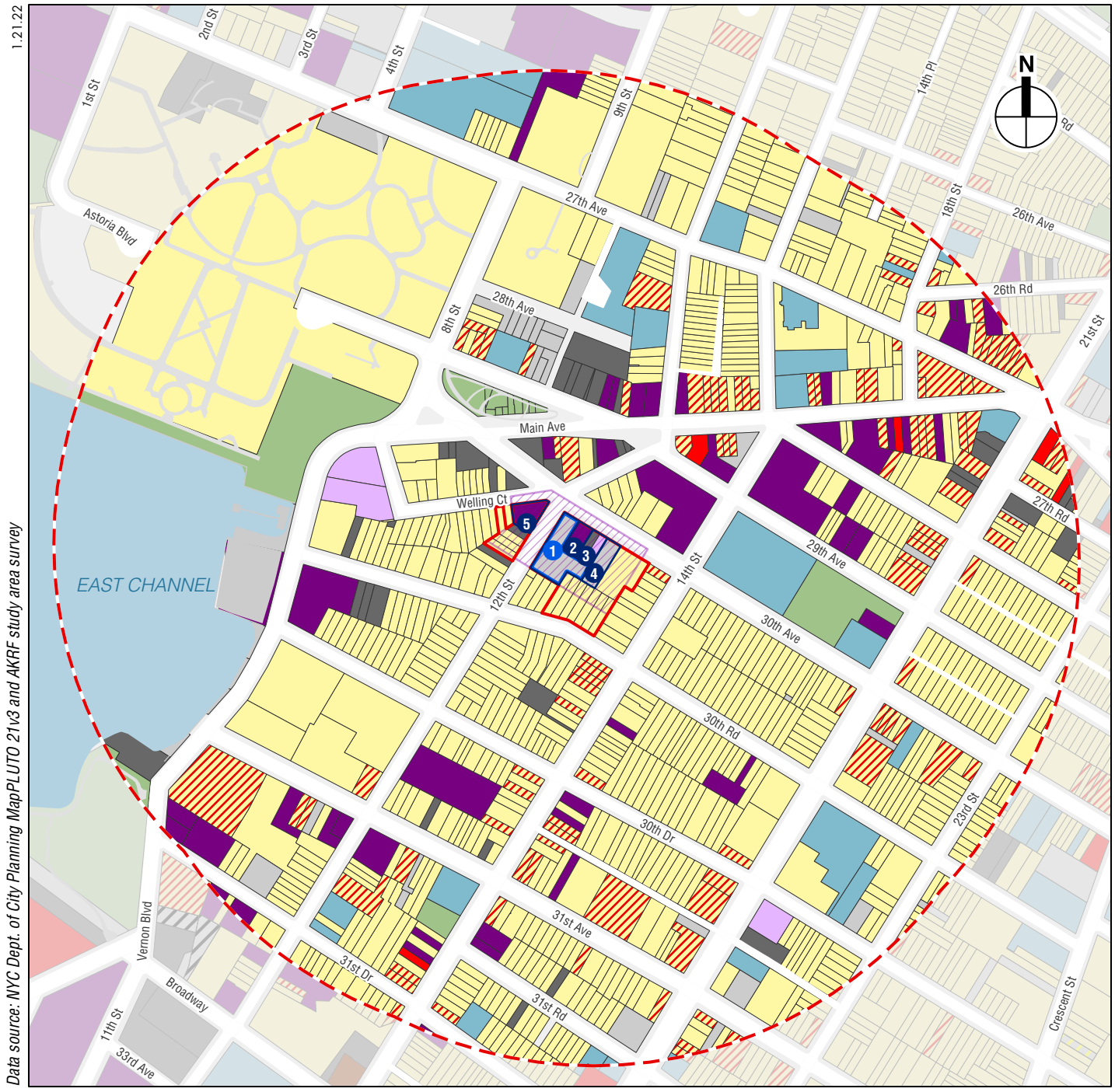
The Rezoning Area consists of 10 tax lots and 8 partial tax lots:

- Block 506, Lots 1, 3, 5, and p/o 6 and 67; and
- Block 515, Lots 19, 25, 27, 28, 29, and p/o 8, 9, 10, 11, 12, 13, 14, and 31.

The Project Area consists of the entirety of the 18 tax lots above.

Existing land uses in the Project Area include automotive repair services, warehouse, residential use, surface parking, and vacant land. Projected Development Site 1 (Block 515, Lot 19) has no built structure and is currently being used temporarily for vehicle storage by an adjacent auto mechanic shop. There is no lease, and the site would be vacated prior to construction (**Figure B-1**). Projected Development Site 2 (Block 515, Lot 25) is occupied with a two-story warehouse building. Projected Development Site 3 is composed of Block 515, Lots 27 and 28. Block 515, Lot 27 is an open lot used for parking and Block 515, Lot 28 contains a one-story building with manufacturing and auto-related uses. Projected Development Site 4 (Block 515, Lot 29) is currently undergoing foundation work for a new development.[1] Projected Development Site 5

[1] DOB plans on Block 515, Lot 29 (420667237-01-NB) were filed in 2020 and approved in 2022 for a new residential development, similar to the projected No Action RWCDS development analyzed in this EAS. The current DOB plans were issued midway through this EAS process and back-of-the-envelope calculations show no change to the conclusions were the DOB-approved plans to be used for the environmental analyses in this EAS. Therefore, the analysis framework proposed in this EAS for Projected Development Site 4, as described in Attachment 1, "Project Description," and below, is used for analysis purposes.



Existing Land Use

(Block 506, Lot 1) contains a one-story auto repair shop. The Project Area includes eleven additional lots that are unlikely to be redeveloped as a result of the Proposed Actions (the "Other Sites"): Block 515, p/o Lots 8, 9, 10, 11, 12, 13, 14, and 31 and Block 506, Lots 3, 5, and p/o 6 and 67. Block 515, Lot 31 is improved with a recently constructed five-story apartment building containing 37 dwelling units (DUs). Block 506, Lot 3 is an open lot used for parking connected to a single-family residence located immediately to the north (Block 506, Lot 68). Block 506, Lot 5 is improved with a recently constructed two-story two-family residence; the residence is attached to a two-family residence on the adjacent property (Lot 6) that is partially within the Rezoning Area. Block 506, Lot 67 is a through-lot with frontages on Welling Court at 12th Street and is improved with a two-story single-family residence located on the Welling Court frontage, with a rear yard used for parking along the 12th Street frontage.

The remainder of the Project Area includes Block 515, Lots 8, 9, 10, 11, 12, 13, and 14, which are all improved with two-story attached and semi-detached residential buildings.

STUDY AREA

The study area contains a broad mix of land uses, including residential, commercial, and industrial uses interspersed with institutional, open space, and parking uses. Residential use is the predominant land use in the study area. Concentrations of residential use are generally located north of 27th Avenue and south of 30th Avenue, with more mixed-use development with industrial and commercial uses along Astoria Boulevard. The area is developed with a wide variety of housing types including prewar mid-rise apartment buildings, two- and three-story row houses and semi-detached buildings, and detached one- and two-family homes mixed with a few newer, higher-density towers with commercial uses on the ground floor. Residential uses consist of one- and two-family homes along side streets, four- and five-story multifamily walkup buildings along 30th Avenue, and mixed-use residential buildings with ground floor retail along Main Avenue and Astoria Boulevard, as well as along 14th Street and 21st Street. The study area is experiencing a trend toward the replacement of industrial uses with higher-density residential and commercial development. Newer residential development includes a recently constructed apartment building within the Project Area (Block 515, Lot 31) and recently built multifamily apartment buildings at 30-15 Vernon Boulevard, 11-07 Welling Court, and 29-11 12th Street. The western portion of the study area contains the New York City Housing Authority Astoria Houses campus, which consists of 22 six- and seven-story residential buildings on an approximately 27-acre campus with a total of approximately 1,100 residential units, as well as surface parking lots, a day care center and senior center, basketball courts and playgrounds, walkways, and other landscaped areas. To the west along Vernon Boulevard, the recently completed Astoria West development contains 534 apartments across three buildings.

Industrial and manufacturing uses and parking facilities are located throughout the study area but are concentrated near Astoria Boulevard, including auto-repair shops, a sheet metal and air conditioning shop, a dairy manufacturer, a restaurant equipment supply store, a wine wholesaler and importer, and sheet metal contractors. The study area includes several institutional facilities, including a number of houses of worship serving the Astoria neighborhood, and public institutions, including the Queens Library on Astoria Boulevard, and the New York City Fire Station Engine 262. A public elementary school, P.S. 171, is located east of the Project Area on the block bounded by 29th Avenue to the north, 30th Avenue to the south, 21st Street to the east, and 14th Street to the west.

The major commercial corridor within the study area is located on Astoria Boulevard and features small retail businesses on ground floors of mixed-use buildings such as delis, restaurants, local services, and liquor stores. Other businesses within the area include design stores, salons, barbershops, and a tile store, on 14th Street, south of Astoria Boulevard. Notable open spaces within the area include Hallets Cove Playground on Vernon Boulevard, Van Alst Playground on 30th Avenue, and Two Coves Community Garden on Astoria Boulevard.

The surrounding area is served by public transit including Q18, Q102 bus lines along 30th Avenue; Q103 along Vernon Boulevard; Q21 along 21st Street; and Q19 along Astoria Boulevard and Main Avenue. The nearest subway station is approximately 0.6 miles west at 30th Avenue, served by the N and W train lines. The study area contains a two-way protected bicycle lane on Vernon Boulevard and shared lanes on 31st Street. There are two Citi Bike stations in the study area- one at the intersection of 30th Avenue and 12th Street and one at the intersection of 30th Avenue and 21st Street.

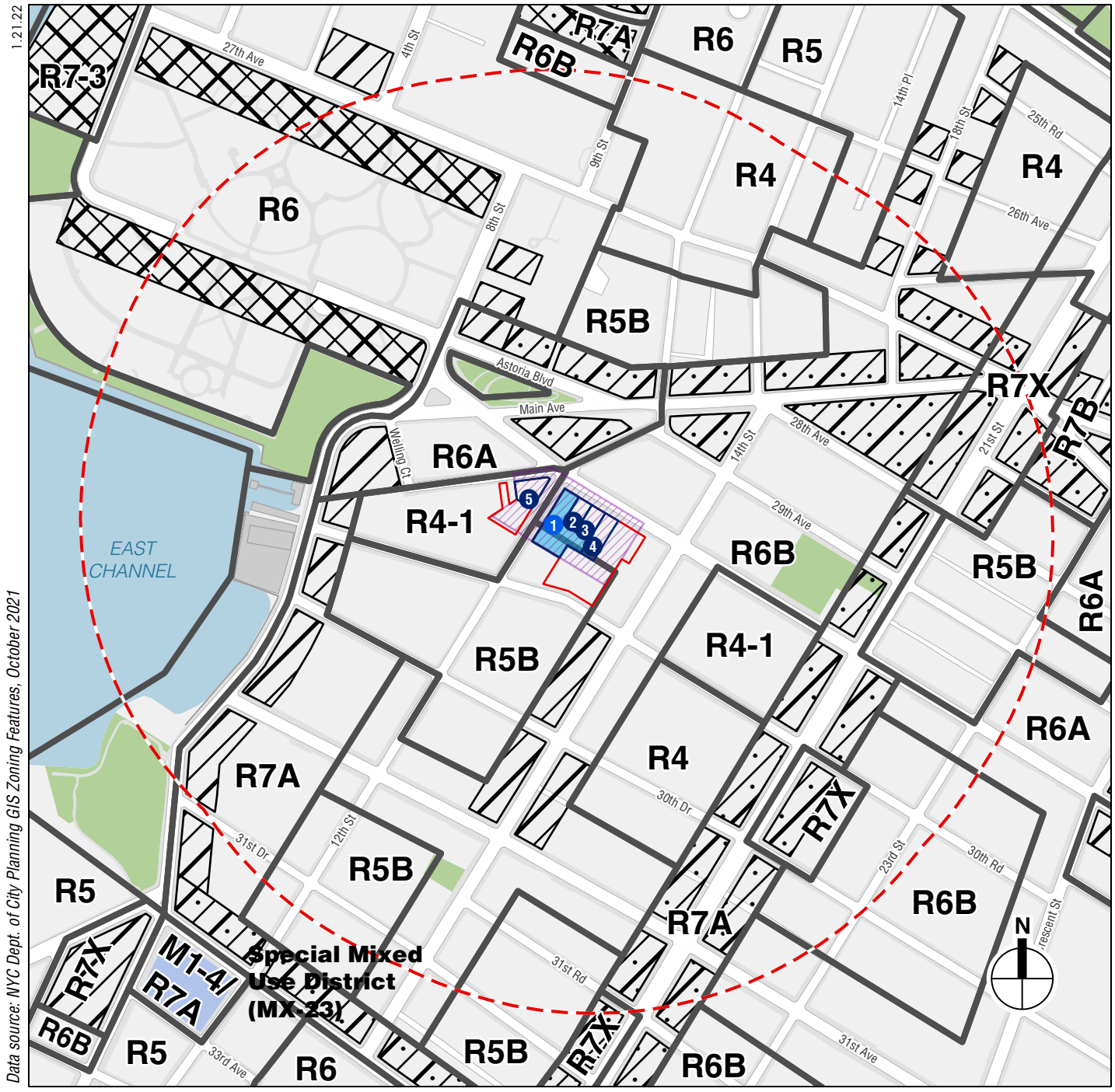
ZONING

PROJECT AREA

As shown in **Figure B-2a**, the Project Area is located within R4-1, R5B, and R6B zoning districts. R4-1 contextual districts allow only one- and two-family detached and semi-detached houses (see **Table B-1**). R5-B contextual districts permit detached and semi-detached buildings, but mostly consist of primarily three-story row houses. R6B districts often consist of traditional row house districts. R6B districts have a maximum FAR of 2.0, and mandatory Quality Housing regulations accommodate apartment buildings at a similar four- to five-story scale.

STUDY AREA

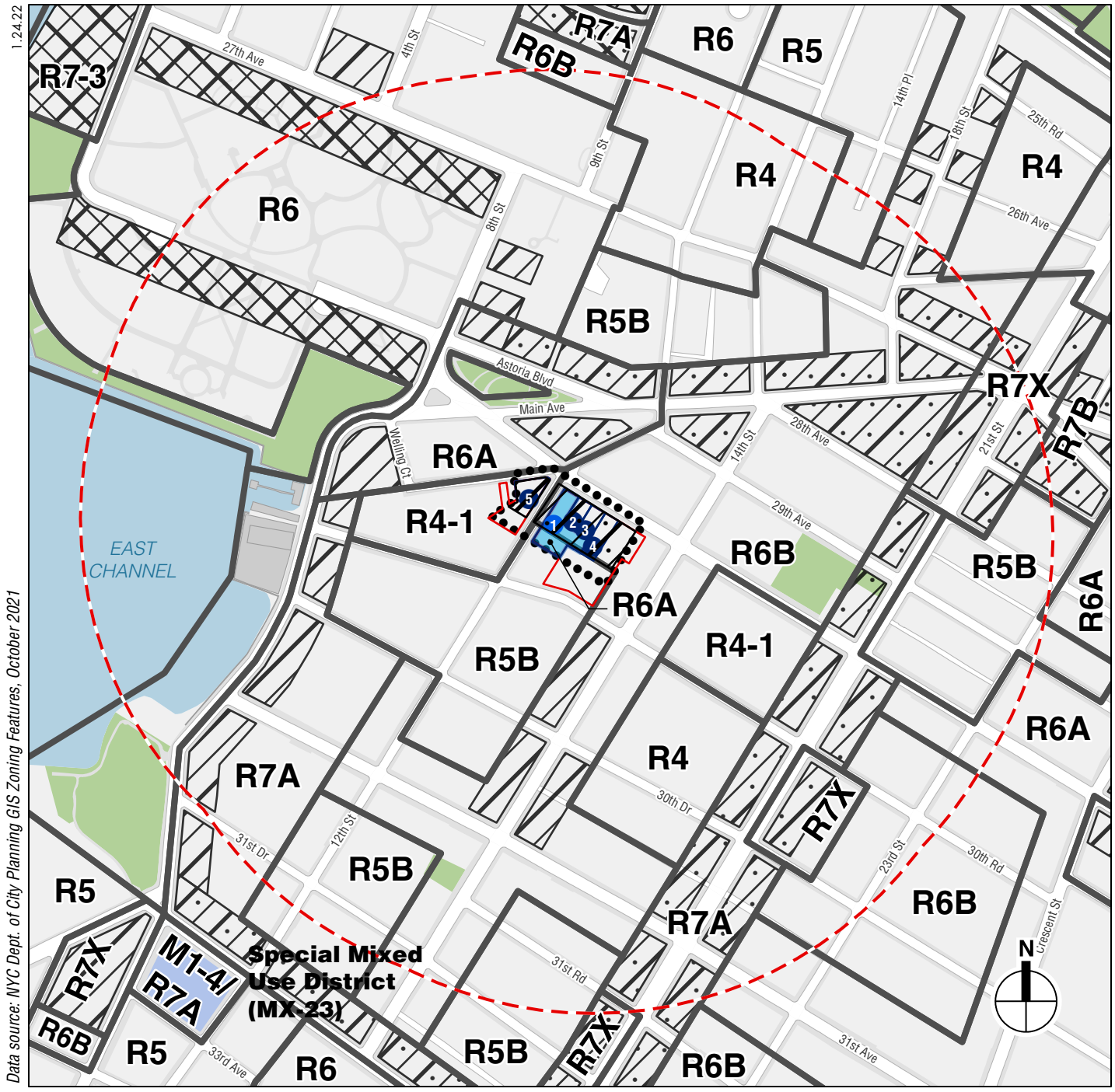
The study area is mapped with R4, R4-1, R5, R5B, R6, R6A, R6B, R7A, R7B, and R7X zoning districts (see **Table B-1**). R4 districts allow all types of housing at a slightly higher density. R5 districts allows housing at a higher density than permitted in R4 districts, with an FAR of 1.25. Houses within R5 districts are typically three- and four-story attached houses. R6 districts are mapped in medium-density areas in Queens, ranging from neighborhoods with a diverse mix of building types and heights to large-scale “tower in the park” developments. R6A districts are contextual districts where Quality Housing bulk regulations are mandatory. These regulations result in high lot coverage, six- to eight-story apartment buildings set at or near the street line. R7A districts are contextual districts where Quality Housing bulk regulations are mandatory, resulting in high lot coverage, seven- to nine-story apartment buildings. R7B districts are contextual districts where Quality Housing bulk regulations are mandatory, resulting in six- to seven-story apartment buildings. R7X districts are contextual districts where Quality Housing bulk regulations are mandatory, but the higher FAR and maximum building height typically produce taller, bulkier buildings that in R7A or R7B districts. Portions of the R6A and R7A districts along Vernon Boulevard are mapped with a C1-3 overlay district, which has a commercial FAR of 2.0, and a depth of 150 feet. Within the study area, there are R7A and R7X districts along 21st Street that are mapped with a C2-3 overlay district, which also has a commercial FAR of 2.0, and a depth of 150 feet. The R6A, R7X, and R7B districts along Astoria Boulevard are mapped with a C2-3 overlay district. Further, the R6 district west of 8th Street is mapped with C1-4 overlay districts to the south of Astoria Boulevard and to the south of 27th Avenue.



Existing Zoning

30-11 12TH STREET REZONING

Figure B-2a



Proposed Zoning

30-11 12TH STREET REZONING

Figure B-2b

Table B-1
Existing Zoning in Study Areas

District	Maximum FAR[1]	Uses/Type
Residential Districts		
R4	0.75[2] residential; 2.00 community facility	Lower-density residential district; attached, semi-detached, and detached dwellings
R4-1	0.75[2] residential; 2.00 community facility	Lower-density contextual residential district; one- and two-family detached and semi-detached dwellings
R5	1.25 residential; 2.00 community facility	Lower-density residential district; attached, semi-detached, and detached dwellings
R5B	1.35 residential; 2.00 community facility	Lower-density contextual residential district; row house development or detached and semi-detached buildings
R6	0.78 to 2.43; 2.2 to 3.0[3] residential; 4.8 community facility	Medium-density residential district; can support row house development or "tower-in-the-park" development
R6A	3.0 residential; 3.0 community facility	Medium-density contextual residential district with base height, building height, and setback requirements
R6B	2.0 residential; 2.0 community facility	Medium-density contextual residential district with base height, building height, and setback requirements
R7A	4.0 residential; 4.0 community facility	Medium-density contextual residential district with base height, building height, and setback requirements
R7X	5.0 residential; 5.0 community facility	Medium-density contextual district with base height, building height and setback requirements.
Commercial Districts		
C1-3 (overlay)	2.0 when mapped in R6-R10	Local retail and services
C1-4 (overlay)	2.0 when mapped in R6-R10	Local retail and services
C2-3 (overlay)	2.0 when mapped in R6-R10	Local retail and services

Notes:
(1) Floor area ratio (FAR) is a measure of density establishing the amount of development allowed in proportion to the base lot area. For example, a lot of 10,000 square feet with a FAR of 1 has an allowable building area of 10,000 square feet. The same lot with an FAR of 10 has an allowable building area of 100,000 square feet.
(2) May be increased up to 20 percent for attic allowance.
(3) On a wide street outside the Manhattan Core.

PUBLIC POLICY

HOUSING NEW YORK: 2.0

On May 5, 2014 the de Blasio administration released the *Housing New York: A Five-Borough, Ten-Year Plan (Housing New York)* plan, a public policy initiative intended to create or preserve 200,000 DUs of affordable housing in New York over the coming decade. The plan details key policies and programs for implementing its goals, including developing affordable housing on underused public and private sites. *Housing New York* calls for increased community engagement in the planning process, so the community can inform land use and zoning changes intended to generate new affordable housing. In October of 2017, the City announced a new goal of preserving and/or creating 300,000 affordable DUs by 2026, and renamed the housing plan *Housing New York: 2.0*. In the City's fiscal year 2018, a record 32,116 DUs were created and/or preserved through *Housing New York*.

ONENYC

In April 2015, the de Blasio administration released *OneNYC: The Plan for a Strong and Just City (OneNYC)*, a plan for growth, sustainability, resiliency, and equity. *OneNYC* is the update for the sustainability plan started under the Bloomberg administration, previously known as *PlaNYC 2030: A Greener, Greater New York (PlaNYC).* While OneNYC still centers on growth, sustainability, and resiliency, the de Blasio administration added equity as a core principle to address the high poverty rate and rising income inequality. The new plan also addresses pressing issues such as population growth, aging infrastructure, and global climate change. This is plan is being fulfilled through multiple programs and initiatives, such as creating and preserving affordable housing.

WATERFRONT REVITALIZATION PROGRAM

The Projected Development Sites are located within the coastal zone designated by New York State and New York City (see **Figure B-3**); therefore, the Proposed Actions are subject to the policies and provisions of the City's Waterfront Revitalization Program (WRP). The WRP establishes the City's policies for waterfront planning, preservation, and development projects to ensure consistency over the long term.

FRESH PROGRAM

The study area is also located within the Food Retail Expansion to Support Health (FRESH) tax incentive area. This special zoning designation provides financial incentives to promote the establishment and retention of neighborhood grocery stores in underserved communities throughout the five boroughs. The FRESH program is open to grocery store operators renovating existing retail space or developers seeking to construct or renovate retail space that will be leased by a full-line grocery store operator. Tax incentives are discretionary and assessed on a per-case basis.

D. FUTURE WITHOUT THE PROPOSED ACTIONS

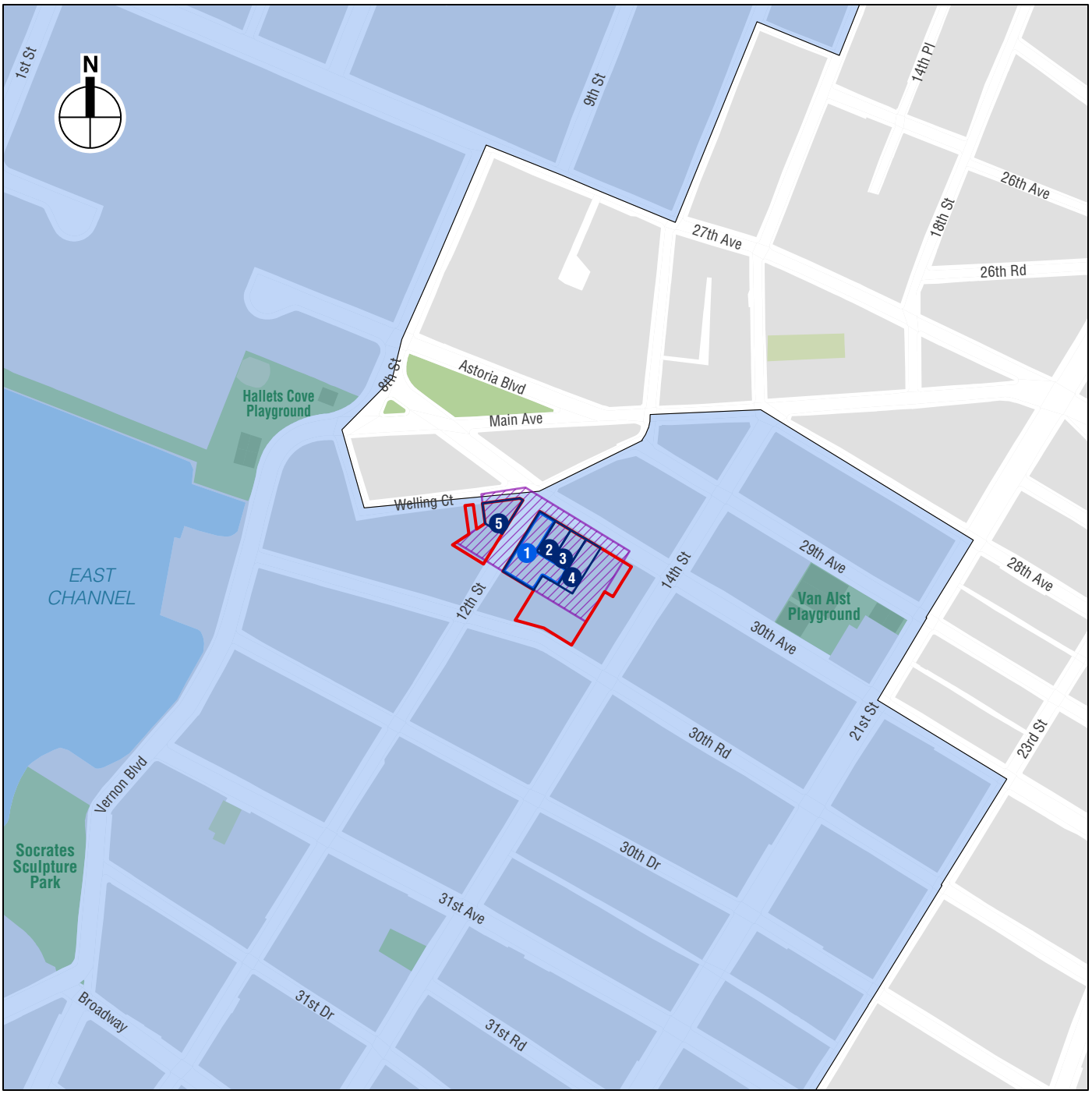
LAND USE

REZONING AREA

Under the No Action condition, it is anticipated that Projected Development Site 1 and Projected Development Sites 2-4 would be developed pursuant to the underlying zoning as residential buildings. The No Action development on the Projected Development Sites would replace the existing auto service, warehouse, and parking uses currently on the sites to add to the concentration of residential uses in the study area.

The Applicant would redevelop Projected Development Site 1 with an as-of-right residential building that conforms with the current R6B/R5B zoning regulations. The No Action building on Projected Development Site 1 would be a five-story multifamily apartment building containing approximately 61,900 gsf (30,530 zsf) of residential uses (37 DUs) for an FAR of 1.76 and an enclosed parking area with 23 spaces.

Similar to Projected Development Site 1, three of the four additional Projected Development Sites (Sites 2, 3, and 4, all of which are located on Block 515) are assumed to be redeveloped with as-of-right residential buildings in the No Action condition. Under current zoning (R6B), these sites could be redeveloped up to a maximum residential FAR of 2.0. Projected Development Site 2 would consist of a residential building with 11,000 gsf (10,056 zsf) with 15 DUs and 8 parking



NYC Coastal Zone Boundary

30-11 12TH STREET REZONING

Figure B-3

spaces. Projected Development Site 3 would consist of a residential building with 11,000 gsf (10,056 zsf) with 15 DUs and 8 parking spaces. Projected Development Site 4 would consist of a residential building with 16,300 gsf (14,800 zsf) with 22 DUs and 11 parking spaces.[2] Combined, these three sites would contain approximately 38,300 gsf (34,832 zsf) of residential space, with 52 DUs.

As explained in Attachment A, "Project Description and Screenings," as a long-standing, non-conforming commercial use that has been continuously in business on an irregular shaped lot in a low-density residential district (R4-1) for several decades, Projected Development Site 5 (Block 506, Lot 1) is expected to remain in use as a 6,800 gsf auto repair shop, as in existing conditions. These land uses would be consistent with the predominantly residential character of 30th Avenue (except for Projected Development Site 5 which would continue its existing non-conforming use).

STUDY AREA AND SURROUNDING AREA

Within the study area and surrounding area, there are approximately 29 planned and proposed development projects within the ¼-mile study area ("No Build projects"), anticipated to be completed by the 2034 build year (see **Appendix A**). These developments will introduce additional residential, mixed-use residential and commercial, and institutional uses to the study area, contributing to the existing mix of residential, commercial, and institutional uses. The No Build projects will also contribute to the study area's ongoing trend toward the development of new residential and retail uses in place of underutilized industrial uses and vacant property.

Major development projects within the study area and surrounding area include Astoria Cove, located in the surrounding area and which will include approximately 1,689 DUs, 110,000 gsf of commercial floor area and a 456-seat elementary school; Hallets North, located in the surrounding area and which will include approximately 1,665 DUs, 19,000 gsf of commercial floor area and 10,000 gsf of community facility floor area; and Hallets Point, located partially within the study area and within the surrounding area[3] which will include approximately 1,659 DUs and 21,000 gsf of commercial floor area.

The projected developments within the No Action condition will be consistent with existing land uses in the study area, which includes multifamily apartment buildings, residential buildings with ground-floor retail space, and auto-related retail. The projected residential uses will result in a considerable increase in residential density, but are consistent with other multifamily residential uses within the study area.

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[2] The site was vacant and dormant when the EAS process began; however, the site is currently undergoing preliminary foundation work for an as-of-right residential development. Although current DOB plans for the site include a residential development with up to 16 DUs, the EAS assumes 22 DUs and 11 parking spaces would be developed in the No Action condition for analysis purposes based on standard assumptions (850 gsf per DU) for CEQR. The EAS conclusions would not change if the DOB plans for a 16-unit development were to be used for analysis purposes and there would be no changes analysis findings and no new analysis thresholds would be surpassed. Further, for a conservative approach to the EAS, the With Action condition continues to assume a development with 29 dwelling units under the proposed rezoning, even though preliminary construction work has already commenced on the site because it is still possible that the site could be developed according to the proposed rezoning.

[3] Halletts Point Buildings 6, 7 and 8 are within the study area, while Buildings 1-5 are in the surrounding area.

ZONING

PROJECT AREA/REZONING AREA

In the No Action condition, it is assumed that Projected Development Site 1 would be developed with a five-story, 50-foot-tall building, built to an FAR of 1.76, which maximizes the permitted buildout pursuant to the combined R6B/R5B zoning regulations. Projected Development Sites 2-4 would be developed with five-story, 50-foot-tall buildings, each built to an FAR of 2.0, pursuant to the R6B zoning regulations. Projected Development Site 5 would remain as under existing conditions, developed to an FAR of 0.94. There are no changes to zoning expected in the Rezoning Area or in the study area by 2034 under the No Action condition.

PUBLIC POLICY

No changes to public policy are expected to occur under the No Action condition by the 2034 build year within the Project Area and the study area.

E. FUTURE WITH THE PROPOSED ACTIONS

LAND USE

REZONING AREA

The Proposed Actions would facilitate the redevelopment of the applicant owned Projected Development Site 1 from a vacant lot to a mixed-use building with market-rate and affordable residential units, retail uses, and accessory parking space. The Proposed Actions would increase the density of permitted residential development on Projected Development Site 1 and permit new ground-floor retail development.

Projected Development Sites 2-5 would also be redeveloped from existing underdeveloped lots to mixed-use developments with market-rate and affordable residential units, retail uses, and accessory parking space, similar to Projected Development Site 1.

As discussed above, the Proposed Actions would result in an incremental change in land use in the Project Area as compared to the No Action condition. Specifically, the Proposed Actions would permit increased residential density with a With Action total of 144,100 gsf of residential (181 DUs) development (an incremental 43,900 gsf of residential [92 DUs]) development and 32,200 gsf of new retail development, which would not occur in the No Action condition. The Proposed Actions would also require affordable housing – a combined 55 affordable units, unlike the No Action condition. The Proposed Actions would facilitate a combined 32,200 gsf of incremental new retail development, which would serve the existing and new residents and activate the streetscape on 30th Avenue. In addition, the With Action condition would contribute to greater residential development with the change in land use on Projected Development Site 5; in the No Action condition, it would remain an auto-repair use and in the With Action condition, it would be redeveloped, resulting in a decrease of 6,800 gsf of auto-related manufacturing use.

These land uses would be consistent with the mixed-use character of 30th Avenue and the surrounding area.

STUDY AREA

The Proposed Actions would be consistent with existing land uses in the study area, which include multifamily apartment buildings and residential buildings with ground-floor retail space. Land uses in the study area are not expected to change by the analysis year. The Proposed Actions' retail uses would contribute to and be compatible with the existing retail corridor on Astoria Boulevard. The Proposed Actions' residential uses would increase the residential density in the rezoning area, but this density would be consistent with other multifamily residential uses within the study area, such as the newer seven-story apartment building at 11-16 Main Avenue (30 DUs), seven-story building at 09-24 Main Avenue (31 DUs) as well as the larger eight-story Astoria West at 30-77 Vernon Boulevard (534 DUs). The Proposed Actions would be consistent with existing mixed-use residential and retail land uses along 30th Avenue and Astoria Boulevard, where many lots include C2-3 commercial overlays, supporting ground-floor retail and the mixed-use character of the corridor. In particular, the change from manufacturing to residential use on Lot 5 would be consistent with the land use character of the study area. The Proposed Actions would provide affordable housing in the community, as well as provide desired retail opportunities for local residents. Overall, the Proposed Actions would be consistent with and would not adversely affect the land use character of the study area and would not result in significant adverse land use impacts.

ZONING

REZONING AREA

The Proposed Actions would change the designation of the Rezoning Area from R4-1, R5B, and R6B to R6A with C2-3 overlay on 30th Avenue. The Proposed Actions would be consistent with the existing R6B districts found within the study area, lining both sides of 14th Street and the R6A district immediately to the northwest surrounding the intersection of Astoria Boulevard and Main Avenue, where many lots have C2-3 overlays. Medium-density housing exists throughout the study area, as does ground-floor retail use along 30th Avenue and Astoria Boulevard. Further, under the Proposed Actions, the Project Area would also be designated as a Mandatory Inclusionary Housing (MIH) area establishing requirements to ensure new development within the rezoning area includes permanently affordable housing at a range of income levels, as determined by New York City Planning Commission (CPC) and New York City Council. This zoning amendment would support affordable residential development within the Rezoning Area.

Changing the designation of the Rezoning Area from R4-1, R5B, and R6B to R6A with C2-3 overlay on 30th Avenue would increase the maximum allowable FAR (up to 3.6 FAR) compared with the No Action condition (2.0 FAR) for an increment of up to 1.6 FAR. R6A and R6A/C2-3 districts have a maximum allowable FAR of 3.0 under basic regulations and 3.60 under inclusionary regulations. Further, R6A districts are contextual districts that accommodate six to eight-story buildings, in contrast to the existing R6B districts which accommodate four to five-story buildings. In the R6A/C2-3 district the maximum allowable commercial FAR is 2.0, and extends 150 feet from the lot line into the lot.

The Proposed Actions would result in a total built FAR of 3.59 (residential/commercial), with a residential FAR of 2.96, and a commercial FAR of 0.63 compared to the No Action total built FAR of 1.73 (residential/manufacturing) with a residential FAR of 1.58, and a manufacturing FAR of 0.15 (for an incremental difference of 1.87 FAR.

Projected Development Site 1 (85') would be three stories (approximately 35 feet) taller than the five-story, approximately 50-foot-tall building that could be built in the No Action condition. Projected Development Sites 2 through 5 (85') would also be approximately three stories taller than the five-story, approximately 50-foot-tall buildings expected to be developed in the No Action condition. The building that would be developed on Projected Development Site 5 (85') would be approximately seven stories taller than the vacant one-story former garage that would remain in the No Action condition.

The following lots would become split zoning lots: Block 515, Lots 8, 9, 10, 11, 12, 13, 14 and Block 506: Lot 67. These lots are not considered as projected development sites since only portions of these lots would be rezoned.

STUDY AREA

The underlying zoning, R4, R4-1, R5, R5B, R6, R6A, R6B, R7A, R7B, R7X zoning districts and C1-3, C1-4 and C2-3 overlay districts found within the study area would remain unchanged in the With Action condition, with the exception of the Rezoning Area. As discussed above, the Proposed Actions would result in zoning that would be compatible with existing residential zoning uses, particularly within the adjacent R6A and R6B areas and would not substantially affect the relationship between the Project Area and study area; however, it would allow for increased height and FAR compared to R6B. R6A districts accommodate six to eight-story buildings (up to 85 feet) at a maximum FAR of 3.6, in contrast to the existing R6B districts which accommodate four to five-story buildings (up to 55 feet) at a maximum FAR of 2.20. Although the proposed R6A district permits a higher FAR than the surrounding R6B districts, it still requires localized contextual height limits that are part of the Quality Housing regulations.

Therefore, the Proposed Actions would not result in any significant adverse zoning impacts.

PUBLIC POLICY

HOUSING NEW YORK: 2.0

The Proposed Actions would support *Housing New York: 2.0* by establishing the Project Area as an MIH area, requiring new development within the Project Area to include permanently affordable housing at a variety of incomes. The Proposed Actions could facilitate the development of up to 55 affordable housing units compared to the No Action condition, and therefore would be consistent with the goals of this policy.

ONENYC

The Proposed Actions are consistent with the goals of *OneNYC* as they would help create and preserve affordable housing and support the development of a vibrant neighborhood, improve commercial services. In particular, the Proposed Actions would support *OneNYC*'s land use goals of creating substantial new housing, opportunities at a range of incomes; and fostering walkable commercial corridors. The Proposed Actions would facilitate new mixed use residential development with affordable housing and ground floor retail, activating the neighborhood with infill development of currently vacant and underutilized sites. Therefore, the Proposed Actions would be consistent with *OneNYC*'s goals for growth and equity.

WATERFRONT REVITALIZATION PROGRAM

The Project Area and Projected Development Sites are located within the City's Coastal Zone; therefore, the Proposed Actions are subject to review for consistency with the policies of the WRP The WRP Consistency Assessment Form (CAF) (see **Appendix B**) lists the WRP policies and asks whether the Proposed Actions would promote or hinder each policy, or if each policy would not be applicable. Additional information is provided below for the policies that have been checked "promote" or "hinder" in the WRP CAF. Overall, the Proposed Actions would be consistent with the City's WRP.

Based on the information submitted and described below, the Climate and Sustainability Planning Division, on behalf of the New York City Coastal Commission, having reviewed the waterfront aspect of this action, determined that the Proposed Actions would not substantially hinder the achievement of any WRP policy (WRP #18-054).

An assessment of the Proposed Actions consistency with the New York City WRP is provided in below.

Policy 1*: support and facilitate commercial and residential redevelopment in areas well-suited to such development.*

Policy 1.1: Encourage commercial and residential redevelopment in appropriate Coastal Zone areas.

With the Proposed Actions, the proposed development on Projected Development Site 1 would be a new eight-story, approximately 89,600 gross square foot (gsf) mixed-use building, with approximately 8,300 gsf of retail on the ground floor and approximately 65,000 gsf of residential use on the second through eighth floors. The building would contain approximately 86 dwelling units (DUs), with 26 DUs dedicated to affordable housing pursuant to the Mandatory Inclusionary Housing (MIH) program based on area median income (AMI). The building would include a total of 41 accessory parking spaces on the ground floor. The Proposed Actions could result in additional development within the rezoning area beyond what is proposed by the applicant for Block 515, Lot 19. Based on the proposed rezoning and current market and site conditions, the following block and lots could be redeveloped by the proposed analysis year, and therefore these sites are analyzed in this EAS as additional "Projected Development Sites": Block 515, Lot 25 (Projected Development Site 2), 27 and 28 (collectively Projected Development Site 3), 29 (Projected Development Site 4), and Block 506, Lot 1 (Projected Development Site 5). In total, the Proposed Actions would facilitate an incremental development compared to the No Action condition of 92 dwelling units (DUs), including approximately 55 affordable DUs, and approximately 32,200 gsf of commercial retail.

These uses would be consistent with surrounding land uses and in an area suitable for continued residential and commercial development. The Project Area is characterized by residential uses and the study area is developed with residential, commercial and mixed use buildings. By providing affordable DUs and establishing an MIH area within the Project Area, the Proposed Actions would be supportive of the City's goal to provide new affordable DUs under *Housing New York: 2.0*. Therefore, the Proposed Actions would be consistent with Policy 1.1.

Policy 1.3 Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.

The Project Area is an already established neighborhood with adequate existing public facilities and infrastructure, including water and sewer, community facility, and transportation services. The Proposed Actions would facilitate redevelopment consistent with existing development in the surrounding neighborhood, and at an appropriate density. Therefore, the Proposed Actions would promote Policy 1.3.

Policy 1.5: Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.

As described further below under Policy 6.2, the Proposed Actions would be consistent with Policy 6.2. Therefore, the Proposed Actions would be consistent with 1.5.

Policy 6: *Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.*

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

Under Policy 6, the primary goal for projects in coastal areas is to reduce risks posed by current and future coastal hazards, particularly major storms that are likely to increase in magnitude and frequency due to climate change and sea level rise. As discussed below, and in more detail in the response to Policy 6.2, the Proposed Actions are consistent with this policy.

As shown in **Figure B-4**, the eastern portion of the Project Area is within the Preliminary Flood Insurance Rate Map (FIRM) 100-year floodplain Zone AE with a base flood elevation (BFE) of 11.0 feet NAVD88[4] (FEMA, 2013). This FEMA-mapped flood zone shows those areas subject to the 1-percent-annual-chance flood.

Projected Development Site 1 would be developed with a mixed-use residential and commercial building located at 30-11 12th Street (Block 515, Lot 19). The Projected Development Site 1 is within the FEMA-mapped 500-year floodplain.

. Projected Development Site 1 is not within the 100-year floodplain at the present time; however, to accommodate future increases in the 100-year floodplain elevation with projected sea level rise, resiliency measures including dry floodproofing, would be proactively integrated into the design for the basement and first floors of the building. While the building has not been fully designed yet, necessary floodproofing measures such as flood doors and deployable flood barriers would be provided as needed at the time of construction. The proposed building's critical mechanicals would be located on the first floor above the 2020's 100-year floodplain and measures to waterproof and harden any pipes that convey sewer/water/electric service to portions of the building below the BFE would be included as part of the proposed building's design. While the building's critical mechanicals are projected to be below the 100-year floodplain by 2050, the first floor would be dry floodproofed and additional resiliency measures could be employed through retrofits if needed.

Redevelopment of lots in the eastern portion of the Project Area that are within the current 100-year floodplain would have to conform to the flood resistant construction requirements of NYC

[4] All elevations referenced in Policy 6 assessment are in NAVD88 vertical datum.



- *Project Area*
- 1 *Development Site (Projected Development Site 1)*
- 2 *Non-Applicant Owned Projected Development Site*
- *Rezoning Area*
- *1% Annual Chance of Flooding*
- *0.2% Annual Chance of Flooding*

FEMA Preliminary FIRM

Building Code Appendix G to minimize flood damage and to protect life and property. These measures require that the lowest floor of new buildings be built above the BFE (currently 11.0 feet) and provided with sufficient freeboard (additional height above BFE) depending upon the use proposed. Alternatively, if use and occupancy regulations allow, dry floodproofing measures may be employed to prevent the inflow of floodwaters into habitable spaces through such measures as flood walls, waterproofed foundations, and deployable flood barriers.

Therefore, the Proposed Actions would promote Policy 6.1.

Policy 6.2: Integrate consideration of the latest New York City projections of climate change and sea level rise (as published by the NPCC, or any successor thereof) into the planning and design of projects in the city's Coastal Zone.

This evaluation, following guidance provided by DCP,[5] applies a detailed three-step process to determine the project's consistency with Policy 6.2.

1. Identify vulnerabilities and consequences: assess the project's vulnerabilities to future coastal hazards and identify what the potential consequences may be.

1(a). Complete the Flood Elevation Worksheet to identify current and future flood elevations in relation to the elevations of the site and project features.

See the Flood Elevation Worksheets in **Appendix B**.

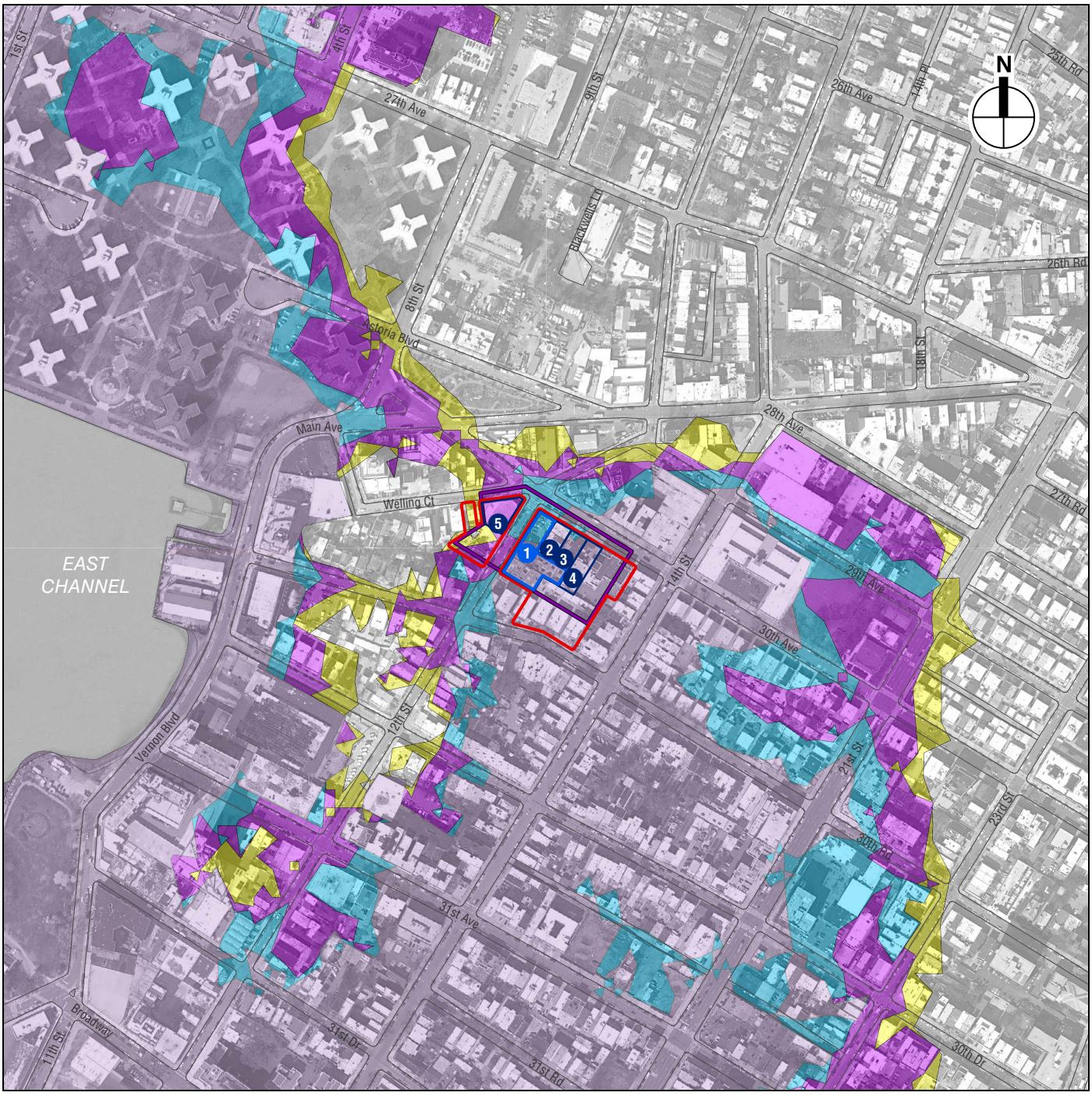
1(b). Identify any project feature that may be located below the elevation of the 1-Percent Floodplain over the lifespan of the project under any sea level rise scenario.

The lifespan of residential/commercial buildings is 80 years or more, and the lifespan of critical equipment, such as a building's mechanical and electrical equipment, is 50 years. The proposed development on Projected Development Site 1 is an eight-story mixed-use building with retail use and residential entrance/lobby on the ground floor and residential apartments above. The building would include parking on the ground floor.

In the future, with projected sea level rise, the area subject to the 1-percent-annual-chance flood (100-year flood) and flood elevations are expected to increase. The New York City Panel on Climate Change (NPCC) has projected that sea levels are likely to increase by up to 10 inches (0.83 feet) by the 2020's, 30 inches (2.5 feet) by the 2050s, 58 inches (4.8 feet) by the 2080s, and up to 75 inches (6.25 feet) by 2100 under the "high" (90th percentile) scenario.

As shown in **Figure B-4**, Projected Development Site 1 is not within the 100-year floodplain at the present time. As shown in **Figure B-5**, Projected Development Site 1 would be within the 100-year floodplain by the 2020's when the BFE could be 10 inches higher, at 11.83 feet. This could affect the proposed cellar level at 1.0 foot and first floor at 11.83 feet. Vulnerable building features on these levels include commercial and residential storage in the cellar and the residential entrance/lobby, accessory recreation space, retail space, and parking garage space on the first floor. Critical building features including mechanical equipment and utilities would be on the first floor above the projected 2020's BFE (see Flood Elevation Worksheets in

[5] NYC Department of City Planning. Climate Change Adaptation Guidance, Guidance on Policy 6.2 of the New York City Waterfront Revitalization Program. March, 2017.



Future 100-year Floodplains
2020s, 2050s, 2080s, and 2100s Projections

30-11 12TH STREET REZONING

Figure B-5

Appendix B). Adaptive strategies to protect these vulnerable and critical building features from further future sea level rise would be proactively included as part of the building design and construction and are discussed below in Step 2. The second floor of the proposed building on Projected Development Site 1 would be at an elevation of 24.8 feet. This would be well above and unaffected by the future 100-year floodplain through the year 2100 when the 100-year floodplain elevation may reach 17.25 feet under NPCC' "high" sea level rise scenario.

As shown in **Figure B-4**, the eastern portion of the Project Area is within the current 100-year floodplain with a BFE of 11.0 feet. As shown on **Figure B-5** in the future with sea level rise under NPCC's "high" estimates, the 100-year floodplain could cover the portion of the rezoning area east of 12th Street by the 2050's and the majority of the rezoning area by the 2080's.

1(c). Identify any vulnerable, critical, or potentially hazardous features that may be located below the elevation of Mean higher High Water over the lifespan of the project under any sea level rise scenario.

The current elevation of mean higher high water (MHHW) subject to daily tidal flooding is 2.27 feet.

Based on the "high" (90th percentile) NPCC sea level rise projections described above, the MHHW elevation could increase to 4.77 feet by the 2050s, 7.10 feet by the 2080s, and to 8.52 feet by 2100. As shown in **Figure B-6**, tidal inundation would not reach the rezoning area, nor would it reach Projected Development Site 1. The ground elevation adjacent to Projected Development Site 1 ranges from 10 feet to 13 feet. Therefore, the NPCC worst-case sea level rise of 8.52 by 2100 would not reach the site.

As required by NYCDCP's Policy 6.2 guidance, the current and future BFE and MHHW elevations against the building proposed for Projected Development Site 1 are as follows: The current BFE is 11 feet and the future BFE is 17.25 feet. The current MHHW elevation is 2.27 feet and the future MHHW elevation is 8.52 feet (see **Appendix B, Attachment B: Building Section**).

1(d). Describe how any additional coastal hazards are likely to affect the project, both currently and in the future, such as waves, high winds, or debris.

The Project Area is not located in a "Coastal A Zone," and is landward of the limit of moderate wave action (LiMWA) boundary. These are areas mapped by FEMA that may be affected by waves 1.5 to 3 feet in height during the 1-percent-annual-chance flood event. Such areas are subject to more stringent building construction standards to prevent structural damage, as described in the NYC Building Code §G104.5.2. Currently the Project Area is located approximately 650 feet west of the closest Coastal A Zone, located adjacent to the East River.

2. Identify adaptive strategies: Assess how the vulnerabilities and consequences identified in Step 1 are addressed through the project's design and planning.

2(a). For any features identified in Step 1(b) describe how any flood damage reduction elements incorporated into the project, or any natural elevation on the site, provide any additional protection. Describe how any planned adaptive measures would protect the feature in the future from flooding:



Future Mean Higher High Water with Sea Level Rise
2050s, 2080s, and 2100s Projections

30-11 12TH STREET REZONING

Figure B-6

Projected Development Site 1 is not within the 100-year floodplain at the present time; however, in order to accommodate future increases in the 100-year floodplain elevation with projected sea level rise, resiliency measures, such as dry floodproofing, would be proactively integrated into the design for the basement and first floors of the building. While the building has not been fully designed yet, necessary floodproofing measures such as flood doors and deployable flood barriers would be provided. The proposed building's critical mechanicals would be located on the first floor above the 2020's 100-year floodplain and measures to waterproof and harden any pipes that convey sewer/water/electric service to portions of the building below the BFE would be included as part of the proposed building's design. The building's critical mechanicals are projected to be below the 100-year floodplain by the 2050s. Due to design and cost constraints, the building's mechanicals would not be placed on the roof or on a higher floor; however, the first floor (where the critical mechanicals would be located) would be dry floodproofed and would protect the critical mechanicals from flooding under future sea level rise scenarios. Further, additional resiliency measures could be employed through retrofits if needed.

Redevelopment of lots in the eastern portion of the Project Area that are within the current 100-year floodplain would have to conform to the flood resistant construction requirements of NYC Building Code Appendix G to minimize flood damage. These measures require that the lowest floor of new buildings be built above the BFE (currently 11.0 feet) and provided with sufficient freeboard (additional height above BFE) depending upon the use proposed. Alternatively, if use and occupancy regulations allow, dry floodproofing measures may be employed to prevent the inflow of floodwaters into habitable spaces through such measures as flood walls, waterproofed foundations, and deployable flood barriers, as permitted by NYC Building Code Appendix G – Flood Resistant Construction.

2(b). For any features identified in Step 1(c), describe how any flood damage reduction elements incorporated into the project, or any natural elevation on the site, provide any additional protection. Describe how any planned adaptive measures would protect the feature in the future from flooding:

As described above in 1(c), based on the "high" (90th percentile) NPCC sea level rise projections, the area flooded by MHHW would not reach the rezoning area or Projected Development Site 1 through the year 2100. Therefore, no measures to adapt to tidal inundation are proposed.

2(c). Describe any additional measures being taken to protect the project from additional coastal hazards such as waves, high winds, or debris.

As described above in 1(d), the rezoning area and Projected Development Site 1 are not located within FEMA's limit of moderate wave action (LiMWA) boundary, as mapped by the Preliminary FIRM issued for NYC in 2013. Therefore, the additional requirements of NYC Building Code Appendix G (G104.5.2) regarding such measures as anchoring of foundations to resist flotation or lateral movement due to the effects of wind, waves and flood loads do not apply to the project site.

2(d). Describe how the project would affect the flood protection of adjacent sites, if relevant.

Because the coastal floodplain within New York City is controlled by astronomic tide and meteorological forces (e.g., nor'easters and hurricanes) and not by fluvial flooding,[6] the development within the Project Area and Projected Development Site 1 would not have the potential to adversely affect the floodplain or result in increased coastal flooding at adjacent sites.

3. Assess policy consistency: conclude whether the project is consistent with Policy 6.2 of the Waterfront Revitalization Program.

As described above, the Projected Development Site 1 is not within the 100-year floodplain at the present time. As described above, in order to accommodate future increases in the 100-year floodplain elevation with projected sea level rise, the Proposed Project's would be designed and constructed with resiliency measures, including dry floodproofing for the basement and first floors. While the building has not been fully designed yet, its dry floodproofing measures may include flood doors, deployable flood barriers, and would include locating the critical mechanical systems above the 100-year flood elevation The building's critical mechanicals are projected to be below the 100-year floodplain by the 2050s. Due to design and cost constraints, the building's mechanicals would not be placed on the roof or on a higher floor; however, the first floor (where the critical mechanicals would be located) would be dry floodproofed and additional resiliency measures could be employed through retrofits if needed. Measures to waterproof and harden pipes that convey sewer/water/electric service to portions of the building below the BFE would also be incorporated to the extent practicable as part of the building design and construction.

Redevelopment of lots in the eastern portion of the Project Area that are within the current 100-year floodplain would have to conform to the flood resistant construction requirements of NYC Building Code Appendix G to minimize flood damage. These measures require that the lowest floor of new buildings be built above the BFE or, if allowed depending on building use/occupancy, dry floodproofed to prevent the inflow of floodwaters into habitable spaces.

Therefore, with these measures in place, the Proposed Actions would promote Policy 6.2.

FRESH PROGRAM

Although the Project Area is within a FRESH zone, the Proposed Actions would not introduce a new grocery store through the FRESH program. However, the Proposed Actions would not hinder the creation for new neighborhood grocery stores.

CONCLUSION

Overall, the Proposed Actions would not result in significant adverse impacts to the land use, zoning, or public policies found within the study area and do not warrant further analysis. ✷

[6] FEMA. 2013. Flood Insurance Study (FIS) City of New York, New York. FIS Number 360497V000B (Version Number 1.0.0.0) Preliminary. U.S. Department of Homeland Security. December 5, 2013.

A. INTRODUCTION

This attachment assesses the potential impacts of the Proposed Actions on open space resources. Open space is defined by the 2021 *City Environmental Quality Review (CEQR) Technical Manual* as publicly accessible, publicly or privately owned land that operates or is available for leisure, play, or sport, or serves to protect or enhance the natural environment. An open space assessment should be conducted if a project would have a direct effect on open space, such as eliminating or altering a public open space, or an indirect effect, such as when a substantial new population could place added demand on an area's open spaces.

As described in Attachment A, "Project Description and Screening Analyses," the Proposed Actions would facilitate the incremental development of 92 dwelling units (DUs), approximately 32,200 gross square feet (gsf) of commercial retail, and 24 parking spaces compared to the No Action condition on five Projected Development Sites within the Project Area.

The Proposed Actions would not result in the direct displacement or alteration of public open spaces but would introduce residential and commercial retail uses that would increase the residential and non-residential populations. According to *CEQR Technical Manual* guidelines, the incremental residential population warrants assessment of potential indirect impacts to open space resources within a ½-mile radius surrounding the Project Area.

This analysis finds that the development that would result from the Proposed Actions would not directly displace any open space resources or result in noise, air pollutant emission, odor, or shadows on existing open spaces. Under the Reasonable Worst Case Development Scenario (RWCDS), the Proposed Actions would introduce a substantial new residential population. A preliminary open space assessment was conducted for indirect impacts to open space resources within a ½-mile of the Project Area. The quantitative assessment of open space is based on ratios of usable open space acreage to the study area populations (the "open space ratios"). According to the *CEQR Technical Manual*, a decrease of 5 percent or more is considered a substantial change warranting more detailed analysis. In areas with a particularly low open space ratio of 0.50 or less, a decrease of 1 percent may also warrant a detailed analysis. Furthermore, if any portion of the Project Area is located outside of the boundaries of the NYC Parks Walk to a Park Initiative, a detailed analysis is warranted. In the Future with the Proposed Actions (the "With Action" condition), open space ratios would decrease by less than 1 percent and the Project Area is not located outside of the boundaries of the Walk to a Park Initiative. Therefore, no further analysis is warranted, and the Proposed Actions would not result in significant adverse impacts to open space resources.

B. METHODOLOGY

As defined by the *CEQR Technical Manual*, public open space is accessible to the public on a constant and regular basis, including for designated daily periods. Public open space may be under government or private jurisdiction and typically includes City, state, and federal parkland,

esplanades, and plazas designated through regulatory approvals such as zoning. Private open space is not publicly accessible or is available only to limited users. It is not available to the public on a regular or constant basis. Examples of private open space are natural areas with no public access, front and rear yards, rooftop recreational facilities, and stoops or landscaped grounds used by community facilities, such as public and private educational institutions, where the open space is accessible only to the institution-related population.

Open spaces can be characterized as either active or passive depending on the activities the space allows. In many cases, open space may be used for both active and passive recreation. Open space that is used for sports, exercise, or active play is classified as "active open space," and consists primarily of recreational facilities. Passive open spaces are used for relaxation, such as sitting or strolling. Active and passive open spaces are further defined in Section C, "Preliminary Assessment."

DIRECT EFFECTS

According to the *CEQR Technical Manual*, a proposed project would directly affect open space conditions if it causes the loss of public open space, changes the use of an open space so that it no longer serves the same user population, limits public access to an open space, or results in increased noise or air pollutant emissions, odor, or shadows that would temporarily or permanently affect the usefulness of a public open space. The Proposed Actions would not result in development that would directly displace any open space resources. Furthermore, there are no open space resources in proximity to the Project Area (within 400 feet), and therefore there would not be the potential for construction and operational activities of the Proposed Actions to result in noise, air pollutant emission, odor, or shadows on existing open spaces.

INDIRECT EFFECTS

As described in the *CEQR Technical Manual*, open space can be indirectly affected by a proposed action if a project would add enough population, either residential or non-residential, to noticeably diminish the capacity of open space in the area to serve the future population. Typically, a preliminary assessment of indirect effects is conducted when a project would introduce more than 200 residents or 500 workers to an area.

As discussed in Attachment A, "Project Description and Screening Analyses," under the RWCDS, the Proposed Actions are expected to result in a net increment of approximately 92 DUs (DUs), which would introduce an estimated 206 residents to the Project Area as compared with the Future without the Proposed Actions (the "No Action" condition).[1] In addition, the Proposed Actions would result in a net increment of approximately 32,200 gsf of commercial (retail) space. Based on standard employment densities used for CEQR analyses, the commercial uses would result in approximately 78 additional workers as compared to the No Action condition.[2] As such, a preliminary open space assessment is warranted for only the residential population generated by the Proposed Actions.

STUDY AREA

The *CEQR Technical Manual* recommends establishing a study area or areas as the first step in an open space assessment. The study areas are based on the distances that the respective users—workers and residents—are likely to walk to an open space. According to the *CEQR Technical*

[1] Based on an average household size of 2.23 for Queens Community District 1 from the 2020 Census.

[2] The With Action condition would result in 89 workers; the No Action condition would result in 11 workers.

Manual, workers are assumed to walk approximately 10 minutes, or ¼-mile from their place of work to an open space, while residents are assumed to walk approximately 20 minutes, or ½-mile to an open space.

Because the Proposed Actions would only introduce new residential population above the 200-resident population threshold and not a substantial enough population to exceed the 500-worker threshold, the adequacy of open space resources was assessed for the ½-mile (residential) study area. This study area was adjusted to include all census tracts with at least 50 percent of their area within the ½-mile boundary. In this way, the study area allows for analysis of both the open spaces in the area as well as population data. As shown on **Figure C-1**, the ½-mile residential study area includes the area within Census Tracts 45, 69, 71, 73, 75, 77, 79, 81, 83, 87, and 91. The residential study area is generally bounded by Astoria Park to the north, 31st Street to the east, 34th Avenue to the south, and the East River to the west.

ANALYSIS FRAMEWORK

The *CEQR Technical Manual* methodology suggests conducting an initial quantitative assessment, or preliminary assessment, to determine whether more detailed analyses are appropriate. A preliminary assessment is useful if the open space assessment is able to be targeted to a particular user group (in this case, residential population), or if it is not clear whether a full, detailed open space analysis is necessary. Therefore, a preliminary assessment was conducted to determine if a full, detailed analysis is warranted.

C. PRELIMINARY ASSESSMENT

QUANTITATIVE ANALYSIS

According to the *CEQR Technical Manual*, a preliminary open space assessment involves calculating existing, No Action and With Action total population and open space acreage in a study area and comparing the No Action ratio of total acres of open space per 1,000 residents with the anticipated open space ratio in the With Action condition. As shown in **Table C-1**, based on 2015-2019 Census American Community Survey (ACS) data there are an estimated 33,809 residents within the ½-mile study area.

Table C-1
Open Space Study Area Census Tracts

Census Tract Number	Population
45	3,194
69	3,699
71	3,344
73	3,933
75	3,959
77	1,856
79	2,685
81	1,269
83	3,515
87	4,052
91	2,303
Total	**33,809**

Note: [1] See **Figure C-1** for census tract locations.
Source: 2015–2019 ACS Five-Year Estimates.

8.16.22



Project Area

1/2-mile perimeter

Open Space Study Area

79 *Census Tracts*

1 *Open Space Resource*

A *Open Space Resource Considered in Qualitative Analysis*

Open Space

30-11 12TH STREET REZONING

Figure C-1

Within the open space study area, there are eight publicly accessible open space resources, described below and shown in **Figure C-1**. As detailed in **Table C-2**, these resources provide approximately 12.29 acres of publicly accessible open space.

Table C-2
Open Space Resources

Map ID	Name	Location	Open Space Acreage			Owner/ Agency	Amenities
			Total	Active	Passive		
1	Hallets Cove Playground	Vernon Boulevard and Hallets Cove	2.25	2.03	0.22	NYC Parks	Handball courts, playground, comfort station and benches
2	Hallets Cove Esplanade	Waterfront along Hallets Cove	2.2	1.1	1.1	NYC Parks	Esplanade and benches
3	Hallets Point Playground	1st Street and East River	1.25	1.13	0.12	NYC Parks	Playground, ball courts and benches
4	Van Alst Playground	29th Avenue and 21st Street	1.03	0.515	0.515	NYC Parks	Handball courts, playgrounds, and benches
5	Astoria Health Playground	14th Street and 31st Road	0.21	0.21	0	NYC Parks	Playground
6	Whitey Ford Field	2nd Street and 26th Avenue	3.62	2.90	0.72	NYC Parks	Playground, baseball field, benches
7	Athens Square	30th Street and 30th Avenue	0.93	0.465	0.465	NYC Parks	Playground, benches
8	Shore Towers	9th Street and East River	0.80	0	0.80	Shore Towers Condominiums	Pedestrian pathway and seating
Totals			**12.29**	**8.35**	**3.94**	**N/A**	**N/A**

Note: [1] See **Figure C-1** for open space locations.
Sources: New York City Department of Parks and Recreation (NYC Parks), DCP MapPLUTO v18.1, field work, ArcGIS

The largest grouping of public open space within the residential study area includes three interconnected resources: Hallets Cove Playground (2.25 acres), Hallets Cove Esplanade (2.2 acres) and Hallets Point Playground (1.25 acres), all located west of the Rezoning Area, bounded by Astoria Boulevard to the north, Vernon Boulevard to the east, and the East River to the south. Amenities include bathrooms, handball courts, a kayak/canoe launch sites, playgrounds, and benches.

In addition to the resources above, there are two open space resources within the study area that exceed 1 acre:

- Whitey Ford Field is a 3.62-acre park located west of the Project Area, bounded by the East River to the north and west, 2nd Street to the east, and 26th Avenue to the south. Amenities include baseball fields, fitness equipment, playgrounds, and benches.
- Van Alst Playground is a 1.03-acre park located northeast of the Project Area, bounded by 29th Avenue to the north, 21st Street to the east, 30th Avenue to the south, and 14th Street to the west. Amenities include handball courts and playgrounds.

The remaining open space resources are less than 1 acre in size. These resources include Shore Towers (0.8 acres), Astoria Health Playground (0.21 acres), and Athens Square (0.93 acres).

As shown in **Table C-3**, the existing total open space ratio for the study area is 0.364 acres of active and passive open space per 1,000 residents, below the City's guideline of 2.5 acres per 1,000 residents. The existing active open space ratio for the study area is 0.247 acres per 1,000 residents, which is below the City's guideline of 2.0 acres of active open space per 1,000 residents. The existing passive open space ratio for the study area is 0.117 acres per 1,000 residents, which is less than the City's guideline of 0.5 acres of passive open space per 1,000 residents.

Table C-3
Open Space Ratios Summary: With Action Condition

Ratio	DCP Guideline Ratio	Existing Ratio	No Action Ratio	With Action Ratio	Percent Change No Action to With Action
Residential Study Area					
Total/residents	2.5	0.364	0.236	0.235	-0.42%
Active/residents	2.0	0.247	0.161	0.160	-0.62%
Passive/residents	0.5	0.117	0.076	0.076	0.00%
Note: Ratios in acres per 1,000 people.					

In the No Action condition, development on the Projected Development Sites and in the study area would result in approximately 18,078 DUs resulting in 18,187 residents. The study area would have a total residential population of 51,996 in the No Action condition. The total open space ratio would decrease to 0.236 acres per 1,000 residents, and the active and passive open space ratios would decrease to 0.161 and 0.076 acres per 1,000 residents, respectively. As in existing conditions, the total and active open space ratios would be below City guidelines.

In the With Action condition, the RWCDS would introduce 206 additional residents compared to the No Action condition. The study area would have a total residential population of 52,202 in the With Action condition. Under the With Action condition, the total open space ratio for the study area is 0.235, compared to 0.236 in the No Action condition. As in existing conditions and No Action condition, the ratio would still be below the City's guideline of 2.5 acres of total open space. This would represent a decrease of 0.42 percent, below the *CEQR Technical Manual* threshold of a 1 percent or more decrease in an area with a low open space ratio of 0.50, therefore not requiring further analysis. The active open space ratio for the study area would decrease to 0.160 under the With Action condition compared to 0.161 under the No Action condition. This represents a decrease of 0.62 percent, also below the *CEQR Technical Manual* 1 percent threshold, thereby not requiring further analysis despite being below the City's guideline of 2.0 acres of active open space per 1,000 residents. The passive open space ratio for the study area would remain the same in the With Action ratio as compared to the No Action ratio of 0.076 acres of passive open space per 1,000 residents, therefore, it would not trigger the *CEQR Technical Manual* 1 percent threshold requiring further analysis.

QUALITATIVE ANALYSIS

There are many large open space resources within a ½-mile of the Project Area that fall beyond the boundaries of the study area. For the purposes of environmental review, these resources have been discussed qualitatively in **Table C-4** and below.

Astoria Park is located northwest of the Project Area and is bounded by Ditmars Boulevard to the north, 19th Street to the east, Astoria Park South to the south, and Shore Boulevard to the west. Approximately 14.96 acres fall within a ½-mile of the Project Area, but the park itself totals approximately 59 acres. Amenities include outdoor tennis courts, a track, a bandstand, multiple trails, basketball courts, and playgrounds. In addition, Astoria Park features the oldest and largest pool in the City.

Table C-4
Open Space Resources within a ½-mile

Map ID	Name	Location	Acres	Active	Passive	Owner/ Agency	Amenities
A	Astoria Park	Astoria Park South and 19th Street	14.96	7.48	7.48	NYC Parks	Outdoor tennis courts, a track, a bandstand, multiple trails, basketball courts, and playgrounds
B	Triborough Bridge Playground B, C and D	24th Street and Hoyt Avenue South	2.21	1.82	0.39	NYC Parks	Recreation field, courts, playgrounds, bathrooms, eateries, fitness equipment, playgrounds, spray showers
C	Chappetto Square	24th Drive and Hoyt Avenue North	1.23	1.23	0	NYC Parks	Recreation field, courts, hockey field
D	Triborough Bridge Park Seating	21st Street and Hoyt Avenue North	0.61	0	0.61	NYC Parks	Asphalt, trees
E	Rainey Park	Vernon Boulevard and 33rd Road	0.90	0.45	0.45	NYC Parks	Baseball fields, bathrooms, dog friendly areas, eateries, playgrounds, benches
F	Socrates Sculpture Park	Vernon Boulevard and Broadway	6.28	4.40	1.88	NYC Parks	Open fields, benches, sculptures
G	Two Coves Community Garden	30th Avenue and Main Avenue	0.78	0	0.78	NYC Parks	Community Garden

The Triborough Bridge Playground (including Sections B, C and D) is a 2.21-acre park located north of the Project Area, bounded by Hoyt Avenue North to the north, Crescent Street to the east, Hoyt Avenue South to the south, and 21st Street to the west. Amenities include recreation fields, courts, playgrounds, bathrooms, fitness equipment, eateries, and spray showers.

Chappetto Square is a 1.23-acre park located north of the Project Area, bounded by 24th Drive, 23rd Street to the east, Hoyt Avenue North to the south, and 21st Street to the west. Amenities include recreation fields, courts, and a hockey field.

Triborough Bridge Park Sitting is a 0.61-acre park located northwest of the Project Area, bounded by 24th Road to the north, 21st Street to the east, Hoyt Avenue North to the south, and 19th Street to the west.

Socrates Sculpture Park is a 6.28-acre park located southwest of the Project Area, bounded by the East River to the north and west, Vernon Boulevard to the east, and Costco Wholesale to the south. The park is used as an outdoor sculpture laboratory for up-and-coming artists. It is considered a major art destination within Astoria and offers tours to school groups and tourists, internships to high school and college students, and employment to area residents.

Rainey Park is an 8.09-acre park, located southwest of the Project Area, bounded by 33rd Road to the north, Vernon Boulevard to the east, a large warehouse building to the south, and the East River to the west. Amenities at these locations are varied between passive and active open space.

Two Coves community garden is a 0.78-acre community garden, located northwest of the Project Area, bounded by Astoria Boulevard to the north, Main Avenue to the south, and Eighth Street to the west.

In addition, there are two privately owned spaces that are publicly accessible: St. George's Episcopal Church Cemetery, and Our Lady of Mt. Carmel (Irish Famine) Cemetery. These resources can be used by the public but are not specifically intended for public use.

CONCLUSION

As discussed above, open space ratios in the study area would decrease by less than 1 percent in the With Action condition and there are several large open spaces just outside the study area that are not accounted for in the quantitative analysis but would also provide open space resources for study area residents. Therefore, the Proposed Actions would not result in any significant adverse impact on open space resources in the study area, and a detailed open space assessment is not warranted. ✷

Attachment D: Shadows

A. INTRODUCTION

This attachment assesses the potential for the proposed actions to result in new shadows on sunlight-sensitive resources. According to the 2021 *City Environmental Quality Review (CEQR) Technical Manual*, sunlight-sensitive resources include publicly accessible parks and open space, sunlight-dependent features of historic resources, and natural resources that depend on sunlight.

Per CEQR guidelines, an assessment of shadows is required if a proposed action would result in structures 50 feet or higher in height, or of any height if the project site is located adjacent to, or across the street from, a sunlight-sensitive resource. As described in Attachment A, "Project Description and Screening Analyses," the proposed actions would facilitate the development of mixed-use buildings up to 85 feet tall on five Projected Development Sites. Therefore, a shadows assessment is warranted.

As discussed below, the assessment concluded that the proposed actions would not result in any significant adverse shadow impacts.

B. DEFINITIONS AND METHODOLOGY

This analysis has been prepared in accordance with CEQR procedures and follows the guidelines of the *CEQR Technical Manual*.

DEFINITIONS

Incremental shadow is the additional, or new, shadow that a structure resulting from a proposed project would cast on a sunlight-sensitive resource.

Sunlight-sensitive resources are those that depend on sunlight or for which direct sunlight is necessary to maintain the resource's usability or architectural integrity. Such resources generally include:

- *Public open space* such as parks, beaches, playgrounds, plazas, schoolyards (if open to the public during non-school hours), greenways, and landscaped medians with seating. Planted areas within unused portions of roadbeds that are part of the Greenstreets program are also considered sunlight-sensitive resources.
- *Features of architectural resources that depend on sunlight for their enjoyment by the public.* Only the sunlight-sensitive features need be considered, as opposed to the entire resource. Such sunlight-sensitive features might include design elements that depend on the contrast between light and dark (e.g., recessed balconies, arcades, deep window reveals); elaborate, highly carved ornamentation; stained glass windows; historic landscapes and scenic landmarks; and features for which the effect of direct sunlight is described as playing a significant role in the structure's importance as a historic landmark.

- *Natural resources* where the introduction of shadows could alter the resource's condition or microclimate. Such resources could include surface waterbodies, wetlands, or designated resources such as coastal fish and wildlife habitats.

Non-sunlight-sensitive resources include, for the purposes of CEQR:

- *City streets and sidewalks* (except Greenstreets);
- *Private open space* (e.g., front and back yards, stoops, vacant lots, and any private, non-publicly accessible open space);
- *Project-generated open space* cannot experience a significant adverse shadow impact from the project, according to CEQR, because without the project the open space would not exist. However, a discussion of how shadows would affect the new space may be warranted.

A significant adverse shadow impact occurs when the incremental shadow added by a proposed project falls on a sunlight-sensitive resource and substantially reduces or completely eliminates direct sunlight, thereby significantly altering the public's use of the resource or threatening the viability of vegetation or other resources. Each case must be considered on its own merits based on the extent and duration of new shadow and an analysis of the resource's sensitivity to reduced sunlight.

METHODOLOGY

Following the guidelines of the *CEQR Technical Manual*, a preliminary screening assessment must first be conducted to ascertain whether a project's shadow could reach any sunlight-sensitive resources at any time of year. The preliminary screening assessment consists of three tiers of analysis. The first tier determines a simple radius around the proposed building representing the longest shadow that could be cast. If there are sunlight-sensitive resources within this radius, the analysis proceeds to the second tier, which reduces the area that could be affected by project shadow by accounting for the fact that shadows can never be cast between a certain range of angles south of a project site due to the path of the sun through the sky at the latitude of New York City.

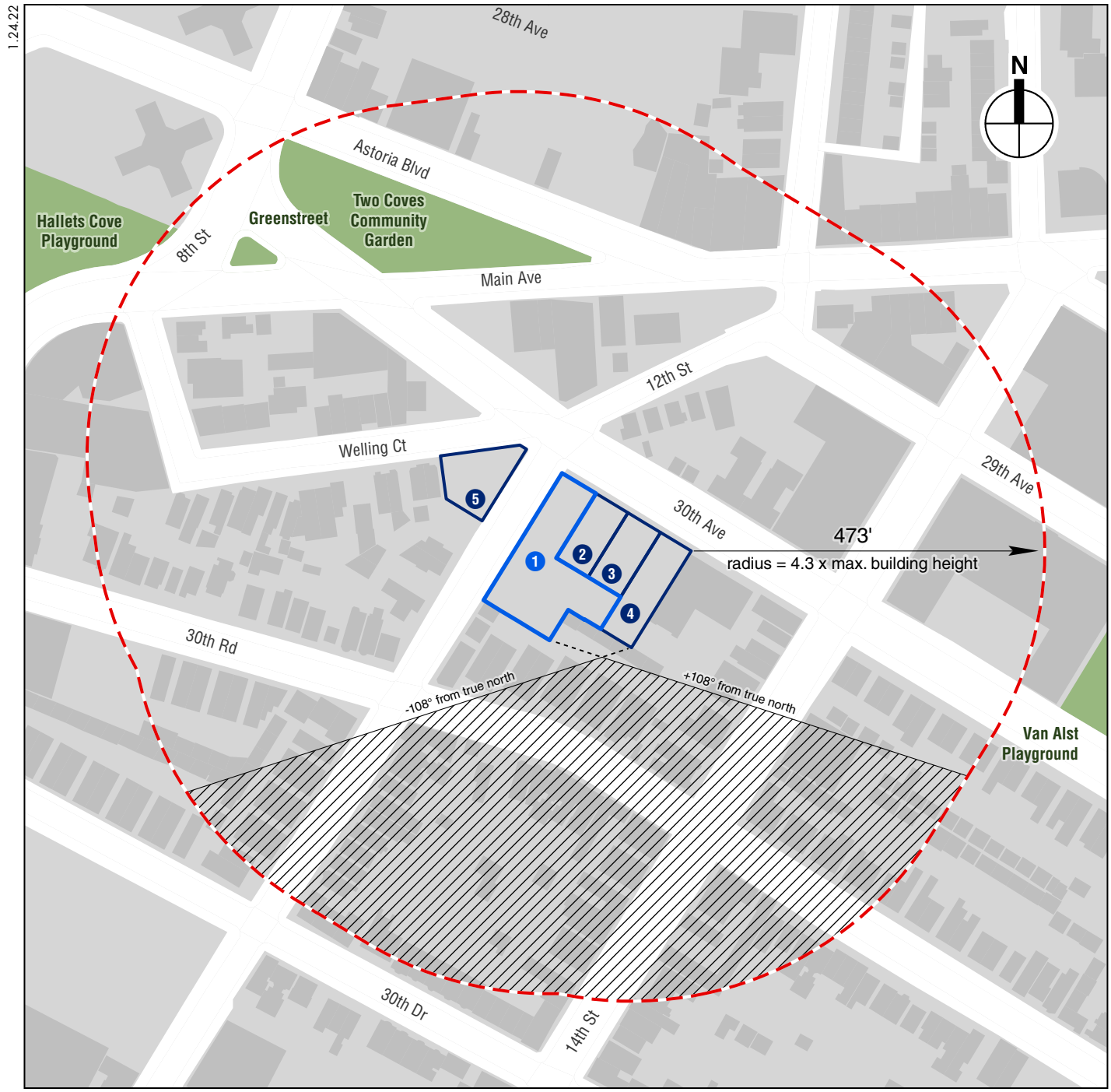
If the second tier of analysis does not eliminate the possibility of new shadows on sunlight-sensitive resources, a third tier of screening analysis further refines the area that could be reached by project shadow by looking at specific representative days in each season and determining the maximum extent of shadow over the course of each representative day.

If the third tier of analysis does not eliminate the possibility of new shadows on sunlight-sensitive resources, a detailed shadow analysis is required to determine the extent and duration of the incremental shadow resulting from the project. The detailed analysis provides the data needed to assess the shadow impacts. The effects of the new shadows on the sunlight-sensitive resources are described, and their degree of significance is considered. The results of the analysis and assessment are documented with graphics, a table of incremental shadow durations, and narrative text.

C. PRELIMINARY SCREENING ASSESSMENT

A base map was developed using Geographic Information Systems (GIS)[1] showing the location of the five Projected Development Sites and the surrounding street layout (see **Figure D-1**). In coordination with the open space and historic and cultural resources assessments presented in

[1] Software: Esri ArcGIS Pro; Data: New York City Department of Information Technology and Telecommunications (DoITT) and other City agencies, and AKRF site visits.



Tier 1 and Tier 2 Assessments

other attachments of this Environmental Assessment Statement (EAS), potential sunlight-sensitive resources were identified and shown on the map.

TIER 1 SCREENING ASSESSMENT

For the Tier 1 assessment, the longest shadow that would be cast from a proposed development on the Projected Development Sites is calculated, and, using this length as the radius, a perimeter is drawn around the Projected Development Sites. Anything outside this perimeter representing the longest possible shadow could never be affected by project-generated shadow, while anything inside the perimeter needs additional assessment.

According to the *CEQR Technical Manual*, the longest shadow that a structure can cast at the latitude of New York City occurs on December 21, the winter solstice, at the start of the analysis day at 8:51 AM, and is equal to 4.3 times the height of the structure.

Therefore, at a maximum height of 110 feet above curb level, allowing for a 25-foot rooftop mechanical bulkhead, each Projected Development Site could cast a shadow up to 473 feet in length (110 x 4.3). Using this length as the radius, a perimeter was drawn around the Projected Development Site (see **Figure D-1**).

The Tier 1 assessment showed that three open space resources were located in the longest shadow study area: Two Coves Community Garden, a Greenstreets traffic median, and a very small portion of Hallets Cove Playground. Therefore, the next tier of assessment was required. No historic resources with sunlight-sensitive features were located in the Tier 1 longest shadow study area and no further consideration for shadows falling on historic resources was necessary.

TIER 2 SCREENING ASSESSMENT

Because of the path that 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. **Figure D-1** illustrates this triangular area south of the Projected Development Sites. The complementary area to the north within the longest shadow study area represents the remaining area that could potentially experience new project-generated shadow.

The Tier 2 assessment showed that the three sunlight-sensitive resources of concern identified in the Tier 1 assessment were located in the Tier 2 remaining longest shadow study area, and therefore additional assessment was necessary.

TIER 3 SCREENING ASSESSMENT

The direction and length of shadows vary throughout the course of the day and also differ depending on the season. In order to determine whether project-generated shadow could fall on a sunlight-sensitive resource, three-dimensional (3D) computer modeling software[2] is used in the Tier 3 assessment to calculate and display the proposed development's shadows on individual representative days of the year. A computer model was developed containing 3D representations of the elements in the base map used in the preceding assessments, the topographic information of the study area, and a reasonable worst-case 3D representation of proposed buildings on each Projected Development Site.

[2] Bentley MicroStation

REPRESENTATIVE DAYS FOR ANALYSIS

Following the guidance of the *CEQR Technical Manual*, shadows on the summer solstice (June 21), winter solstice (December 21), and spring and fall equinoxes (March 21 and September 21, which are approximately the same in terms of shadow patterns) are modeled, to represent the range of shadows over the course of the year. An additional representative day during the growing season is also modeled, generally the day halfway between the summer solstice and the equinoxes, i.e., May 6 or August 6, which have approximately the same shadow patterns.

TIMEFRAME WINDOW OF ANALYSIS

The shadow assessment considers shadows occurring between 90 minutes after sunrise and 90 minutes before sunset. At times earlier or later than this timeframe window of analysis, the sun is down near the horizon and the sun's rays reach the earth at very tangential angles, diminishing the amount of solar energy and producing shadows that are very long, move fast, and generally blend with shadows from existing structures. Consequently, shadows occurring outside the timeframe window of analysis are not considered significant under CEQR, and their assessment is not required.

TIER 3 SCREENING ASSESSMENT RESULTS

The Tier 3 assessment showed that project-generated shadow, specifically from the rooftop bulkhead[3] of the proposed development on Projected Development Site 5, would be long enough to fall on the Greenstreets median at the intersection of 30th Avenue, Main Avenue, and 8th Street at the beginning of the winter analysis day (see **Figure D-2**). Project-generated shadow would not fall on the Greenstreets median on the other three analysis days. The assessment showed that no project-generated shadow could fall on any other sunlight-sensitive resources on any analysis day.

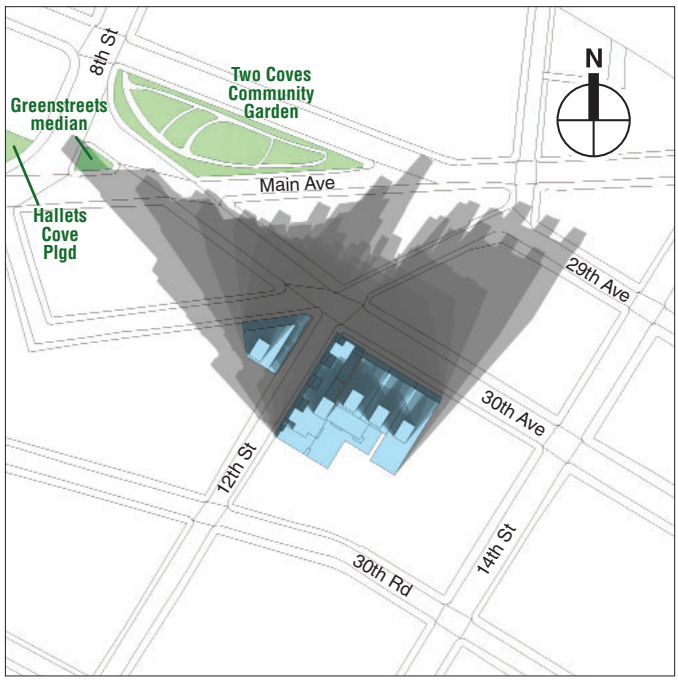
Additional assessment showed that, absent intervening buildings, project-generated shadow would move clockwise and exit the median entirely at 9:10 AM, 19 minutes after the start of the December 21 analysis day at 8:51 AM.

The Greenstreets median contains trees and plantings but no seating or other passive or active recreational amenities. As noted in the *CEQR Technical Manual*, December 21 is outside the growing season and vegetation is not sensitive to shadows on the analysis day representing winter, and therefore any incremental shadow that could potentially reach the median (if intervening buildings were accounted for) could not impact the vegetation. Further, because there are no usable amenities, there are no active or passive uses that any potential incremental shadow could affect.

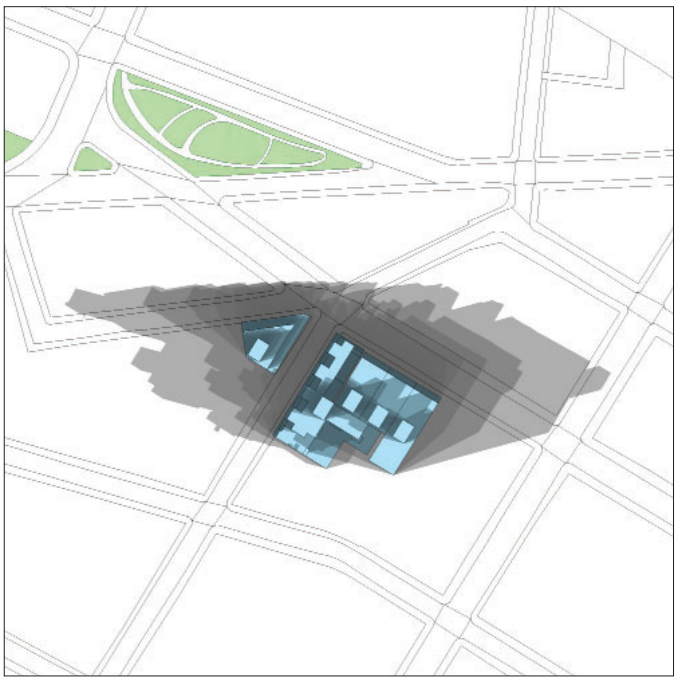
The Tier 3 assessment concluded that the proposed actions would not significantly impact the Greenstreets median or any other sunlight-sensitive resources, and therefore there would be no significant adverse shadows impacts and no additional analysis was necessary. ✷

[3] To ensure a conservative analysis, 25-foot rooftop bulkheads were included in the 3D models of all the Projected Development Sites.

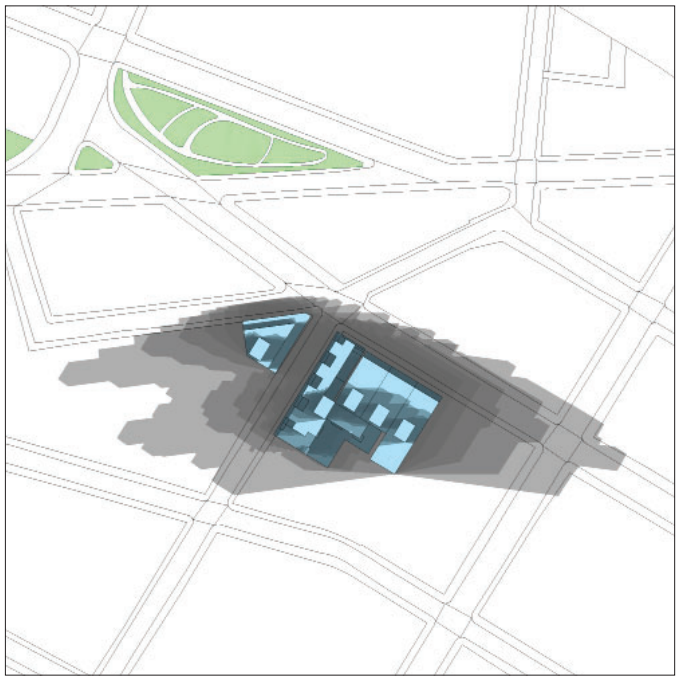
3.27.19



December 21



March 21 / Sept. 21



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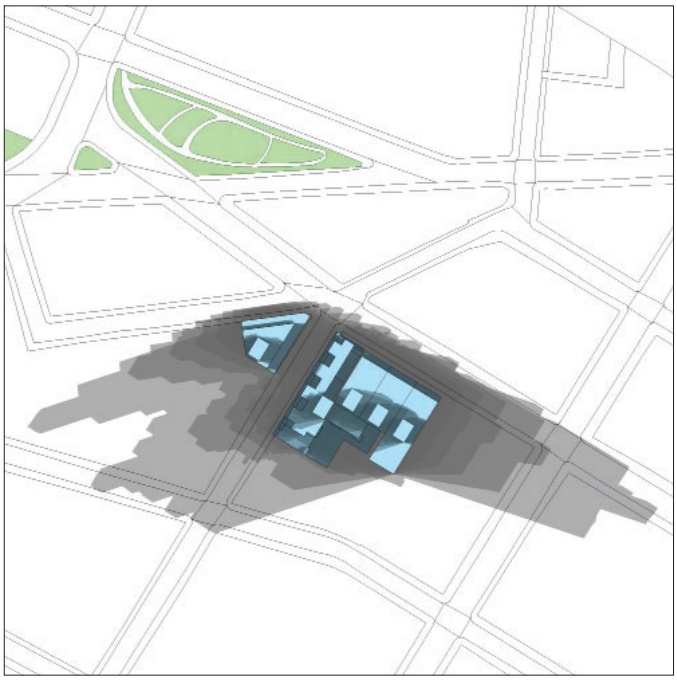

June 21

Proposed Development

Publicly Accessible Open Space

This figure illustrates the range of shadows that would occur, absent intervening structures, from the proposed building on each of the four representative analysis days. The shadows are shown occurring approximately every 60 minutes from the start of the analysis day (one and a half hours after sunrise) to the end of the analysis day (one and a half hours before sunset). The Tier 3 assessment serves to illustrate the daily path or "sweep" of the proposed building's shadows across the landscape, indicating which resources could potentially be affected on that analysis day, absent intervening buildings, by project-generated shadow. Daylight Saving Time was not used, per CEQR Technical Manual guidelines.

A. INTRODUCTION

This attachment considers the potential of the Proposed Actions to affect historic and cultural resources, which includes both archaeological and architectural resources. As described in Attachment A, "Project Description and Screening Analyses," the Applicant proposes the construction of a mixed-use residential and commercial building at 30-11 12th Street (Block 515, Lot 19, the "Project Site" or "Projected Development Site 1") in Community District 1 in the Astoria neighborhood of the Queens. The Applicant is seeking a zoning map amendment and a zoning text amendment (collectively, the "Proposed Actions") that would rezone an area around the proposed development, including Block 515, Lots 19, 25, 27, 28, 29, p/o Lots 8, 9, 10, 11, 12, 13, 14, and 31, and Block 506, Lots 1, 3, 5, and p/o 6 and 67 (collectively the "Rezoning Area"). Together the entirety of the lots identified within the Rezoning Area comprise the "Project Area."

The proposed development on the Project Site would be a new eight-story (approximately 85-foot-tall), approximately 89,600-gross-square-foot (gsf) mixed-use primarily residential building, with ground floor and cellar level retail, residential units on the second through eighth floors, and accessory parking spaces on the ground floor. As per the Reasonable Worst Case Development Scenario (RWCDS), the Proposed Actions could result in additional development within the rezoning area beyond what is proposed by the Applicant for Block 515, Lot 19. The following blocks and lots would be rezoned and could be redeveloped by the project build year; therefore, this EAS considers these additional "Projected Development Sites": Block 515, Lot 25 (Projected Development Site 2); Lots 27 and 28 (collectively Projected Development Site 3); Lot 29 (Projected Development Site 4); and Block 506, Lot 1 (Projected Development Site 5).

The *City Environmental Quality Review (CEQR) Technical Manual* recommends that an analysis of archaeological resources be undertaken for actions that would result in any in-ground disturbance. It also recommends that an architectural resources assessment be performed if a proposed action would result in any of the following (even if no known architectural resources are located nearby): new construction; physical alteration of any building; change in scale, visual context, or visual setting of any building, structure, object, or landscape feature; or screening or elimination of publicly accessible views. Since the Proposed Actions may result in some of these conditions, a full analysis for archaeological and architectural resources under CEQR was undertaken.

The historic and cultural resources analysis presented below compares the No Action condition and the Future with the Proposed Project (the "With Action" condition) on the Projected Development Sites, the Project Area, and the study area. This assessment concludes that the Proposed Actions would not result in any significant adverse impacts to historic and cultural resources. Further, in comments dated January 12, 2022, October 13, 2022, and June 23, 2023, the New York City Landmarks Preservation Commission (LPC) determined that the properties in the Project Area have no archaeological or architectural significance. Further, upon review the August

14, 2023 draft Historic and Cultural Resources chapter, LPC issued comments on August 21, 2023 saying there are no concerns (see **Appendix C**, "Agency Correspondence").

B. METHODOLOGY

ARCHAEOLOGICAL RESOURCES

Pursuant to CEQR, consultation was initiated with the LPC in order to obtain a preliminary determination of the Project Area's potential for archaeological sensitivity. In comments dated January 12, 2022, October 13, 2022, and June 23, 2023, LPC determined that the properties in the Project Area have no archaeological significance (see **Appendix C**, "Agency Correspondence"). As such, no further archaeological analysis is warranted, and the Proposed Actions will not result in significant adverse impacts on archaeological resources. Therefore, the remainder of this analysis focuses only on standing structures only.

ARCHITECTURAL RESOURCES

Consistent with the guidance of the *CEQR Technical Manual*, in order to determine whether the Proposed Actions could potentially affect architectural resources, this assessment considers whether the Proposed Actions would result in a physical change to any resource, a physical change to the setting of any resource (such as context or visual prominence), and, if so, whether the change is likely to alter or eliminate the significant characteristics of the resource that make it important.

Impacts on architectural resources can include both direct physical impacts and indirect impacts. Direct impacts include damage from vibration (i.e., from construction blasting or pile driving) and additional damage from adjacent construction that could occur from falling objects, subsidence, collapse, or damage from construction machinery. As defined in the New York City Department of Building's (DOB) *Technical Policy and Procedure Notice (TPPN) #10/88,* adjacent construction is defined as any construction activity that would occur within 90 feet of an architectural resource.[1]

Indirect impacts on architectural resources are contextual or visual impacts that could result from project construction or operation. As described in the *CEQR Technical Manual*, indirect impacts could result from blocking significant public views of a resource; isolating a resource from its setting or relationship to the streetscape; altering the setting of a resource; introducing incompatible visual, audible, or atmospheric elements to a resource's setting; or introducing shadows over a historic landscape or an architectural resource with sun-sensitive features that contribute to that resource's significance (e.g., a house of worship with stained-glass windows).

Study areas for architectural resources are determined based on the area of potential effect for construction period impacts, as well as the larger area in which there may be visual or contextual impacts. The *CEQR Technical Manual* sets the guidelines for the study area as being typically within an approximately 400-foot radius of the Project Area (see **Figure E-1**). Architectural resources include New York City Landmarks (NYCLs), Interior Landmarks, Scenic Landmarks, and New York City Historic Districts (NYCHDs); and properties pending such designation; State and National Registers of Historic Places (S/NR)-listed or S/NR-eligible properties or properties

[1] *TPPN #10/88* was issued by DOB on June 6, 1988, to supplement New York City Building Code regulations with regard to historic structures. *TPPN #10/88* outlines procedures for the avoidance of damage to historic structures resulting from adjacent construction, defined as construction within a lateral distance of 90 feet from the historic resource.

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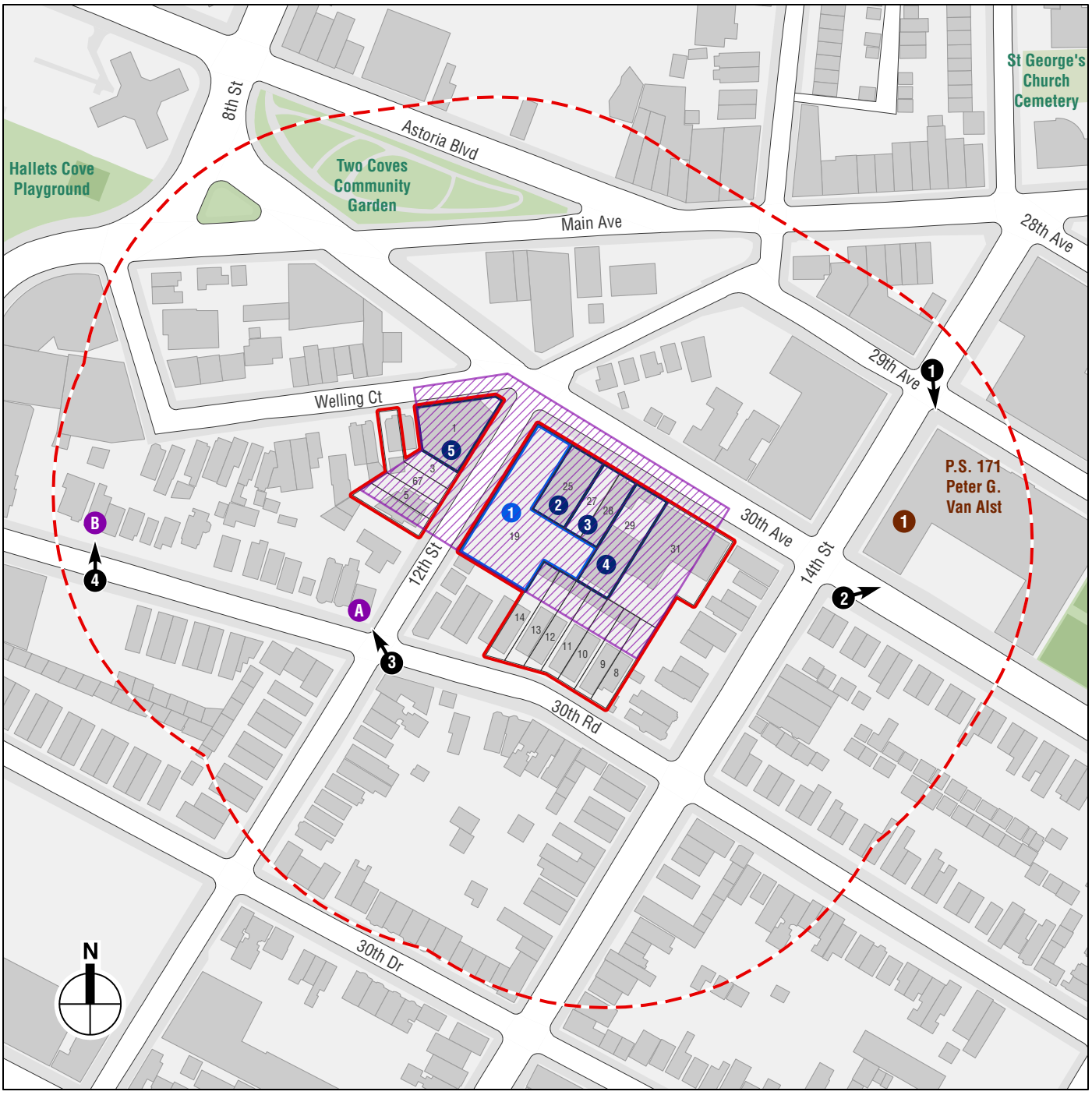

Architectural Resources

30-11 12TH STREET REZONING

Figure E-1

contained within a S/NR-listed or S/NR-eligible historic district, and properties recommended by the New York State Board for listing on the S/NR; and National Historic Landmarks (NHLs). Additionally, a survey of the study area was conducted to identify any previously undesignated properties that appear to meet NYCL or S/NR eligibility criteria ("potential architectural resources").

C. EXISTING CONDITIONS

PROJECTED DEVELOPMENT SITE 1 AND PROJECT AREA

There are no known architectural resources in the Project Area and the Project Site does not contain any structures. Projected Development Sites 2−5 are developed with undistinguished warehouse, manufacturing, and auto-related buildings and lots used for parking. The other sites in the Project Area include recently constructed two- and five-story residential buildings and an older residential building that has been substantially altered. In comments dated January 12, 2022, October 13, 2022, and June 23, 2023, LPC determined that the properties in the Project Area have no architectural significance (see **Appendix C**, "Agency Correspondence"). Therefore, there are also no potential architectural resources located in the Rezoning Area.

STUDY AREA

KNOWN ARCHITECTURAL RESOURCES

One architectural resource has been identified in the study area (see **Figures E-1 and E-2**).

Public School (P.S.) 171 (S/NR-eligible) at 14-14 29th Avenue is a three-story school building that was designed by William Dominick, Coffin & Coffin Architects and constructed in 1950 (see LPC's comments dated June 24, 2022, October 13, 2022, and June 23,2023 in **Appendix C**, "Agency Correspondence"). The school has a U-shaped plan, with the open portion facing south toward playground areas on 30th Avenue. The brick-faced building has double-hung windows with non-original multi-light glazing, limestone beltcourses, and a limestone cornice. with a two-story pedimented entry on 29th Avenue. The building's primary entrance is on 29th Avenue and is set within a double-height, limestone pedimented entry surround. A decorative panel separates the entrance from a second floor window opening that has paired wood doors and a transom. A square brick-faced tower is centrally located on the roof. The building is significant as an example of postwar neo-Colonial inspired design. The school is located approximately 375 feet northeast of the Project Site and approximately 300 feet northeast of the nearest Projected Development Site (Projected Development Site 4).

POTENTIAL ARCHITECTURAL RESOURCES

Two potential architectural resources in the study area—a house at 11-55 30th Road and a house at 11-19 30th Road appear in the New York State Office of Parks, Recreation and Historic Preservation's (OPRHP) Cultural Resource Information System (CRIS) and are identified as "undetermined"[2] (see **Figure E-1**). In December 2, 2022 environmental review comments, LPC

[2] The undetermined finding for the house at 11-55 30th Road dates from a 2019 CRIS entry. The undetermined finding for the house at 11-19 30th Road dates from a 2018 CRIS entry.



View of the primary (29th Avenue) and 14th Street façades **1**



View of the 30th Avenue façade **2**

Known Architectural Resource—P.S. 171

determined that the property at 11-55 30th Road "does not appear eligible for S/NR or LPC listing" (see **Appendix C**, "Agency Correspondence").

The two-story house located at 11-55 30th Road (formerly 73 Temple Street) was built between 1898 and 1915 (see **Figure E-1** and View 3 of **Figure E-3**). The house occupies a corner site and is set back from the sidewalk on both 30th Road and 12th Street by a narrow yard. The house has a concrete block frame with decorative concrete block cladding. The cladding at the first floor is dark and rough, while the second floor cladding is lighter in color and smooth. The first floor has a low brick stair that provides access to the front porch and primary entrance located in the western bay. The porch extends across the façade and has concrete block posts that support the porch's roof. In addition to the primary entrance, the first floor has two rectangular window openings with two-over-two sash. The second floor has three window bays with window treatments consistent with the first floor. A metal cornice with brackets separated by decorative panels is located at the roof. The building's east also has decorative concrete block cladding, with darker blocks at the first floor and smoother and lighter blocks at the second floor. The first floor has a bay window.[3] The house is located approximately 93 feet south of the Project Area, and approximately 120 feet from the closest portion of Projected Development Site 1 and farther from the other Projected Development Sites.

A mid- to late-19th century two-story wood frame house is located at 11-19 30th Road (see **Figure E-1** and View 4 of **Figure E-4**) on an embankment that rises substantially above the street level. The house has Italianate-style decorative detailing, including bracketed and modillioned woodwork at the porch, projecting wood window hoods, and a bracketed cornice. The house is accessed by a set of brick and stone stairs in addition to a second set of wooden stairs with wood handrails and newel posts that provide access to the porch. The house's primary entrance is set in the eastern bay and retains its original paired wood doors, decorative surround, and transom. According to a circa 1940s tax photograph, the house was originally clad in rough-hewn masonry, but is now faced in non-original siding. The cornice appears to have been altered with metal infill evidenced by rust staining. The house is located approximately 370 feet west of the Project Area, and over 400 feet west of Projected Development Site 1 and the other Projected Development Sites.

D. FUTURE WITHOUT THE PROPOSED ACTIONS

PROJECTED DEVELOPMENT SITE 1 AND PROJECT AREA

In the future without the Proposed Actions (the "No Action condition"), it is anticipated that the Project Site would be redeveloped with an as-of-right residential building that conforms to the current R6B/R5B zoning regulations. The No Action development would be a five-story (approximately 50-foot-tall), approximately 61,990-gsf multifamily apartment building with an enclosed parking area.

Projected Development Sites 2, 3, and 4, all of which are located on Block 515, are assumed to be redeveloped with as-of-right residential buildings in the No Action condition. Projected Development Sites 2 and 3 would each be developed with a five-story, approximately 50-foot-tall residential building containing approximately 11,000 gsf. Projected Development Site 4 would

[3] According to Google streetviews, there was a fire at the house at 11-55 30th Road around 2016, evidenced by soot markings above the second floor windows, a severely damaged cornice, and boarded up windows at the first and second floors on the 30th Street façade. The building was subsequently renovated in 2017, with non-original window sash and a non-original cornice that appear consistent with these building components prior to the 2016 fire.



House at 11-55 30th Road—View northwest from 12th Street and 30th Road **3**



House at 11-19 30th Road—View north from 30th Road **4**

Potential Architectural Resource—House at 11-19 30th Road

also be developed with a five-story, approximately 50-foot-tall residential building but it would be larger, containing approximately 16,300 gsf. Projected Development Site 5 (Block 506, Lot 1) is assumed to remain in its current condition in the No Action condition. It is expected that Block 515, p/o Lots 8, 9, 10, 11, 12, 13, 14 and 31, and Block 506, Lots 3, 5, and p/o 6 and 67 would remain the same between the existing condition and No Action condition, as described above.

STUDY AREA

As shown in **Figure 1** in **Appendix A**, there are four developments within the 400-foot-study area that are anticipated to be completed by the 2034 build year. For example, there is one development on the eastern portion of the project block (Block 515) at 30-18 that is expected to be developed with a five-story residential building. Directly north of Projected Development Site 1 at 11-16 Main Avenue, a seven-story, approximately 75-foot-tall residential building with community facility space is planned for development. Farther north at 09-24 Main Avenue, a seven-story, approximately 70-foot-tall residential building is planned for development; and a six-story, approximately 58-foot-tall residential building with community facility space is planned for the site at 08-29 Astoria Boulevard. These projects will introduce additional residential and institutional buildings to the study area, contributing to the existing mix of residential, commercial, and institutional buildings.

In the No Action condition, the status of historic architectural resources could change. S/NR-eligible properties could be listed on the Registers and potential architectural resources could be determined S/NR-eligible or considered for NYCL designation.

Privately owned properties that are designated NYCLs, are located in NYCHDs, or pending designation as NYCLs are protected under the New York City Landmarks Law, which requires LPC review and approval before any alteration or demolition permits can be issued, regardless of whether the project is publicly or privately funded. Publicly owned resources are also subject to review by LPC before the start of a project. However, LPC's role in projects sponsored by other City or state agencies generally is advisory only. Resources that are only eligible for Landmark designation, however, are not protected under the Landmarks Law.

Historic architectural resources that are listed on the State and National Registers of Historic Places or that have been found eligible for listing are given a measure of protection under Section 106 of the National Historic Preservation Act from the effects of projects sponsored, assisted, or approved by federal agencies. Although preservation is not mandated, federal agencies must attempt to avoid adverse effects on such resources through a notice, review, and consultation process. Properties listed on the Registers are similarly protected against effects resulting from projects sponsored, assisted, or approved by State agencies under the New York State Historic Preservation Act of 1980. However, private owners of properties eligible for, or even listed on, the Registers using private funds can alter or demolish their properties without such a review process.

The New York City Building Code, in Section BC 3309: Protection of Adjoining Property, provides some measures of protection for all properties against accidental damage from adjacent construction by requiring that all buildings, lots, and service facilities adjacent to foundation and earthwork areas be protected and supported. While these regulations serve to protect all structures adjacent to construction areas, they do not afford special consideration for historic structures. As described above, *TPPN #10/88* outlines procedures for the avoidance of damage to historic structures resulting from adjacent construction, defined as construction within a lateral distance of 90 feet from the historic resource.

E. FUTURE WITH THE PROPOSED ACTIONS

PROJECTED DEVELOPMENT SITE 1 AND PROJECT AREA

In the future with the Proposed Actions (the "With Action" condition), the currently vacant Project Site would be redeveloped with an eight-story, approximately 85-foot-tall mixed-use building with ground floor retail and residential uses on the second through eighth floors. The building would be clad in brick and would have balconies. The ground floor retail would be located at the corner of 12th Street and 30th Avenue. This building would be three stories (approximately 35 feet) taller than the five-story, approximately 50-foot-tall building that could be built in the No Action condition. Projected Development Sites 2 through 5 would also be redeveloped with mixed-use buildings up to 85 feet in height with residential and ground floor retail uses. The buildings on Projected Development Sites 2 through 4 would be approximately three stories taller than the five-story, approximately 50-foot-tall buildings expected to be developed in the No Action condition. The building that would be developed on Projected Development Site 5 would be approximately seven stories taller than the one-story garage that would remain in the No Action condition.

As there are no architectural resources in the Project Area, the Proposed Actions would not have significant adverse impacts on any such resources.

STUDY AREA

DIRECT IMPACTS

The Proposed Actions' potential to result in direct impacts was evaluated. As there are no known or potential architectural resources in the study area that are within 90 feet of the Projected Development Sites or the Project Area, no architectural resources in the study area would be directly affected by construction activities on the Projected Development Sites or in the Project Area. Therefore, the Proposed Actions would not result in any significant adverse direct impacts to any study area architectural resources.

INDIRECT IMPACTS

The Proposed Actions' potential to result in indirect, or contextual, impacts was also evaluated. The proposed development on the Project Site and the expected development on Projected Development Sites 2 through 5 would not result in any significant adverse visual or contextual impacts to the known or potential architectural resources in the study area. The proposed development on the Project Site would be constructed on a vacant parcel that has no meaningful visual or contextual relationship with the known and potential architectural resources in the study area. The new building on the Project Site is expected to have a contemporary design and be clad in brick. The new building would be consistent with the recently constructed five-story apartment building east of the Project Site on 30th Avenue. While the new development would be three stories (approximately 30 feet) taller than the approximately 50-foot-tall, 5-story No Action development, the additional height would be consistent with the five- and seven-story buildings that are expected to be developed in the No Action condition. Further, the potential architectural resource at 11-55 30th Road—the closest architectural resource to the Project Site—is located approximately 125 feet southwest of the Project Site, beyond existing buildings, with its primary façade facing away from the Project Site. Similarly, the expected development on Projected Development Sites 2 through 5 have no meaningful visual or contextual relationship with the known and potential architectural resources in the study area, including the two closest architectural resources—the

potential architectural resource at 11-55 30th Road, which is approximately 100 feet south of the closest Projected Development Site (Projected Development Site 5) and the known architectural resource P.S. 171 at 14-14 29th Avenue which is located approximately 250 feet east of the closest Projected Development Site (Projected Development Site 4). Therefore, the new development would not adversely impact the visibility or context of the architectural resources because the architectural resources are already located away from the Project Area and do not have meaningful visual or contextual relationships to the Project Area.

Study area architectural resources are generally located more than 90 feet from the Projected Development Sites and Project Area, beyond intervening buildings. As noted above, the potential architectural resource at 11-55 30th Road is approximately 100 feet to the south, has its primary façade oriented along 30th Road away from the Projected Development Sites, and is located beyond intervening buildings. P.S. 171 is located approximately 250 feet to the east with its primary façade fronting on 29th Avenue away from the Projected Development Sites. The house at 11-19 30th Road is located in the far western portion of the study area, approximately 380 feet to the west, beyond intervening buildings, and with its primary façade oriented away from the Projected Development Sites. Therefore, the Proposed Actions would not obstruct views or adversely affect the visual prominence of the known and potential architectural resources in the study area.

Overall, the Proposed Actions would not introduce incompatible visual, audible, or atmospheric elements to a historic resource's setting, nor would it isolate a resource from its relationship with the streetscape. Therefore, the Proposed Actions would not result in any significant adverse direct or indirect impacts on historic and cultural resources. Further, upon review the August 14, 2023 draft Historic and Cultural Resources chapter, LPC issued comments on August 21, 2023 saying there are no concerns (see **Appendix C**, "Agency Correspondence"). ✷

A. INTRODUCTION

This attachment assesses the potential for the Proposed Actions to affect urban design and visual resources in the study area. As defined in the *City Environmental Quality Review (CEQR) Technical Manual*, urban design is the totality of components that may affect a pedestrian's experience of public space. A visual resource can include views of the waterfront, public parks, landmark structures or districts, or otherwise distinct buildings, and natural resources.

As described in Attachment A, "Project Description and Screening Analyses," the Applicant is seeking a zoning map amendment to rezone an area from R4-1, R5B, and R6B zoning districts to an R6A zoning district, and to map a C2-3 overlay along 30th Avenue to a depth of 150 feet. The Applicant is also seeking a zoning text amendment designating a Mandatory Inclusionary Housing (MIH) Area. Collectively, the zoning map amendment and the zoning text amendment are the Proposed Actions. that would facilitate the construction of a mixed-use residential and commercial building at 30-11 12th Street (Block 515, Lot 19, the "Project Site" or "Projected Development Site 1") in the Astoria neighborhood of Queens (see **Figures F-1 and F-2**).

The Proposed Actions would rezone an area around the Project Site, including Block 515, Lots 19, 25, 27, 28, 29, and p/o lots 8, 9, 10, 11, 12, 13, 14, and 31, and Block 506, Lots 1, 3, 5, and p/o 6 and 67 (the "Rezoning Area"). Together the entirety of the 18 lots identified within the Rezoning Area comprise the "Project Area."

The Proposed Actions would facilitate the construction of a new eight-story (approximately 85-foot-tall), approximately 89,600 gross-square-foot (gsf) mixed-use primarily residential building on the Project Site (the "Proposed Project"). The new building would contain approximately 8,300 gsf of retail on the ground floor and cellar and approximately 73,000 gsf of residential use in the cellar through eighth floor (including a residential lobby and amenity space on the first floor). It would have approximately 86 dwelling units (DUs), including 26 DUs dedicated to affordable housing pursuant to MIH. The Applicant intends to pursue Option 2 which would result in 26 affordable units at an average of 80 percent area median income (AMI).

With the Proposed Actions, the new building on the Project Site would have a total floor area ratio (FAR) of 3.59, with a residental FAR of 3.32 and a commercial FAR of 0.26. There would be approximately 8,300 sf of parking on the ground floor with spaces accessory to the residential units (30 spaces) and retail space (11 spaces) for a total of 41 parking spaces. The parking area would be located in the rear of the building (midblock between 30th Avenue and 30th Road) while the retail space would be located along the corner of 12th Street and 30th Avenue. The building have a base height of approximatley 63.5 feet and would reach a maximum building height of 85 feet (eight stories) after a 15-foot setback above the sixth floor (approximately 64 feet high) along 12th Street and a 10-foot setback above the fourth floor (approximately 43 feet high) along 30th Avenue, with both setbacks above the base height. A single, approximately 12-foot-wide curb cut for the parking area would be located along 12th Street to the east of the residential lobby entrance.

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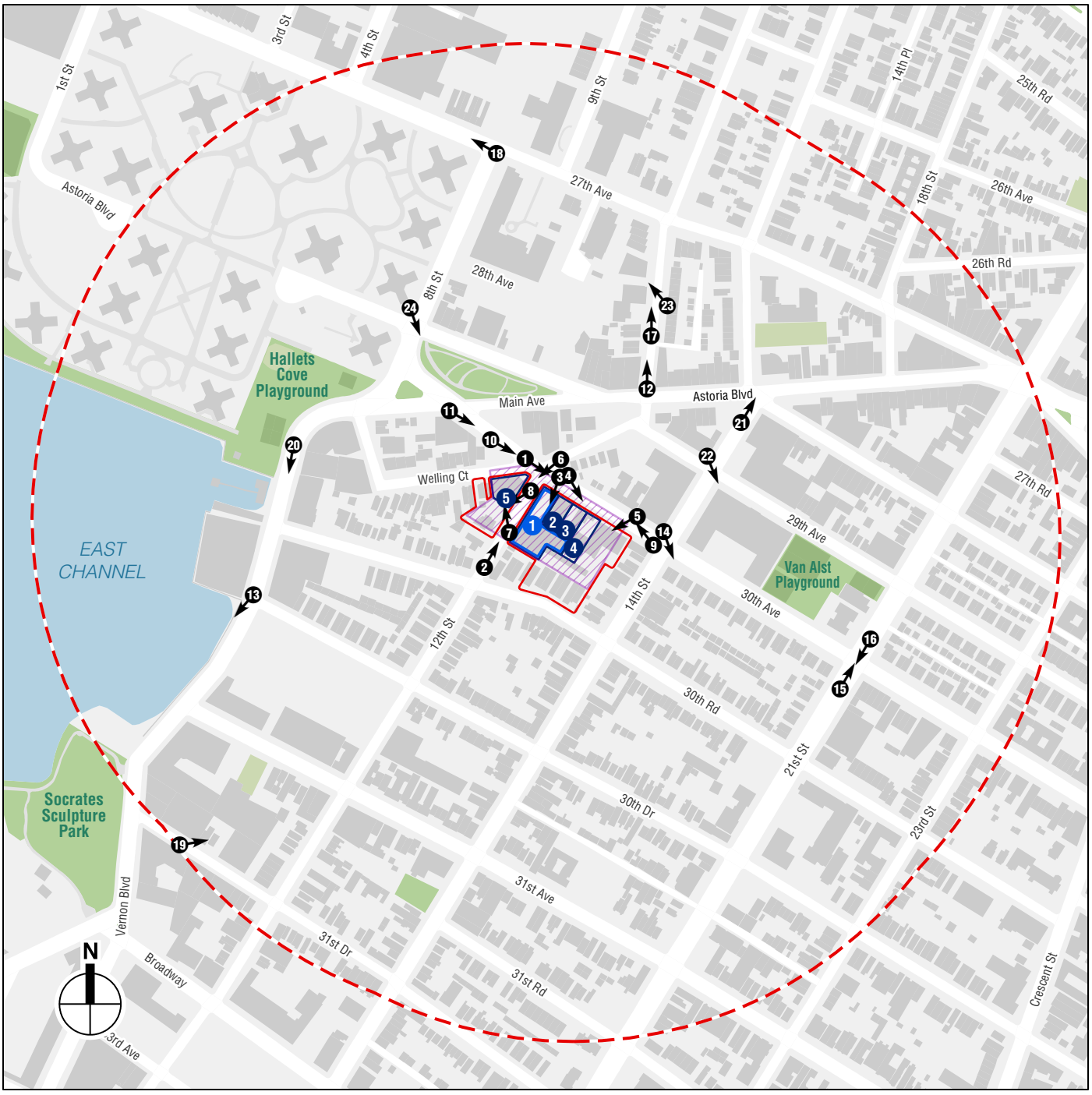

Project Area

Development Site (Projected Development Site 1)

Non-Applicant Owned Projected Development Site

Rezoning Area

Study Area (1/4-mile perimeter)

Photograph View Direction and Reference Number

Urban Design and Visual Resources
Project Location

30-11 12TH STREET REZONING

Figure F-1

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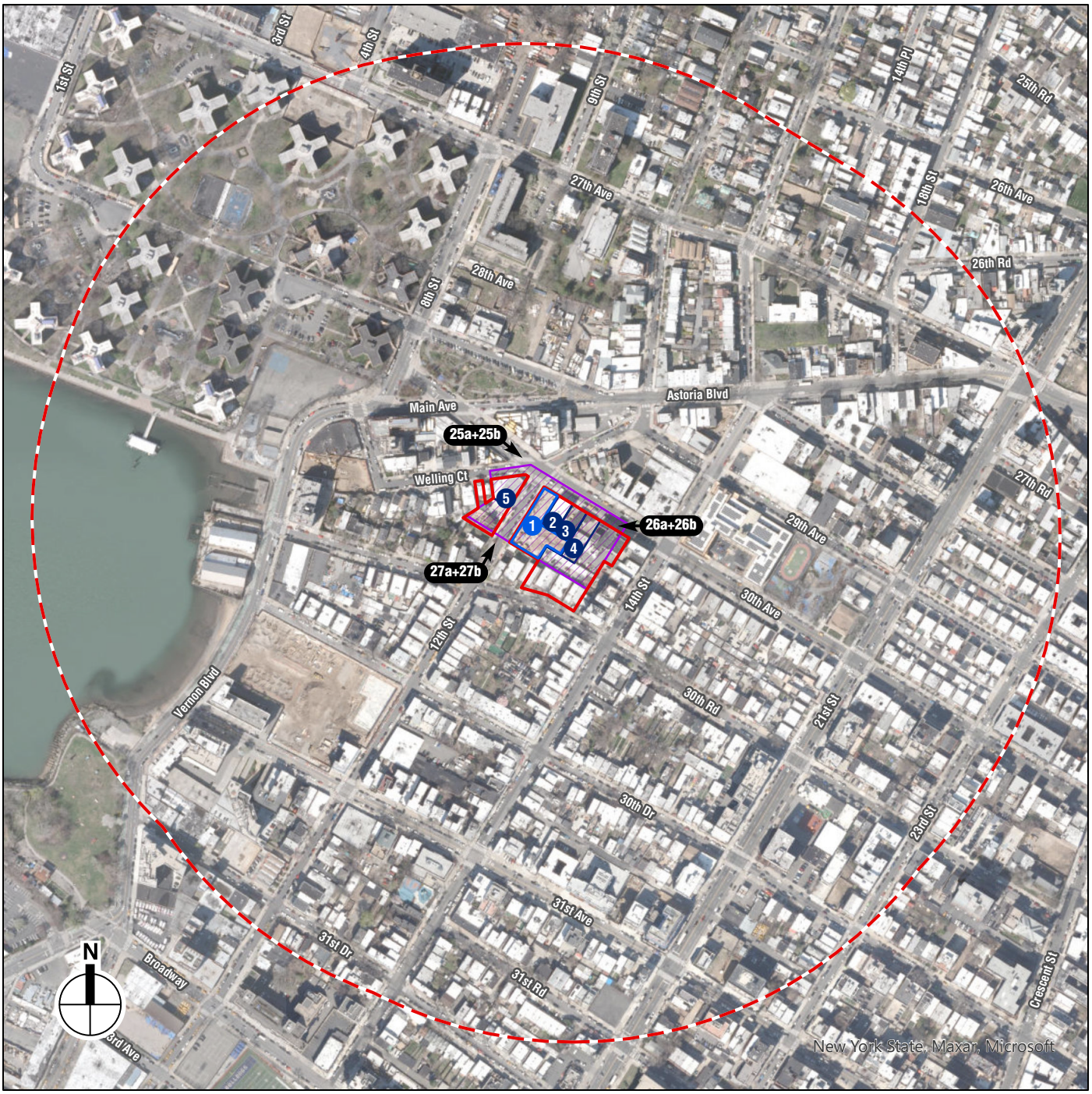


Project Area

Development Site (Projected Development Site 1)

Non-Applicant Owned Projected Development Site

Rezoning Area

Study Area (1/4-mile perimeter)

Photograph View Direction and Reference Number

Urban Design and Visual Resources
Aerial

30-11 12TH STREET REZONING

Figure F-2

As per the Reasonable Worst Case Development Scenario (RWCDS), the Proposed Actions could result in additional development within the rezoning area beyond what is proposed by the Applicant for Block 515, Lot 19. Based on the proposed rezoning and current market and site conditions, the following blocks and lots could be redeveloped by 2034, and therefore this analysis considers these additional "Projected Development Sites": Block 515, Lot 25 (Projected Development Site 2), Lots 27 and 28 (collectively Projected Development Site 3), Lot 29 (Projected Development Site 4) which is currently undergoing foundation work for a new development, and Block 506, Lot 1 (Projected Development Site 5).[1]

As described below, this preliminary assessment concludes that the Proposed Actions would not result in any significant adverse impacts to urban design or visual resources in the study area. Development facilitated by the Proposed Actions would be compatible with the urban design of the study area and would not adversely impact the pedestrian experience. While the Proposed Actions would result in changes to views of some visual resources, views of those visual resources would remain available from other vantage points within the study area. In addition, the Proposed Actions would not alter any notable view corridors. Therefore, no further analysis of urban design and visual resources is warranted.

B. METHODOLOGY

In accordance with the *CEQR Technical Manual*, this analysis considers the effects of the Proposed Actions on the experience of a pedestrian in the study area. The assessment focuses on those project elements that have the potential to alter the built environment, or urban design, of the development site, which is collectively formed by the following components:

- *Streets*. The arrangement and orientation of streets define location, flow of activity, street views, and create blocks on which buildings and open spaces are arranged. Other elements including sidewalks, plantings, street lights, curb cuts, and street furniture also contribute to an area's streetscape.
- *Buildings*. A building's size, shape, setbacks, pedestrian and vehicular entrances, lot coverage and orientation to the street are important urban design components that define the appearance of the built environment.
- *Open Space*. Open space includes public and private areas that do not contain structures, including parks and other landscaped areas, cemeteries, and parking lots.
- *Natural Features*. Natural features include vegetation, and geologic and aquatic features that are natural to the area.
- *View Corridors and Visual Resources*. Visual resources include significant natural or built features, including important views corridors, public parks, landmarks structures or districts, or otherwise distinct buildings.

[1] DOB plans were filed in 2020 and approved in 2022 (420667237-01-NB) for a new development with a building envelope that is similar in height to the as-of-right No Action development assumed in this EAS. Although the DOB plans are slightly different than the projected RWCDS No Action development assumed for this site (as described in Attachment A, "Project Description"), the analysis results would be similar and the RWCDS development assumption was used for analysis purposes. Further, if the DOB plans were to be analyzed as the No Action condition, there would be no changes to the conclusions of the Urban Design and Visual Resources analysis.

- *Wind*. Channelized wind pressure from between tall buildings and downwashed wind pressure from parallel tall buildings may cause winds that affect pedestrian comfort and safety.

The following analysis addresses each of these characteristics for existing conditions, the future without the Proposed Actions (the No Action condition), and the future with the Proposed Actions (With Action condition) for the 2034 analysis year. Based on the *CEQR Technical Manual*, a preliminary assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. Examples include projects that permit the modification of yard, height, and setback requirements, and projects that result in an increase in built floor area beyond what would be allowed "as-of-right" or in the No Action condition. The Proposed Actions would result in physical alterations, which are not allowed by existing zoning, to the Projected Development Sites and Project Area, and which would be observable by pedestrians. Therefore, development facilitated by the Proposed Actions meets the threshold for a preliminary assessment of potential impacts to urban design and visual resources.

According to the *CEQR Technical Manual*, the study area for urban design is the area where the project may influence land use patterns and the built environment and is generally consistent with the study area for the land use, zoning, and public policy analysis. For visual resources, the view corridors within the study area, from which such resources are publicly viewable, should be identified. Consistent with CEQR methodologies, the study area for the urban design and visual resources analysis has been defined as the area within a ¼-mile radius around the Project Area, which is also consistent with the study area for land use, zoning, and public policy. The study area is generally bounded by the midblock north of 27th Avenue, 23rd Street to the east, the midblock south of 30th Road, and the East River and Astoria Houses to the west (see **Figures F-1 and F-2**).

The *CEQR Technical Manual* recommends an analysis of pedestrian wind conditions for projects that result in the construction of large buildings at locations that experience high wind conditions (such as along the waterfront, or other location where winds from the waterfront are not attenuated by buildings or natural features), which may result in an exacerbation of wind conditions due to "channelization" or "downwash" effects that may affect pedestrian safety. The proposed project would not result in the construction of a large building at a location that experiences high wind conditions, and thus a pedestrian wind analysis is not warranted.

C. EXISTING CONDITIONS

The Project Area comprises five Projected Development Sites (consisting of six tax lots) and 12 additional lots that are partially or entirely within the Rezoning Area (see **EAS Figure 2** and **Figures F-1 and F-2**). The Project Site is on Block 515, Lot 19 at the southeast corner of 12th Street and 30th Avenue. Projected Development Sites 2, 3, and 4 are also on Block 515 occupying Lots 25, 27, 28, and 29, fronting on 30th Avenue; Projected Development Site 5 is located on Block 506 on Lot 1 at the southwest corner of 12th Street and Welling Court, across 12th Street from the Project Site. The Rezoning Area also includes Block 515, p/o Lots 8, 9, 10, 11, 12, 13,14, and 31 and Block 506, Lots 3, 5, and p/o 6 and 67. The Project Area comprises the entirety of the 18 tax lots identified above.

PROJECTED DEVELOPMENT SITES AND PROJECT AREA

URBAN DESIGN

The Project Site (Block 515, Lot 19) is an irregularly shaped vacant lot at the southeast corner of 30th Avenue and 12th Street, with an approximately 50-foot frontage on 30th Avenue and an approximately 140-foot frontage on 12th Street. A chain-link fence with plywood panels extends along the street-facing property lines (see **Figure F-3** and View 3 of **Figure F-4**).

Projected Development Sites 2-4 are also located on Block 515. Projected Development Site 2 (Lot 25) contains an approximately 6,600-gsf, two-story rectangular warehouse building built to the sidewalk, with two garage entrances opening onto 30th Avenue. Projected Development Site 3 is to the east of Projected Development Site 2 and includes an open lot used for parking on Lot 27; Lot 28 contains an approximately 2,695-gsf, one-story narrow rectangular building that is built to the sidewalk and has one garage entrance and a pedestrian entrance set within a cinder block infilled garage opening. Projected Development Site 4 (Lot 29) is currently undergoing foundation work for an as-of-right residential development as described below (see 4 of **Figure F-4** and View 5 of **Figure F-5**). Projected Development Site 5 occupies Block 506, Lot 1, across 12th Street to the west of the Project Site. Projected Development Site 5 has an irregular shape and is occupied by an approximately 6,800-gsf one-story through-block garage building with a wide garage entrance on 12th Street and a smaller garage entrance on Welling Court. The building's facades have several large and colorful murals that are part of the Welling Court Mural Project, an artist-driven effort started in December 2009 to improve the visual character of the neighborhood.[1] The content of the murals changes roughly on a yearly basis, with murals being replaced and new murals being painted onto the various surfaces (see View 6 of **Figure F-5**).

There are 12 additional lots in the Project Area—on Block 515, p/o Lots 8, 9, 10, 11, 12, 13, 14, and 31 and on Block 506, Lots 3, 5, and p/o 6 and 67. Block 515, p/o Lot 31 is located east of Projected Development Site 4 and contains a four- and five-story recently-constructed residential building fronting on 30th Avenue (see View 4 of **Figure F-4**). Block 515 also includes the rear portion of Lots 8, 9, 10, 11, 12, 13, 14 which contain one-story parking garages and paved driveways. The remainder of each of these lots is within the Project Area and includes two-story attached and semi-detached houses (see **Figures F-1** and **F-2**).

On Block 506, Lot 3 is a small lot located directly south of Projected Development Site 5. Fronting on 12th Street, Lot 3 contains a paved parking lot with an approximately eight-foot-tall decorative fence at the sidewalk. Lot 5 is to the south and contains a two-story house attached to a house on adjacent Lot 6 that is partially within the Rezoning Area but entirely within the Project Area. The house is set back from the sidewalk by a small grassy lawn and paved walkway. The house, which mirrors the attached house, is faced in brick, has steeply pitched roof lines and circular, arched, and rectangular window openings (see **Figure F-6**). Lot 67 is a through-lot site with frontages on 12th Street and Welling Court. The 12th Street frontage contains a parking lot and the Welling Court frontage contains a two-story house.

The sidewalks adjacent to the Project Area vary in width. On 30th Avenue the sidewalks are approximately 20 feet wide, while on 12th street the sidewalks are approximately 15 feet wide. On Welling Court the sidewalks are generally narrower with irregular widths ranging from approximately 8 feet to 11 feet wide. There are wide curb cuts at each garage entrance on Projected

[1] https://www.wellingcourtmuralprojectnyc.com/



Projected Development Site 1—View southeast on 30th Avenue from 12th Street **1**



Projected Development Site 1—View north on 12th Street **2**

Urban Design and Visual Resources
Projected Development Sites
Figure F-3



Projected Development Site 1—View south on 30th Avenue **3**



Projected Development Sites 2, 3, and 4—View southeast on 30th Avenue **4**

Urban Design and Visual Resources
Projected Development Sites
Figure F-4



Projected Development Sites 2, 3, and 4—View southwest on 30th Avenue **5**



Projected Development Site 5—View southwest on 12th Street from 30th Avenue **6**

Urban Design and Visual Resources
Projected Development Sites
Figure F-5



Rezoning Area—Block 506, View northwest on 12th Street **7**



Rezoning Area—Block 506, View southwest on 12th Street **8**

Urban Design and Visual Resources
Rezoning Area
Figure F-6

Development Sites 1 through 4, fronting on 30th Avenue and on Projected Development Site 5, at the garage entrances on both 12th Street and Welling Court. Street trees on the sidewalks in the rezoning area are limited, with one small street tree located north of the Project Site.

VIEW CORRIDORS AND VISUAL RESOURCES

There are no notable view corridors adjacent to the Projected Development Sites or the Project Area. Views from the sidewalks adjacent to the Projected Development Sites and Project Area include views on 30th Avenue, 12th Street, and Welling Court. On 30th Avenue, views northwest terminate at the Astoria Houses but include murals on nearby buildings and property line walls; views southeast continue for a long distance and include one- to four-story residential and commercial buildings lining the street (see **Figure F-7**). Northeast views on 12th Street include one- to five-story residential buildings and undeveloped lots on the blocks north of 30th Avenue; southwest views on 12th Street are longer and include two- and three-story houses and apartment buildings. Because views adjacent to the Projected Development Sites and Project Area are generally limited to nearby buildings, these views are not considered notable view corridors. Views from the Projected Development Sites include brightly colored murals that are part of the Welling Court Mural Project and which painted on the facades of some industrial buildings across 30th Avenue, along with residential buildings lining the street (see **Figure F-8**).

As defined in the *CEQR Technical Manual*, "a visual resource is the connection from the public realm to significant natural or built features, including views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, or natural resources (p. 10-1)." There are no visual resources on the Projected Development Sites or in the Project Area as these sites contain vacant lots, surface parking lots, one- and two-story industrial buildings, and recently constructed two- and five-story houses and apartment buildings. The buildings on the Projected Development Sites and the Project Area are not visually distinct or visually prominent. However, the one-story auto repair building on Projected Development Site 5 is characterized by brightly colored graphic murals painted on the building's facades, which are part of the Welling Court Mural Project, as described above. There are now over 140 murals on building facades, security gates, construction and property fences on several block fronts in the study area, including 12th Street, Welling Court, Main Avenue, 30th Avenue, 29th Avenue, 14th Street, and 28th Avenue. The content of the murals is replaced and new murals are painted onto the various surfaces on a roughly yearly basis (see View 6 of **Figure F-5** and View 7 of **Figure F-6**). While the murals on the Projected Development Site 5 building are of visual interest, the murals are not considered visual resources as defined by CEQR because their visibility is limited to nearby streets and they are regularly painted over and replaced.[1]

In addition to the murals on Projected Development Site 5, other murals have been painted on building facades, security gates, construction and property fences on several nearby buildings that can be viewed from certain vantage points from the Projected Development Sites and Project Area. These murals, like the murals described above, are part of the Welling Court Mural Project and are painted over on a yearly basis, with new paintings covering the old murals. While these murals are of visual interest, because they are replaced regularly, they are not considered a visual resource as defined by CEQR. Because the murals are primarily painted on one-story industrial buildings and perimeter property walls, their visibility is limited to sidewalks and streets closest to Projected Development Sites and Project Area (see **Figure F-8**).

[1] https://www.wellingcourtmuralprojectnyc.com/



View northwest on 30th Avenue from near Projected Development Sites 3 and 4 **9**



View southeast on 30th Avenue from near Projected Development Site 5 **10**

Urban Design and Visual Resources
Study Area Views
Figure F-7



View southeast on 30th Avenue, including portions of murals on building facades and walls **11**



View north on 12th Street from Astoria Boulevard, including portions of murals on building facades **12**

Urban Design and Visual Resources
Study Area Views
Figure F-8

STUDY AREA

URBAN DESIGN

The ¼-mile study area is generally bounded by the midblock north of 27th Avenue, 23rd Street to the east, the midblock south of 30th Road, and the East River and Astoria Houses to the west (see **Figures F-1 and F-2**). The study area is characterized by a mix of older and newer buildings, including free-standing and attached houses, smaller and mid-rise apartment buildings, larger apartment buildings, industrial and commercial buildings, a library, churches, schools, playgrounds, open spaces, and part of the East River.

Streets

The study area streets are generally laid out following two angled grids, with northeast-southwest streets and northwest-southeast avenues. The grid orientation shifts north of Main Avenue/Astoria Boulevard and shifts again north of 27th Avenue. The angles of the streets create irregularly-shaped blocks in the areas closest to the street grid shifts. There is one superblock in the study area occupied by the Astoria Houses residential complex—located west of Eighth Street, south of 27th Avenue, east of First Street, and north of the East River. It does not include any streets but has meandering walkways (see **Figures F-1 and F-2**).

Study area streets vary in width. Streets closest to the Projected Development Sites and Project Area include 30th Avenue, 12th Street, and Welling Court. 30th Avenue (approximately 80 feet wide) carries two-way traffic northwest-southeast and extends immediately north of the Projected Development Sites and Project Area. 12th Street (approximately 60 feet wide) carries one-way north-bound traffic. North of 30th Avenue, 12th Street shifts to the northeast and narrows to approximately 50 feet wide. Welling Court is a narrow (approximately 42- to 50-foot-wide) short, one-way angled street that extends immediately west of the Project Area, connecting Vernon Boulevard and 30th Avenue (see **Figures F-1 and F-2**).

Primary roadways in the study area include Astoria Boulevard, Vernon Boulevard, 30th Avenue, and 21st Street. Astoria Boulevard (approximately 60 feet wide) extends east-west through the study area carrying two-way traffic. On Astoria Boulevard, local businesses occupy the ground floor of some of the residential buildings closest to 8th Street, with industrial-related businesses concentrated east of 12th Street (see **Figures F-7 and F-8**). Vernon Boulevard (approximately 75 feet wide) extends north-south along the East River in the western part of the study area. This two-way street has dedicated bicycle lanes, curbside parking, and a waterfront walkway (see View 13 of **Figure F-9**). The portion within the study area terminates at Hallets Cove Playground to the north and at Socrates Sculpture Park to the south. 30th Avenue (approximately 75 feet wide) extends northwest-southeast along the north side of the Projected Development Sites and carries two-way traffic and has curbside parking and street trees (see View 14 of **Figure F-9**). 21st Street (approximately 100 feet wide) is a wide northeast-southwest roadway in the eastern portion of the study area (see **Figure F-10**). It is a four-lane street that carries two-way traffic and has curbside parking. The street is on a bus route with bus stops. Sidewalks are wide.

Many streets have dedicated and shared bicycle lanes, including Vernon Boulevard, 8th Street, 12th Street, 27th Avenue, and 31st Avenue. There are six Citi Bike docking stations in the study area—on 27th Avenue adjacent to the Astoria Houses; 27th Avenue and 9th Street; 30th Avenue at the Van Alst Playground; Vernon Boulevard at 30th Road; Vernon Avenue south of 31st Avenue; and 31st Avenue and 14th Street. Sidewalk widths in the study area vary, with most wider



View southwest on Vernon Boulevard, including bicycle lanes and views to the East River, with tall buildings on Roosevelt Island and Manhattan in the distance **13**



View southeast to attached houses on 30th Avenue from 14th Street **14**

Urban Design and Visual Resources
Study Area Views
Figure F-9



View north on 21st Street from near 30th Avenue **15**



View south on 21st Street from near 30th Avenue **16**

Urban Design and Visual Resources
Study Area Views
Figure F-10

streets having wide sidewalks and the narrower streets having narrow sidewalks. Speed bumps are located on several streets, including 30th Road, 27th Avenue, and 29th Avenue.

Overhead power lines connecting to buildings and electrical poles in sidewalks are located throughout the study area (see **Figures F-7, F-8, and F-10 through F-13**). Study area street furniture includes standard cobrahead street lighting, parking regulation signs and parking meters, bus stop signs and shelters, fire hydrants, garbage cans, mailboxes, and newspaper boxes. The striping for pedestrian crossings is faded and worn in many areas. Many taller study area buildings have rooftop water towers. Most streets in the study area have parallel parked vehicles, including cars and trucks (see **Figures F-7, F-8, and F-10 through F-14**).

Street trees are located throughout the study area, with more street trees located on the residential streets in the northern portion of the study area, within the Astoria Houses complex, along the East River waterfront, and within the study area's open spaces as described in "Open Space and Natural Features". There are fewer street trees on the blocks with primarily industrial buildings; 21st Street also has few street trees (see **Figures F-7, F-8, and F-10 through F-14**).

Buildings

The study area comprises older and newer residential buildings of varying heights and massings; buildings with ground floor commercial businesses and one- and two-story commercial buildings; industrial warehouses and garages with large and small footprints; and a variety of institutional buildings, including schools, government buildings, and religious facilities. Many blocks include a mix of building types, sizes, and styles, from different development periods. Vacant and undeveloped lots and surface parking lots are also located throughout the study area, along with undeveloped sites associated with adjacent industrial buildings.

Residential buildings in the study area include smaller and older houses and apartment buildings along with larger, newer apartment buildings. The older residential buildings are primarily smaller two- to three-story attached older houses and small three- and four-story older apartment buildings (see View 14 of **Figure F-9** and **Figure F-11**). Houses in the study area are both attached and free-standing. Many older houses are set back from the sidewalk by paved or grassy yards enclosed by fences. The northern part of the study area along 12th and 14th Streets between 26th and 27th Avenues includes older two- and three-story houses on large lots that are set back from the sidewalk beyond paved or grassy yards, have decorative fences, and numerous street trees. Houses on 12th Street south of 27th Avenue include attached brick-faced houses with a variety of roof styles (se **Figure F-11**).

In contrast to the smaller residential buildings, there are several six- to 18-story apartment buildings in the study area with large footprints and include both older and newer developments (see **Figure F-1**). The western portion of 27th Avenue includes four mid-20th century six- to 15-story apartment buildings with large footprints. These apartment buildings have minimal decorative elements and are vertical slabs faced in brick (see **Figure F-11**). Two buildings that are part of the Bridgeview Apartment are located on the north side of 27th Avenue east and west of 9th Street. These two buildings have six stories and are set back from 9th Street by grassy yards. To the west are the 15-story Goodwill Terrace Apartments, located at the northeast corner of 27th Avenue and 4th Street. Across 27th Avenue to the south is the eight-story Bridgeview Apartments No. 3, an L-shaped building with a wide street frontage on 8th Street and a narrow 27th Avenue frontage. Across 8th Street and south of 27th Avenue is the New York City Housing Authority (NYCHA)'s Astoria Houses residential complex which was built in 1948. Part of the building complex and landscaping are in the study area. The Astoria Houses complex comprises 22 six-



View northeast on 12th Street from Astoria Boulevard and 27th Avenue to the First Reformed Church of Astoria and rowhouses **17**



View northwest on 27th Avenue near 8th Street, with tall buildings in Manhattan in the far distance **18**

Urban Design and Visual Resources
Study Area Views
Figure F-11



View northeast on 31st Drive to the East River Tower residential tower **19**



View southwest on Vernon Boulevard to new development along the waterfront **20**

Urban Design and Visual Resources
Study Area Views
Figure F-12



View northeast on 14th Street from Astoria Boulevard, including the Astoria Branch of the Queens Borough Public Library, St. George's Episcopal Church, and the Shore Towers apartment building **21**



View southeast on 14th Street and 29th Avenue to Public School 171 **22**

Urban Design and Visual Resources
Study Area Views
Figure F-13



View southwest on 12th Street to the Iglesia de Dios Oasis de Salvacion on the west side of the street **23**



View southeast on 8th Street from Astoria Boulevard to the Two Coves Community Garden **24**

Urban Design and Visual Resources
Study Area Views
Figure F-14

and seven-story residential buildings with X-shaped footprints. The buildings are set within an approximately 27-acre campus that includes walkways, landscaped areas, ball courts and playgrounds, and paved surface parking.

In addition to these older apartment buildings, there are newer and recently completed buildings in the study area that are larger in height and massing than other study area buildings (see View 9 of **Figure F-7**). In the southern part of the study area is the 15- to 18-story East River Tower at 11-24 31st Avenue, that was built in 2011 and rises from a mid-block site above a lower height base (see View 19 of **Figure F-12**). The building has two garage entrances and driveways, a paved walkway, and landscaping that open onto 31st Avenue. The Pillar is an eight- to ten-story residential building at the northeast corner of 30th Road and Vernon Boulevard (see View 20 of **Figure F-12**). On 21st Street there are eight- to 12-story residential buildings along both sides of the street within the study area, most of which are recent construction (see **Figure F-10**).

Industrial and manufacturing buildings are located throughout the study area but are concentrated on blocks near the intersections of Astoria Boulevard, 30th Avenue, and 14th Street. Buildings include older one- to three-story garages, warehouses, and manufacturing buildings that are built to the sidewalk and are faced in brick. Some buildings have garages with curb cuts. Several surface parking lots associated with the industrial buildings are also located in this area. 21st Street is a commercial corridor that includes several one-story automobile businesses, some of which have large footprints and adjacent surface parking lots/driveways (see **Figure F-10**). Vernon Boulevard includes larger and older industrial buildings, including the former Sohmer & Company Piano Factory Building[1] at 31-01 Vernon Boulevard/11-02 to 11-16 31st Avenue, a six-story, brick-faced manufacturing building with a corner seven-story tower component. On the west side of Vernon Boulevard are two large warehouses on a rectangular piece of land that projects into the East River.

Institutional facilities in the study area include the small, one-story Astoria Branch of the Queens Borough Public Library on Astoria Boulevard at the northeast corner of 14th Street and Engine 262, a two-story mid-20th century fire station with a wide garage entrance on 21st Street between 31st Avenue and 30th Drive (see View 21 of **Figure F-13**). There are two schools—one public school and one private school—in the study area. Public School (P.S.) 171 Peter G. Van Alst is a three-story brick-faced building with a large U-shaped footprint. The school's primary entrance is on 14th Street, with wings extending east on 29th and 30th Avenues (see View 22 of **Figure F-13**). The Ideal Islamic School is located on 12th Street near 31st Drive. It occupies a small two-story building. Many houses of worship are located throughout the study area, including House of Prayer and Deliverance, the First Reformed Church of Astoria, Iglesia de Dios Oasis de Salvacion, Lighthouse Church, Canaan AME Church, Islamic Unity, St. Margaret Mary Church, Holy Protection Greek Orthodox, St. George's Episcopal Church, and the Astoria Islamic Center (see View 17 of **Figure F-11** and View 23 of **Figure F-14**). These buildings are generally free-standing one- and two-story structures; some buildings have projecting rooflines and spires.

Located at the southwest corner of 31st Avenue and 14th Street is the three-story NYC Department of Health Astoria Health Center. This older building has a large footprint and is faced in red brick

[1] The Sohmer company remained at the Vernon Boulevard location until 1982 when the company was acquired by a manufacturer of keyboards and relocated to Connecticut. The Adirondak Chair Company moved into the building at that time.

with decorative stone work. The three-story Reality House, Inc./Behavioral Health Services building is located at 817 Astoria Boulevard and has a wide screen-cladded frontage.

The streetwall is inconsistent throughout the study area due in part to detached houses, industrial and commercial buildings with adjacent parking lots, free-standing religious buildings, and larger apartment buildings on grassy lots (see **Figures F-7 through F-14**).

Open Space and Natural Features

Open spaces in the study area include Two Coves Community Garden, the Greenstreets median at the intersection of 30th Avenue, Main Avenue, and 8th Street, Hallets Cove Playground, Van Alst Playground, and Astoria Health Playground. Two Coves Community Garden is an irregularly-shaped garden in the northern portion of the study area that is bounded by Main Avenue, 30th Avenue, 8th Street, and Astoria Boulevard. The garden is enclosed by a chain link fence with trees along its perimeter and contains grassy lawns and plantings, gardening plots, and meandering pathways (see View 24 of **Figure F-14**). The Greenstreets median at the intersection of 30th Avenue, Main Avenue, and 8th Street is a small, triangular grassy area with trees in the northwestern part of the study area south of Two Coves Community Garden. Hallets Cove Playground is in the northwestern part of the study area north of the East River and west of Vernon Boulevard. The park includes playground equipment, handball courts, paved ball fields, seating areas, a comfort station, and kayak/canoe launch sites). The Van Alst Playground is located northeast of the rezoning area and is a through-block site with frontages on 29th and 30th Avenues and 21st Street. The playground is associated with P.S. 171 Peter G. Van Alst. The playground contains ball courts, seating areas, playground equipment, an adult fitness area, and has decorative lighting. Astoria Health Playground is a mid-block playground in the southwest portion of the study area. It contains playground equipment, a spray feature, swings, and seating. In addition to these open spaces, Socrates Sculpture Park is located just outside the study area to the southwest. The park's dense foliage and grassy lawn area can be seen from vantage points on Vernon Boulevard immediately adjacent to this open space.

Study area topography is generally flat. The East River extends along the west side of Astoria, with a small portion located within the study area. Its visibility from the study area is generally limited to areas closest to the river, along Vernon Boulevard and from the southern portions of the Astoria Houses and Hallets Cove Playground (see View 13 of **Figure F-9**). The Astoria ferry landing is located on the East River at Hallet's Cove south of the Astoria Houses. The ferry landing includes a pier with a covered structure projecting into the water.

VIEW CORRIDORS AND VISUAL RESOURCES

Astoria Boulevard, 21st Street, and Vernon Boulevard are view corridors in the study area. Views on Astoria Boulevard include the buildings lining the street, which are primarily masonry-faced older two- and three-story buildings with different sized footprints and massings. Also along this view corridor are undeveloped lots that provide longer views through the study area (see **Figures F-7, F-9, and F-10**). As a wide street, views on the 21st Street view corridor are broader and include many newer and bulky mid-rise residential buildings, lower-height older commercial buildings, vehicular traffic, and longer views that include taller buildings in Manhattan. The Vernon Boulevard view corridor includes views to the East River and the tall buildings in Manhattan with Roosevelt Island in the foreground. The East River and the Manhattan skyline are visual resources, as described below.

Visual resources in the study area include the East River, Iglesia de Dios Oasis de Salvacion at 27-26 12th Street, and St. George's Episcopal Church at 14-02 27th Avenue. A small portion of the East River is within the western portion of the study area. This visual resource can be seen from certain vantage points in the study area closest to the East River (see View 13 of **Figure F-9**). On Vernon Boulevard near 31st Avenue, 30th Road, and 31st Drive, westward views to the East River are available. Other views to the East River are available from the waterfront near the ferry port, Hallets Cove Playground, and from the grounds of the Astoria Houses complex. From nearby vantage points, the East River opens up views to dense trees and buildings on Roosevelt Island and tall buildings in Manhattan in the distance to the west. While the East River is an important visual resource, its visibility within the study area is generally limited to areas closest to the river as longer views to the East River and the Manhattan skyline, which is located outside the study area, are limited by distance, intervening buildings, and the flatness of the East River.

The Iglesia de Dios Oasis de Salvacion is a free-standing brick- and stone-faced church with arched window openings, including large stained glass windows. The church has a tall, six-sided spire with decorative copper-clad finials. The church occupies a mid-block site which limits the visibility of its tall spire that extends above the height of nearby buildings and trees. St. George's Episcopal Church is a free-standing ashlar stone-clad church that occupies a corner site and is set back from the streets by a grassy lawn. The church has a low tower with a crenelated roof. Although the church occupies a corner site, its visibility is limited to nearby study area streets due to its modest height (see View 17 of **Figure F-11**).

The 23-story Shore Towers apartment building is a visual resource located outside the study area to the north but that is visible from several vantage points in the study area, including in northward views on 9th, 12th, and 14th Streets. The building has a large chevron-shaped form, a stepped roof, and balconies. Although the building is outside the study area, because it is substantially taller than nearby study area buildings, the building is visually prominent in certain northward views. The Robert F. Kennedy (RFK) Bridge—a tower and parts of the deck and cables—is a visual resource located outside the study area to the north but can be viewed from certain vantage points in the study area on 9th, 12th, and 14th Streets. Long views near the East River, generally from Vernon Boulevard and the Astoria Houses, include visual resources outside the study area—dense trees and buildings on Roosevelt Island and tall buildings in Manhattan in the distance to the west.

Like the murals painted on the facades of the Projected Development Site 5 building, other murals have been painted on building facades, security gates, construction and property fences on several block fronts in the study area, including 12th Street, Welling Court, Main Avenue, 30th Avenue, 29th Avenue, 14th Street, and 28th Avenue. These murals are also part of the Welling Court Mural Project[1] and are painted over on a roughly yearly basis, with murals replaced and new murals painted. While these murals are of visual interest, because they are replaced regularly, they are not considered a visual resource as defined by CEQR. Further, because the murals are primarily painted on one-story industrial buildings and perimeter property walls, their visibility is limited to nearby sidewalks and streets (see **Figures F-7 and F-8**).

[1] https://www.wellingcourtmuralprojectnyc.com/

D. THE FUTURE WITHOUT THE PROPOSED ACTIONS

See **Figures F-15 through F-19** for comparative No Action and With Action illustrative views of the Projected Development Sites.

PROJECTED DEVELOPMENT SITES AND PROJECT AREA

URBAN DESIGN

Absent the Proposed Actions, it is anticipated that the Project Site and Projected Development Sites 2-4 would be developed as-of-right with residential buildings compliant with the underlying R6B/R5B zoning regulations. The existing buildings on Projected Development Sites 1-4 would be demolished and the sites would be redeveloped with five-story (approximately 50-foot-tall) residential buildings. These buildings would be consistent with the scale, massing, and materials of other existing residential buildings in the study area. The No Action building that would be developed on the Project Site would be an approximately 61,900-gsf residential building with an FAR of 1.76, with 37 DUs and an enclosed parking area with 23 spaces. Projected Development Sites 2-4 would be developed with up to a maximum residential FAR of 2.0 and would contain a total of approximately 38,300 gsf and a total of 52 DUs. The existing auto-related building on Projected Development Site 5 is a non-confirming use and the property is already built to out to a manufacturing FAR of 0.90. As described in Attachment A, "Project Description and Screening Analyses," the site is zoned for residential use and is expected to remain as in existing conditions (see **Figure F-5 and Figures F-17 through F-19**). In total, in the No Action condition, the five Projected Development Sites would contain 89 DUs and approximately 50 accessory parking spaces. There would be no new affordable housing created in the No Action condition. It is expected that the other sites within the Project Area (Block 515, Lot 31 and Block 506, Lots 3, 5, and 67) would remain the same as in existing conditions.

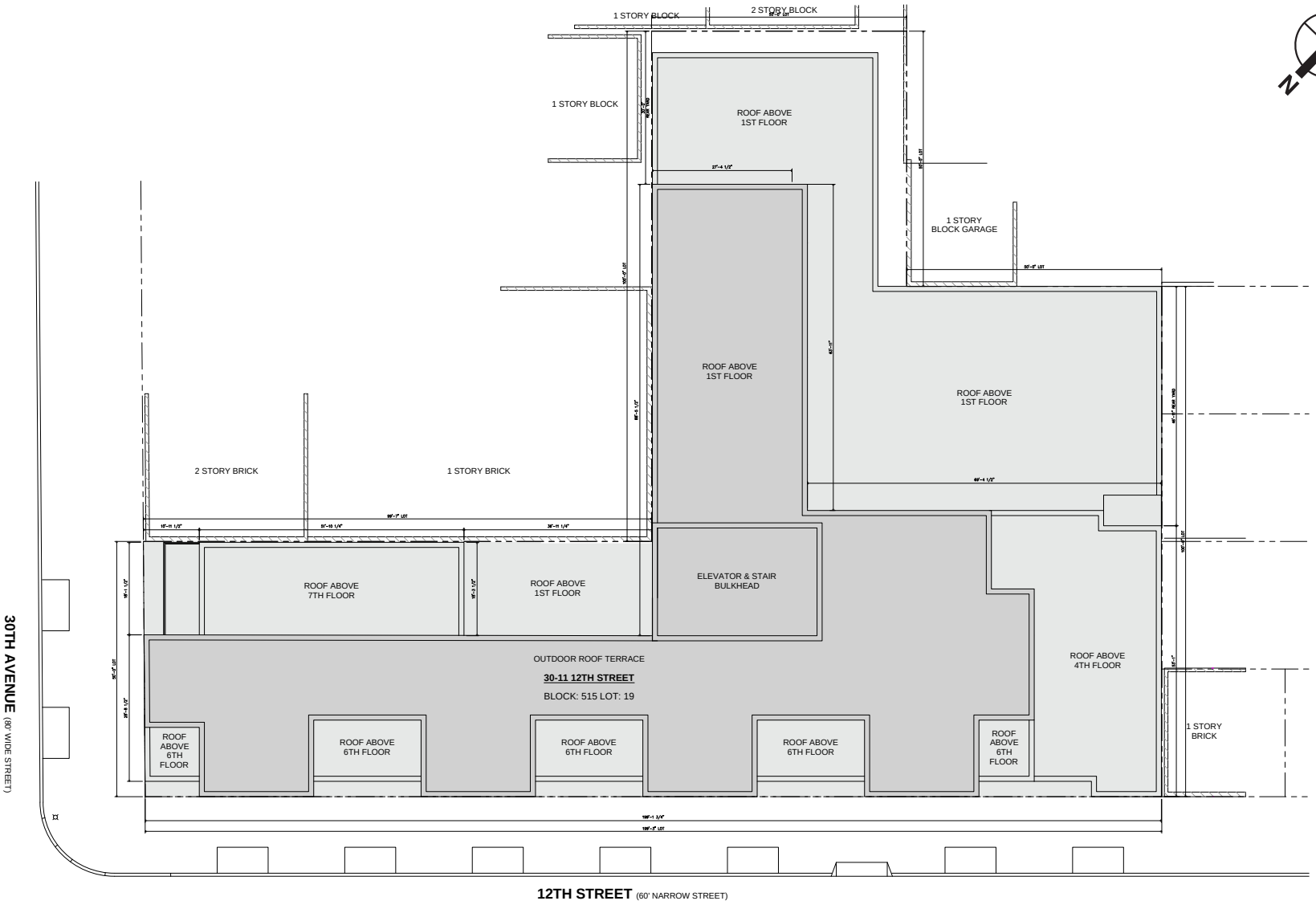
VIEW CORRIDORS AND VISUAL RESOURCES

As there are no notable view corridors on or adjacent to the Projected Development Sites or the Project Area, no view corridors would be affected in the No Action scenario. In the future without the Proposed Actions, the Projected Development Site 5 building is expected to remain. Though the murals on this building's facades are of visual interest, because they are replaced regularly and their visibility is limited to the nearby vantage points, they are not considered a visual resource as defined by CEQR.

STUDY AREA

URBAN DESIGN

As described in Attachment B, "Land Use, Zoning, and Public Policy," there are several projects planned or under construction in the study area that are expected to be built by the 2034 Build year (see **Appendix A**). These projects are expected to add new buildings to the study area that will change the built environment in terms of introducing new, low- and mid-rise buildings with a variety of forms, massings, and materials that will add new active uses that will enliven the streetscape of the study area. Among the No Build projects closest to the Projected Development Sites is a seven-story residential building with community facility space that has recently been completed north of the Projected Development Sites at 11-16 Main Avenue across 30th Avenue. Also in close proximity to the Projected Development Sites is a No Build project located east of



Source: 30-11 12th Street Realty LLC

Projected Development Site 1—Illustrative Roof Plan



Source: 30-11 12th Street Realty LLC

Projected Development Site 1—Illustrative 12th Street Elevation



No Action **25a**



With Action **25b**

Projected Development Site 1

Projected Development Site 2

Projected Development Site 3

Projected Development Site 4

Projected Development Site 5

Illustrative Comparison of No Action and With Action Conditions
View southeast on 30th Avenue
from near Main Avenue



No Action **26a**



With Action **26b**

Projected Development Site 1

Projected Development Site 2

Projected Development Site 3

Projected Development Site 4

Projected Development Site 5

Illustrative Comparison of No Action and With Action Conditions
View southwest on 30th Avenue
from near 14th Street



No Action **27a**



With Action **27b**

Projected Development Site 1

Projected Development Site 2

Projected Development Site 3

Projected Development Site 4

Projected Development Site 5

Illustrative Comparison of No Action and With Action Conditions
View north on 12th Street
from near 30th Road

the Projected Development Sites—a five-story (approximately 50-foot-tall) residential building at 30-18 14th Street. The other No Build projects in the study area are located away from the Projected Development Sites and, therefore, would not have a contextual relationship with the Projected Development Sites. In the No Action condition, the residential developments on Projected Development Sites 1-4 will be taller than the nearby one- and two-story older industrial buildings and houses but will be consistent with other nearby buildings, including existing three- and four-story residential buildings on 30th Avenue and other larger more distant taller study area buildings, including the 15-story Goodwill Terrace residential building at 4-21 27th Avenue to the northwest and the eight-story residential building at 30-15 Vernon Boulevard to the southwest. In general, the No Action developments are anticipated to be consistent with the changing urban design context of the study area in terms of height, form, and massing.

The No Action development is not expected to adversely affect the built environment's arrangement, appearance, or functionality. The No Action development will extend the existing streetwall on 30th Avenue and 12th Street and will replace the existing buildings and undeveloped lots with residential buildings that will enliven the sidewalks in the study area (see **Figures F-17 through F-19**). Therefore, the changes to Projected Development Site 1-4 in the No Action condition are not expect to adversely affect the arrangement, appearance, or functionality of the built environment. In the No Action condition, Projected Development Site 5 is expected to remain as an auto-related building. The murals on the building's facades would remain of visual interest from nearby vantage points. Further, no open spaces or natural features would be adversely affected in the No Action condition. Therefore, there would be no adverse impact to the pedestrian experience of these study area elements.

VIEW CORRIDORS AND VISUAL RESOURCES

Occupying an existing city block, the No Action development will not obstruct any view corridors in the study area (see **Figures F-17 through F-19**). Further, existing view corridors are not located in close proximity to the Projected Development Sites so they would not be affected by the No Action development. Therefore, the No Action buildings will not adversely affect the pedestrian experiences of study area view corridors.

Views to visual resources in the study area were also considered. Visual resources in the study area will not be affected by the No Action buildings as they are located away from the Projected Development Sites and do not have a meaningful visual relationship with the Projected Development Sites due to distance and intervening buildings. Similarly, visual resources located outside the study area but that can be viewed from certain study area vantage points also would not be affected by the No Action buildings due to intervening buildings and distance. Therefore, no visual resources would be adversely affected by the development on the Projected Development Sites in the No Action condition.

E. THE FUTURE WITH THE PROPOSED ACTIONS

See **Figures F-15 and F-16** for a roof plan and elevation of the Project Site in the With Action condition. **Figures F-17 through F-19** show comparative No Action and With Action illustrative views of the Projected Development Sites and Project Area.

PROJECTED DEVELOPMENT SITES AND PROJECT AREA

URBAN DESIGN

In the With Action condition, an eight-story (approximately 85-foot-tall), primarily residential building would be developed on the Project Site that would contain market rate and affordable DUs pursuant to MIH. The building would contain a total FAR of 3.59 (62,761 zsf), with a residental FAR of 3.33 (58,172 zsf, resulting in a total of 86 DUs) and a commercial FAR of 0.26 (4,589 zsf). The building would have street frontages on both 30th Avenue and 12th Street, with a base height of approximatley 63.5 feet and an overall maximum building height of 85 feet. The building would have an L-shaped form at the first floor and setbacks at the sixth floor. On 12th Street, the building's southern bay would be four stories. The building would contain approximately 8,300 gsf of retail in the cellar and on the ground floor; approximately 86 DUs on the second through eighth floors, with associated residential uses in the cellar and on the first floor; and approximately 41 accessory parking spaces on the ground floor. The building's primary residential entrance would be mid-block on 12th Street with retail entrances on 12th Street and 30th Avenue. The accessory parking would be accessed from mid-block on 12th Street by a single, approximately 12-foot-wide curb cut (see **Figures F-15 and F-16**). The building would have primarily glass cladding at the ground level. The upper floors would have brick-clad bays alternating with glass-clad bays with projecting balconies.

The eight-story (approximately 85-foot-tall), approximately 89,600-gsf With Action building on the Project Site would be three stories (approximately 35 feet) taller than the five-story (approximately 50-foot-tall), approximately 61,900-gsf building that could be built in the No Action condition. Both the With Action and No Action buildings on the Project Site would contain residential DUs and have enclosed parking at the ground floor. However, in the With Action condition, the building on the Project Site would contain approximately 86 DUs compared to the 37 DUs with the No Action development. Further, the With Action building on the Project Site would include 26 affordable DUs while the No Action building would not contain any affordable DUs. The With Action building on the Project Site would also contain approximately 8,300 gsf ground floor retail and 41 enclosed parking spaces compared to no ground floor retail and 23 enclosed parking spaces in the No Action condition.

In the With Action condition, it is assumed that Projected Development Sites 2 through 4 would be redeveloped with mixed-use buildings up to 85 feet in height with residential and ground floor retail uses. These developments would be similar to the proposed development on the Project Site. The buildings on Projected Development Sites 2 through 4 would be approximately three stories (approximately 35 feet) taller than the five-story (approximately 50-foot-tall) buildings expected to be developed in the No Action condition. In the with Action condition, Projected Development Site 5 would be redeveloped with an eight-story, approximately 85-foot-tall residential building, in contrast to the No Action condition where the existing vacant one-story auto-related building would remain (see **Figures F-17 through F-19**). In total, Projected Development Sites 2-5 would comprise approximately 95,000 gsf of development, including a total of approximately 23,900 gsf of retail space and 95 DUs (including up to 29 affordable DUs).

In total, in the With Action condition, the Project Site and Projected Development Sites 2-5 would contain a total of approximately 144,100 gsf of residential DUs (up to 55 affordable DUs) and approximately 32,200 gsf of retail space. There would also be a combined total of approximately 74 parking spaces on the ground floor. It is expected that the other sites within the Project Area would remain the same as in existing conditions, as described above.

In both the No Action and With Action conditions, Projected Development Sites 1-4 would be redeveloped with new mixed-use, primarily residential buildings. In the With Action condition Projected Development Site 5 would also be redeveloped. The redevelopment of these sites would not adversely affect the urban design of the Projected Development Sites as the new developments would replace an undeveloped lot and underutilized buildings. Although the new buildings in the With Action condition would be approximately three stories taller than the No Action development and would include a new building on Projected Development Site 5, the new buildings would have forms and massings that would be consistent with other newer study area residential buildings. The new buildings on the Projected Development Sites would enliven the pedestrian experience of the streetscape and adjacent sidewalks with new active commercial uses on the Projected Development Sites. Further, the With Action development would include ground floor retail that would contribute to the pedestrian experience of the Projected Development Sites compared to the No Action development that would not include ground floor retail. Further, no open spaces or natural features would be adversely affected in the With Action condition, and there would be no adverse impact to the pedestrian experience of these study area elements. Therefore, the proposed actions would enhance the pedestrian experience and would not result in any significant adverse impacts on the urban design of the Projected Development Sites.

VIEW CORRIDORS AND VISUAL RESOURCES

As there are no view corridors on or adjacent to the Projected Development Sites or the Rezoning Area, no view corridors would be affected in the future with the Proposed Project. In the With Action condition, the auto-related building on Projected Development Site 5 would be demolished, including the building's murals. As described above, while these murals are of visual interest, they are not considered a visual resource as defined by CEQR because they are replaced regularly and their visibility is limited to nearby vantage points. Therefore, the removal of these murals in the With Action condition would not result in an adverse impact to visual resources.

STUDY AREA

URBAN DESIGN

As described above, the Proposed Project would have beneficial streetscape effects in the areas closest to Projected Development Sites 1-5 as the With Action development would contribute active ground floor uses to the surrounding area, including ground floor retail that would further enhance the pedestrian experience of the streetscape adjacent to the Projected Development Sites. The redevelopment of Projected Development Site 5 in the With Action condition would add a new residential building to that site that would contribute active uses on the adjacent sidewalks. While the new buildings that would be developed in the With Action condition would be three stories taller than the No Action developments, the new buildings would be consistent with newer residential development throughout the study area that includes buildings of varying heights and massings. Further, the study area is characterized by buildings from different development periods, including older buildings from the mid- to late-1800s to recently constructed buildings.

Similar to the No Action development, the new buildings in the With Action condition would not adversely affect the built environment's arrangement, appearance, or functionality. Buildings in the No Action and With Action scenarios would be taller than some study area buildings, but would be similar in height to other study area residential buildings, including the six- and seven-story Astoria Houses and the two six-story apartment buildings that are part of the Bridgeview Apartment complex in the northern part of the study area, in addition to more recently constructed

taller residential buildings on 21st Street and Vernon Boulevard, including the 15- and 18-story East River Tower at 11-24 31st Avenue. While the With Action development would include a new building on Projected Development Site 5 that would be seven stories taller than the one-story garage building that would remain in the No Action condition, the new buildings on the other Projected Development Sites would be three stories (approximately 35 feet) taller than the No Action buildings. The With Action buildings would be similar in height, massing, and form to other recent development in the study area, including the four- and five-story residential building (approximately 3.0 FAR) on Block 515, p/o Lot 31 at 12-26 30th Avenue immediately east of the Projected Development Site 4 and the seven-story residential building (approximately 3.6 FAR) with community facility space at 11-16 Main Avenue across 30th Avenue. Further, the Proposed Project would continue the trend of new residential development in the study area and would be consistent with many of the No Build development projects anticipated by 2034, including the seven-story building at 11-16 Main Avenue, as described above, and the residential building at 9-24 Main Avenue (approximately 3.9 FAR). In addition, the new buildings that would be constructed in both the No Action and With Action conditions would be in keeping with the changing and varying urban design character of the study area. These changes to the Projected Development Sites would not adversely affect a pedestrian's experience of the urban design characteristics of the study area, therefore, there would be no significant adverse impacts to urban design in the With Action condition.

VIEW CORRIDORS AND VISUAL RESOURCES

Both the No Action and With Action developments would not obstruct any existing view corridors in the study area as study area view corridors—Astoria Boulevard, 21st Street, and Vernon Boulevard are located beyond intervening buildings from the Projected Development Sites. Therefore, the With Action development would not adversely affect the pedestrian experiences of view corridors in the study area.

Views to visual resources in the study area were also considered. As described in "Existing Conditions," visual resources include the East River, Iglesia de Dios Oasis de Salvacion at 27-26 12th Street, and St. George's Episcopal Church at 14-02 27th Avenue. Study area visual resources would not be affected by the With Action development as they are located away from the Projected Development Sites, are low scale structures with visibility limited to nearby vantage points, and do not have a meaningful visual relationship with the Projected Development Sites due to distance and intervening buildings. Visual resources located outside the study area that can be viewed from certain study area vantage points—Shore Towers apartment building, the RFK Bridge, Roosevelt Island, and tall buildings in Manhattan, as described in "Existing Conditions"—also would not be affected by the With Action development due to distance and intervening buildings. Therefore, the With Action development would not obstruct views to either visual resources within or outside the study area. The existing building on Projected Development Site 5 would be demolished in the With Action condition removing the murals that are of visual interest. Because the murals are not visual resources as defined by CEQR, the demolition of the Projected Development Site 5 building would not result in an adverse impact to visual resources. Further, other murals would remain on other nearby buildings outside the Project Area and would also be expected to be replaced regularly while continuing to provide visual interest to the study area. Therefore, no visual resources in the study area would be adversely affected in the With Action condition.

Therefore, the Proposed Actions would not result in any significant adverse impacts to urban design or visual resources. ✷

A. INTRODUCTION

This attachment presents the findings of the hazardous materials assessment and assesses potential areas of concern that could pose a hazard to workers, the community, and/or the environment as a result of the proposed actions. As described in Attachment A, "Project Description and Screening Analyses," the proposed actions would facilitate the construction of a mixed-use residential and commercial building at 30-11 12th Street (Block 515, Lot 19, applicant owned "Projected Development Site 1") and could result in additional development at four additional non-applicant owned Projected Development Sites on Block 515, Lots 25, 27 and 28 (combined), and 29, and Block 506 (Lot 1) in the Astoria neighborhood of Queens. In addition to Projected Development Site 1, Block 515, Lots 25, 27, 28, 29, and p/o Lots 8, 9, 10, 11, 12, 13, 14, and 31 and Block 506, Lots 1, 3, 5, and (p/o) 6 and 67 form the "Rezoning Area." The potential for hazardous material conditions was evaluated based on previous environmental investigations, including a June 2018 *Phase I Environmental Site Assessment* (ESA) conducted by PVE LLC and Lawrence ENV LLC (PVE) for Projected Development Site 1. This ESA included a review of regulatory database listings and historical Sanborn fire insurance maps, for Projected Development Site 1 and nearby properties, including the additional Projected Development Sites. It also included an inspection of Projected Development Site 1 and a summary of a *Phase I ESA* and *Limited Subsurface Investigation*, both conducted for Projected Development Site 1 in 2015 by PVE. An updated Phase I ESA for Development Site 1 was completed by PVE in January 2022.

The hazardous materials assessment concluded that no significant adverse impacts related to hazardous materials would be expected to occur either during or following the construction of the proposed development on Projected Development Site 1, or the new developments at the four additional Projected Development Sites, provided certain protocols are followed, including additional subsurface testing (following New York City Department of Environmental Protection (DEP) approval of a site-specific sampling protocol) and implementation of a Remedial Action Plan (RAP) at Projected Development Site 1, and the placement of (E) Designation for hazardous materials for the additional Projected Development Sites.

Following approval of the *Subsurface (Phase II) Investigation Sampling Protocol and Health and Safety Plan* prepared by AKRF in March 2022 (and approved by DEP in June 2022), AKRF completed the subsurface investigation on Projected Development Site 1 (discussed below).

B. EXISTING CONDITIONS

TOPOGRAPHY AND SUBSURFACE CONDITIONS

Based on United States Geological Survey (USGS) mapping, the project area is approximately 16 feet above sea level. Based on topography, groundwater is anticipated to flow in a westerly direction towards the East River, located approximately 800 feet away. Groundwater in this portion of Queens is not used a potable source of water.

FINDINGS OF ENVIRONMENTAL INVESTIGATIONS

The 2018 *Phase I ESA*, conducted in in accordance with the American Society of Testing Materials (ASTM) *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* (E1527-13), included a review of available records; a site reconnaissance; interviews with a site representative; a review of prior reports; a review of historical fire insurance maps; and an evaluation of regulatory database listings for Projected Development Site 1 and nearby properties. In 1898, Projected Development Site 1 contained two residential structures but was otherwise vacant. By 1936, a large private garage labeled "auto-repairs" with two underground gasoline tanks had been added, but by 1967, the residential structures had been demolished and the former garage was used by an ice cream company until at least 2008, but the building was demolished in 2018.

The *Phase I ESA* identified the following Recognized Environmental Conditions (RECs), i.e., "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property":

- The use as an auto repair shop from approximately 1936 to 1950: two petroleum underground storage tanks (USTs) were located in the northwest corner of the structure. The 2015 subsurface testing (see below) confirmed petroleum contamination.
- Historical and current uses of the adjoining property to the northwest as a filling station (from 1936 to 1967) and auto repair shop (since 1977).

The 2015 *Limited Subsurface Investigation* included eight soil borings (three of which were converted to temporary monitoring wells) and three soil vapor probes. Laboratory analysis was conducted on eight soil, three groundwater, and three soil vapor samples. Consistent with an investigation for potential petroleum contamination, soil samples were analyzed for volatile organic compounds (VOCs) and semi-volatile organic compounds (SVOCs); groundwater samples were analyzed for VOCs and metals; and soil vapor samples were analyzed for VOCs. Findings were as follows:

- Staining and strong petroleum odors were observed in three of the eight soil borings; however, according to analytical results, the soil samples did not show exceedances of the most stringent New York State Department of Environmental Conservation (NYSDEC) guidelines: 6NYCRR Part 375 Unrestricted Use Soil Cleanup Objectives (UUSCOs), with the exception of acetone, which is a common laboratory contaminant. Based on these findings, petroleum spill #1504540 was reported to the NYSDEC Spill Hotline.
- Groundwater samples exceeded Class GA groundwater standards (per 6NYCRR Part 700-705), including VOCs typically associated with petroleum in one of the samples. It should be noted that these standards were developed assuming use as a drinking water source—a scenario which does not currently occur and would not occur in the future.
- VOCs in all three soil vapor samples exceeded New York State Department of Health (NYSDOH) indoor air guidelines for tetrachloroethylene (PCE), a common industrial and dry cleaning solvent.

The January 2022 *Phase I ESA* for Development Site 1 identified the same RECs noted in the 2018 report associated with on- and off-site historic automotive uses and petroleum bulk storage and identified Historical RECs (HRECs) including two closed status spills issued for the site (NYSDEC Spill #1504540, issued during the 2015 subsurface investigation and Spill #0212795 issued in 2003 due to a tank test failure). No pertinent additional information was included in the January 2022 Phase I ESA.

In August 2022, AKRF completed a supplementary Phase II Investigation on Projected Development Site 1 in accordance with the *Subsurface (Phase II) Investigation Sampling Protocol and Health and Safety Plan* prepared by AKRF in March 2022 (and approved by DEP in June 2022), which included the advancement of eight soil borings, the installation of five soil vapor points, and installation of three temporary wells, with collection of sixteen soil, five vapor, and three groundwater samples for laboratory analysis. Pertinent findings included:

FIELD OBSERVATIONS

Subsurface materials consisted of apparent historical fill (sand with brick, concrete, gravel, silt, ash and/or asphalt) to depths ranging between approximately 5 to 15 feet below grade (fbg), underlain by sand with varying amounts of silt and trace clay to the terminal boring depth of 20 fbg. The depth to water was measured to be approximately 9 and 12 fbg in the borings and temporary well points during the investigation and regional groundwater is anticipated to flow in a westerly to southwesterly direction toward the nearby East River.

Consistent with the prior investigations, slight petroleum-like odors and elevated PID readings [between approximately 35 and 236 ppm] were observed at the water table interface in borings SB-03 and SB-04 (located on the western and south-central portions of the Site, respectively), and a slight solvent-like odor was observed on the concrete surface and in soil between approximately 10 and 12 fbg in boring location SB-08 (located on the southwestern portion of the Site in the vicinity of a suspected UST identified during the geophysical investigation). Elevated PID readings (up to approximately 119 ppm) were also observed in soil between 10 and 12 fbg in the boring. No free-phase petroleum product was observed in the borings.

SOIL ANALYTICAL RESULTS

- One VOC [methylene chloride] was detected above its UUSCO, but below its RRSCO in all soil samples. This was likely a laboratory artifact.
- One SVOC [indeno(1,2,3-cd)pyrene, a PAH typically associated with fill material] was detected in sample SB-05_3-5 slightly above its UUSCO and RRSCO.
- Five metals (chromium, copper, lead, mercury and zinc) exceeded UUSCOs in one or more samples. Of these, two metals exceeded their RRSCO in one sample (SB-05_3-5): copper exceeded its 270 mg/kg RRSCO at a concentration of 332 mg/kg and lead exceeded its 400 mg/kg RRSCO at a detected concentration of 2,480 mg/kg. The concentration of lead in this sample indicated the potential for leachable lead levels to exceed hazardous waste thresholds when certain excavated soil requires disposal. Additional soil waste characterization data will be needed prior to soil disposal.
- PCBs were not detected above laboratory detection limits. Two pesticides (4,4'-DDE and 4,4'-DDT) were detected in sample SB-08_10-12 at concentrations above their UUSCO, but below their respective RRSCOs.

The soil detections were attributable to historical fill materials observed in the borings rather than an on-site release.

GROUNDWATER ANALYTICAL RESULTS

- Three petroleum-related VOCs exceeded their AWQSGVs (drinking water standards) in sample TW-03. Specifically, 1,2,4-trimethylbenzene was detected in TW-03 at a concentration of 14 micrograms per liter (µg/L), above its AWQSGV of 5.0 µg/L; p-

isopropyltoluene and sec-butylbenzene were also detected in this sample at concentrations of 8.6 and 6.1 µg/L, respectively, above their AWQSGV of 5.0 µg/L (for both compounds). The chlorinated solvent 1,1,2-trichloroethane was detected in sample TW-04 at a concentration of 7.2 µg/L, above its AWQSGV of 5.0 µg/L. Methylene chloride was detected above its AWQSGV in the three groundwater (maximum concentration of 17 µg/L) and was also detected in the laboratory blanks and is likely attributable to a laboratory artifact.

- Nine SVOCs [acenaphthene, acenaphthylene, anthracene, bis(2-ethylhexyl)phthalate, fluoranthene, fluorene, naphthalene, phenanthrene, and pyrene] were detected in one or more samples, but all below AWQSGVs.
- In the total (unfiltered) metals analysis, seven metals (iron, chromium, lead, magnesium, manganese, sodium, and selenium) were detected above AWQSGVs. In the dissolved analysis, four metals (magnesium, manganese, selenium and sodium) were detected at concentration above their AWQSGVs.
- PCBs and pesticides were undetected in the groundwater samples.

The groundwater detections were noted to be typical of urban areas with a history of industrial and automotive/petroleum-related uses. Former uses on the Site block consisted of garages with gasoline tanks, printers, metal works and other manufacturing uses and, therefore, the compounds detected were attributable to regional groundwater conditions. Furthermore, no significant on-site source of petroleum was detected in the overlying soil at the Site, and laboratory analytical results for soil were not indicative of a reportable spill.

SOIL VAPOR ANALYTICAL RESULTS

- PCE and TCE exceeded AGVs in one sample (SV-03) and TCE was detected in samples SV-06 and SV-07 at its AGV.
- Several typically petroleum-related compounds and refrigerants, for which there are no AGVs, were detected in the samples.

The findings indicated that detected soil vapor concentrations were likely attributable to some combination of historical uses at the Site which included former manufacturing and automotive use, and/or sources in the surrounding area, which historically included heavy industrial and automotive uses and dry cleaners.

Based on the findings of the investigation, AKRF recommended the preparation of a *Remedial Action Plan (RAP) and associated Construction Health and Safety Plan (CHASP)* for Projected Development Site 1 (subject to DEP approval) to address the potential for encountering identified or unexpected contamination during redevelopment, with procedures for removal of petroleum storage tanks, dewatering, excavation and disposal of soil, soil stockpiling, waste management and transport, dust control and air monitoring, as required. Following submittal of the Phase II Investigation Report and RAP & CHASP, DEP issued a response letter dated November 13, 2022, noting that the October 2022 RAP and CHASP for the proposed project (Projected Development Site 1) was acceptable.

ADDITIONAL PROJECTED DEVELOPMENT SITES

RECs or other uses of concern were identified at all four additional Projected Development Sites, including:

- Block 515, Lot 25—Former plumbing supplies and fastening company and auto repair facility.
- Block 515, Lots 27 and 28—Former chemical company and auto repair facility.
- Block 515, Lot 29—Former trucking and manufacturing operations.
- Block 506, Lot 1—Former gas station and auto repair facility.

Additionally, it is noted that based on the age of the structures on these Projected Development Sites, asbestos-containing materials (ACM), lead-based paint (LBP), and/or polychlorinated biphenyls (PCBs) may be present within building components.

C. FUTURE WITHOUT THE PROPOSED ACTIONS

In the future without the proposed actions (the "No Action" condition), Projected Development Site 1 and three of the four additional Projected Development Sites (following demolition of the existing structures) would be redeveloped with new residential buildings, most likely requiring comparable subsurface disturbance (e.g., for foundations and utilities) to that associated with the buildings that would be constructed under the proposed actions. As as-of-right developments, they would not be subject to the additional testing and RAP requirements (for Projected Development Site 1) or (E) Designation requirements (for the additional Projected Development Sites) set out below in points 1 and 2 under the "Future with the Proposed Actions," but would have to comply with applicable regulatory requirements, including those described in points 3 and 4 below.

D. FUTURE WITH THE PROPOSED ACTIONS

In the future with the proposed actions (the "With Action" condition), Projected Development Site 1 would be redeveloped with a new residential building and under the reasonable worst case development scenario (RWCDS), the additional Projected Development Sites would be redeveloped with residential buildings following demolition of the existing structures. Excavation for the construction of new building foundations could increase pathways for human exposure to subsurface hazardous materials, which could be present. Impacts would be avoided by performing the following:

1. Based upon the findings of the August 2022 Phase II subsurface investigation (and the previous studies) a RAP and associated CHASP were submitted to DEP for review. DEP approved the RAP & CHASP in a letter dated November 23, 2022 (see **Appendix C**) that would be implemented during the subsurface disturbance associated with redevelopment of Projected Development Site 1. The RAP and CHASP address requirements for items, such as dust control, and contingency measures should petroleum tanks or soil contamination be encountered. The RAP also includes requirements for vapor controls to prevent the potential for soil vapor intrusion. The requirements of the RAP and CHASP would be documented in a Remedial Closure Report (RCR) following construction excavation activities, and occupancy permits could only be issued once DEP received documentation that the RAP and CHASP were properly implemented.
2. An (E) Designation for hazardous materials would be placed on the additional non-applicant owned Projected Development Sites as part of the proposed actions to ensure requirements pertaining hazardous materials are addressed during future redevelopment, which would impose pre- and post-construction requirements overseen by the New York City Office of Environmental Remediation (OER). These requirements, set out in Tasks 1 and 2 below, include Phase I assessment, Phase II subsurface testing, and, if necessary, remedial measures.

3. Applicable regulatory requirements would be followed at Projected Development Site 1 and the additional Projected Development Sites, e.g., properly disposing of soil; reporting to NYSDEC any signs of a petroleum spill (including removing and registering encountered tanks); and following applicable DEP requirements should dewatering be required.
4. Demolition of existing structures would be conducted in compliance with applicable regulatory requirements, e.g., for ACM and LBP.

(E) DESIGNATION PROGRAM

The (E) Designation program is administered by OER. Approval of a hazardous materials remedy by OER is required prior to the granting of building permits by the New York City Department of Buildings (DOB). The text of the (E) Designation (**E-733**) applicable to Projected Development Site 2 (Block 515, Lot 25), Projected Development Site 3 (Block 515, Lots 27 and 28), Projected Development Site 4 (Block 515, Lot 29), and Projected Development Site 5 (Block 506, Lot 1) for hazardous materials would be as follows:

- ***Task 1***

  The applicant submits to OER, for review and approval, a Phase 1 ESA for the project area along with a soil, soil gas and groundwater 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 sample sites should be selected to adequately characterize the site, the specific source 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***

  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 the 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. An OER-approved construction-related health and safety plan would be implemented during evacuation and construction and activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil and/or groundwater. This plan would be submitted to OER for review and approval prior to implementation. All demolition or rehabilitation would be conducted in accordance with applicable requirements for disturbance, handling and disposal of suspect lead-paint and asbestos-containing materials. In addition to the requirements for lead-based paint and asbestos, requirements (including those of NYSDEC) should petroleum tanks and/or spills be identified and for off-site disposal of soil/fill would need to be followed.

With the supplemental testing and RAP/CHASP for Projected Development Site 1 and with the requirements of the (E) Designation and compliance with applicable regulatory requirements relating to demolition for the additional Projected Development Sites, no significant adverse impacts related to hazardous materials would occur. Following such construction, there would be no potential for significant adverse impacts related to hazardous materials. ✷

A. INTRODUCTION

This attachment examines the potential effects of the Proposed Actions on study area transportation systems. As described in Attachment A, "Project Description and Screening Analyses," 30-11 12th Street Realty LLC. (the "Applicant") is proposing the construction of a mixed-use residential and commercial building at 30-11 12th Street (Block 515, Lot 19, "Projected Development Site 1") in Community District 1 in the Astoria neighborhood of Queens; to facilitate the proposed development on Projected Development Site 1, the Applicant is requesting a zoning map amendment and a zoning text amendment (collectively, the "Proposed Actions") from the New York City Planning Commission (CPC) to rezone an area around the proposed development, including Block 515, Lots 19, 25, 27, 28, 29, and p/o Lots 8, 9, 10, 11, 12, 13, 14, and 31 and Block 506, Lots 1, 3, 5, and p/o 6 and 67, collectively the "Rezoning Area" (see **Figure H-1**). Together the entirety of the lots identified within the rezoning area compose the "Project Area."

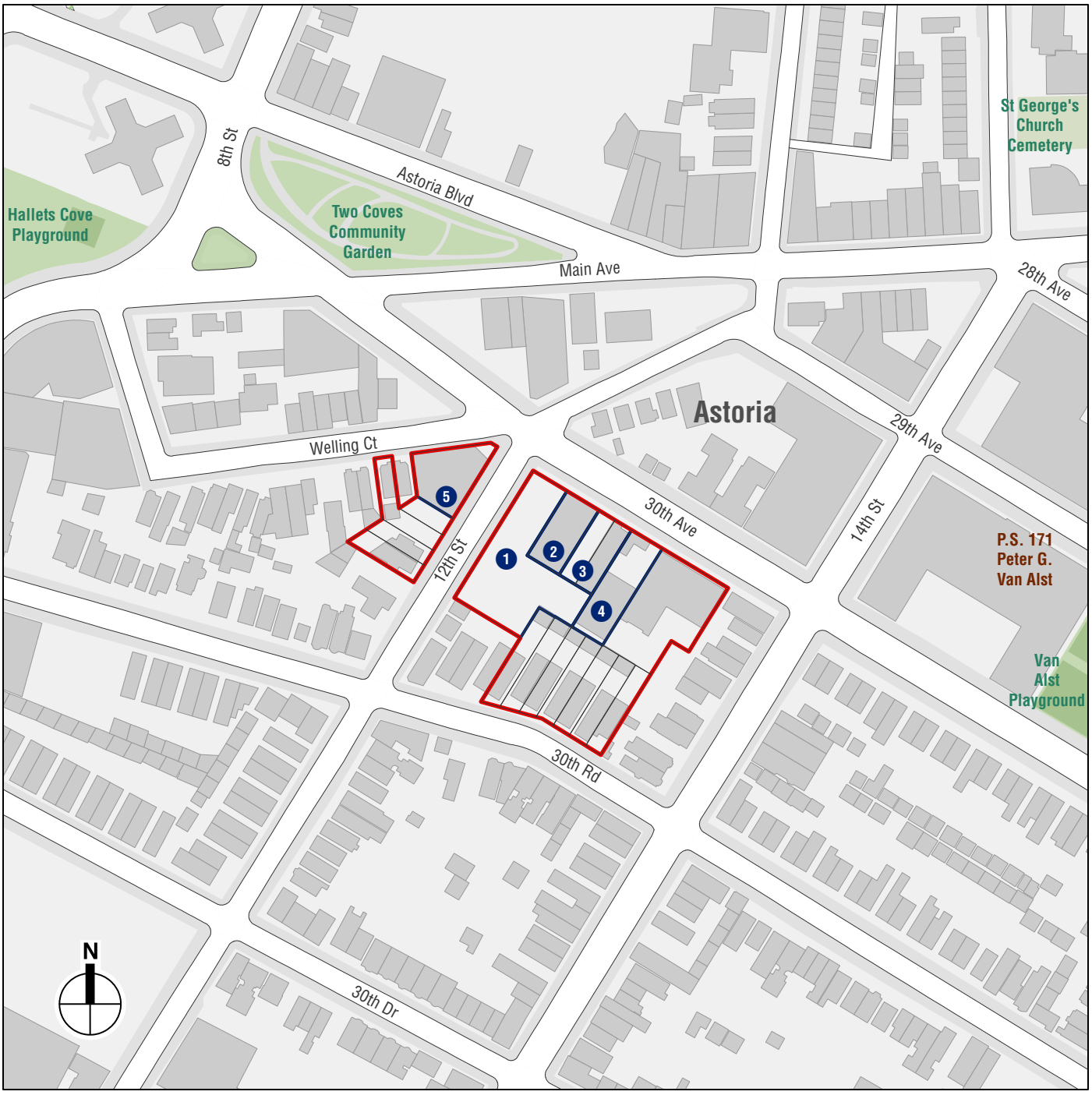
The Proposed Actions would also result in additional development within the rezoning area on four other "Projected Development Sites" which include Block 515, Lot 25 (Projected Development Site 2), Lots 27 and 28 (Projected Development Site 3), Lot 29 (Projected Development Site 4), and Block 506, Lot 1 (Projected Development Site 5).

Under the No Action condition, four of the Projected Development Sites would be developed as-of-right (AOR) under zoning with residential buildings containing a total of 89 dwelling units (DUs), and 50 accessory parking spaces. One of the development sites (Projected Development Site 5) is assumed to remain in its current condition in the No Action condition, with approximately 6,800 gross square feet (gsf) of light industrial uses. Under the Future with the Proposed Actions (the "With Action" condition), the Projected Development Sites would be developed with five mixed-use buildings, containing a total of 181 DUs, approximately 32,200 gsf of local retail, and 74 accessory parking spaces.

Table H-1 provides a comparison of the development programs for the No Action and With Action conditions.

The analyses consider the 2034 analysis year to identify potential impacts, and if warranted, determine project improvement measures that would be appropriate to address those impacts. The travel demand projections, trip assignments, and capacity analysis presented in this attachment were conducted pursuant to the methodologies outlined in the 2021 *City Environmental Quality Review (CEQR) Technical Manual*.

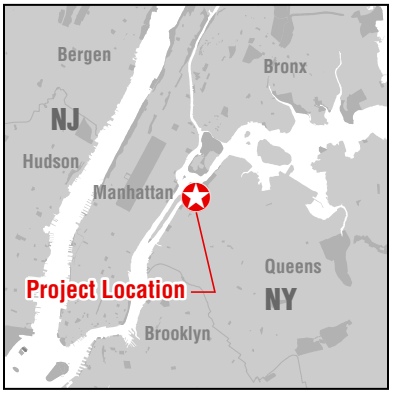
7.7.22



0 200 FEET

Project Area

1 *Projected Development Sites*



Project Location

30-11 12TH STREET REZONING

Figure H-1

Table H-1
Comparison of No Action and With Action Conditions

Components	No Action	With Action	Increments
Projected Development Site 1			
Residential (DUs)	37	86	49
Local Retail (gsf)	0	8,300	8,300
Accessory Parking Spaces	23	41	18
Projected Development Site 2			
Residential (DUs)	15	20	5
Local Retail (gsf)	0	5,000	5,000
Accessory Parking Spaces	8	7	-1
Projected Development Site 3			
Residential (DUs)	15	20	5
Local Retail (gsf)	0	5,000	5,000
Accessory Parking Spaces	8	7	-1
Projected Development Site 4			
Residential (DUs)	22	29	7
Local Retail (gsf)	0	7,400	7,400
Accessory Parking Spaces	11	10	-1
Projected Development Site 5			
Residential (DUs)	0	26	26
Local Retail (gsf)	0	6,500	6,500
Light Industrial (gsf)	6,800	0	-6,800
Accessory Parking Spaces	0	9	9
Total			
Residential (DUs)	89	181	92
Local Retail (gsf)	0	32,200	32,200
Light Industrial (gsf)	6,800	0	-6,800
Accessory Parking Spaces	50	74	24

Note: The Applicant's site is Projected Development Site 1.
Source: 30-11 12th Street Realty LLC and AKRF, March 2022.

B. TRANSPORTATION SCREENING ASSESSMENTS

The *CEQR Technical Manual* identifies procedures for evaluating a proposed project's potential impacts on traffic, transit, ferry, pedestrian, and parking conditions. This methodology begins with the preparation of a trip generation analysis to determine the volume of person and vehicle trips associated with the proposed project. The results are then compared with the *CEQR Technical Manual*-specified thresholds (Level 1 screening analysis) to determine whether a Level 2 screening analysis is warranted. If the proposed project would result in 50 or more peak hour vehicle trips, 200 or more peak hour transit trips (subway/rail or bus riders), 50 or more peak hour Citywide Ferry Service (CWFS) ferry trips, and/or 200 or more peak hour pedestrian trips, a Level 2 screening analysis is undertaken.

For the Level 2 screening analysis, project generated trips would be assigned to specific intersections, transit routes, ferry routes, and pedestrian elements. If the results of this analysis show that the proposed project would generate 50 or more peak hour vehicle trips through an intersection, 50 or more peak hour bus riders on a bus route in a single direction, 200 or more peak hour subway passengers at any given station or on a subway line, 25 or more passenger ferry trips in a single direction on a single route, 50 or more passengers at a ferry landing, or 200 or more peak hour pedestrian trips per pedestrian element, further quantified analyses may be warranted

to evaluate the potential for significant adverse traffic, transit, ferry, and pedestrian impacts and parking shortfalls.

LEVEL 1 SCREENING ASSESSMENT

Trip generation factors for the Project Area were developed based on information from the *CEQR Technical Manual*, U.S. Census Data, and other previously approved EISs—as summarized in **Table H-2**.

RESIDENTIAL

The daily person trip rate, temporal and directional distributions, daily delivery trip rate, delivery temporal and directional distributions are from the *CEQR Technical Manual*. The taxi occupancy is from the 2014 *Astoria Cove FEIS.* The modal splits and auto occupancy are from the 2015-2019 U.S. Census American Community Survey (ACS) Journey-to-Work (JTW) Estimates for Queens County Census Tracts 71, 73, 75, 77, 79, 81, and 83.

LIGHT INDUSTRIAL

The daily person trip rate, temporal and directional distributions, the weekday midday peak hour modal split, and taxi occupancy are from the 2016 *East New York Rezoning FEIS*. The modal splits for the weekday AM, PM, and Saturday peak hours, and the auto occupancy are from the 2012-2016 U.S. Census ACS Reverse Journey-to-Work (RJTW) Estimates for Queens County Census tracts 71, 73, 75, 77, 79, 81, and 83. The daily delivery trip rate, delivery temporal and directional distributions are from the 2016 *East New York Rezoning FEIS*.

LOCAL RETAIL

The daily person trip rate, temporal and directional distributions, modal splits, and daily delivery trip rate, delivery temporal and directional distributions for the local neighborhood retail component are from the *CEQR Technical Manual*. In line with accepted City practice, a 25-percent linked trip credit was applied to the local retail trip generation estimates. The vehicle occupancies are from the 2014 *Astoria Cove FEIS*.

TRIP GENERATION SUMMARY

As summarized in **Table H-3**, under the No Action condition, the Projected Development Sites would generate 78, 48, 73, and 66 person trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. Approximately 17, 6, 15, and 9 vehicle trips would be generated during the same respective peak hours. As summarized in **Table H-4**, under the With Action condition, the Projected Development Sites would generate 519, 718, 994, and 1,150 person trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. Approximately 44, 50, 68, and 80 vehicle trips would be generated during the same peak hours. The net incremental trips between the No Action and With Action conditions are shown in **Table H-5**.

Table H-2
Travel Demand Factors

Use	Residential				Light Industrial				Local Retail			
Total Daily Person Trip	(1) Weekday 8.180 Trips / DU			Saturday 9.08	(4) Weekday 14.70 Trips / KSF			Saturday 2.20	(1) Weekday 329.00 Trips / KSF			Saturday 358.00
Trip Linkage	0%			0%	0%			0%	25%			25%
Net Daily Person trip	Weekday 8.18 Trips / DU			Saturday 9.08	Weekday 14.70 Trips / KSF			Saturday 2.20	Weekday 246.75 Trips / KSF			Saturday 268.50
	AM	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**
Temporal	(1)				(4)				(1)			
	9.3%	5.6%	8.5%	8.4%	13.2%	11.0%	14.2%	10.7%	4.8%	8.0%	10.9%	11.7%
Direction	(1)				(4)				(1)			
In	22%	50%	63%	51%	88%	50%	12%	47%	53%	50%	50%	50%
Out	78%	50%	37%	49%	12%	50%	88%	53%	47%	50%	50%	50%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Modal Split	(3)				(4)(5)				(1)			
	AM	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**
Auto	16.0%	16.0%	16.0%	16.0%	47.0%	2.0%	47.0%	47.0%	11.0%	11.0%	11.0%	11.0%
Taxi	1.0%	1.0%	1.0%	1.0%	2.0%	3.0%	2.0%	2.0%	0.0%	0.0%	0.0%	0.0%
Subway	70.0%	70.0%	70.0%	70.0%	27.0%	6.0%	27.0%	27.0%	3.0%	3.0%	3.0%	3.0%
Railroad	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	1.0%	1.0%	0.0%	0.0%	0.0%	0.0%
Bus	2.0%	2.0%	2.0%	2.0%	6.0%	6.0%	6.0%	6.0%	2.0%	2.0%	2.0%	2.0%
Walk	10.0%	10.0%	10.0%	10.0%	17.0%	83.0%	17.0%	17.0%	84.0%	84.0%	84.0%	84.0%
Ferry	1.0%	1.0%	1.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Vehicle Occupancy	(2)(3)				(4)(5)				(2)			
	Weekday			Saturday	Weekday			Saturday	Weekday			Saturday
Auto	1.13			1.13	1.10			1.10	2.00			2.00
Taxi	1.40			1.40	1.20			1.20	2.00			2.00
Daily Delivery Trip Generation Rate	(1) Weekday 0.06 Delivery Trips / DU			Saturday 0.02	(4) Weekday 0.67 Delivery Trips / KSF			Saturday 0.67	(1) Weekday 0.35 Delivery Trips / KSF			Saturday 0.04
	AM	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**
Delivery Temporal	(1)				(4)				(1)			
	12.0%	9.0%	2.0%	9.0%	14.0%	9.0%	1.0%	0.0%	8.0%	11.0%	2.0%	11.0%
Delivery Direction	(1)				(4)				(1)			
In	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Out	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Sources:
(1) 2021 *CEQR Technical Manual*
(2) *Astoria Cove FEIS* (2014)
(3) U.S. Census American Community Survey (ACS) 2015-2019 Journey-to-Work (JTW) Estimates, Queens Census Tracts 71, 73, 75, 77, 79, 81, 83
(4) *East New York Rezoning FEIS* (2016)
(5) U.S. Census American Community Survey (ACS) 2012-2016 Reverse Journey-to-Work (RJTW) Estimates, Queens Census Tracts 71, 73, 75, 77, 79, 81, 83

Table H-3
No Action Condition—Trip Generation Summary

Program	Peak Hour	In/Out	Person Trip								Vehicle Trip			
			Auto	Taxi	Subway	Railroad	Bus	Walk	Ferry	Total	Auto	Taxi	Delivery	Total
Residential 89 DU	AM	In	2	0	10	0	0	1	0	13	2	1	0	3
		Out	8	1	37	0	1	5	1	53	7	1	0	8
		Total	10	1	47	0	1	6	1	66	9	2	0	11
	Midday	In	3	0	14	0	0	2	0	19	3	0	0	3
		Out	3	0	14	0	0	2	0	19	3	0	0	3
		Total	6	0	28	0	0	4	0	38	6	0	0	6
	PM	In	6	0	27	0	1	4	0	38	5	0	0	5
		Out	4	0	16	0	0	2	0	22	4	0	0	4
		Total	10	0	43	0	1	6	0	60	9	0	0	9
	Saturday	In	6	0	24	0	1	3	0	34	5	0	0	5
		Out	5	0	23	0	1	3	0	32	4	0	0	4
		Total	11	0	47	0	2	6	0	66	9	0	0	9
Light Industrial 6,776 GSF	AM	In	5	0	3	0	1	2	0	11	5	0	0	5
		Out	1	0	0	0	0	0	0	1	1	0	0	1
		Total	6	0	3	0	1	2	0	12	6	0	0	6
	Midday	In	0	0	0	0	0	5	0	5	0	0	0	0
		Out	0	0	0	0	0	5	0	5	0	0	0	0
		Total	0	0	0	0	0	10	0	10	0	0	0	0
	PM	In	1	0	0	0	0	0	0	1	1	0	0	1
		Out	6	0	3	0	1	2	0	12	5	0	0	5
		Total	7	0	3	0	1	2	0	13	6	0	0	6
	Saturday	In	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0
Total	AM	In	7	0	13	0	1	3	0	24	7	1	0	8
		Out	9	1	37	0	1	5	1	54	8	1	0	9
		Total	16	1	50	0	2	8	1	78	15	2	0	17
	Midday	In	3	0	14	0	0	7	0	24	3	0	0	3
		Out	3	0	14	0	0	7	0	24	3	0	0	3
		Total	6	0	28	0	0	14	0	48	6	0	0	6
	PM	In	7	0	27	0	1	4	0	39	6	0	0	6
		Out	10	0	19	0	1	4	0	34	9	0	0	9
		Total	17	0	46	0	2	8	0	73	15	0	0	15
	Saturday	In	6	0	24	0	1	3	0	34	5	0	0	5
		Out	5	0	23	0	1	3	0	32	4	0	0	4
		Total	11	0	47	0	2	6	0	66	9	0	0	9

Table H-4
With Action Condition—Trip Generation Summary

Program	Peak Hour	In/Out	Person Trip								Vehicle Trip			
			Auto	Taxi	Subway	Railroad	Bus	Walk	Ferry	Total	Auto	Taxi	Delivery	Total
Residential 181 DU	AM	In	5	0	21	0	1	3	0	30	4	1	1	6
		Out	17	1	75	0	2	11	1	107	15	1	1	17
		Total	22	1	96	0	3	14	1	137	19	2	2	23
	Midday	In	7	0	29	0	1	4	0	41	6	0	0	6
		Out	7	0	29	0	1	4	0	41	6	0	0	6
		Total	14	0	58	0	2	8	0	82	12	0	0	12
	PM	In	13	1	55	0	2	8	1	80	12	1	0	13
		Out	7	0	33	0	1	5	0	46	6	1	0	7
		Total	20	1	88	0	3	13	1	126	18	2	0	20
	Saturday	In	11	1	49	0	1	7	1	70	10	2	0	12
		Out	11	1	47	0	1	7	1	68	10	2	0	12
		Total	22	2	96	0	2	14	2	138	20	4	0	24
Local Retail 32,223 GSF	AM	In	22	0	6	0	4	170	0	202	11	0	0	11
		Out	20	0	5	0	4	151	0	180	10	0	0	10
		Total	42	0	11	0	8	321	0	382	21	0	0	21
	Midday	In	35	0	10	0	6	267	0	318	18	0	1	19
		Out	35	0	10	0	6	267	0	318	18	0	1	19
		Total	70	0	20	0	12	534	0	636	36	0	2	38
	PM	In	48	0	13	0	9	364	0	434	24	0	0	24
		Out	48	0	13	0	9	364	0	434	24	0	0	24
		Total	96	0	26	0	18	728	0	868	48	0	0	48
	Saturday	In	56	0	15	0	10	425	0	506	28	0	0	28
		Out	56	0	15	0	10	425	0	506	28	0	0	28
		Total	112	0	30	0	20	850	0	1,012	56	0	0	56
Total	AM	In	27	0	27	0	5	173	0	232	15	1	1	17
		Out	37	1	80	0	6	162	1	287	25	1	1	27
		Total	64	1	107	0	11	335	1	519	40	2	2	44
	Midday	In	42	0	39	0	7	271	0	359	24	0	1	25
		Out	42	0	39	0	7	271	0	359	24	0	1	25
		Total	84	0	78	0	14	542	0	718	48	0	2	50
	PM	In	61	1	68	0	11	372	1	514	36	1	0	37
		Out	55	0	46	0	10	369	0	480	30	1	0	31
		Total	116	1	114	0	21	741	1	994	66	2	0	68
	Saturday	In	67	1	64	0	11	432	1	576	38	2	0	40
		Out	67	1	62	0	11	432	1	574	38	2	0	40
		Total	134	2	126	0	22	864	2	1,150	76	4	0	80

Table H-5
With Action Condition—Incremental Trip Generation Summary

Program	Peak Hour	In/Out	Person Trip								Vehicle Trip			
			Auto	Taxi	Subway	Railroad	Bus	Walk	Ferry	Total	Auto	Taxi	Delivery	Total
Residential 92 DU	AM	In	3	0	11	0	1	2	0	17	2	0	1	3
		Out	9	0	38	0	1	6	0	54	8	0	1	9
		Total	12	0	49	0	2	8	0	71	10	0	2	12
	Midday	In	4	0	15	0	1	2	0	22	3	0	0	3
		Out	4	0	15	0	1	2	0	22	3	0	0	3
		Total	8	0	30	0	2	4	0	44	6	0	0	6
	PM	In	7	1	28	0	1	4	1	42	7	1	0	8
		Out	3	0	17	0	1	3	0	24	2	1	0	3
		Total	10	1	45	0	2	7	1	66	9	2	0	11
	Saturday	In	5	1	25	0	0	4	1	36	5	2	0	7
		Out	6	1	24	0	0	4	1	36	6	2	0	8
		Total	11	2	49	0	0	8	2	72	11	4	0	15
Local Retail 32,223 GSF	AM	In	22	0	6	0	4	170	0	202	11	0	0	11
		Out	20	0	5	0	4	151	0	180	10	0	0	10
		Total	42	0	11	0	8	321	0	382	21	0	0	21
	Midday	In	35	0	10	0	6	267	0	318	18	0	1	19
		Out	35	0	10	0	6	267	0	318	18	0	1	19
		Total	70	0	20	0	12	534	0	636	36	0	2	38
	PM	In	48	0	13	0	9	364	0	434	24	0	0	24
		Out	48	0	13	0	9	364	0	434	24	0	0	24
		Total	96	0	26	0	18	728	0	868	48	0	0	48
	Saturday	In	56	0	15	0	10	425	0	506	28	0	0	28
		Out	56	0	15	0	10	425	0	506	28	0	0	28
		Total	112	0	30	0	20	850	0	1,012	56	0	0	56
Light Industrial -6,776 GSF	AM	In	-5	0	-3	0	-1	-2	0	-11	-5	0	0	-5
		Out	-1	0	0	0	0	0	0	-1	-1	0	0	-1
		Total	-6	0	-3	0	-1	-2	0	-12	-6	0	0	-6
	Midday	In	0	0	0	0	0	-5	0	-5	0	0	0	0
		Out	0	0	0	0	0	-5	0	-5	0	0	0	0
		Total	0	0	0	0	0	-10	0	-10	0	0	0	0
	PM	In	-1	0	0	0	0	0	0	-1	-1	0	0	-1
		Out	-6	0	-3	0	-1	-2	0	-12	-5	0	0	-5
		Total	-7	0	-3	0	-1	-2	0	-13	-6	0	0	-6
	Saturday	In	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0
Total	AM	In	20	0	14	0	4	170	0	208	8	0	1	9
		Out	28	0	43	0	5	157	0	233	17	0	1	18
		Total	48	0	57	0	9	327	0	441	25	0	2	27
	Midday	In	39	0	25	0	7	264	0	335	21	0	1	22
		Out	39	0	25	0	7	264	0	335	21	0	1	22
		Total	78	0	50	0	14	528	0	670	42	0	2	44
	PM	In	54	1	41	0	10	368	1	475	30	1	0	31
		Out	45	0	27	0	9	365	0	446	21	1	0	22
		Total	99	1	68	0	19	733	1	921	51	2	0	53
	Saturday	In	61	1	40	0	10	429	1	542	33	2	0	35
		Out	62	1	39	0	10	429	1	542	34	2	0	36
		Total	123	2	79	0	20	858	2	1,084	67	4	0	71

Traffic

As shown in **Table H-5**, the incremental trips generated by the Projected Development Sites would be 27, 44, 53, and 71 vehicle trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. Since the incremental vehicle trips would be greater than 50 vehicles during the weekday PM and Saturday peak hours, a Level 2 screening assessment (presented in the section below) was conducted to determine if a quantified traffic analysis is warranted.

Transit

Public transit options to and from the study area are shown in **Figure H-2**. The Project Area is served by the New York City Transit (NYCT) 30th Avenue (N and W) and 21st Street-Queensbridge (F) subway stations, the Q18, Q19, Q69, Q100, Q102, Q103, and Q104 bus routes, and the New York City Ferry's Astoria ferry landing.

As shown in **Table H-5**, the incremental subway trips generated by the Projected Development Sites would be 57, 50, 68, and 79 person trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. Since these increments do not exceed the *CEQR Technical Manual* analysis threshold of 200, a detailed analysis of subway facilities is not warranted, and the Proposed Actions are not expected to result in any significant adverse subway impacts.

Also shown in **Table H-5**, the incremental bus trips generated by the Projected Development Sites would be 9, 14, 19, and 20 during the weekday AM, midday, PM, and Saturday peak hours, respectively. Assuming that all of the subway trips assigned to the 21st Street-Queensbridge subway station would transfer to buses and half of the subway trips assigned to the 30th Avenue subway station would transfer to buses, and considering that these trips from subway transfers and the incremental bus trips would be dispersed among the multiple local bus routes serving the study area, including the Q18, Q19, Q69, Q100, Q103, and Q104, no single bus route is expected to incur incremental bus trips that exceed the *CEQR Technical Manual* analysis threshold of 50 or more peak hour bus riders in a single direction. Therefore, a detailed bus line-haul analysis is also not warranted, and the Proposed Actions are not expected to result in any significant adverse bus line-haul impacts.

City-wide Ferry Service

As detailed in **Table H-5**, the incremental ferry trips generated by the Project Area would be 0, 0, 1, and 2 person trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. Accordingly, no single CWFS ferry route would incur the *CEQR Technical Manual* analysis threshold of 25 or more peak hour ferry passengers in a single direction, and no single CWFS ferry landing would incur the *CEQR Technical Manual* analysis threshold of 50 or more peak hour ferry passengers. Therefore, a detailed CWFS landing or line-haul analysis is not warranted and the Proposed Actions are not expected to result in any significant adverse ferry impacts.

Pedestrians

All incremental person trips generated by the Proposed Actions would traverse the pedestrian elements (i.e., sidewalks, corners, and crosswalks) surrounding the project area, with the exception of some trips made by autos: a portion of Projected Development Site 1 trips arriving by auto would be able to directly access its residential lobby from the on-site parking garage without traversing the surrounding pedestrian elements. As shown in **Table H-5**, the net incremental pedestrian trips would be greater than 200 during the weekday AM, midday, PM, and Saturday peak hours. A Level 2 screening assessment (presented in the section below) was conducted to determine if there is a need for additional quantified pedestrian analyses.

LEVEL 2 SCREENING ASSESSMENT

As part of the Level 2 screening assessment, project-generated trips were assigned to specific intersections and pedestrian elements near the Project Area. As previously stated, further quantified analyses to assess the potential impacts of the Proposed Actions on the transportation system

7.12.22



Study Area Transit

30-11 12TH STREET REZONING

Figure H-2

would be warranted if the trip assignments were to identify key intersections incurring 50 or more peak hour vehicle trips or pedestrian elements incurring 200 or more peak hour pedestrian trips.

SITE ACCESS AND EGRESS

As described above, the Project Area would consist of five Projected Development Sites containing new mixed-use buildings as shown on **Figure H-1**. Under the No Action condition, the residential entrance for Projected Development Site 1 was assumed to be located on the east side of 12th Street, and trips made by autos for Projected Development Site 1 are assumed to access its on-site parking from 12th Street. Projected Development Sites 2, 3, and 4 were assumed to have residential entrances located on the south side of 30th Avenue, and their on-site parking were also assumed to be accessed from 30th Avenue. Projected Development Site 5's industrial entrances were assumed to continue to be located on the west side of 12th Street.

Under the With Action condition, the residential entrance and on-site parking for Projected Development Site 1 would be located on the east side of 12th Street, and its retail entrances were assumed to be located on the east side of 12th Street and the south side of 30th Avenue. Projected Development Sites 2, 3, and 4 would have residential and retail entrances and their on-site parking on the south side of 30th Avenue. Projected Development Site 5 would have residential and retail entrances and its on-site parking on the west side of 12th Street.

TRAFFIC

Vehicle trips were assigned to area intersections based on the most likely travel routes to and from the Projected Development Sites, prevailing travel patterns, commuter origin-destination (O-D) summaries from the census data, the configuration of the roadway network, the anticipated locations of site access and egress, and nearby land use and population characteristics. Auto trips were assigned to the on-site parking facilities, which would be accessed from 12th Street and 30th Avenue. Taxi trips were distributed to the Projected Development Site frontages. All delivery trips were assigned to the Projected Development Sites via New York City Department of Transportation (DOT)-designated truck routes. Traffic assignments for the various development uses are discussed below.

Residential

The No Action and With Action residential auto trips were generally assigned based on U.S. Census 2012-2016 ACS JTW O-D summaries, the configuration of the roadway network, and the anticipated locations of site access and egress. According to the ACS O-D summaries, resident vehicle trips would originate from Queens (44 percent), Long Island (19 percent), Manhattan (16 percent), Brooklyn (8 percent), New Jersey (5 percent), the Bronx (4 percent), Connecticut (3 percent), and New York counties north of New York City (1 percent). Based on the census O-D data, approximately 55 percent were assigned from the northeast, 20 percent from the southeast, and 25 percent from the southwest. All auto trips were assigned to the on-site parking facilities.

For No Action residential auto trips, inbound trips were distributed to the roadway network in the manner listed below, while outbound trips were routed in the opposite directions.

- 24 percent to 30th Avenue westbound (via 21st Street)
- 25 percent to 30th Road westbound (via 21st Street)
- 28 percent to 14th Street southbound
- 15 percent to Vernon Boulevard northbound

- 8 percent to 12th Street northbound

For With Action residential auto trips, inbound trips were distributed to the roadway network in the manner listed below, while outbound trips were routed in the opposite directions.

- 15 percent to 30th Avenue westbound (via 21st Street)
- 34 percent to 30th Road westbound (via 21st Street)
- 28 percent to 14th Street southbound
- 15 percent to Vernon Boulevard northbound
- 8 percent to 12th Street northbound

Taxi trips were assigned to both the 12th Street and 30th Avenue frontages, in the manner listed below, while outbound trips were routed in the opposite directions.

- 86 percent via 30th Road westbound (via 21st Street)
- 6 percent to 14th Street southbound
- 8 percent to Vernon Boulevard northbound

Light Industrial

Auto trips generated by the light industrial use in the No Action condition were assigned to the surrounding roadway network based on 2012–2016 U.S. Census ACS RJTW O-D summaries. The vehicle trips would originate from Queens (66 percent), Long Island (20 percent), Brooklyn (6 percent), Upstate New York (3 percent), and New Jersey (5 percent). Auto trips were assigned to Projected Development Site 5 and were distributed to the roadway network in the following manner:

- 40 percent to 30th Avenue westbound (via 21st Street)
- 23 percent to 30th Road westbound (via 21st Street)
- 18 percent to 14th Street southbound
- 12 percent to Vernon Boulevard northbound
- 7 percent to 12th Street northbound

Local Retail

Auto trips generated by the local retail use in the With Action condition were assigned to the surrounding roadway network based on population density and land use in the surrounding neighborhood. Auto trips were assigned to the parking facilities at the Projected Development Sites and were distributed to the roadway network in the following manner:

- 30 percent to 30th Avenue westbound (5 percent via 21st Street)
- 15 percent to 30th Road (via 21st Street)
- 35 percent to 14th Street southbound
- 5 percent to Vernon Boulevard northbound
- 15 percent to 12th Street northbound

Taxi trips were assigned to the project frontages following a similar pattern as those for auto trips summarized above.

Summary

Figures H-3 and H-4 show the No Action project-generated vehicle trips for the weekday PM and Saturday peak hours. **Figures H-5 and H-6** shows the With Action project-generated vehicle trips for the weekday PM and Saturday peak hours. Based on the incremental vehicle trips shown in **Figures H-7 and H-8** and in **Table H-6**, the maximum number of incremental vehicle trips for any particular intersection during the weekday PM and Saturday peak hours would be 33 and 45, respectively, which are below the *CEQR Technical Manual* analysis threshold of 50 peak hour vehicle trips. Therefore, a detailed traffic analysis is not warranted, and the Proposed Actions are not expected to result in any significant adverse traffic impacts.

Table H-6
Traffic Level 2 Screening Analysis Results

Traffic Intersections	Incremental Vehicle Trips	
	Weekday PM	Saturday
Vernon Boulevard and 30th Drive	2	6
Vernon Boulevard and 30th Road	0	3
Main Avenue and 30th Avenue	0	3
12th Street and 30th Drive	7	8
12th Street and 30th Road	31	35
12th Street and 30th Avenue	22	33
12th Street and Astoria Boulevard	6	7
14th Street and 30th Road	24	27
14th Street and 30th Avenue	33	45
14th Street and Astoria Boulevard	17	18
21st Street and 30th Road	13	15
21st Street and 30th Avenue	25	37
21st Street and Astoria Boulevard	19	30

PARKING

For parking, because the screening analysis presented above concluded that incremental vehicle trips associated with the Proposed Actions would not exceed the *CEQR Technical Manual* threshold for a detailed traffic analysis, an assessment of the Proposed Actions' demand on the area's parking resources is also unwarranted according to the guidelines of the *CEQR Technical Manual*. Furthermore, as described above, the projected development would provide accessory parking spaces to accommodate some of the parking demand generated by the proposed uses.

PEDESTRIANS

Level 2 pedestrian trip assignments were individually developed for the No Action project-generated, With Action project-generated, and With Action incremental pedestrian trips. These trip assignments are shown in **Figures H-9 through H-20** and discussed below.

- Auto Trips: Motorists were assigned to the Projected Development Sites due to the on-site parking facilities. For Projected Development Site 1, it is assumed that auto trips to/from its parking garage would connect directly to its residential lobby without traversing any pedestrian elements in the No Action and With Action conditions. The remaining auto trips would walk to and from the on-site parking facilities.
- Taxi Trips: Taxi patrons are assumed to be dropped off and picked up along the frontages adjacent to each entrance.

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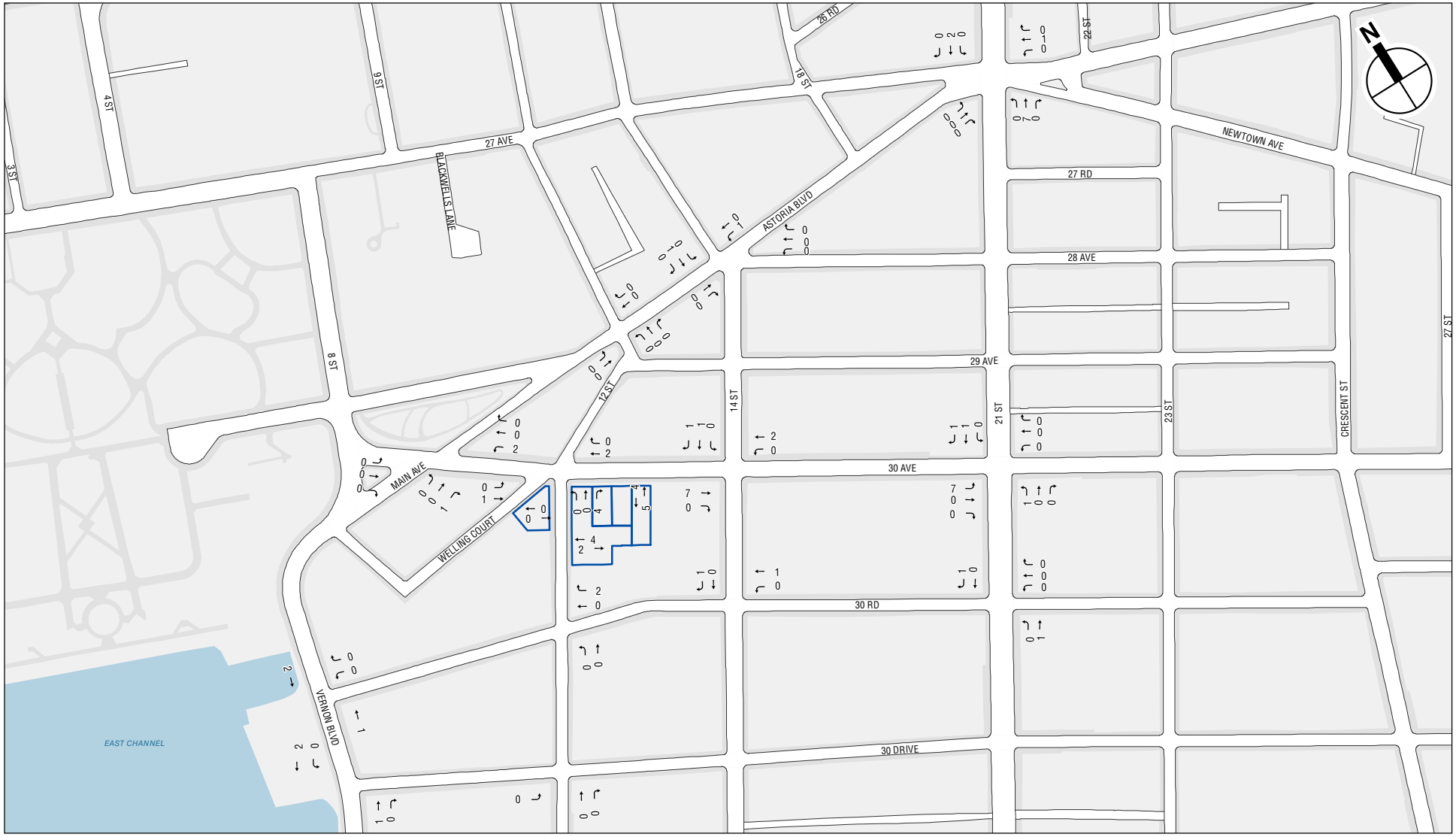


Projected Development Sites

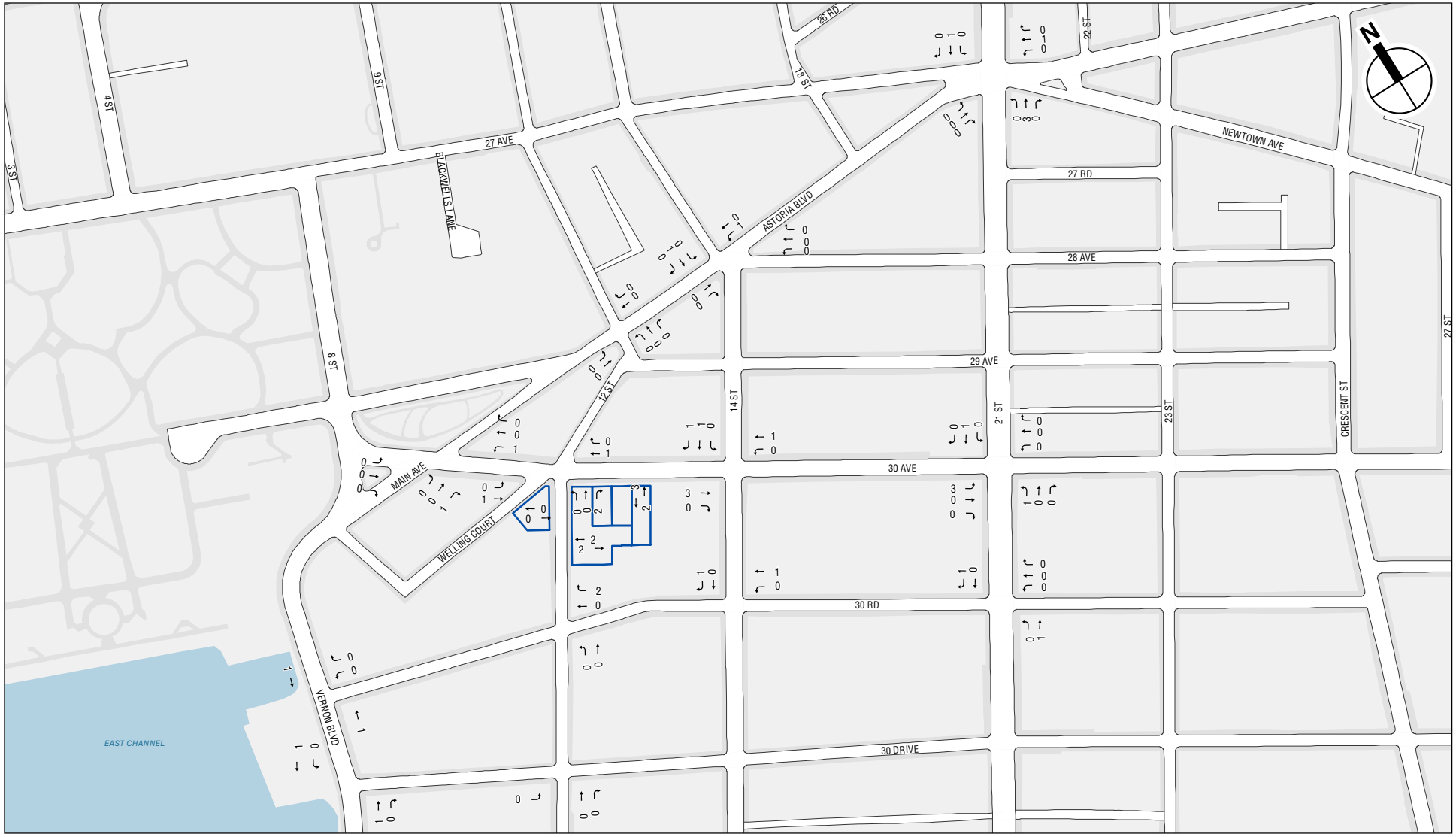
0 200 FEET

No Action Project Generated Vehicle Trips
Weekday PM Peak Hour

30-11 12TH STREET REZONING

Figure H-3

7.11.22



Projected Development Sites

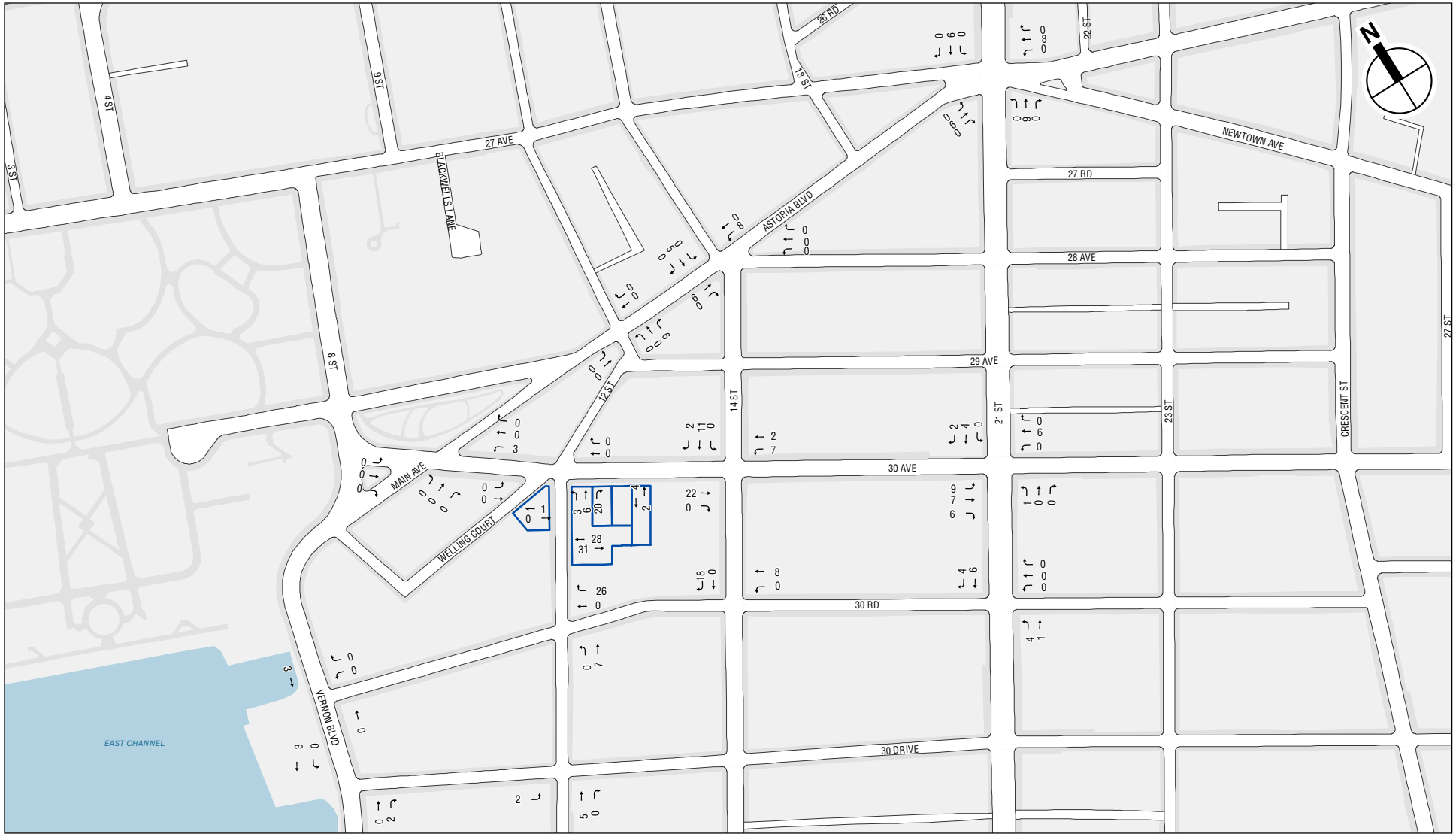
0 200 FEET

No Action Project Generated Vehicle Trips
Saturday Peak Hour

30-11 12TH STREET REZONING

Figure H-4

7.11.22



Projected Development Sites

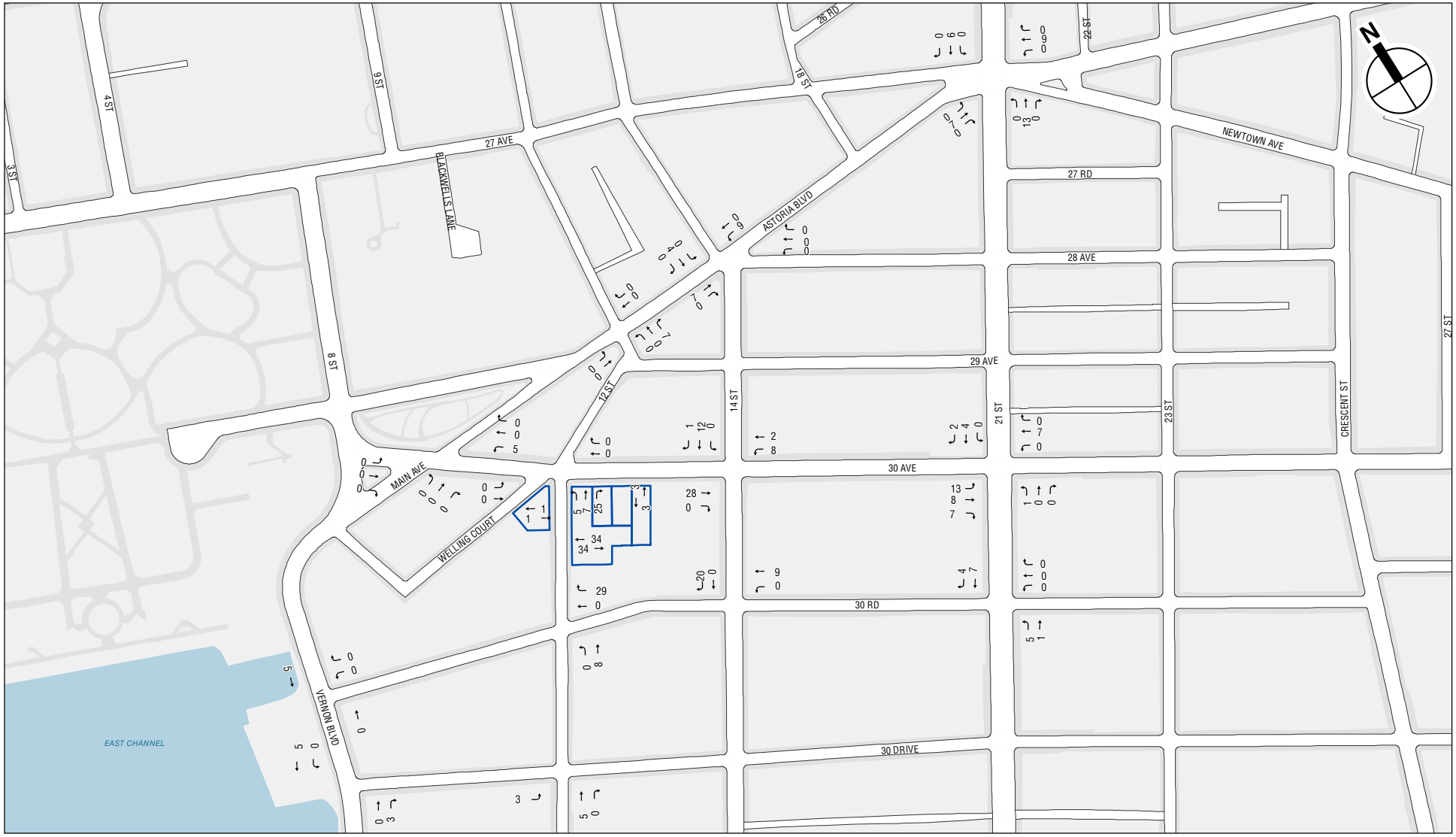
0 200 FEET

With Action Project Generated Vehicle Trips
Weekday PM Peak Hour

30-11 12TH STREET REZONING

Figure H-5

7.11.22



Projected Development Sites

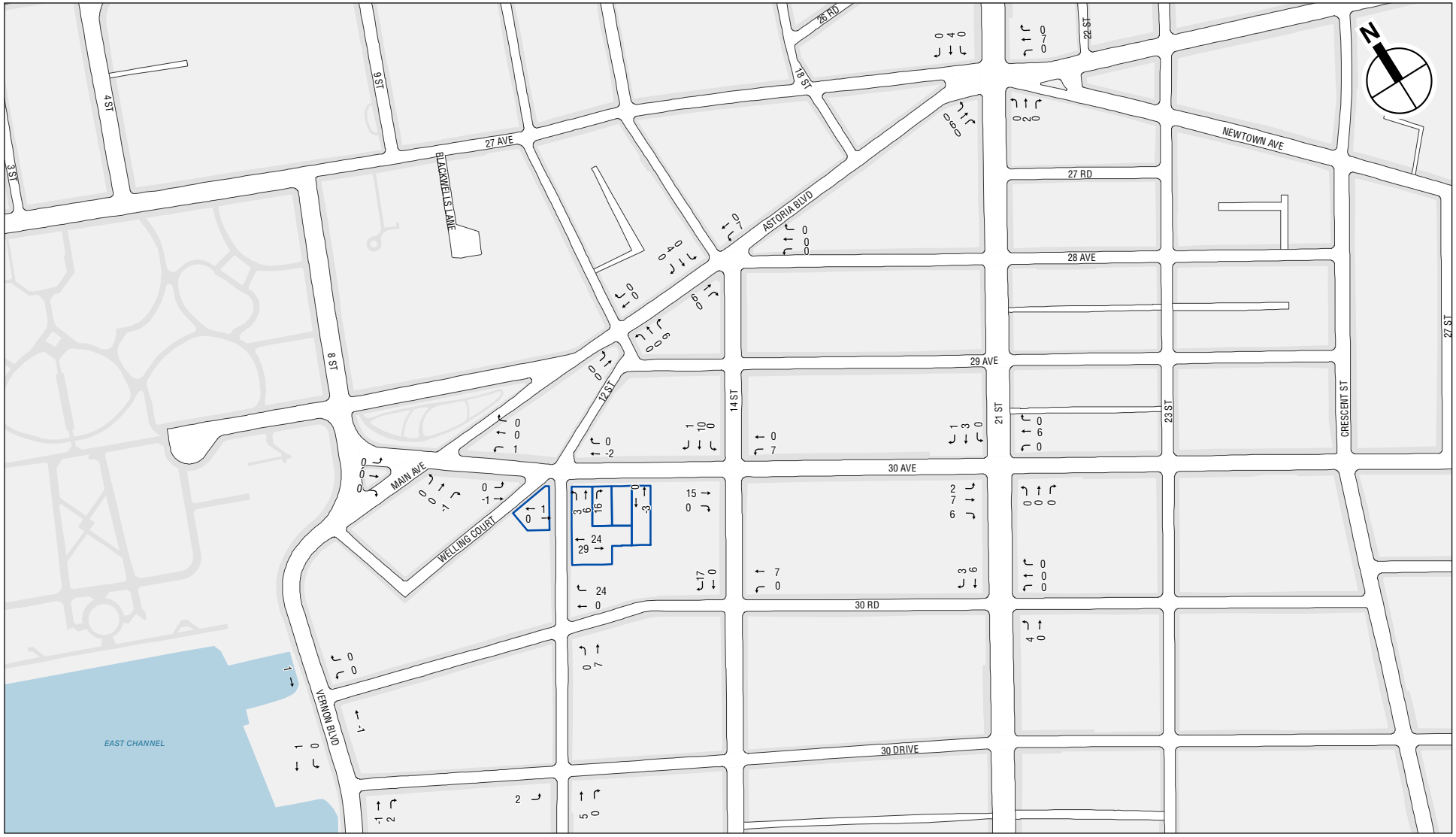
0 200 FEET

With Action Project Generated Vehicle Trips
Saturday Peak Hour

30-11 12TH STREET REZONING

Figure H-6

6.29.22



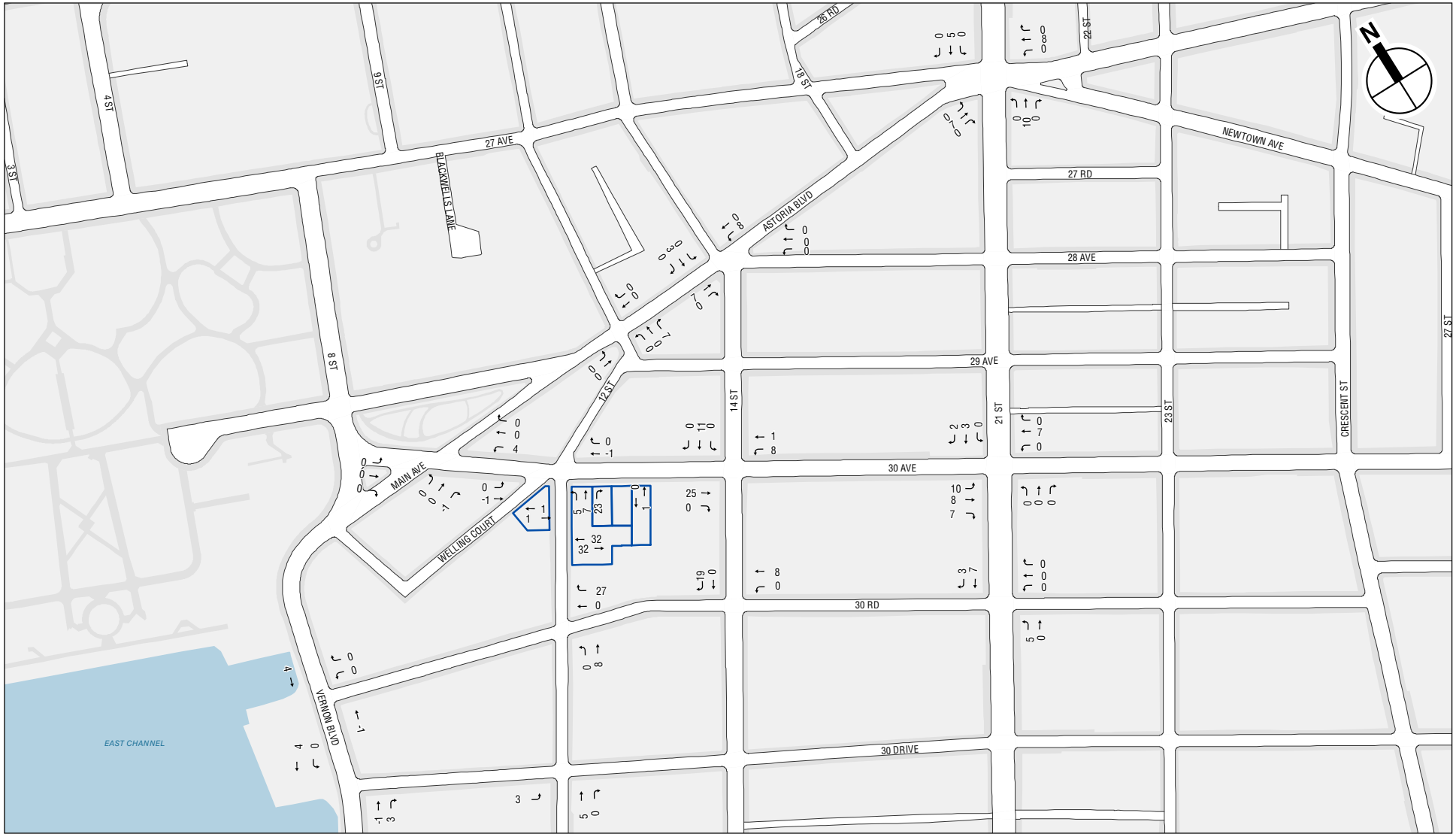
Projected Development Sites

0 200 FEET

With Action Incremental Vehicle Trips
Weekday PM Peak Hour

30-11 12TH STREET REZONING

Figure H-7



Projected Development Sites

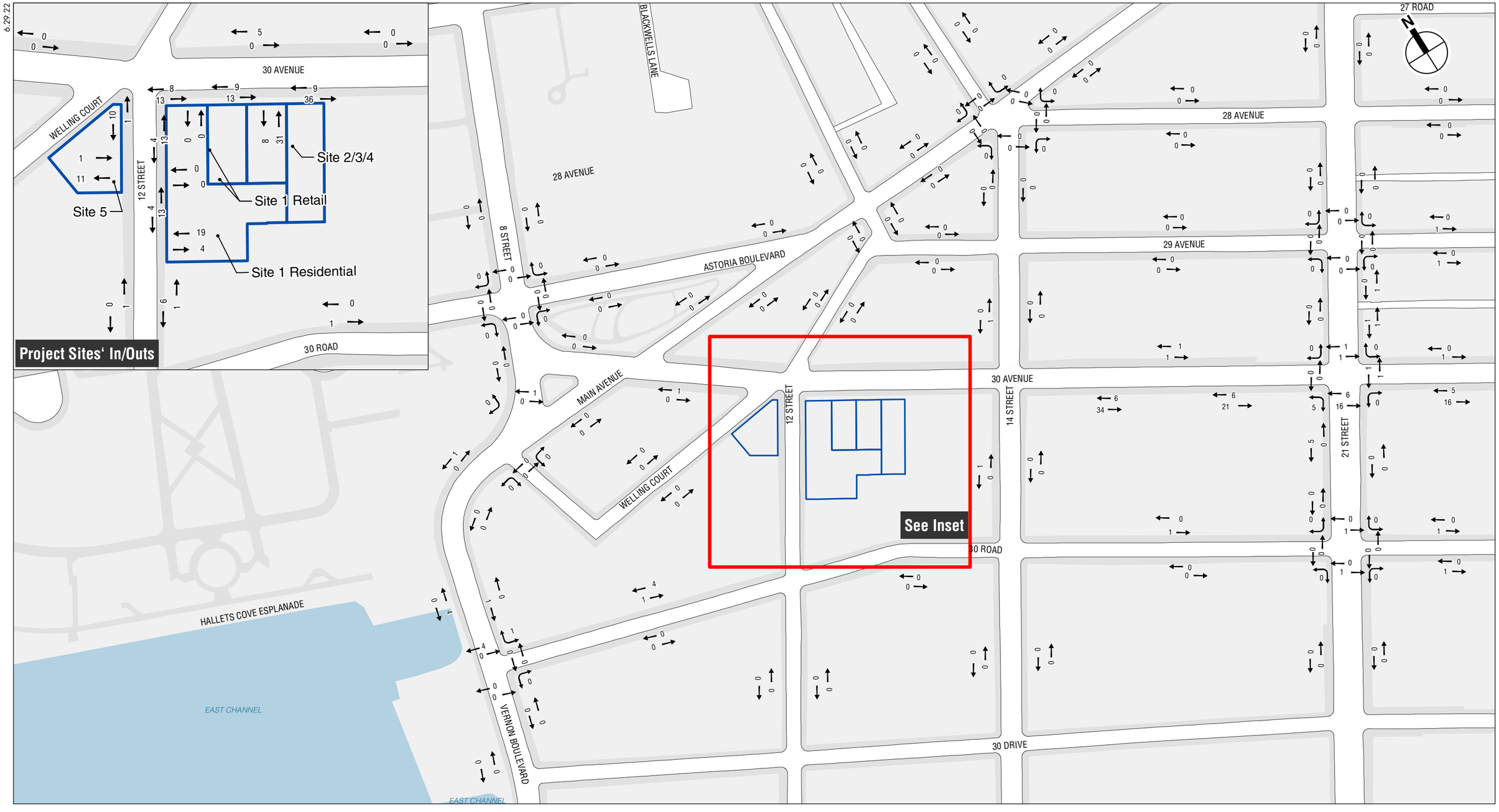
0 200 FEET

With Action Incremental Vehicle Trips
Saturday Peak Hour

30-11 12TH STREET REZONING

Figure H-8

6.29.22



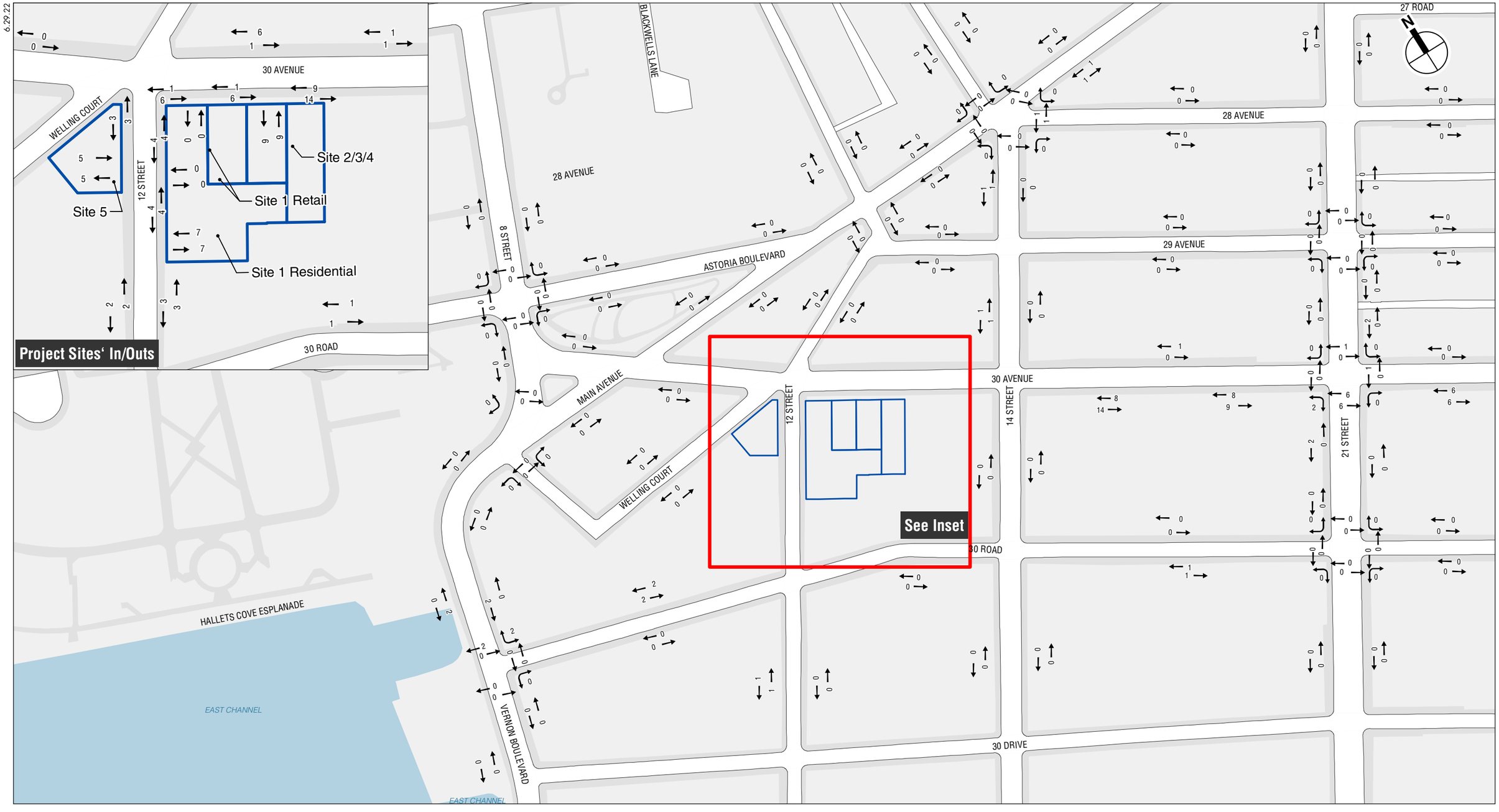
Projected Development Sites

No Action Project Generated Pedestrian Trips
Weekday AM Peak Hour

30-11 12TH STREET REZONING

Figure H-9

6.29.22



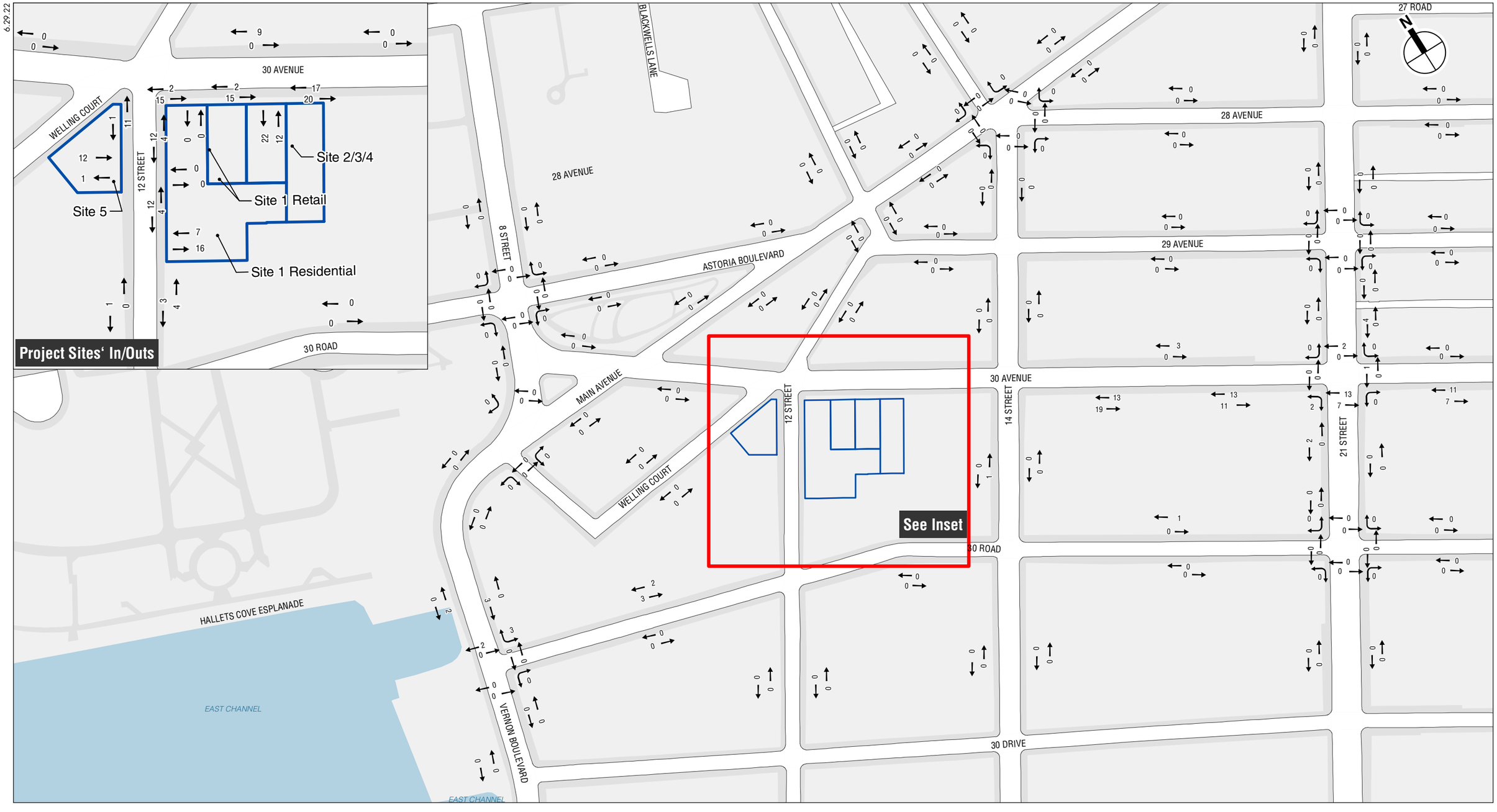
Projected Development Sites

No Action Project Generated Pedestrian Trips
Weekday Midday Peak Hour

30-11 12TH STREET REZONING

Figure H-10

6.29.22



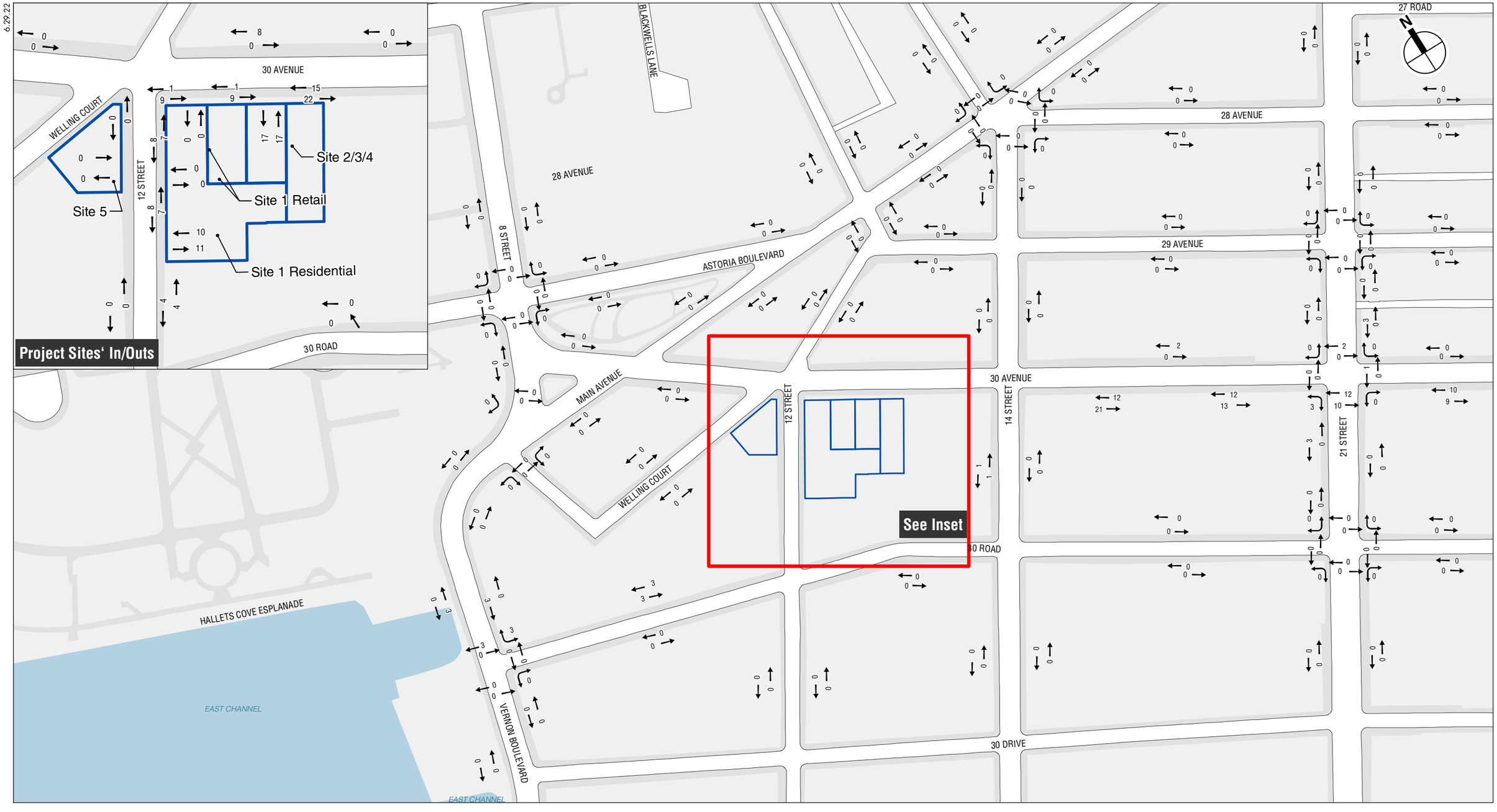
Projected Development Sites

No Action Project Generated Pedestrian Trips
Weekday PM Peak Hour

30-11 12TH STREET REZONING

Figure H-11

6.29.22



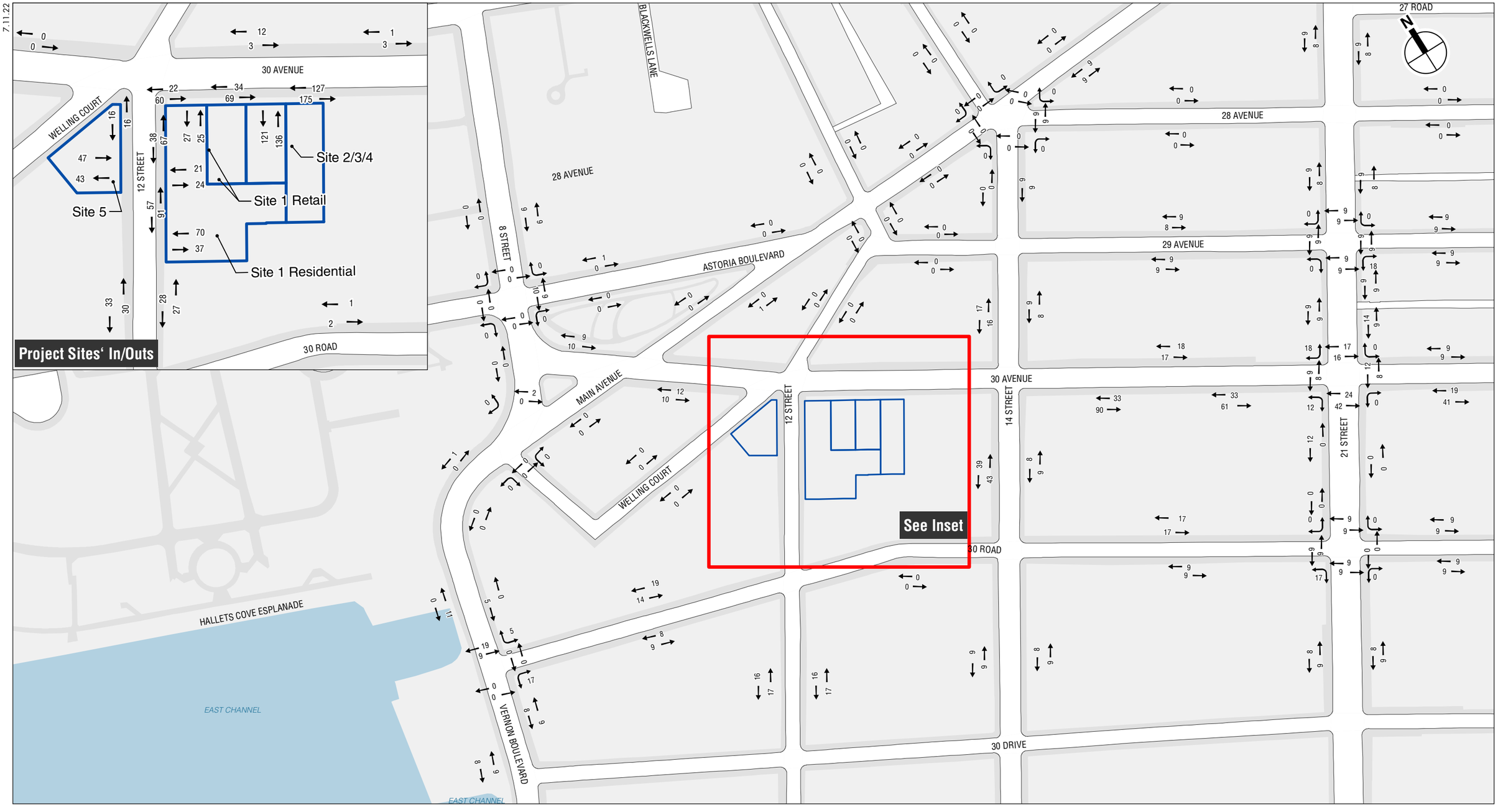
Projected Development Sites

No Action Project Generated Pedestrian Trips
Saturday Peak Hour

30-11 12TH STREET REZONING

Figure H-12

7.11.22



Projected Development Sites

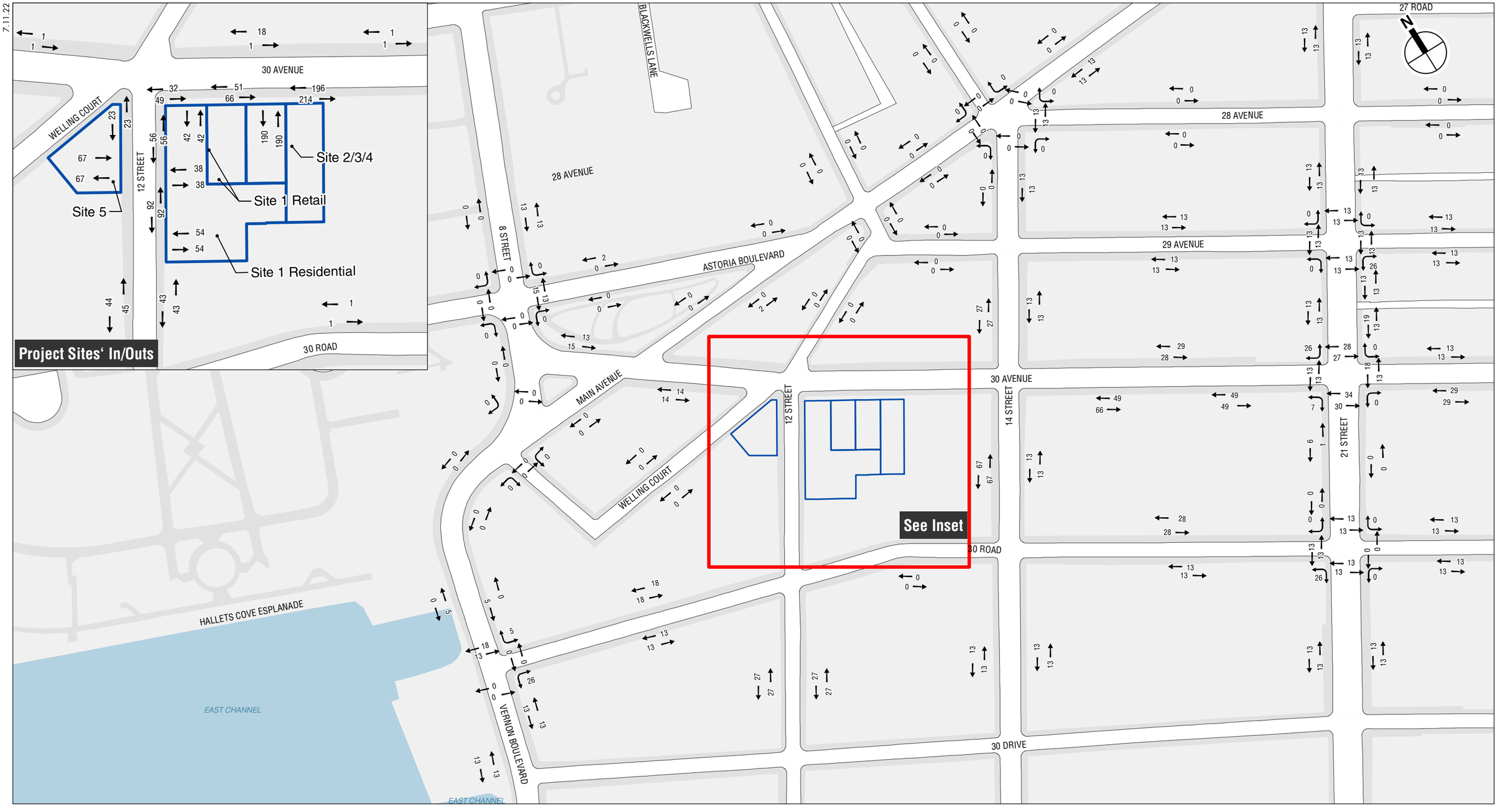
0 400 FEET

With Action Project Generated Pedestrian Trips
Weekday AM Peak Hour

30-11 12TH STREET REZONING

Figure H-13

7.11.22



Projected Development Sites

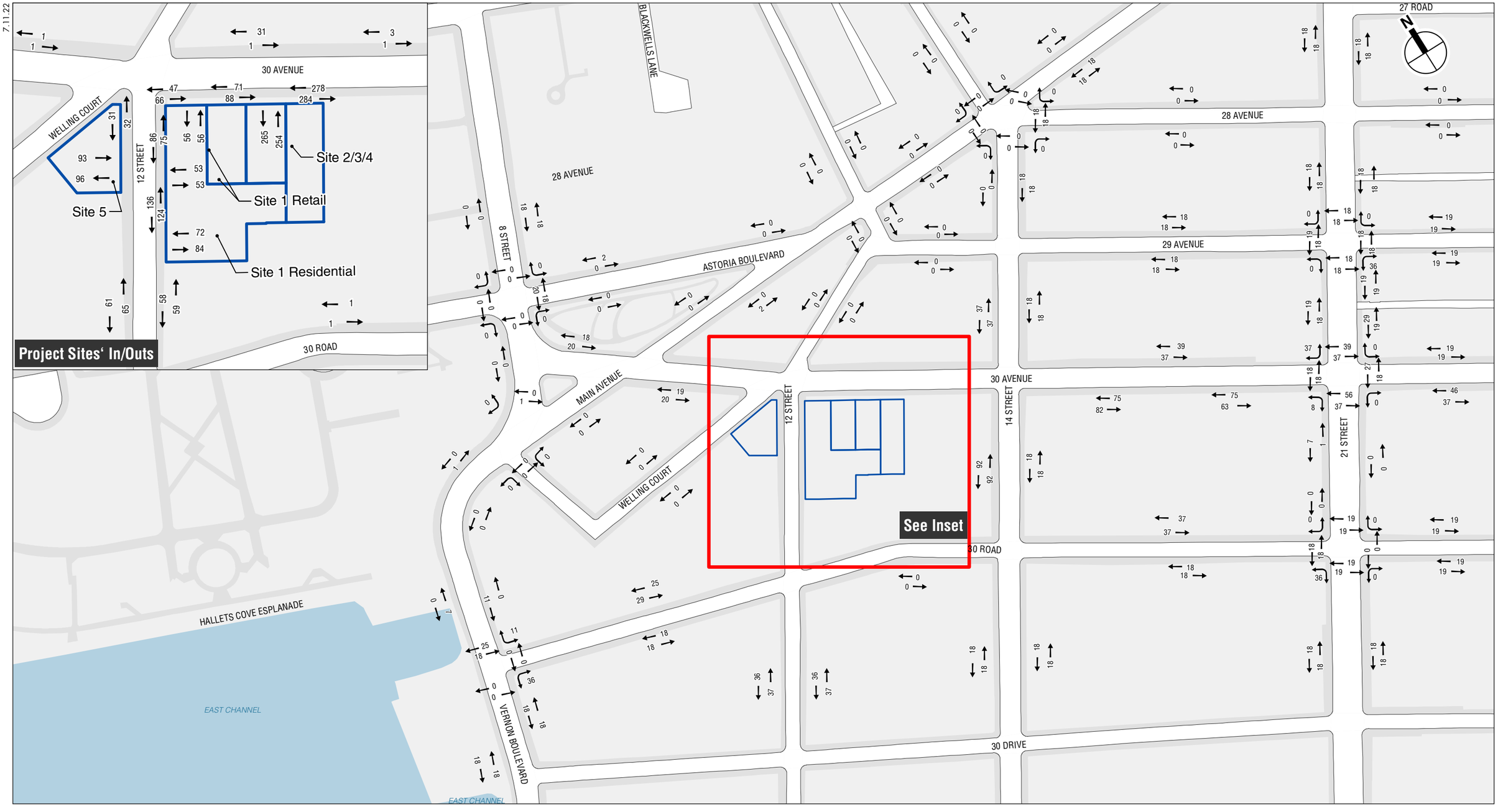
0 400 FEET

With Action Project Generated Pedestrian Trips
Weekday Midday Peak Hour

30-11 12TH STREET REZONING

Figure H-14

7.11.22



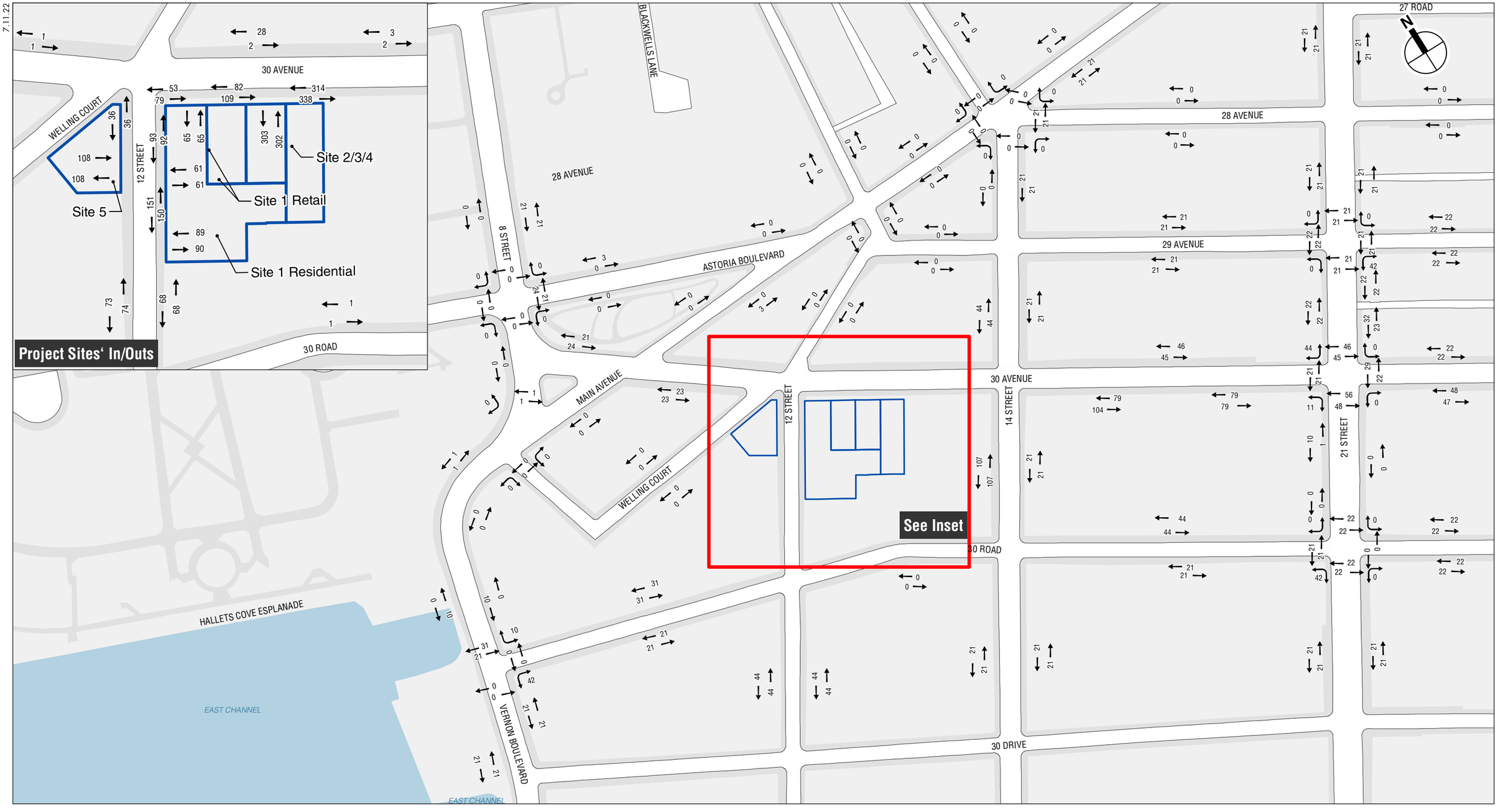
Projected Development Sites

0 400 FEET

With Action Project Generated Pedestrian Trips
Weekday PM Peak Hour

Figure H-15

7.11.22



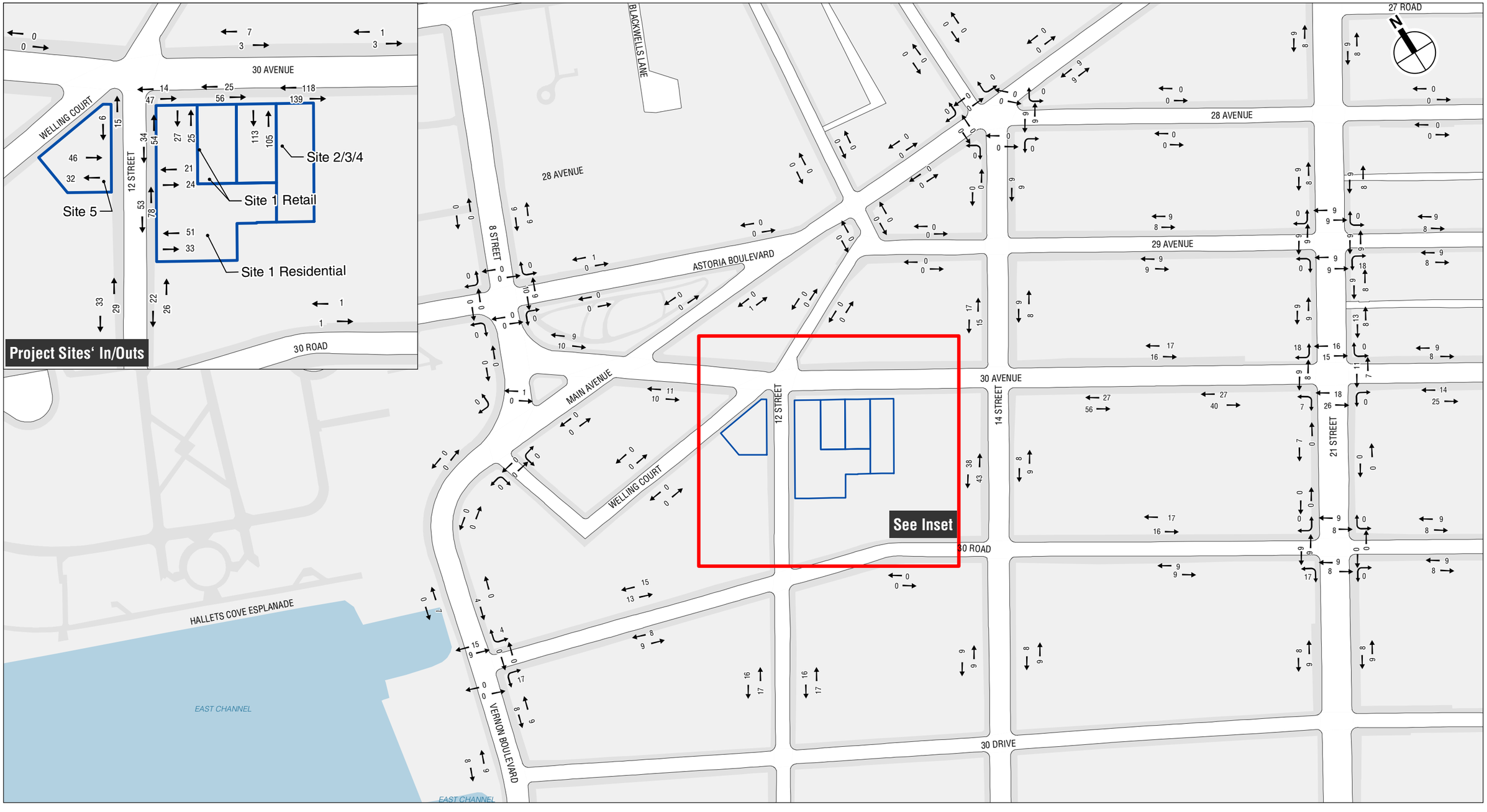
Projected Development Sites

0 400 FEET

With Action Project Generated Pedestrian Trips
Saturday Peak Hour

Figure H-16

7.11.22



Projected Development Sites

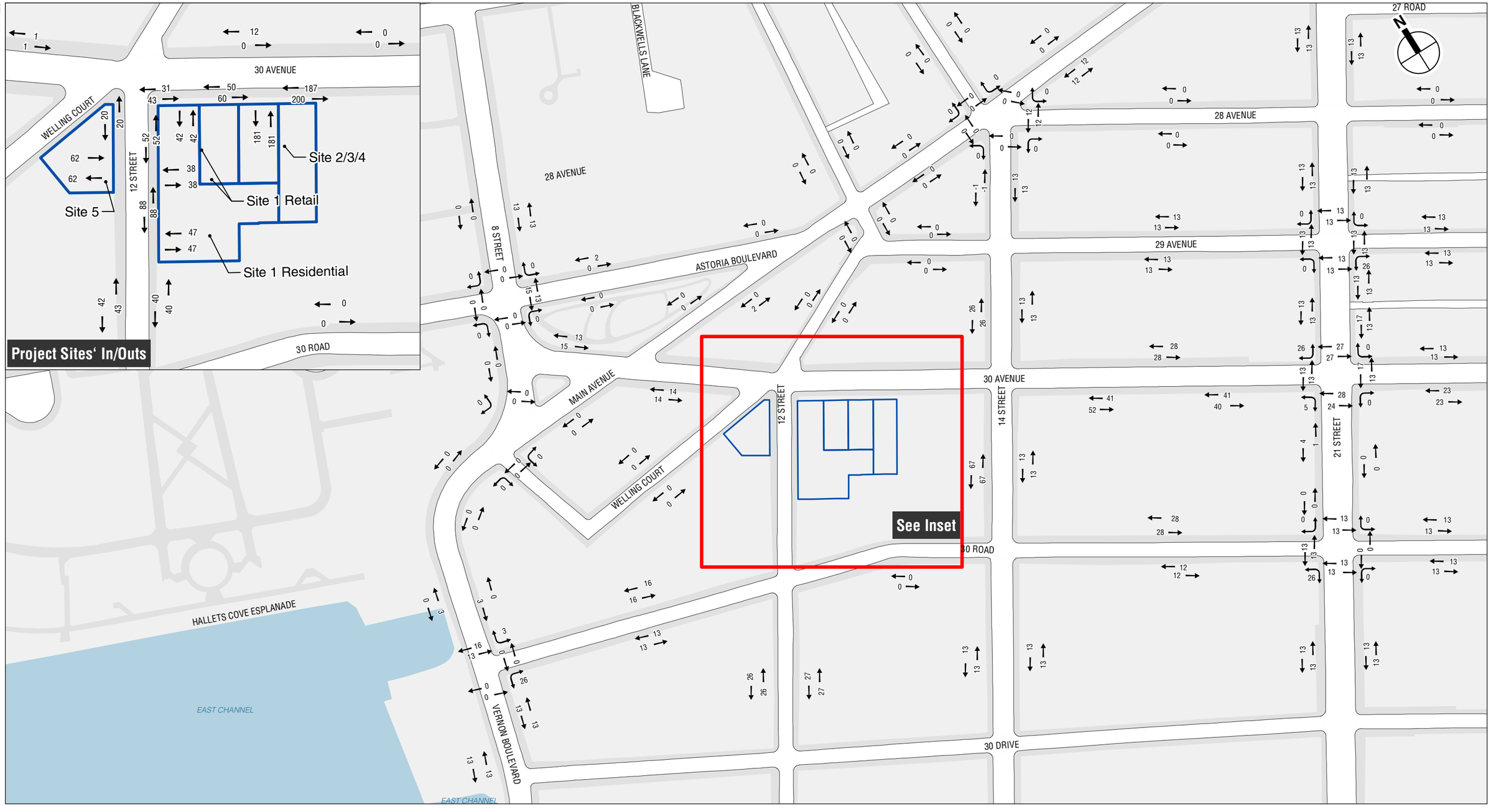
0 400 FEET

With Action Incremental Pedestrian Trips
Weekday AM Peak Hour

30-11 12TH STREET REZONING

Figure H-17

7.11.22



Projected Development Sites

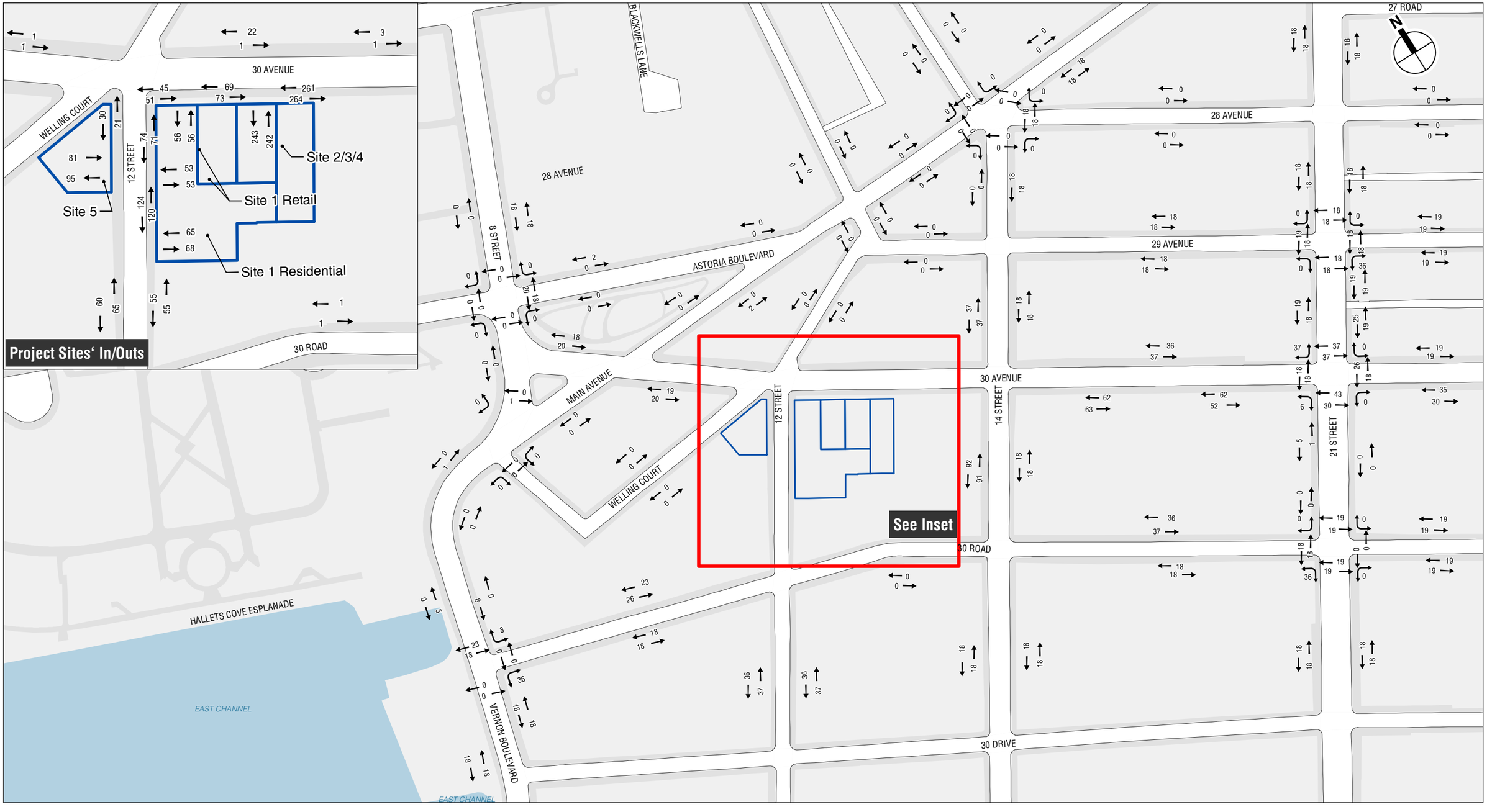
0 400 FEET

With Action Incremental Pedestrian Trips
Weekday Midday Peak Hour

30-11 12TH STREET REZONING

Figure H-18

7.11.22



Projected Development Sites

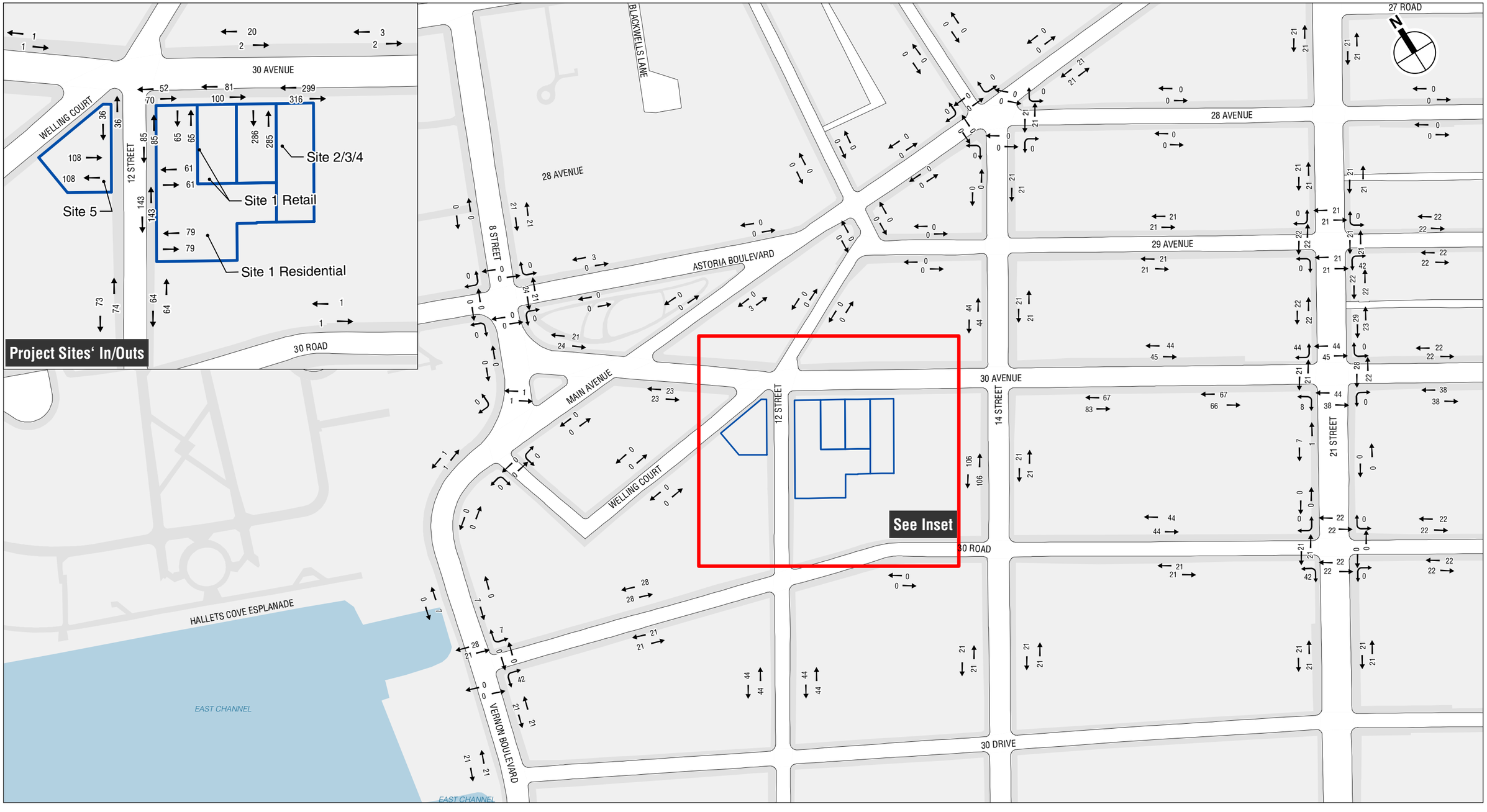
0 400 FEET

With Action Incremental Pedestrian Trips
Weekday PM Peak Hour

30-11 12TH STREET REZONING

Figure H-19

7.11.22



Projected Development Sites

0 400 FEET

With Action Incremental Pedestrian Trips
Saturday Peak Hour

30-11 12TH STREET REZONING

Figure H-20

- City Bus Trips: City bus riders would use buses stopping on Main Avenue, Vernon Blvd, 30th Avenue, and 21st Street.
- Subway Trips: Subway riders were assigned to the 21st Street-Queensbridge (F) Station and 30th Avenue (N and W) Station. In consideration of the two station's proximity and connectivity to the Project Area, all of the subway riders assigned to the 21st Street-Queensbridge Station were assumed to transfer to bus, and half of the subway riders to the 30th Avenue Station were assigned to transfer to bus.
- Railroad Trips: Railroad riders were assigned to the nearest railroad station located in Woodside, and were assumed to transfer to subway and bus.
- Walk-Only Trips: Pedestrian walk-only trips were developed by distributing project generated person trips to surrounding pedestrian facilities (i.e., sidewalks, corner reservoirs, and crosswalks) based on population density data, U.S. Census ACS JTW and RJTW O-D data, as well as the land use characteristics of the surrounding neighborhood.
- Ferry Trips: Ferry riders were assigned to the Astoria Ferry Terminal and were assumed to walk to the project area via 30th Avenue.

As summarized in **Table H-7**, three sidewalks would incur incremental pedestrian trips exceeding the 200-trip *CEQR Technical Manual* analysis threshold and are therefore selected for detailed pedestrian analysis (see **Figure H-21**). As discussed below in Section D, "Detailed Pedestrian Analysis," this analysis was conducted for the weekday AM, midday, PM, and Saturday peak hours.

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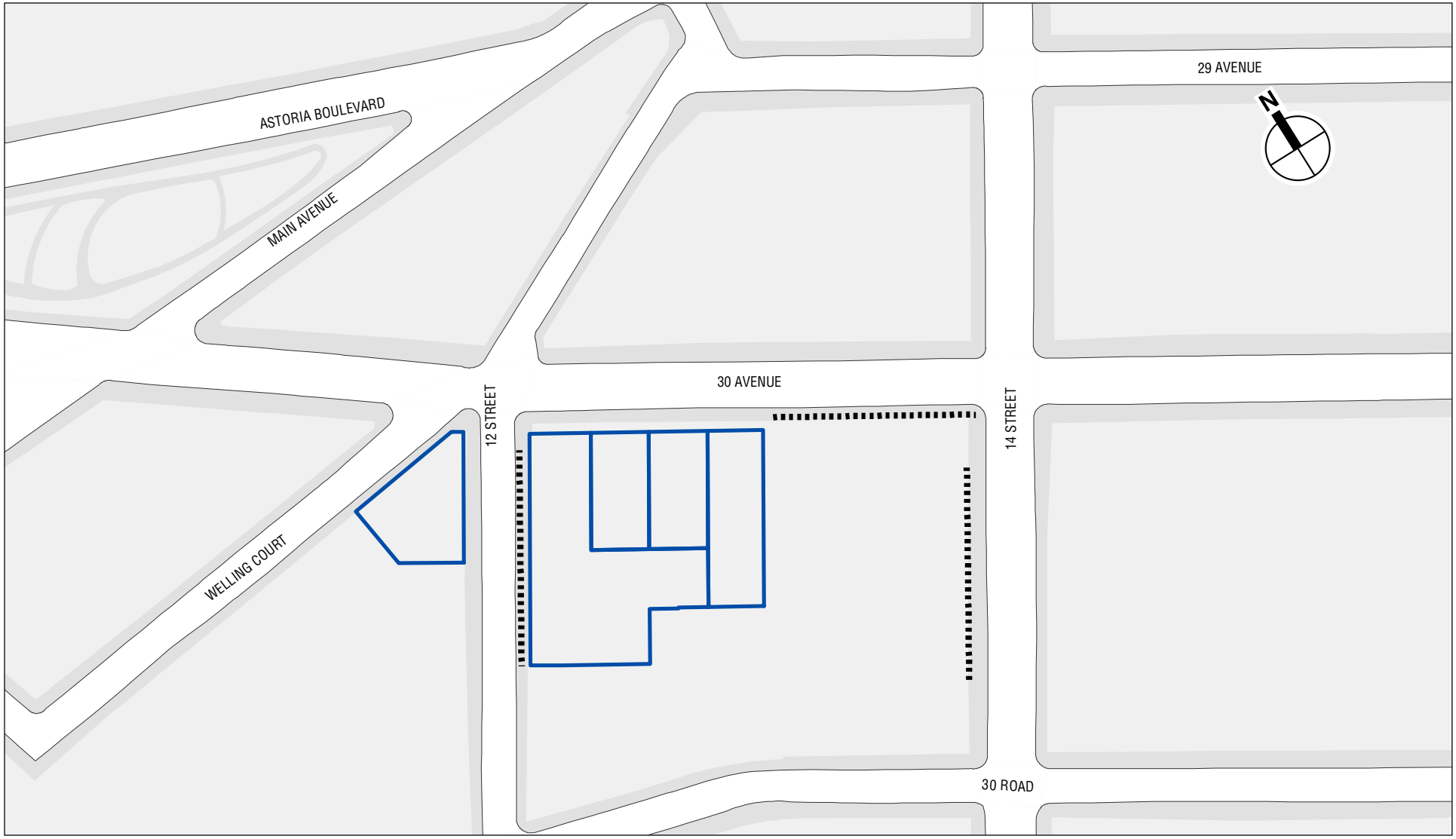


Pedestrian Analysis Locations

30-11 12TH STREET REZONING

Figure H-21

Table H-7
Pedestrian Level 2 Screening Analysis Results

Pedestrian Elements	Incremental Pedestrian Trips				Analysis Location
	Weekday AM	Weekday Midday	Weekday PM	Saturday	
30th Avenue and 12th Street					
Southeast Corner	83	106	149	182	
South Sidewalk along 30th Avenue between 12th Street and Project Site Retail Entrance	61	74	96	122	
East Sidewalk along 12th Street between Site 1 Retail Entrance and Site 1 Residential Entrance	131	176	244	286	✓
East Sidewalk along 12th Street between 30th Avenue and Site 1 Retail Entrance	88	104	145	170	
South Sidewalk along 30th Avenue between Site 1 Retail Entrance and Sites 2/3/4 Entrances	81	110	142	181	
30th Avenue and 14th Street					
South Crosswalk	100	118	162	191	
West Crosswalk	63	105	145	169	
Northeast Corner	51	80	110	132	
Southeast Corner	117	143	198	233	*
Southwest Corner	244	357	490	572	*
Northwest Corner	97	160	219	259	*
South Sidewalk along 30th Avenue between 14th Street and Q18/Q102 Bus Stop	83	93	125	150	
South Sidewalk along 30th Avenue between Sites 2/3/4 Entrances and 14th Street	257	387	525	615	✓
West Sidewalk along 14th Street between 30th Avenue and 30th Road	81	134	183	212	✓
30th Avenue and 21st Street					
Northeast Corner	49	84	118	139	
Southeast Corner	62	82	117	132	
Southwest Corner	68	83	115	132	
Northwest Corner	66	106	147	175	
South Sidewalk along 30th Avenue between Q18/Q102 Bus Stop and 21st Street	67	81	114	133	
30th Road and 12th Street					
East Sidewalk along 12th Street between 30th Road and Site 1 Residential Entrance	48	80	110	128	
West Sidewalk along 12th Street between 30th Road and Site 5 Entrance	62	85	125	147	
29th Avenue and 21st Street					
Southeast Corner	54	78	108	126	
30th Road and 21st Street					
Southwest Corner	52	78	110	128	

Notes: ✓ denotes pedestrian elements selected for detailed analysis.
* Pedestrian element not analyzed since it is adjacent to an unsignalized intersection and not controlled by a traffic signal. Unlike at signalized intersections, pedestrians have the right-of-way at all times when traversing an unsignalized intersection, such that there is no corner storage or crossing time-space issues that are typically subject to study for signalized intersections.
Pedestrian elements with fewer than 100 project-generated pedestrian trips in all analysis peak hours are not presented in this table.

C. TRANSPORTATION ANALYSIS METHODOLOGIES

PEDESTRIAN OPERATIONS

The adequacy of the study area's sidewalk capacities in relation to the demand imposed on them is evaluated based on the methodologies presented in the 2010 *Highway Capacity Manual (HCM)*, pursuant to procedures detailed in the 2021 *CEQR Technical Manual*.

The primary performance measure for sidewalks and walkways is pedestrian space, expressed as square feet per pedestrian (SFP), which is an indicator of the quality of pedestrian movement and comfort. The calculation of the sidewalk SFP is based on the pedestrian volumes by direction, the effective sidewalk or walkway width, and average walking speed. The SFP forms the basis for a sidewalk Level of Service (LOS) analysis.

The LOS standards for sidewalks are summarized in **Table H-8**. The *CEQR Technical Manual* specifies LOS C or better (minimum of 40.1 SFP for sidewalks) in non-Central Business District (non-CBD) settings, which include the project study area.

Table H-8
Level of Service Criteria for Sidewalks

LOS	Sidewalks
A	≥ 530.1 SFP
B	90.1 - 530.0 SFP
C	40.1 – 90.0 SFP
D	23.1 – 40.0 SFP
E	11.1 – 23.0 SFP
F	≤ 11.0 SFP

Notes: SFP = square feet per pedestrian.
Source: New York City Mayor's Office of Environmental Coordination, *CEQR Technical Manual*.

SIGNIFICANT IMPACT CRITERIA

The determination of significant pedestrian impacts considers the level of predicted decrease in pedestrian space between the No Action and With Action conditions. For different pedestrian elements and area types, the CEQR procedure for impact determination corresponds with various sliding-scale formulas, as further detailed below.

Sidewalks

The determination of significant sidewalk impacts is based on the sliding scale using the following formula: $Y \geq X/9.5 - 0.321$, where Y is the decrease in pedestrian space in SFP and X is the No Action pedestrian space in SFP. Since a decrease in pedestrian space within acceptable levels would not constitute a significant impact, these formulas would apply only if the With Action pedestrian space falls short of LOS C in non-CBD areas or mid-LOS D in CBD areas. **Table H-9** summarizes the sliding scale guidance provided by the *CEQR Technical Manual* for determining potential significant sidewalk impacts.

Table H-9
Significant Impact Guidance for Sidewalks

Sliding Scale Formula: $Y \geq X/9.5 - 0.321$			
Non-CBD Areas		CBD Areas	
No Action Pedestrian Space (X, SFP)	**With Action Pedestrian Space Reduction (Y, SFP)**	**No Action Pedestrian Space (X, SFP)**	**With Action Pedestrian Space Reduction (Y, SFP)**
≥ 44.3	With Action Condition ≤ 40.0		
43.5 to 44.3	≥ 4.3	–	–
42.5 to 43.4	≥ 4.2	–	–
41.6 to 42.4	≥ 4.1	–	–
40.6 to 41.5	≥ 4.0	–	–
39.7 to 40.5	≥ 3.9	–	–
38.7 to 39.6	≥ 3.8	–	–
37.8 to 38.6	≥ 3.7	–	–
36.8 to 37.7	≥ 3.6	–	–
35.9 to 36.7	≥ 3.5	–	–
34.9 to 35.8	≥ 3.4	≥ 34.7	With Action Condition ≤ 31.4
34.0 to 34.8	≥ 3.3	34.0 to 34.6	≥ 3.3
33.0 to 33.9	≥ 3.2	33.0 to 33.9	≥ 3.2
32.1 to 32.9	≥ 3.1	32.1 to 32.9	≥ 3.1
31.1 to 32.0	≥ 3.0	31.1 to 32.0	≥ 3.0
30.2 to 31.0	≥ 2.9	30.2 to 31.0	≥ 2.9
29.2 to 30.1	≥ 2.8	29.2 to 30.1	≥ 2.8
28.3 to 29.1	≥ 2.7	28.3 to 29.1	≥ 2.7
27.3 to 28.2	≥ 2.6	27.3 to 28.2	≥ 2.6
26.4 to 27.2	≥ 2.5	26.4 to 27.2	≥ 2.5
25.4 to 26.3	≥ 2.4	25.4 to 26.3	≥ 2.4
24.5 to 25.3	≥ 2.3	24.5 to 25.3	≥ 2.3
23.5 to 24.4	≥ 2.2	23.5 to 24.4	≥ 2.2
22.6 to 23.4	≥ 2.1	22.6 to 23.4	≥ 2.1
21.6 to 22.5	≥ 2.0	21.6 to 22.5	≥ 2.0
20.7 to 21.5	≥ 1.9	20.7 to 21.5	≥ 1.9
19.7 to 20.6	≥ 1.8	19.7 to 20.6	≥ 1.8
18.8 to 19.6	≥ 1.7	18.8 to 19.6	≥ 1.7
17.8 to 18.7	≥ 1.6	17.8 to 18.7	≥ 1.6
16.9 to 17.7	≥ 1.5	16.9 to 17.7	≥ 1.5
15.9 to 16.8	≥ 1.4	15.9 to 16.8	≥ 1.4
15.0 to 15.8	≥ 1.3	15.0 to 15.8	≥ 1.3
14.0 to 14.9	≥ 1.2	14.0 to 14.9	≥ 1.2
13.1 to 13.9	≥ 1.1	13.1 to 13.9	≥ 1.1
12.1 to 13.0	≥ 1.0	12.1 to 13.0	≥ 1.0
11.2 to 12.0	≥ 0.9	11.2 to 12.0	≥ 0.9
10.2 to 11.1	≥ 0.8	10.2 to 11.1	≥ 0.8
9.3 to 10.1	≥ 0.7	9.3 to 10.1	≥ 0.7
8.3 to 9.2	≥ 0.6	8.3 to 9.2	≥ 0.6
7.4 to 8.2	≥ 0.5	7.4 to 8.2	≥ 0.5
6.4 to 7.3	≥ 0.4	6.4 to 7.3	≥ 0.4
≤ 6.3	≥ 0.3	≤ 6.3	≥ 0.3

Notes: SFP = square feet per pedestrian; Y = decrease in pedestrian space in SFP; X = No Action pedestrian space in SFP.
Sources: New York City Mayor's Office of Environmental Coordination, *CEQR Technical Manual*.

D. DETAILED PEDESTRIAN ANALYSIS

As described above in Section B, "Transportation Screening Assessments," Level 1 and Level 2 screening analyses were prepared to identify the pedestrian elements warranted a detailed analysis. Based on the assignment of pedestrian trips, three sidewalks were selected for analysis for the weekday AM, midday, PM, and Saturday peak hours.

EXISTING CONDITIONS

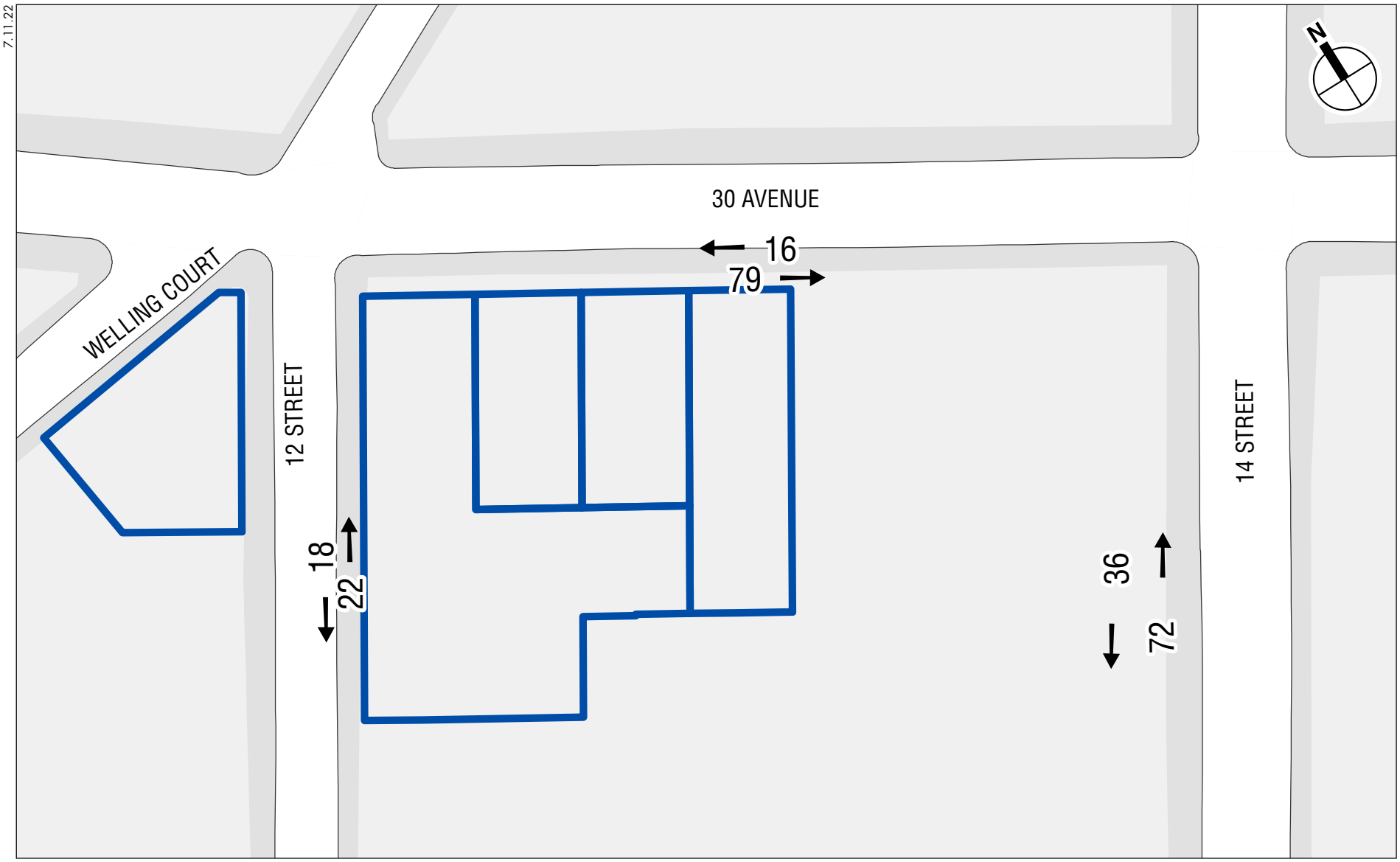
Pedestrian data were collected in November 2021 and June 2022 in accordance with procedures outlined in the *CEQR Technical Manual* during the weekday hours of 7:00 AM to 10:00 AM, 11:00 AM to 2:00 PM, and 4:00 PM to 7:00 PM and the Saturday hours of 12:00 PM to 5:00 PM. A background growth rate of 0.5 percent was applied to pedestrian data collected in November 2021 to bring them to 2022 levels.

Due to current COVID-19 pandemic conditions and based on the data collection guidance issued by DOT in October 2020, the 2022 pedestrian data were compared and calibrated against the pre-pandemic data to arrive at appropriate baseline volumes for analysis.

To calibrate the pedestrian data, weekday and Saturday crosswalk data at a nearby intersection (30th Avenue and 21st Street) were collected and then compared to pre-COVID weekday and Saturday crosswalk data to determine the growth adjustments needed to arrive at representative pre-COVID volume levels for use in the analysis. The following steps were taken to adjust the pedestrian volumes:

- Crosswalk data collected in 2017 at the 30th Avenue and 21st Street intersection were obtained from the *Variety Boys and Girls Club of Queens Rezoning EAS* (2018).
- The 2017 data were grown to 2022 levels by applying the CEQR background growth rate of 0.5 percent per year for years 2017 through 2022.
- The grown 2017 weekday crosswalk volumes were compared to the 2022 collected weekday crosswalk volumes for the same analysis peak hours in the *Variety Boys and Girls Club of Queens Rezoning EAS*. It was determined that the grown 2017 weekday crosswalk volumes are higher than the 2022 weekday crosswalk volumes during the weekday midday and PM peak hours, and lower than the 2022 crosswalk volumes during the weekday AM peak hour. Therefore, adjustment factors were developed based on the comparison of the grown 2017 weekday crosswalk volumes to the 2022 collected weekday crosswalk volumes and then applied to the 2022 collected weekday sidewalk volumes to develop the baseline weekday analysis volumes for the weekday midday and PM peak hours. Since the 2022 collected weekday AM peak hour crosswalk volumes were higher than the grown 2017 weekday AM peak hour crosswalk volumes, the 2022 collected weekday AM peak hour sidewalk volumes were used as the baseline analysis volumes without adjustment for the weekday AM peak hour.
- For Saturday, the grown 2017 weekday peak hour crosswalk volumes in aggregate described above were compared to the 2022 collected weekday crosswalk volumes, and it was determined that the grown 2017 weekday crosswalk volumes were lower than the 2022 collected weekday crosswalk volumes. Therefore, the 2022 collected Saturday sidewalk volumes were used as the baseline analysis volumes without adjustment for the Saturday peak hour.

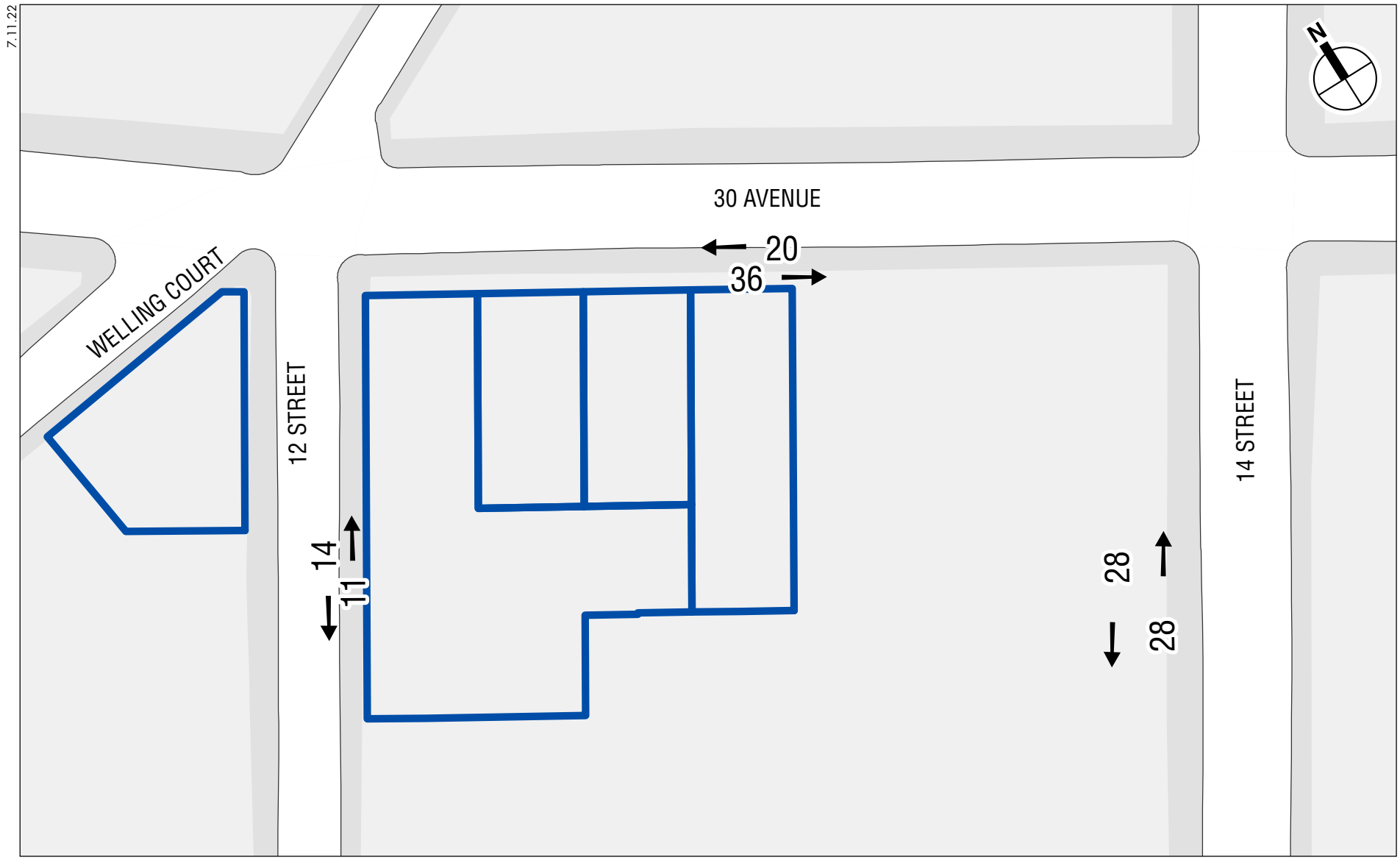
Peak hours were determined by comparing rolling hourly averages and the highest 15-minute volumes within the selected peak hours were used to calculate each analysis location's peak hour factor. The existing pedestrian analysis peak hours were determined to be 7:15 AM to 8:15 AM, 12:30 PM to 1:30 PM, and 4:30 PM to 5:30 PM on a weekday, and 12:45 PM to 1:45 PM on a Saturday. The existing peak-hour pedestrian volumes are shown in **Figures H-22 through H-25**. As shown in **Table H-10**, all sidewalk analysis locations currently operate at favorable LOS A or B.



Existing Pedestrian Volumes
Weekday AM Peak Hour

30-11 12TH STREET REZONING

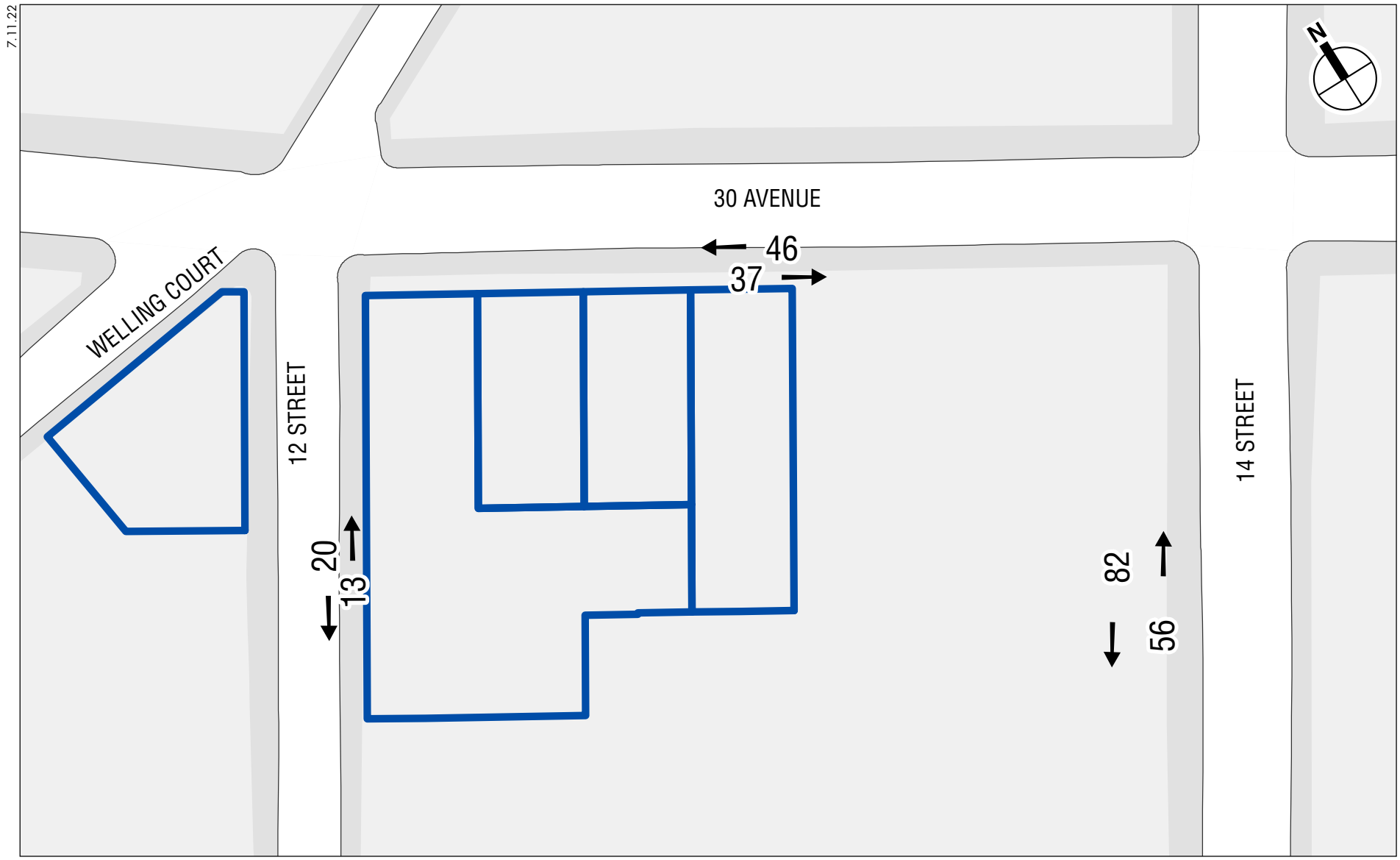
Figure H-22



Existing Pedestrian Volumes
Weekday Midday Peak Hour

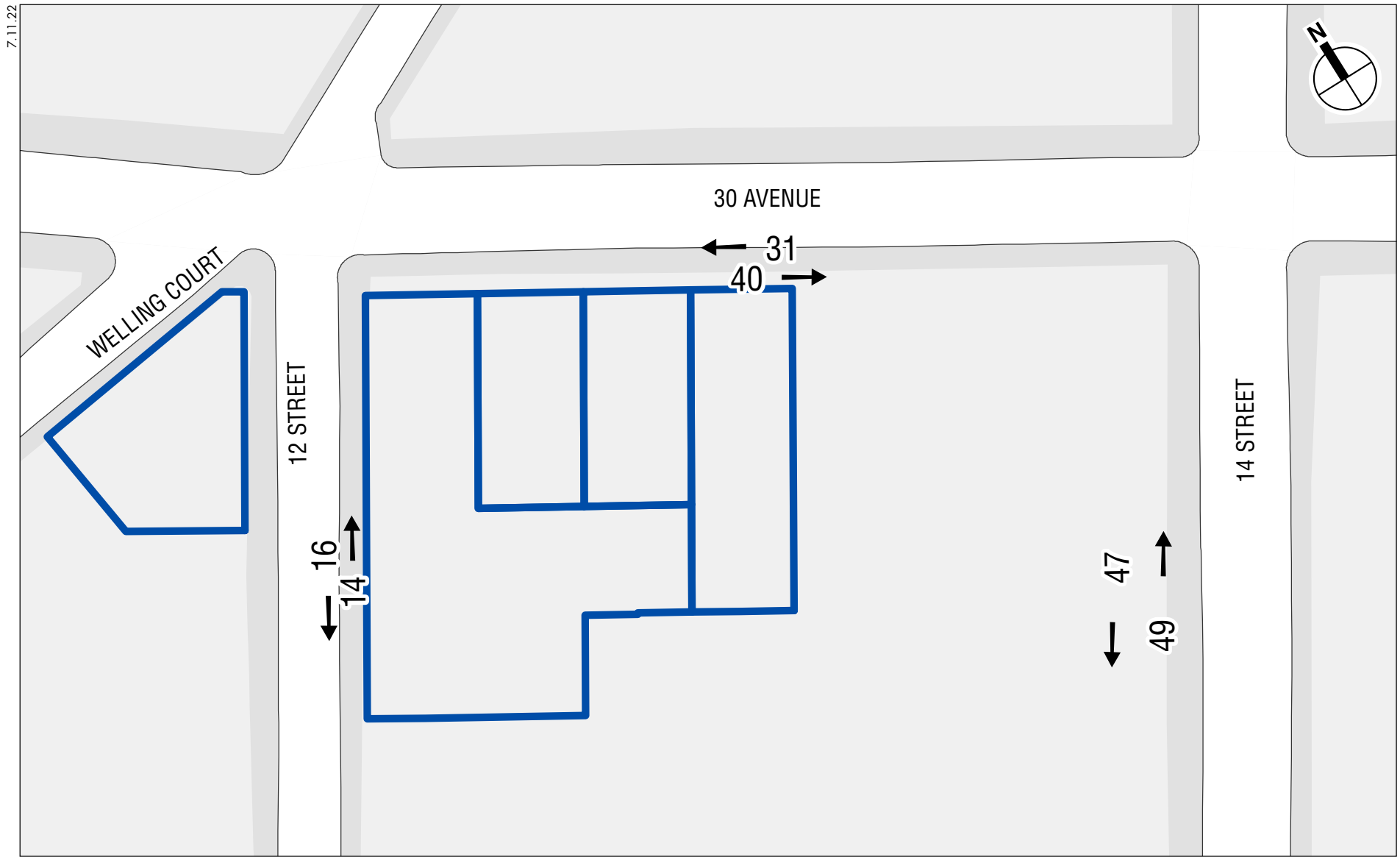
30-11 12TH STREET REZONING

Figure H-23



Existing Pedestrian Volumes
Weekday PM Peak Hour

Figure H-24



Existing Pedestrian Volumes
Saturday Peak Hour

30-11 12TH STREET REZONING

Figure H-25

Table H-10
2022 Existing Conditions: Sidewalk Analysis

Location	Sidewalk	Effective Width (ft)	Two-way Peak Hour Volume	PHF	SFP	Platoon LOS
Weekday AM Peak Hour						
12th Street between 30th Avenue and 30th Road	East	3.0	40	0.63	674.9	A
30th Avenue between 12th Street and 14th Street	South	8.0	95	0.74	903.3	A
14th Street between 30th Avenue and 30th Road	West	4.0	108	0.63	334.7	B
Weekday Midday Peak Hour						
12th Street between 30th Avenue and 30th Road	East	3.0	25	0.66	1138.9	A
30th Avenue between 12th Street and 14th Street	South	8.0	56	0.82	1686.8	A
14th Street between 30th Avenue and 30th Road	West	4.0	56	0.78	802.2	A
Weekday PM Peak Hour						
12th Street between 30th Avenue and 30th Road	East	3.0	33	0.63	830.7	A
30th Avenue between 12th Street and 14th Street	South	8.0	83	0.73	999.3	A
14th Street between 30th Avenue and 30th Road	West	4.0	138	0.75	312.9	B
Saturday Peak Hour						
12th Street between 30th Avenue and 30th Road	East	3.0	30	0.75	1080.0	A
30th Avenue between 12th Street and 14th Street	South	8.0	71	0.61	991.5	A
14th Street between 30th Avenue and 30th Road	West	4.0	96	0.67	404.5	B

Note: SFP = square feet per pedestrian.

FUTURE WITHOUT THE PROPOSED ACTIONS

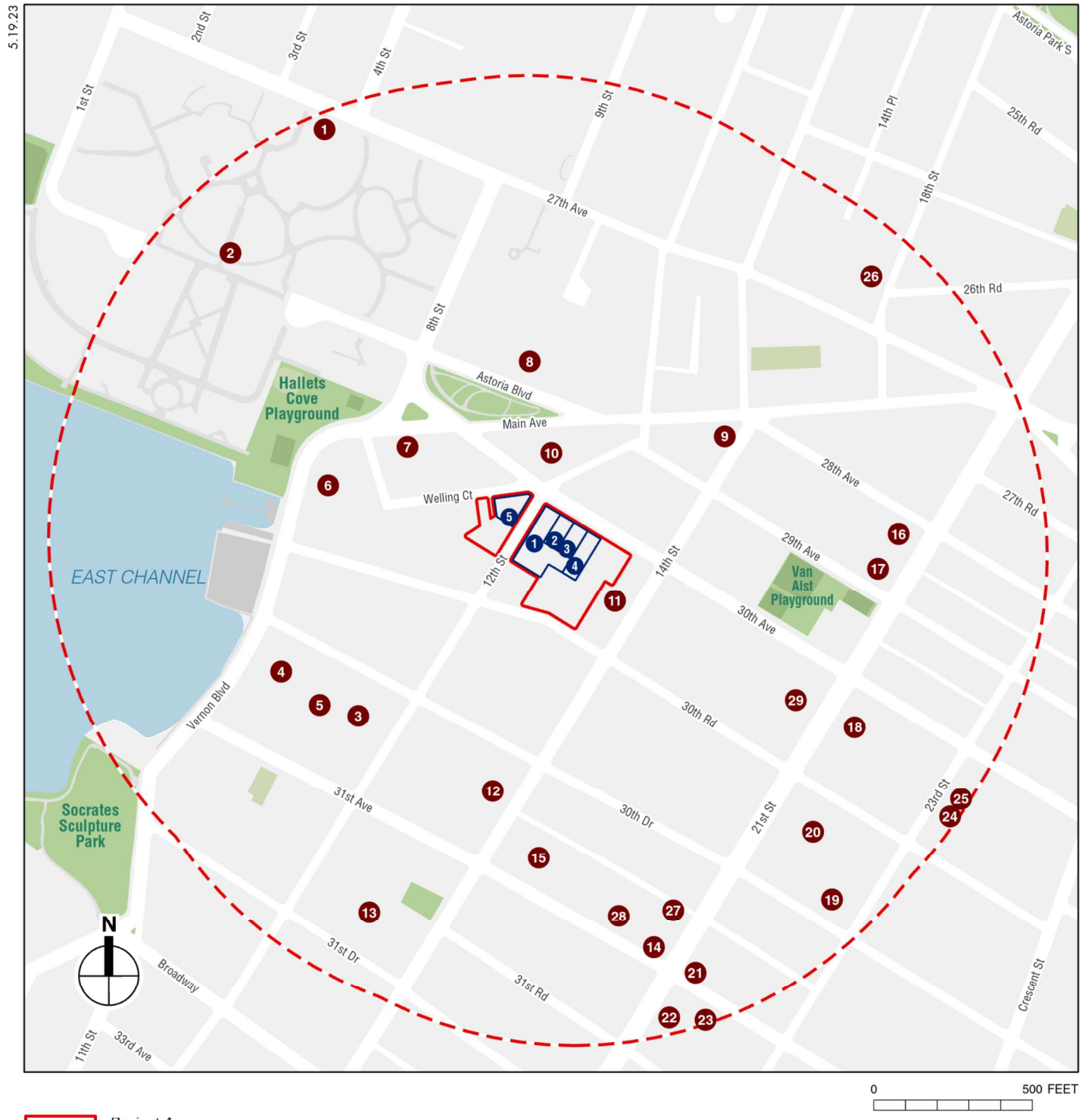
The No Action condition was developed by increasing existing (2022) pedestrian levels by the expected growth in overall travel through and within the study area. As per *CEQR Technical Manual* guidelines, an annual background growth rate of 0.5 percent was assumed for the years 2022 through 2027, and 0.25 percent was assumed for the years 2028 through 2034. As detailed in **Table H-11**, 29 development projects expected to occur in the No Action condition (No Build projects) were identified for the ¼-mile study area (see **Figure H-26**). For six of these discrete No Build projects, person trips were estimated and incorporated into the No Action analyses. For the remaining No Build projects, it was determined that background growth would address the increase in pedestrian levels (for smaller projects) and/or their project-generated pedestrian trips would not be expected to traverse through the analyzed pedestrian elements. The 2034 No Action pedestrian volumes for the weekday AM, midday, and PM, and Saturday peak hours are shown in **Figures H-27 through H-30**.

As shown in **Table H-12**, all sidewalk analysis locations will operate at favorable LOS A or B in the 2034 No Action condition during all analysis peak hours.

FUTURE WITH THE PROPOSED ACTIONS

The hourly incremental pedestrian volumes presented above in Section B, "Level 2 Screening Assessment," were added to the projected 2034 No Action volumes to generate the 2034 With Action pedestrian volumes for analysis (see **Figures H-31 through H-34**).

As shown in **Table H-13**, the sidewalk analysis locations would operate at acceptable LOS C or better in the 2034 With Action condition during all analysis peak hours. Therefore, the Proposed Actions would not result in any significant adverse pedestrian impacts.

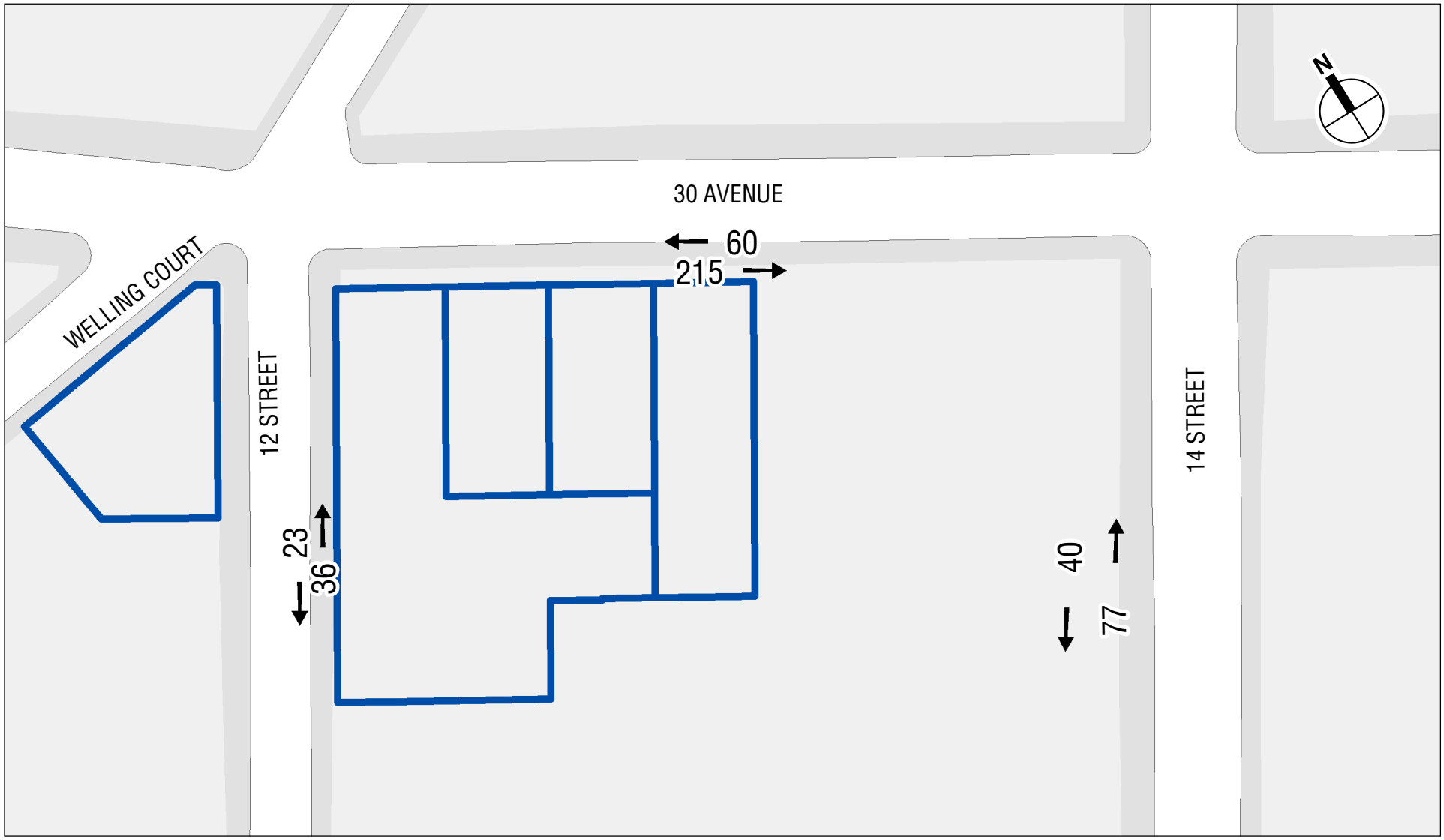


2034 No Build Projects

30-11 12TH STREET REZONING

Figure H-26

5.18.23



Projected Development Sites

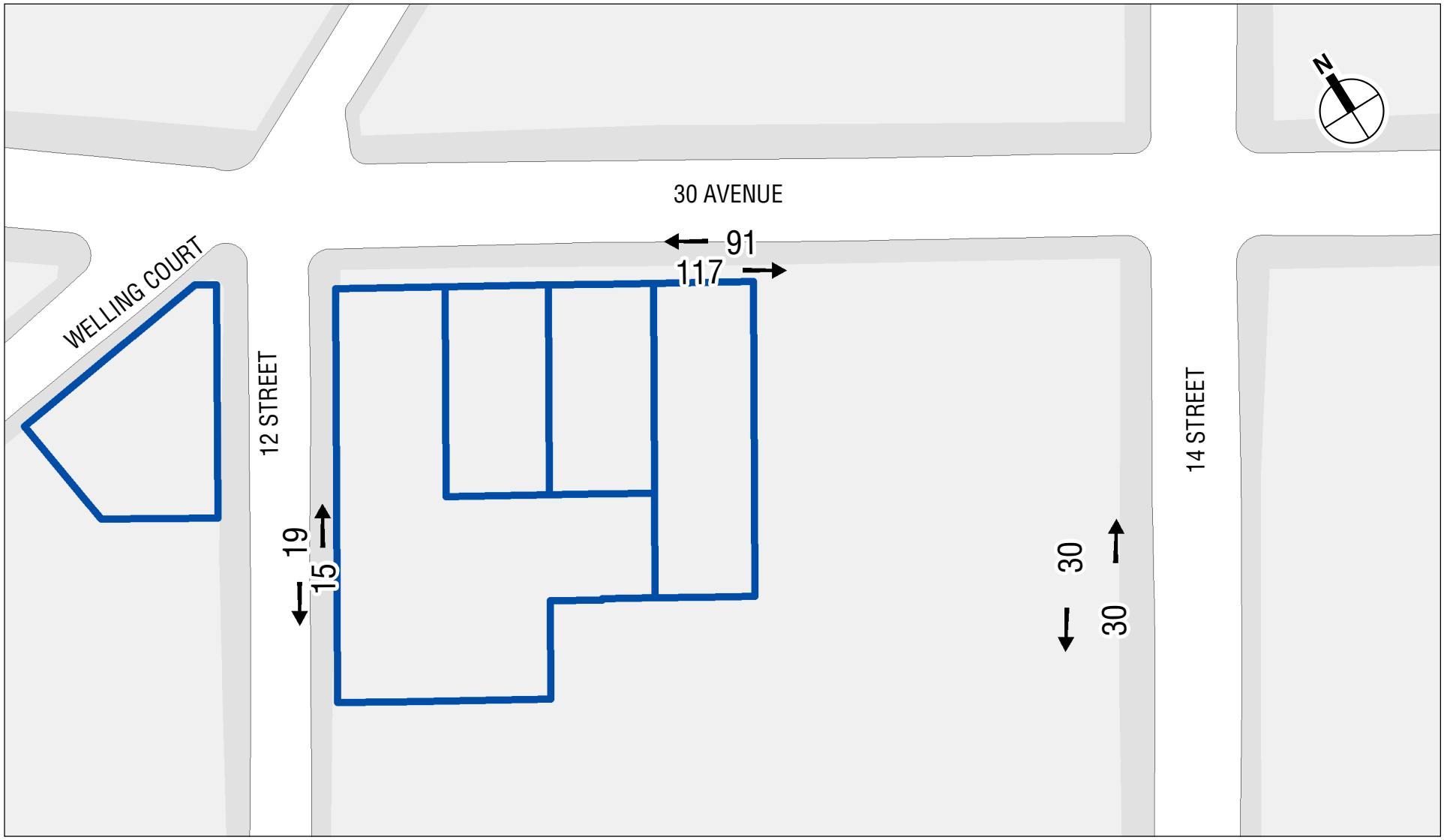
0 200 FEET

2034 No Action Pedestrian Volumes
Weekday AM Peak Hour

30-11 12TH STREET REZONING

Figure H-27

5.18.23



Projected Development Sites

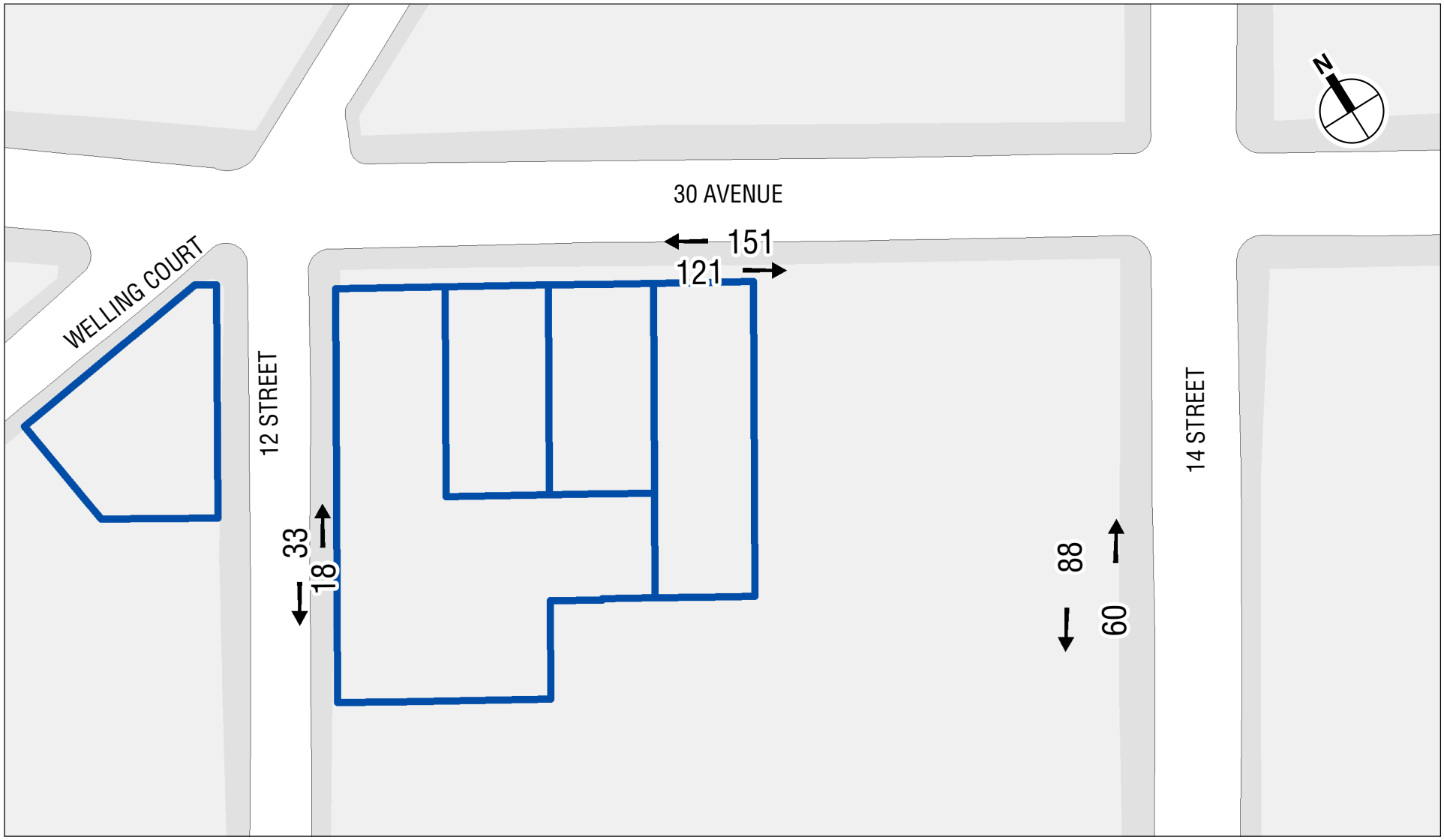
0 200 FEET

2034 No Action Pedestrian Volumes
Weekday Midday Peak Hour

30-11 12TH STREET REZONING

Figure H-28

5.18.23



Projected Development Sites

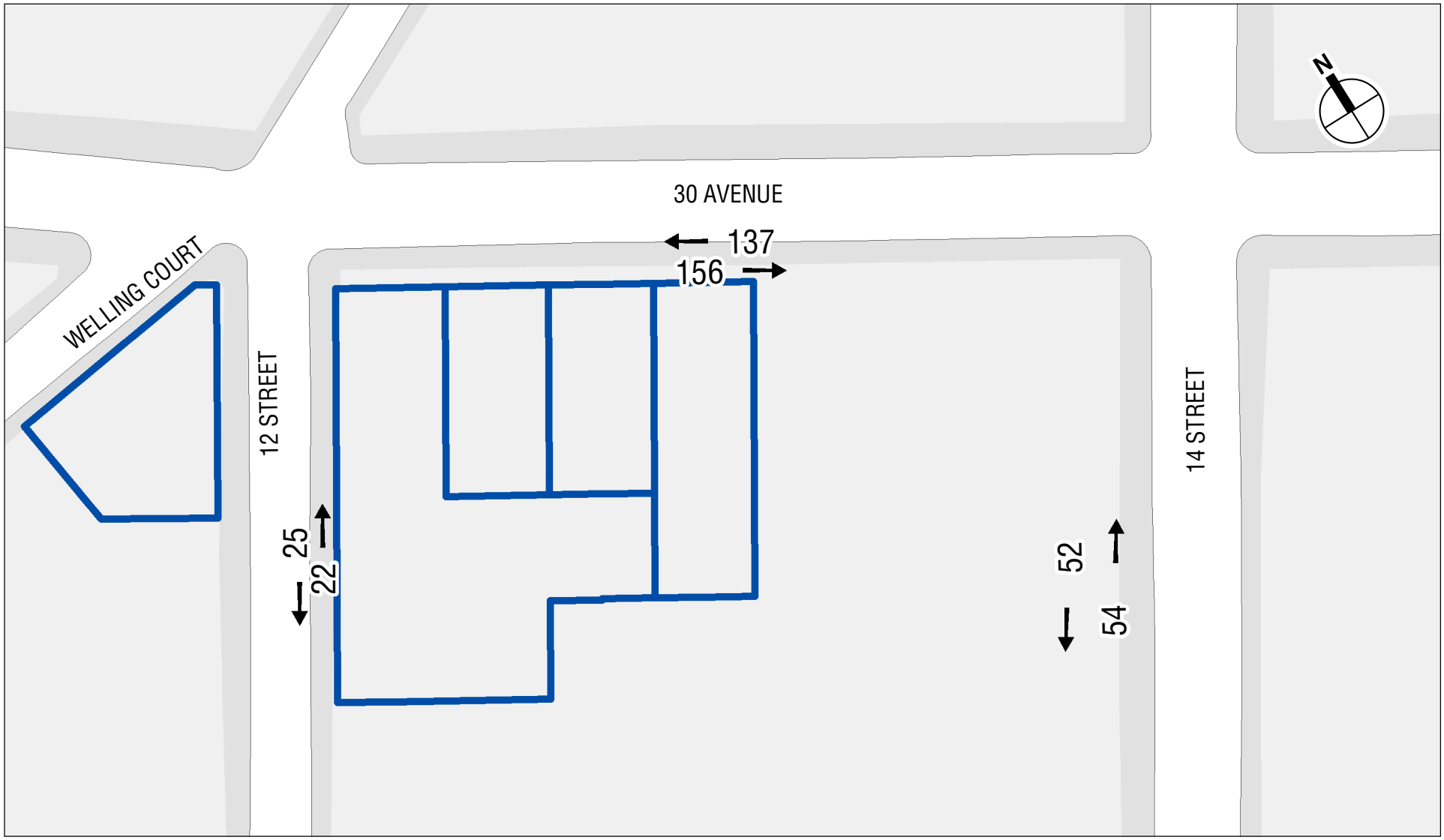
0 200 FEET

2034 No Action Pedestrian Volumes
Weekday PM Peak Hour

30-11 12TH STREET REZONING

Figure H-29

5.18.23

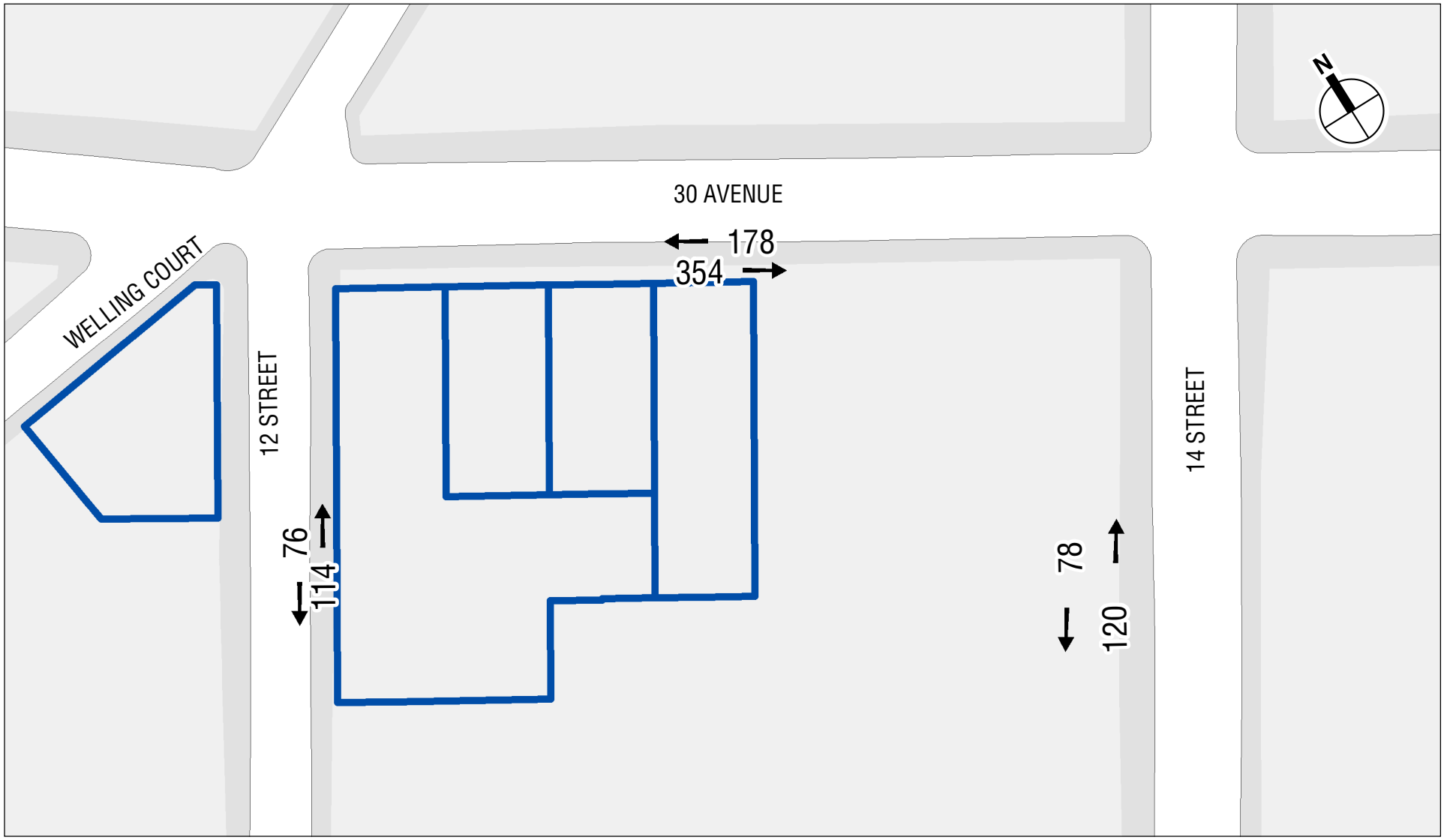


2034 No Action Pedestrian Volumes
Saturday Peak Hour

30-11 12TH STREET REZONING

Figure H-30

5.18.23



Projected Development Sites

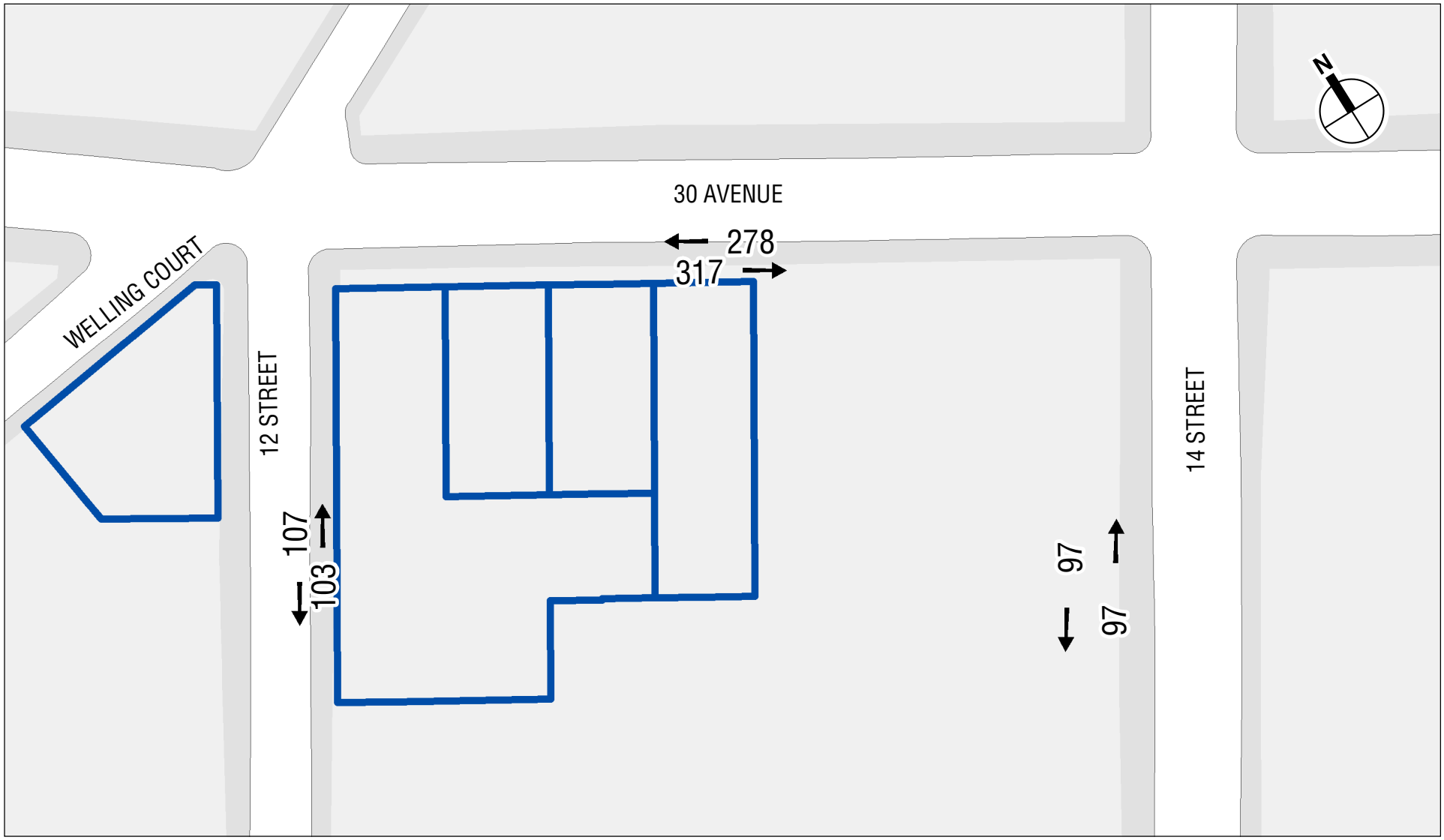
0 200 FEET

2034 With Action Pedestrian Volumes
Weekday AM Peak Hour

30-11 12TH STREET REZONING

Figure H-31

5.18.23

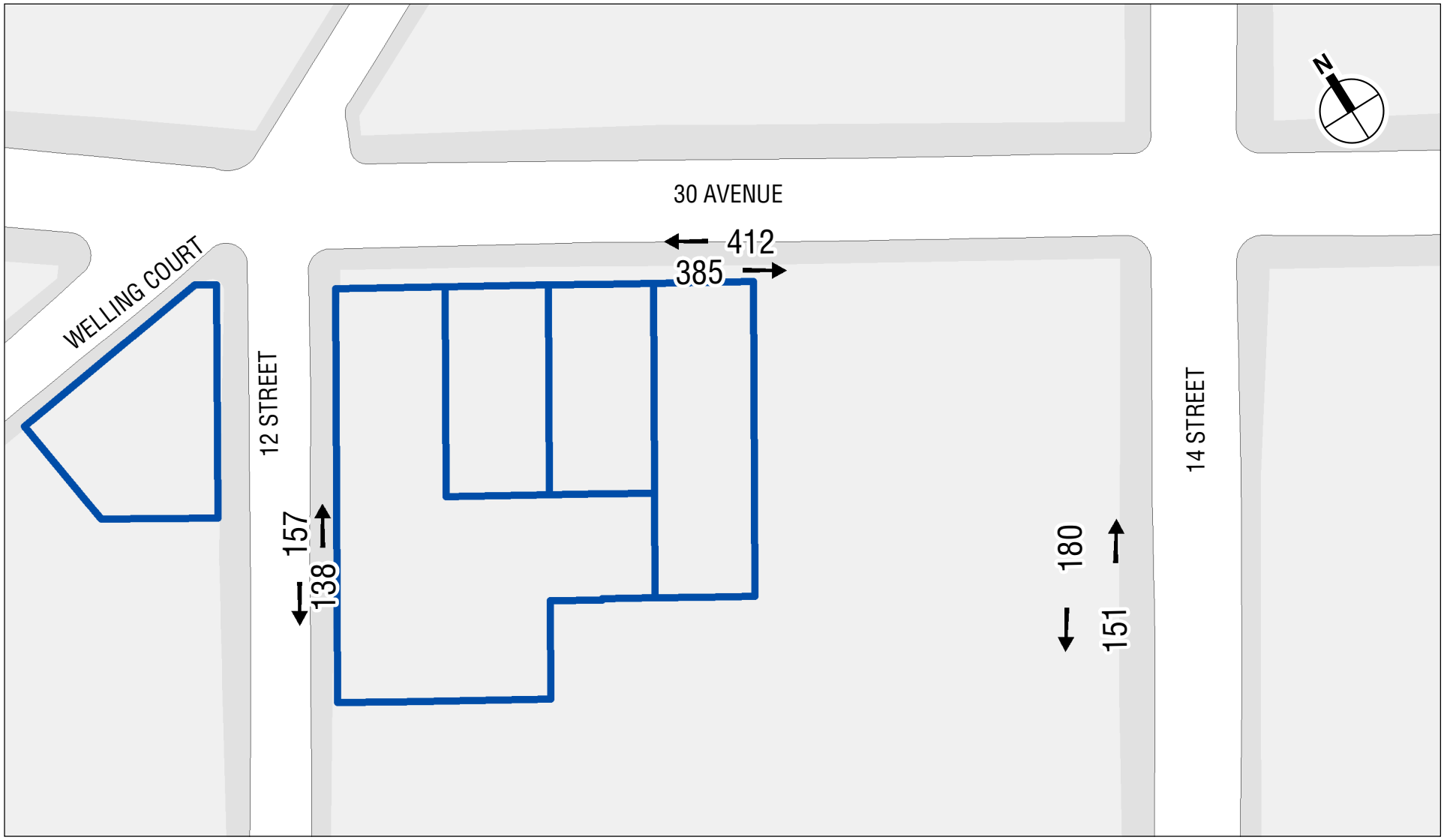


2034 With Action Pedestrian Volumes
Weekday Midday Peak Hour

30-11 12TH STREET REZONING

Figure H-32

5.18.23



Projected Development Sites

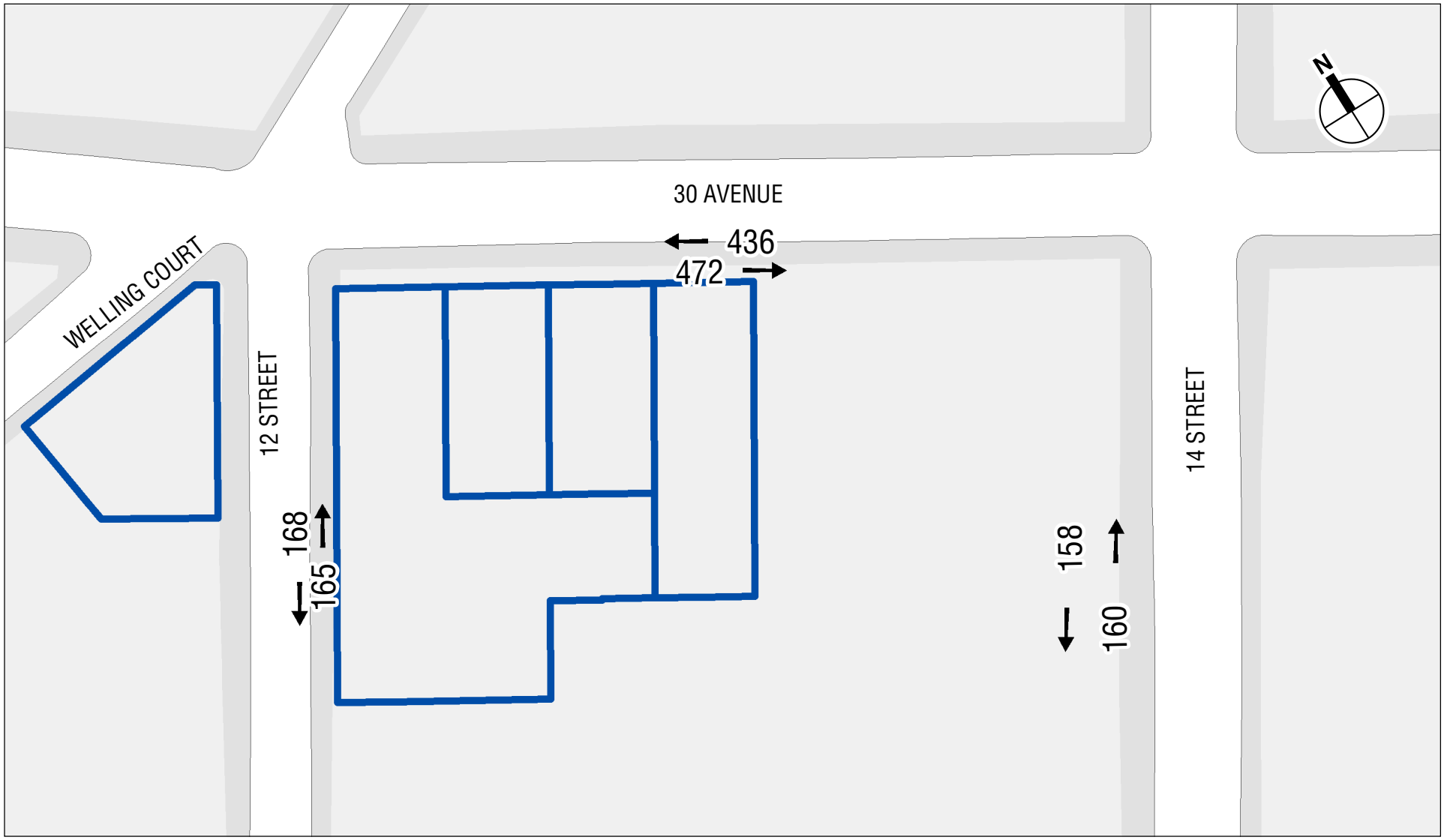
0 200 FEET

2034 With Action Pedestrian Volumes
Weekday PM Peak Hour

30-11 12TH STREET REZONING

Figure H-33

5.18.23



2034 With Action Pedestrian Volumes
Saturday Peak Hour

30-11 12TH STREET REZONING

Figure H-34

E. CONCLUSION

As demonstrated above, the Proposed Actions would not have any significant adverse transportation-related impacts.

Table H-11
No Build Projects Expected to be Complete by 2034

Map Ref. No.[1]	Project Name / Address	Development Program	Transportation Assumptions	Status/ Build Year[2]
Development Projects within 1/4-Mile				
1	3-24 27th Avenue	103 DUs residential	Transportation assumptions from *CEQR Technical Manual*, *Astoria Cove FEIS* (2014), and U.S. Census Bureau ACS 2015–2019 JTW estimates	2034
2	Halletts Point – NYCHA (Buildings 6, 7, and 8)	580 DUs residential; 17,530 GSF commercial	Transportation assumptions from *CEQR Technical Manual*, *Astoria Cove FEIS* (2014), U.S. Census Bureau ACS 2015–2019 JTW estimates, and DOT Trip Generation and Mode Choice Studies	2034
3	11-37 31st Avenue	168 DUs residential	Transportation assumptions from *CEQR Technical Manual*, *Astoria Cove FEIS* (2014), and U.S. Census Bureau ACS 2015–2019 JTW estimates	2034
4	11-12 30th Drive	275 DUs residential	Transportation assumptions from *CEQR Technical Manual*, *Astoria Cove FEIS* (2014), and U.S. Census Bureau ACS 2015–2019 JTW estimates	2034
5	11-28 30th Drive	266 DUs residential	Transportation assumptions from *CEQR Technical Manual*, *Astoria Cove FEIS* (2014), and U.S. Census Bureau ACS 2015–2019 JTW estimates	2034
6	30-07 Vernon Boulevard	65 DUs residential; 6,009 GSF commercial	Trips not expected to traverse study area pedestrian elements	2034
7	09-24 Main Avenue	29 DUs residential	Included in background growth	2034
8	08-29 Astoria Boulevard	47 DUs residential; 5,527 GSF community facility	Trips not expected to traverse study area pedestrian elements	2034
9	12-22 Astoria Boulevard	10 DUs residential	Included in background growth	2034
10	11-16 Main Avenue	29 DUs residential; 585 GSF community facility	Included in background growth	2034
11	30-18 14th Street	10 DUs residential	Included in background growth	2034
12	30-86 14th Street	7 DUs residential	Included in background growth	2034
13	12-19 31st Drive	17 DUs residential	Included in background growth	2034
14	14-53 31st Avenue	45 DUs residential	Included in background growth	2034
15	14-11 31st Avenue	10 DUs residential	Included in background growth	2034
16	28-6 21st Street	9 DUs residential; 1,332 GSF commercial	Included in background growth	2034
17	28-16 21st Street	50 DUs residential; 7,036 GSF commercial	Trips not expected to traverse study area pedestrian elements	2034
18	30-09 21st Street	10 DUs residential; 1,147 GSF commercial	Included in background growth	2034
19	21-27 30th Drive	14 DUs residential	Included in background growth	2034
20	Variety Boys and Girls Club Rezoning	112 DUs residential; 7,779 GSF commercial; 114,430 GSF community facility	Trip increments from *Variety Boys and Girls Club Rezoning EAS* (2018)	2034
21	21-11 31st Avenue	34 DUs residential; 247 GSF commercial	Included in background growth	2034
22	31-05 21st Street	15 DUs residential	Included in background growth	2034
23	21-10 31st Avenue	14 DUs residential; 426 GSF commercial	Included in background growth	2034
24	30-17 23rd Street	6 DUs residential	Included in background growth	2034
25	30-11 23rd Street	3 DUs residential	Included in background growth	2034
26	26-28 18th Street	7 DUs residential; 404 GSF community facility	Included in background growth	2034
27	30-88 21st Street	8 DUs residential; 1,045 GSF commercial	Included in background growth	2034
28	14-43 31st Avenue	21 DUs residential	Included in background growth	2034
29	30-12 21st Street	14 DUs; 975 GSF commercial; 1,078 GSF community facility	Included in background growth	2034

Notes: [1] See **Figure H-26**.
[2] Projects for which build year is unknown are assumed to be complete by the analysis year (2034)

Table H-12
2034 No Action Condition: Sidewalk Analysis

Location	Sidewalk	Effective Width (ft)	Two-way Peak Hour Volume	PHF	SFP	Platoon LOS
Weekday AM Peak Hour						
12th Street between 30th Avenue and 30th Road	East	3.0	59	0.63	457.5	B
30th Avenue between 12th Street and 14th Street	South	8.0	275	0.74	311.9	B
14th Street between 30th Avenue and 30th Road	West	4.0	117	0.63	309.0	B
Weekday Midday Peak Hour						
12th Street between 30th Avenue and 30th Road	East	3.0	34	0.66	837.4	A
30th Avenue between 12th Street and 14th Street	South	8.0	208	0.82	454.1	B
14th Street between 30th Avenue and 30th Road	West	4.0	60	0.78	748.7	A
Weekday PM Peak Hour						
12th Street between 30th Avenue and 30th Road	East	3.0	51	0.63	537.5	A
30th Avenue between 12th Street and 14th Street	South	8.0	272	0.72	304.8	B
14th Street between 30th Avenue and 30th Road	West	4.0	148	0.75	291.7	B
Saturday Peak Hour						
12th Street between 30th Avenue and 30th Road	East	3.0	47	0.75	689.3	A
30th Avenue between 12th Street and 14th Street	South	8.0	293	0.61	240.1	B
14th Street between 30th Avenue and 30th Road	West	4.0	106	0.67	366.4	B

Note: SFP = square feet per pedestrian.

Table H-13
2034 With Action Condition: Sidewalk Analysis

Location	Sidewalk	Effective Width (ft)	Two-way Peak Hour Volume	PHF	SFP	Platoon LOS
Weekday AM Peak Hour						
12th Street between 30th Avenue and 30th Road	East	3.0	190	0.63	141.8	B
30th Avenue between 12th Street and 14th Street	South	8.0	532	0.74	161.0	B
14th Street between 30th Avenue and 30th Road	West	4.0	198	0.63	182.4	B
Weekday Midday Peak Hour						
12th Street between 30th Avenue and 30th Road	East	3.0	210	0.66	135.3	B
30th Avenue between 12th Street and 14th Street	South	8.0	595	0.82	158.5	B
14th Street between 30th Avenue and 30th Road	West	4.0	194	0.78	231.4	B
Weekday PM Peak Hour						
12th Street between 30th Avenue and 30th Road	East	3.0	295	0.63	92.5	B
30th Avenue between 12th Street and 14th Street	South	8.0	797	0.72	103.6	B
14th Street between 30th Avenue and 30th Road	West	4.0	331	0.75	130.2	B
Saturday Peak Hour						
12th Street between 30th Avenue and 30th Road	East	3.0	333	0.75	96.8	B
30th Avenue between 12th Street and 14th Street	South	8.0	908	0.61	77.0	C
14th Street between 30th Avenue and 30th Road	West	4.0	318	0.67	121.8	B

Note: SFP = square feet per pedestrian.

✶

A. INTRODUCTION

The Applicant proposes the development of a mixed-use residential and commercial building at 30-11 12th Street (Block 515, Lot 19, "Projected Development Site 1") in the Astoria neighborhood of Queens. To facilitate the proposed development on Projected Development Site 1, the Applicant is requesting a zoning map amendment and a zoning text amendment (collectively, the "Proposed Actions") from the New York City Planning Commission (CPC) to rezone an area around the proposed development, including Block 515, Lots 19 , 25, 27, 28, 29, and p/o Lots 8, 9, 10, 11, 12, 13, 14, and 31, and Block 506, Lots 1, 3, 5, and p/o 6 and 67 (collectively the "Rezoning Area"). Together with the entirety of the lots identified within the rezoning area compose the "Project Area." The potential for air quality impacts associated with the Projected Development Sites is assessed in this attachment.

The maximum projected hourly incremental traffic volumes generated from the Proposed Actions would not exceed the carbon monoxide (CO) screening threshold defined in the 2021 *City Environmental Quality Review (CEQR) Technical Manual* (170 peak hour vehicle trips at an intersection in the study area). The incremental traffic volumes would also not exceed the particulate matter (PM emission screening threshold discussed in Chapter 17, Sections 210 and 311, of the *CEQR Technical Manual*. As per the vehicular assignment provided in the Attachment H, "Transportation," the highest incremental trip-ends generated by the project is 45 peak hour vehicle trips at the intersection of 14th Street and 30th Avenue during the Saturday midday peak hour. Under the guidance of the New York City Department of City Planning (DCP) in consultation with the New York City Department of Environmental Protection (NYCDEP), projects with relatively small trip increment are not expected to create any potential significant adverse air quality impact from mobile source. As such, a detailed mobile source impact analysis is not warranted.

The Projected Development Sites would potentially include fossil fuel-fired heating and hot water systems. Therefore, a stationary source analysis was conducted to evaluate the potential impact from these sources on air quality. The Project Area is located within 400 feet of commercial-zoned districts, and is within 400 feet of existing industrial land uses. Therefore, the potential for emissions from existing nearby industrial facilities to impact air quality at the Project Area was assessed. In addition, the potential for emissions from existing large or major sources to impact the Projected Development Sites was assessed.

B. METHODOLOGY FOR PREDICTING POLLUTANT CONCENTRATIONS

HEATING AND HOT WATER SYSTEMS

On, December 15, 2021, the New York City Council passed a bill that would effectively ban the installation of most new natural gas and other fossil fuel-fired systems in buildings in New York City. The ban would be enforced by the Department of Buildings and for buildings greater than six stories, applies to buildings based on the submission of construction documents after July 1, 2027. The build year for the Proposed Actions is 2034. It is anticipated that construction documents would be filed prior to the July 1, 2027 deadline for Projected Development Site 1, and it would be reasonable to assume that some development on the other Projected Development Sites would have also occurred. Therefore, for Projected Development Site 1 as well as other Projected Development Sites, it was conservatively assumed for the purpose of the air quality analysis that fossil fuels would be used for heating and hot water systems.

The analysis of the Projected Development Sites' heating and hot water systems was performed using the American Meteorological Society (AMS)/EPA Regulatory Model (AERMOD) dispersion model.[1] AERMOD is a state-of-the-art dispersion model, applicable to rural and urban areas, flat and complex terrain, surface and elevated releases, and multiple sources and source types. AERMOD is a steady-state plume model that incorporates current concepts about flow and dispersion in complex terrain, including updated treatment of the boundary layer theory and understanding of turbulence and dispersion, and includes handling of the plume interaction with terrain. AERMOD is the United States Environmental Protection Agency's (EPA) preferred regulatory stationary source model.

AERMOD calculates pollutant concentrations from simulated sources (e.g., exhaust stacks) based on hourly meteorological data and surface characteristics and has the capability to calculate pollutant concentrations at locations where the plume from the exhaust stack is affected by the aerodynamic wakes and eddies (downwash) produced by nearby structures. The analysis of potential impacts from exhaust stacks assumed stack tip downwash, urban dispersion and surface roughness length, and elimination of calms.

AERMOD incorporates the Plume Rise Model Enhancements (PRIME) downwash algorithm, which is designed to predict concentrations in the "cavity region" (i.e., the area around a structure which under certain conditions may affect an exhaust plume, causing a portion of the plume to become entrained in a recirculation region). AERMOD also uses the Building Profile Input Program for PRIME (BPIPPRM) to provide a detailed analysis of downwash influences on a direction-specific basis. BPIPPRM determines the projected building dimensions for modeling with the building downwash algorithm enabled. The modeling of plume downwash accounts for all obstructions within a radius equal to five obstruction heights of the stack.

The analysis was prepared both with and without downwash in order to assess the worst-case impacts at elevated locations close to the height of the source, which would occur without

[1] EPA. *AERMOD Implementation Guide*. 454/B-21-006. July 2021.
EPA. AERMOD Model Formulation and Evaluation. 454/B-21-003. April 2021. and
EPA. User's Guide for the AMS/EPA Regulatory Model (AERMOD). 454/B-21-001. April 2021.

downwash, as well as the worst-case impacts at lower elevations and ground level, which would occur with downwash, consistent with the *CEQR Technical Manual* guidance.

Potential 1-hour average NO_2 concentrations, added to representative background concentrations in the area, were compared with the NAAQS. Potential 24-hour and annual average incremental concentrations of $PM_{2.5}$ were compared with the $PM_{2.5}$ *de minimis* criteria defined in the *CEQR Technical Manual*. For the analysis of the 1-hour average NO_2 concentration from the buildings' heating and hot water systems, AERMOD's Plume Volume Molar Ratio Method (PVMRM) module was used to analyze chemical transformation within the model. PVMRM incorporates hourly background ozone concentrations to estimate NO_x transformation within the source plume. The model applied ozone concentrations measured in 2015–2019 at the nearest available New York State Department of Environmental Conservation (DEC) ozone monitoring station—the Queens College monitoring station. An initial NO_2 to NO_x ratio of 10 percent at the source exhaust stack was assumed for boilers, which is considered representative.

Five years of surface meteorological data collected at La Guardia Airport (2016–2020) and concurrent upper air data collected at Brookhaven, New York were used in the analysis. For NO_2, data from 2015-2019 was used due to uncertainties in the representativeness of background concentrations in 2020 due to effects of COVID-19.

EMISSION RATES AND STACK PARAMETERS

The Projected Development Sites were assumed to utilize natural gas-fired heating and hot water systems.

Annual emission rates for heating and hot water systems were calculated based on fuel consumption estimates, using energy intensity estimates based on type of development and size of the buildings as recommended in the *CEQR Technical Manual*, and applying emission factors for natural gas-fired boilers.[2] Annual NO_2 concentrations from heating and hot water sources were estimated using a NO_2 to NO_x ratio of 0.75.[3] $PM_{2.5}$ emissions include both the filterable and condensable components. The short-term emission rates (24-hour and shorter) were calculated by scaling the annual emissions to account for a 100-day heating season. The exhaust from the heating and hot water systems was assumed to be vented through a single stack on each projected development site. The stack height was initially assumed to be a minimum of three feet for each of the proposed buildings.

To calculate exhaust velocity, the fuel consumption of each of the Projected Development Sites was multiplied by EPA's fuel factor for natural gas,[4] providing the exhaust flow rate at standard temperature; the flow rate was then corrected for the exhaust temperature, and exhaust velocity was calculated based on the stack diameter. Assumptions for stack diameter and exhaust temperature for the proposed systems were obtained from a survey of boiler exhaust data provided by NYCDEP,[5] and were used to calculate the exhaust velocity.

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[2] EPA. *Compilation of Air Pollutant Emission Factors AP-42*. 5th Ed., V. I, Ch. 1.4. September, 1998.

[3] Additional Clarification Regarding Application of Appendix W Modeling Guidance for the 1-Hour NO_2 National Ambient Air Quality Standard, EPA, March 1, 2011.

[4] EPA. *Standards of Performance for New Stationary Sources.* 40 CFR Chapter I Subchapter C Part 60. Appendix A-7, Table 19-2. 2013.

[5] DEP *Boiler Database*, August 11, 2017.

The emission rates and exhaust stack parameters used in the modeling analyses are presented in **Table I-1**.

Table I-1
Exhaust Stack Parameters and Emission Rates

Stack Parameter	Projected Development Site 1	Projected Development Site 2	Projected Development Site 3	Projected Development Site 4	Projected Development Site 5
Gross Floor Area (square feet)	89,641	19,752	19,911	29,304	26,033
Building Height (feet)	85	85	85	85	85
Stack Height (feet)	105	95	94	92	88
Stack Diameter (feet)(1)	2.0 (1)	1.0 (1)	1.0 (1)	1.0 (1)	1.0 (1)
Exhaust Velocity (meters/second)(1)	0.99	0.85	0.86	1.26	1.12
Exhaust Temperature (degrees Fahrenheit)(1)	307.8	307.8	307.8	307.8	307.8
Emission Rate (grams/second)					
NO_2 (1-hour average)	0.010	0.0023	0.0023	0.0091	0.0081
NO_2 (Annual average)	0.0028	0.00062	0.00063	0.0025	0.0022
$PM_{2.5}$ (24-hour average)	0.0021	0.00047	0.00047	0.00069	0.00061
$PM_{2.5}$ (Annual average)	0.00058	0.00013	0.00013	0.00019	0.00017

Note: (1) Stack parameter assumptions were obtained from a survey of boiler exhaust data provided by DEP.

BACKGROUND CONCENTRATIONS

For the AERMOD analysis, total 1-hour NO_2 concentrations were refined following a more detailed approach (EPA "Tier 3"). The methodology used to determine the total 1-hour NO_2 concentrations from the facility was based on adding the monitored background to modeled concentrations, as follows: hourly modeled concentrations from the boilers were first added to the seasonal hourly background monitored concentrations; then the highest combined daily 1-hour NO_2 concentration was determined at each location and the 98th percentile daily 1-hour maximum concentration for each modeled year was calculated within the AERMOD model; finally the 98th percentile concentrations were averaged over the latest five years.

The latest version of AERMOD (Version 21112) has been identified as producing an error when using the Tier 3 PVMRM module for NO_x to NO_2 conversion. The seasonal hourly background concentrations of NO_2 are added twice to the modeled concentrations, resulting in excessively high modeled concentrations. EPA recommended to input background concentrations of NO_2 that are one-half of the actual background concentrations. This approach was also confirmed in a communication with DEC.[6] Therefore, per EPA and DEC recommendations, the seasonal hourly background concentrations provided by DEC were divided by a factor of two for the AERMOD model input.

$PM_{2.5}$ impacts were assessed on an incremental basis and compared with the $PM_{2.5}$ *de minimis* criteria. The $PM_{2.5}$ 24-hour average background concentration based on the 98th percentile concentration, averaged over the years 2018–2020 was used to establish the *de minimis* value of 8.3 ug/m^3. $PM_{2.5}$ annual average impacts are assessed on an incremental basis and compared to the $PM_{2.5}$ *de minimis* criteria, without considering the annual background. Therefore, the annual $PM_{2.5}$ background is not presented in the table.

[6] Per email conversation with John Kent, Division of Air Resources, DEC, June 16, 2021.

Table I-2
Maximum Background Pollutant Concentrations

Pollutant	Average Period	Location	Concentration ($\mu g/m^3$)	NAAQS ($\mu g/m^3$)
NO_2	1-hour	IS 52, Bronx	110.6	188
	Annual		32.8	100
$PM_{2.5}$	24-hour	JHS 45, Manhattan	18.5	35
Source: New York State Air Quality Report Ambient Air Monitoring System, DEC, 2017–2020.				

RECEPTOR PLACEMENT

Discrete receptors were modeled along existing and proposed building façades to represent potentially sensitive locations such as operable windows and intake vents. Rows of receptors at spaced intervals on the modeled buildings were analyzed at multiple elevations. A broad ground-level grid was also included to identify potential concentrations at publicly accessible locations in the surrounding area.

EXISTING INDUSTRIAL SOURCES

Nearby industrial facilities were examined to identify any potential for adverse impacts on future residents of the Project Area from air toxics. All industrial and manufacturing uses within 400 feet of the Project Area ("industrial source study area") were considered for inclusion in the air quality impact analysis.

Land use maps and aerial photographs were reviewed to identify potential sources of emissions from manufacturing/industrial operations. A search of federal, state, and city permit data within the study area was conducted using DEP's Clean Air Tracking System (CATS) database[7] and EPA's Envirofacts database.[8] Next, a field survey of uses within 400 feet of the project site was conducted to determine the operating status of permitted industries, and identify any potential industrial sites not included in the permit databases. Note that the CATS system was re-checked to ensure that any recently permitted emission sources were accounted for.

No permitted activities were identified based on the permit search and no other sources of emissions were identified in the land use review and field survey. Therefore, no significant impacts on sensitive uses within the Project Area are anticipated from industrial source emissions.

ADDITIONAL SOURCES

The *CEQR Technical Manual* requires an analysis of projects that may result in a significant adverse impact due to certain types of new uses located near a "large" or "major" emissions source. Major sources are defined as those located at facilities that have a Title V or Prevention of Significant Deterioration air permit, while large sources are defined as those located at facilities that require a State Facility Permit. To assess the potential effects of these existing sources on the projected and potential development sites, a review of existing permitted facilities was conducted. Sources of information reviewed included the DEC Title V and State Facility Permit websites.

[7] DEP. *Clean Air Tracking System database*. https://a826-web01.nyc.gov/DEP.BoilerInformationExt. Most recently accessed December 22, 2021.

[8] EPA. *Envirofacts Data Warehouse*. https://www3.epa.gov/enviro/. Most recently accessed December 22, 2021.

The review of major- and large-sources permits[9] found no such facilities within 1,000 feet of the project site. Therefore, no analysis is required, and no significant adverse impacts would occur on the Projected Development Sites from major or large stationary sources of emissions.

C. PROBABLE IMPACTS OF THE PROPOSED ACTIONS

HEATING AND HOT WATER SYSTEMS

Potential cumulative air quality impacts from the Projected Development Sites were determined. The results of the refined heating and hot water systems analysis for one-hour and annual average NO_2 and 24-hour and annual average $PM_{2.5}$ concentrations are presented in **Table I-3**. As shown in the table, all predicted pollutant concentrations are less than the applicable impact criteria. Therefore, there would be no potential for significant adverse air quality impacts from the heating and hot water systems associated with the Projected Development Sites.

Table I-3
Maximum Modeled Pollutant Concentrations (µg/m3)

Pollutant	Averaging Period	Maximum Modeled Impact	Background	Total Concentration	Criterion
NO_2	1-hour	156(1)	-	156	188(2)
	Annual	1.21(3)	32.8	34	100(2)
$PM_{2.5}$	24-hour	4.7	N/A	4.7	8.3(4)
	Annual	0.21	N/A	0.21	0.3(5)
	Annual – Neighborhood	0.046	N/A	0.046	0.1(6)

Notes:
N/A – Not Applicable
(1) The 1-hour NO_2 concentration presented represents the maximum of the total 98th percentile 1-hour NO_2 concentration predicted at any receptor using seasonal-hourly background concentrations.
(2) NAAQS
(3) Annual NO_2 impacts were estimated using a NO_2/NO_x ratio of 0.75.
(4) $PM_{2.5}$ *de minimis* criteria—24-hour average, not to exceed more than half the difference between the background concentration and the 24-hour standard of 35 µg/m^3.
(5) $PM_{2.5}$ *de minimis* criteria—annual (discrete receptor)
(6) $PM_{2.5}$ *de minimis* criteria-neighborhood scale

To ensure that there are no potential significant adverse impacts of $PM_{2.5}$ or NO_2 from potential heating and hot water system emissions, certain restrictions would be required as part of the Proposed Actions through Air Quality (E) Designations (E-733) that would be placed on each of the Projected Development Sites. These restrictions were assumed in the analysis leading to the projected values in **Table I-3** and would avoid the potential for significant air quality impacts from stationary sources using the very conservative assumptions used in the analysis.

The restrictions would be as follows:

Projected Development Site 1 (Block 515, Lot 19)

Any new residential and/or commercial development on Projected Development Site 1 must utilize only natural gas in any fossil fuel-fired heating and hot water equipment, be fitted with low

[9] DEC. *Access to DEC Air Permits*. https://www.dec.ny.gov/chemical/8569.html. Accessed December 21, 2021.

NO_x (30 ppm) burners, and have heating and hot water exhaust stacks located at the highest tier and at least 105 feet above grade, to avoid any potential significant adverse air quality impacts.

Projected Development Site 2 (Block 515, Lot 25)

Any new residential and/or commercial development on Projected Development Site 2 must utilize only natural gas in any fossil fuel-fired heating and hot water equipment, be fitted with low NO_x (30 ppm) burners, and have heating and hot water exhaust stacks located at the highest tier and at least 95 feet above grade, at least 50 feet away from the southern lot line facing 30th Road, and at least 20 feet from the western lot line facing 12th Street, to avoid any potential significant adverse air quality impacts.

Projected Development Site 3 (Block 515, Lots 27 and 28)

Any new residential and/or commercial development on Projected Development Site 3 must utilize only natural gas in any fossil fuel-fired heating and hot water equipment, be fitted with low NO_x (30 ppm) burners, have heating and hot water exhaust stacks located at the highest tier and at least 94 feet above grade, and at least 50 feet away from the southern lot line facing 30th Road, to avoid any potential significant adverse air quality impacts.

Projected Development Site 4 (Block 515, Lot 29)

Any new residential and/or commercial development on Projected Development Site 4 must utilize only natural gas in any fossil fuel-fired heating and hot water equipment, and have heating and hot water exhaust stacks located at the highest tier and at least 92 feet above grade, no more than 28 feet away from the southern lot line facing 30th Road, and at least 25 feet away from the western lot line facing 12th Street, to avoid any potential significant adverse air quality impacts.

Projected Development Site 5 (Block 506, Lot 1)

Any new residential and/or commercial development on Projected Development Site 5 must utilize only natural gas in any fossil fuel-fired heating and hot water equipment, and have heating and hot water exhaust stacks located at the highest tier and at least 88 feet above grade, and at least 24 feet from the eastern lot line facing 12th Street, to avoid any potential adverse significant air quality impacts.

With these restrictions in place, there would be no significant adverse air quality impacts from the heating and hot water systems associated with the Projected Development Sites.

Overall, there would be no significant adverse air quality impacts as a result of the Proposed Actions. ✷

A. INTRODUCTION

This attachment assesses the potential for the proposed actions to result in significant adverse noise impacts. According to the guidelines established in the 2021 *City Environmental Quality Review (CEQR) Technical Manual*, an initial noise impact screening considers whether a proposed action would generate any mobile or stationary source noise, or be located in an area with high ambient noise levels. A noise analysis examines an action for its potential effects on sensitive noise receptors, and the effects of ambient noise on the interior noise levels of residential, commercial, and community facility spaces.

The Proposed Actions would not generate or divert sufficient traffic to require a detailed analysis and would consequently not have the potential to cause a significant noise impact (i.e., it would not result in a doubling of noise passenger car equivalents [Noise PCEs] which would be necessary to cause a 3 A-weighted decibel [dBA] increase in noise levels). However, ambient noise levels adjacent to the Projected Development Sites (including noise from vehicular traffic) are addressed in this attachment and an analysis is presented that determines the level of building attenuation necessary to ensure that the proposed building's interior noise levels satisfy applicable CEQR interior noise criteria.

B. ACOUSTICS FUNDAMENTALS

Sound is a fluctuation in air pressure. Sound pressure levels are measured in units called decibels (dB). The particular character of the sound that we hear (e.g., a whistle compared with a French horn) is determined by the speed, or frequency, at which the air pressure fluctuates, or oscillates. Frequency defines the oscillation of sound pressure in terms of cycles per second. One cycle per second is known as 1 Hertz (Hz). People can hear over a relatively limited range of sound frequencies, generally between 20 Hz and 20,000 Hz, and the human ear does not perceive all frequencies equally well. High frequencies (e.g., a whistle) are more easily discernable and therefore more intrusive than many low frequencies (e.g., the lower notes on the French horn).

A-WEIGHTED SOUND LEVEL (DBA)

In order to establish a uniform noise measurement that simulates people's perception of loudness and annoyance, the decibel measurement is weighted to account for those frequencies most audible to the human ear. This is known as the A-weighted sound level, or dBA, and it is the descriptor of noise levels most often used for community noise. As shown in **Table J-1**, the threshold of human hearing is defined as 0 dBA; quiet conditions (e.g., a library) are approximately 40 dBA; normal daily activity conditions are between 50 dBA and 70 dBA; noisy conditions are above 70 dBA; and loud, intrusive, and deafening conditions approach 130 dBA.

Table J-1
Noise Levels of Common Sources

Sound Source	SPL (dBA)
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
Source: 2021 *CEQR Technical Manual*	

In considering these values, it is important to note that the dBA scale is logarithmic, meaning that each increase of 10 dBA describes a doubling of perceived loudness. Thus, the background noise in an office, at 50 dBA, is perceived as twice as loud as a library at 40 dBA. For most people to perceive an increase in noise, it must be at least 3 dBA. At 5 dBA, the change will be readily noticeable.

SOUND LEVEL DESCRIPTORS

Because dBA describes a noise level at just one moment and few noises are constant, other ways of describing noise that fluctuates over extended periods have been developed. One way is to describe the fluctuating sound heard over a specific time period as if it had been a steady, unchanging sound. For this condition, a descriptor called the equivalent sound level (L_{eq}) can be computed. L_{eq} is the constant sound level that, in a given situation and time period (e.g., 1 hour, denoted by $L_{eq(1)}$, or 24 hours, denoted by $L_{eq(24)}$), conveys the same sound energy as the actual time-varying sound. Statistical sound level descriptors such as L_1, L_{10}, L_{50}, L_{90}, and L_x, are used to indicate noise levels that are exceeded 1, 10, 50, 90, and x percent of the time, respectively.

The relationship between L_{eq} and levels of exceedance is worth noting. Because L_{eq} is defined in energy rather than straight numerical terms, it is not simply related to the levels of exceedance. If the noise fluctuates little, L_{eq} will be approximately equal to the L_{50} or the median value. If the noise fluctuates broadly, the L_{eq} will be approximately equal to the L_{10} value. If extreme fluctuations are present, the L_{eq} will exceed L_{90} or the background level by 10 or more decibels. Thus the relationship between L_{eq} and the levels of exceedance will depend on the character of the noise. In community noise measurements, it has been observed that the L_{eq} is generally between L_{10} and L_{50}.

For purposes of the proposed actions, the L_{10} descriptor has been selected as the noise descriptor to be used to evaluate interior noise exposure. The 1-hour L_{10} is the noise descriptor used in the *CEQR Technical Manual* noise exposure guidelines for City environmental impact review classification.

C. NOISE STANDARDS AND CRITERIA

NEW YORK CEQR NOISE CRITERIA

The *CEQR Technical Manual* also defines attenuation requirements for buildings based on exterior noise level (see **Table J-2**). Recommended noise attenuation values for buildings are designed to maintain interior noise levels of 45 dBA or lower for residential uses and 50 dBA or lower for retail/commercial uses and are determined based on exterior $L_{10(1)}$, L_{dn}, and DNL noise levels.

Table J-2
Required Attenuation Values to Achieve Acceptable Interior Noise Levels

	Marginally Unacceptable				Clearly Unacceptable
Vehicular Traffic	$70 < L_{10} \leq 73$	$73 < L_{10} \leq 76$	$76 < L_{10} \leq 78$	$78 < L_{10} \leq 80$	$80 < L_{10}$
Aircraft[A]	$65 < DNL \leq 68$	$68 < DNL \leq 71$	$71 < DNL \leq 73$	$73 < DNL \leq 75$	$75 < DNL$
Train	$65 < L_{dn} \leq 68$	$68 < L_{dn} \leq 71$	$71 < L_{dn} \leq 73$	$73 < L_{dn} \leq 75$	$75 < L_{dn}$
Attenuation[B]	(I) 28 dBA	(II) 31 dBA	(III) 33 dBA	(IV) 35 dBA	See note [C]

Notes:
[A] DNL descriptor based on average values of L_{dn} 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 dBA less in each category. All the above categories require a closed window situation and hence an alternate means of ventilation.
[C] The required attenuation value is the difference between L_{build} and $L_{interior}$, using the appropriate noise descriptor
Where:
L_{build} is the projected noise level under the build condition rounded up to the whole number
$L_{interior}$ is the designed interior noise level (45 dBA for vehicular noise, 40 dBA for aircraft and train noise)
Source: New York City Department of Environmental Protection.

D. EXISTING NOISE LEVELS

Existing noise levels at the Projected Development Sites were measured at three locations: Site 1 was located on 30th Avenue between 12th Street and 14th Street; Site 2 was located on 12th Street between 30th Avenue and 30th Road; Site 3 was located on Welling Court between 30th Avenue and Vernon Boulevard (see **Figure J-1**).

At the receptor sites, the existing noise levels were measured for 20 minutes during each of the three weekday peak periods—AM (8:00 AM to 9:00 AM), midday (MD) (12:00 PM to 1:00 PM), and PM (4:30 PM to 5:30 PM). Measurements were taken on November 1, 2018.

EQUIPMENT USED DURING NOISE MONITORING

Measurements were performed using a Brüel & Kjær Sound Level Meter (SLM) Type 2260, Brüel & Kjær ½-inch microphone Type 4189, and a Brüel & Kjær Sound Level Calibrator Type 4231. The Brüel & Kjær SLM is a Type 1 instrument according to ANSI Standard S1.4-1983 (R2006). The SLM has a laboratory calibration date within 1 year of the date of the measurement, as is standard practice. The microphone was mounted at a height of approximately 5 feet above the ground surface on a tripod and at least approximately 5 feet away from any large reflecting surfaces. The SLM was calibrated before and after readings with a Brüel & Kjær Type 4231 Sound Level Calibrator using the appropriate adaptor. Measurements were made on the A-scale (dBA). The data were digitally recorded by the sound level meter and displayed at the end of the measurement period in units of dBA. Measured quantities included L_{eq}, L_1, L_{10}, L_{50}, L_{90}, and ⅓

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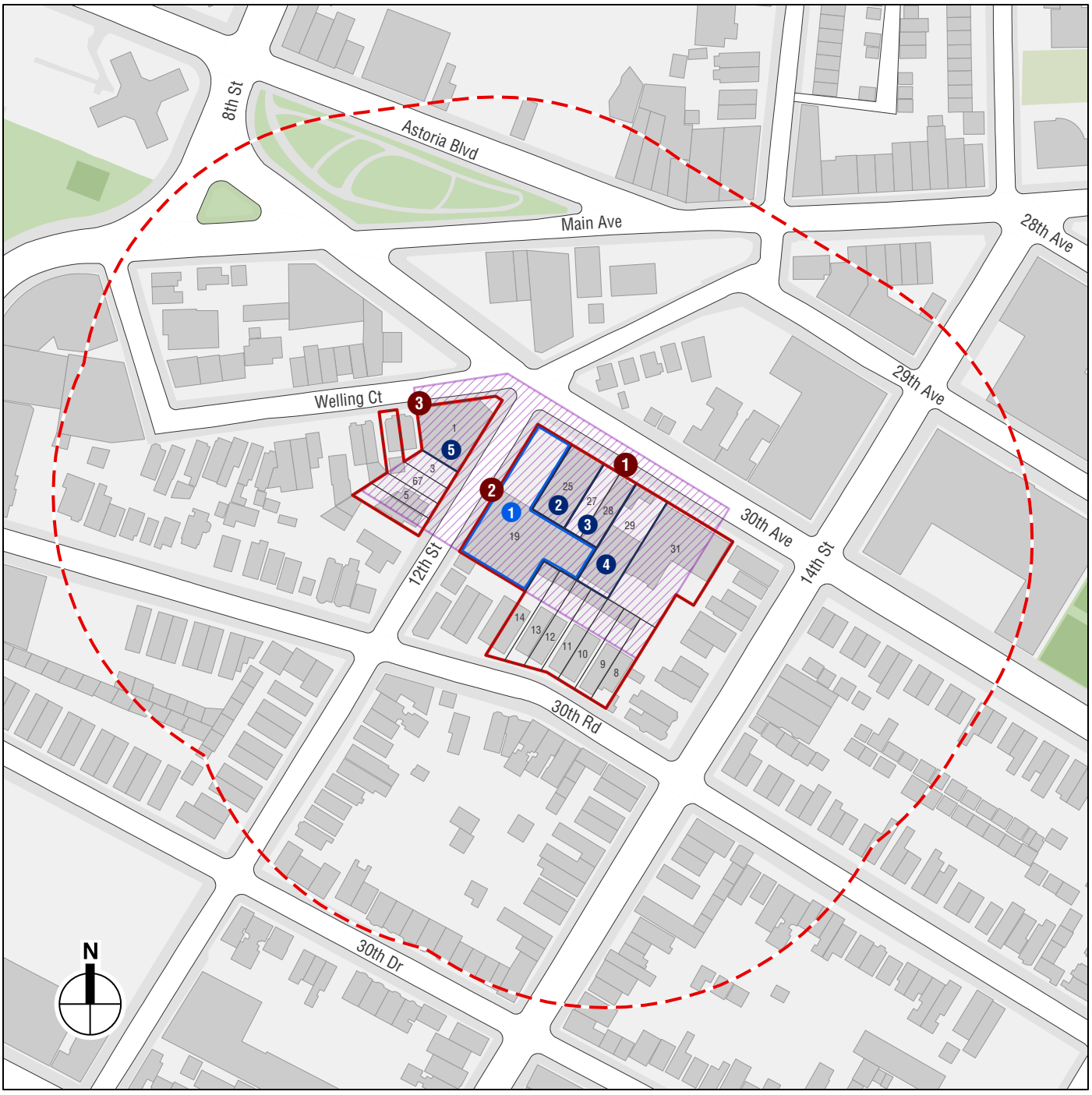

Project Area

Development Site (Projected Development Site 1)

Non-Applicant Owned Projected Development Site

Rezoning Area

Study Area (400-foot perimeter)

19 Tax Lot Number

Noise Receptor Location

Noise Receptor Locations

30-11 12TH STREET REZONING

Figure J-1

octave band levels. A windscreen was used during all sound measurements except for calibration. All measurement procedures were based on the guidelines outlined in ANSI Standard S1.13-2005.

The results of the existing noise level measurements are summarized in **Table J-3**.

Table J-3
Existing Noise Levels in dBA

Site	Location	Time Period	L_{eq}	L_1	L_{10}	L_{50}	L_{90}
1	30th Avenue between 12th Street and 14th Street	AM	67.2	76.9	68.7	62.8	58.3
		MD	65.6	73.4	68.0	64.1	60.9
		PM	62.9	75.0	65.3	56.9	52.8
2	12th Street between 30th Avenue and 30th Road	AM	67.3	79.4	68.9	61.7	59.9
		MD	64.5	71.3	68.3	62.2	58.7
		PM	60.4	70.4	63.4	57.1	54.3
3	Welling Court between 30th Avenue and Vernon Boulevard	AM	63.4	73.3	66.9	58.3	54.0
		MD	63.5	73.2	65.7	60.7	57.3
		PM	56.5	68.4	58.7	52.1	<50.4

Note: Noise measurements were performed on November 1, 2018.

At each receptor site, vehicular traffic was the dominant noise source and measured noise levels are moderate, reflecting the level of vehicular activity on the adjacent roadways. With regard to the CEQR criteria, the existing noise levels at Sites 1, 2, and 3 are categorized as "marginally acceptable."

E. NOISE ATTENUATION MEASURES

The proposed development on Projected Development Site 1 and the other Projected Development Sites would be constructed using standard construction methods, which would be expected to result in acceptable interior noise levels. Because the exterior $L_{10(1)}$ noise levels at the Projected Development Sites would be less than 70 dBA and the dominant source of noise is vehicular traffic, the *CEQR Technical Manual* does not provide a specific requirement for the level of window-wall attenuation.

F. MECHANICAL SYSTEM

The building mechanical systems (i.e., heating, ventilation, and air conditioning systems) would be designed to meet all applicable noise regulations (i.e., Subchapter 5, §24-227 of the New York City Noise Control Code and the New York City Department of Buildings Code) and to avoid producing levels that would result in any significant increase in ambient noise levels.

Overall, given the above conditions, there would be no significant adverse noise impacts as a result of the Proposed Actions. ✷

Appendix A

No Build Background Developments

and Construction Timeline

30-11 12th Street Rezoning
CEQR Environmental Assessment Statement
Appendix A: No Build List

Note: See map for reference number locations

Ref. No.	Project Name/Address	Borough	Block	Lot/s	Dwelling Units	Residential SF	Commercial SF	Community Facility SF
1	Vernon Blvd-Broadway Rezoning	4	315	1	261	284,650	16,692	
2	33-64 11th Street	4	319	40	3	3,207		
3	Halletts Point - Waterfront (Buildings 1 to 5)	4	490, 915, 916	multi	1,659	1,301,160	21,033	
4	3-24 27th Avenue	4	490	80	163	138,794		
5	Halletts Point - NYCHA (Buildings 6, 7 and 8)	4	490	101	580	508,282	17,530	
6	31-30 Vernon Blvd	4	501	16				2,640
7	11-37 31st Avenue	4	504	3	168	121,492		
8	11-12 30th Drive	4	504	3	275	218,955	500	
9	11-28 30th Drive	4	504	121	266	191,035		
10	30-07 Vernon Blvd	4	506	36	65	51,059	6,009	
11	09-24 Main Avenue	4	507	25	31	23,667		
12	08-29 Astoria Boulevard	4	509	18	47	35,726		5,527
13	12-22 Astoria Boulevard	4	512	1	10	10,537	328	
14	11-16 Main Avenue	4	513	10	29	22,131		585
15	30-18 14th Street	4	515	4	10	8,505		
16	30-86 14th Street	4	517	5	7			
17	12-19 31st Drive	4	518	3	17	12,579		
18	14-53 31st Avenue	4	534	3	45			
19	14-11 31st Avenue	4	534	20	10	8,100		
20	28-6 21st Street	4	538	42	9	8,001	1,332	
21	28-16 21st Street	4	538	46	50	42,808	7,036	
22	22-02 Astoria Boulevard	4	542	1	16	17,686	943	
23	30-09 21st Street	4	549	16	10	7,475	1,147	
24	21-27 30th Drive	4	550	3	14	10,547		
25	Variety Boys and Girls Club Rezoning	4	550	7, 10, p/o	112	146,397	7,779	114,430
26	21-11 31st Avenue	4	551	12	34	25,048	247	
27	31-05 21st Street	4	552	15	15	12,222		
28	21-10 31st Avenue	4	552	19	14	13,319	426	
29	23-09 Broadway	4	567	21	10	11,034	1,610	
30	23-43 31st Road	4	569	8	25	20,181		
31	23-16 31st Avenue	4	569	34	26	23,298		
32	23-10 30th Drive	4	570	29	14	10,424		
33	23-38 30th Drive	4	570	40	10	9,169		
34	23-23 30th Road	4	572	9	16	13,745		
35	30-17 23rd Street	4	572	21	6	4,582		
36	30-11 23rd Street	4	572	24	3	2,965		
37	30-14 Crescent Street	4	572	44				91,400
38	27-04 Astoria Blvd	4	573	45	10	7,959		
39	27-09 30th Avenue	4	575	23	20	16,992		
40	27-21 27th Street	4	575	38	8	6,651		
41	27-15 27th Street	4	575	40	10	7,511		
42	30-57 Crescent Street	4	577	16	10	9,603		
43	30-38 29th Street	4	577	50	20	15,151		
44	25-28 30th Drive	4	578	31	10	12,043		
45	29-19 Newtown Avenue	4	597	7	44	36,153		
46	23-25 Astoria Blvd	4	872	7	12	9,915		
47	21-07 Astoria Blvd	4	884	57	55	41,606	9,144	
48	18-44 26th Road	4	885	37	2	4,942		
49	26-28 18th Street	4	901	53	7	5,055		404
50	Astoria Cove	4	906, 907, 908	multi	1,689	1,689,416	109,470	62,248
51	26-12 4th Street	4	910	7	16	11,222		
52	26-02 4th Street	4	910	23	46	35,096	9,184	
53	26-46 4th Street	4	910	40	50	55,656	7,991	
54	26-19 2nd Street	4	914	8	25	23,595		1,247
55	25-28 Broadway	4	580	28	20	19,453	2,651	
56	31-65 14th Street	4	531	30	12	9,736		
57	23-11 31st Road	4	570	16	102	78,500		6,400
58	31-22 29th Street	4	579	68	14	14,025		
59	31-41 29th Street	4	588	25	10	7,479		
60	30-82 Crescent Street	4	570	49	21	15,520		
61	30-88 21st Street	4	534	55	8	7,855	1,045	
62	14-43 31st Avenue	4	534	7	21	14,490		
63	23-29 30th Drive	4	571	10	8	7,477		
64	30-12 21st Street	4	536	48	14	9,982	975	1,078
65	29-28 Newtown Avenue	4	594	50	9	6,388		
66	26-24 4th Street	4	910	9	99	67,618		
67	3-15 26th Avenue (Halletts North)	4	911	1, 49	1,665	1,235,413	18,590	9,745
					8,067	**6,801,274**	**241,662**	**295,704**

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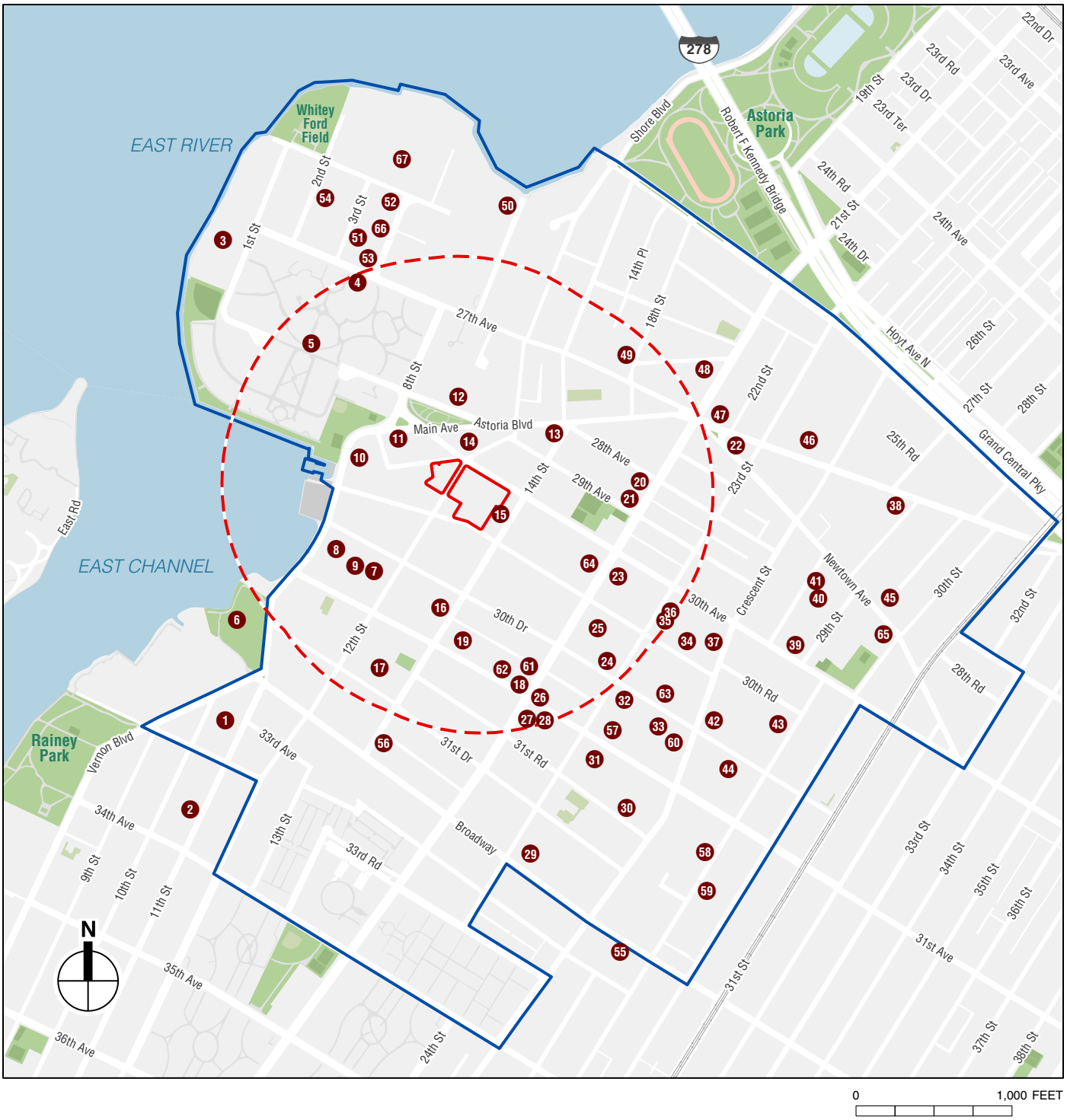


Project Area

Rezoning Area

Study Area (1/4-mile perimeter)

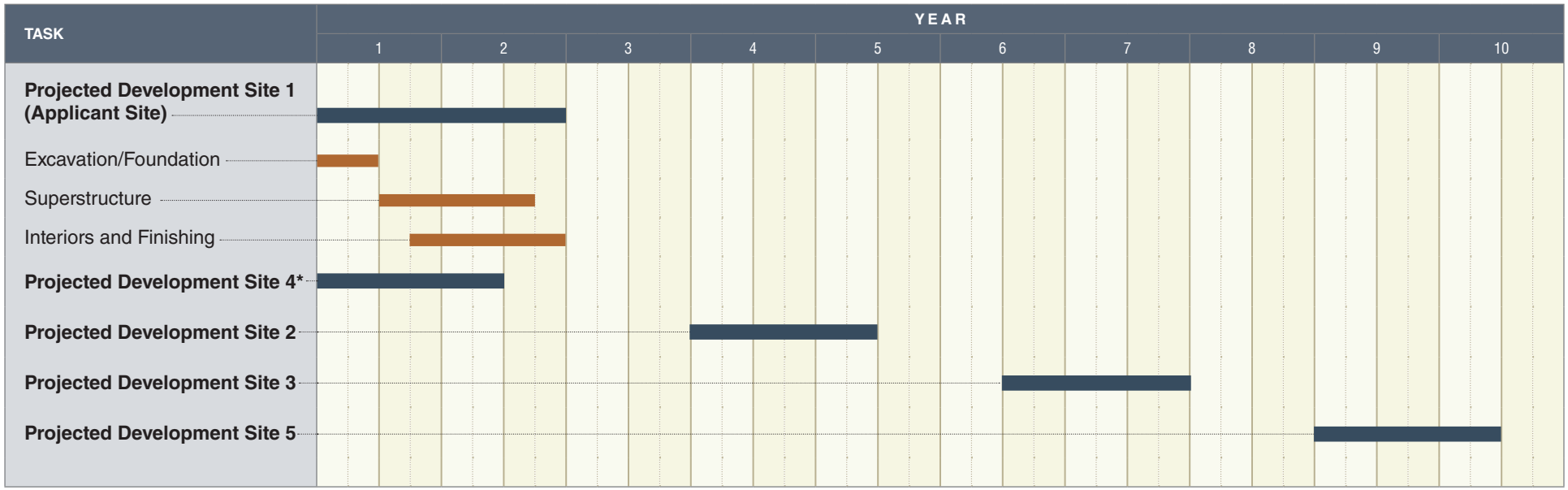
Open Space Study Area

1 *No Build Project*

No Build Projects

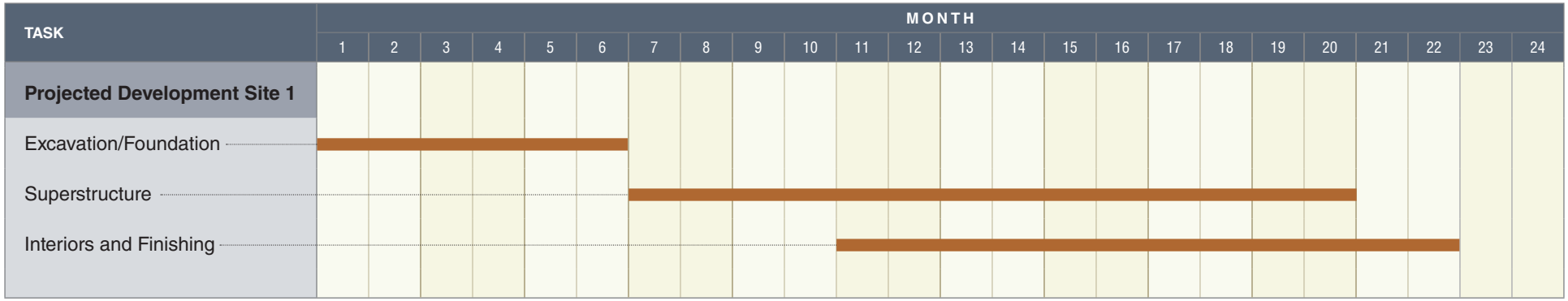
30-11 12TH STREET REZONING

Figure 1



*NOTE: Preliminary Foundation Work at Projected Development Site 4 has commenced in 2023

Anticipated Construction Schedule: All Sites



Anticipated Construction Schedule:
Projected Development Site 1

Figure 2b

Appendix B

Waterfront Revitalization Program

FOR INTERNAL USE ONLY	WRP No. 18-054
Date Received: _____	DOS No. _____

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM
Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's Coastal Zone, must be reviewed and assessed for their consistency with the *New York City Waterfront Revitalization Program (WRP)* which has been approved as part of the State's Coastal Management Program.

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

A. APPLICANT INFORMATION

Name of Applicant: 30-11 12th Street Realty LLC

Name of Applicant Representative: Zisha Twersky

Address: 1303 53rd Street, Brooklyn, NY11219

Telephone: 718-362-8144 Email: zishamonsey@gmail.com

Project site owner (if different than above): _____

B. PROPOSED ACTIVITY

If more space is needed, include as an attachment.

1. Brief description of activity

The Applicant, 30-11 12th Street Realty LLC., is seeking a zoning map and text amendment (collectively, the "proposed actions") to facilitate the construction of a mixed-use residential and commercial building at 30-11 12th Street (Block 515, Lot 19 (the "Project Site" or "Projected Development Site 1") in the Astoria neighborhood of Queens. The Proposed Actions would rezone an area around the Project Site, including Block 515, Lots 19, 25, 27, 28, 29, and p/o Lots 8, 9, 10, 11, 12, 13, 14 and 31 and Block 506, Lots 1, 3, 5, and (p/o) 6 and 67 (the "Rezoning Area"). Together the entirety of the 18 lots identified within the rezoning area compose the "Project Area." The Rezoning Area is proposed to be rezoned from R6B, R5B, and R4-1 districts to an R6A district, and to map a C2-3 zoning overlay along 30th Avenue to a depth of 150 feet. The proposed actions would facilitate the construction of an eight-story, approximately 89,600 gross square foot (gsf) mixed-use building on the Project Site, with retail uses on the ground floor and 86 residential units. It is conservatively assumed that 26 affordable units (30 percent) would be dedicated to affordable housing pursuant to the Mandatory Inclusionary Housing (MIH) program. The building would include parking on the ground floor with spaces accessory to the residential units and retail space.

2. Purpose of activity

The proposed actions would facilitate redevelopment within the rezoning area by permitting increased residential density and commercial development in the rezoning area and establishing permanently affordable housing through MIH designation. The designation of the rezoning area as an MIH area would require that 25 to 30 percent of residential floor area be committed to affordable development. Astoria, Queens—along with New York City as a whole—has a need for affordable housing for low- and moderate-income households. Increasing the supply of affordable DUs through the proposed actions would provide housing opportunities for New Yorkers at a range of incomes and households types, thereby advancing the goals of Housing New York: 2.0, the City's updated and expanded housing plan.

In addition, the proposed C2-3 overlay would permit commercial uses up to an FAR of 2.0. Permitting additional commercial development in the rezoning area would facilitate the development of local retail space to serve the residential population of the area and meet the diverse market demand within the area.

C. PROJECT LOCATION

Borough: Queens Tax Block/Lot(s): Project Site - Block 515, Lot 19; Project Area - see B.I.above

Street Address: 30-11 12th Street, Astoria Queens

Name of water body (if located on the waterfront): _____

D. REQUIRED ACTIONS OR APPROVALS

Check all that apply.

City Actions/Approvals/Funding

City Planning Commission ☑ Yes ☐ No

- ☐ City Map Amendment
- ☑ Zoning Map Amendment
- ☑ Zoning Text Amendment
- ☐ Site Selection – Public Facility
- ☐ Housing Plan & Project
- ☐ Special Permit
  (if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____
- ☐ Zoning Certification
- ☐ Zoning Authorizations
- ☐ Acquisition – Real Property
- ☐ Disposition – Real Property
- ☐ Other, explain: _____
- ☐ Concession
- ☐ UDAAP
- ☐ Revocable Consent
- ☐ Franchise

Board of Standards and Appeals ☐ Yes ☑ No

- ☐ Variance (use)
- ☐ Variance (bulk)
- ☐ Special Permit
  (if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____

Other City Approvals

- ☐ Legislation
- ☐ Rulemaking
- ☐ Construction of Public Facilities
- ☐ 384 (b) (4) Approval
- ☐ Other, explain: _____
- ☐ Funding for Construction, specify: _____
- ☐ Policy or Plan, specify: _____
- ☐ Funding of Program, specify: _____
- ☐ Permits, specify: _____

State Actions/Approvals/Funding

- ☐ State permit or license, specify Agency: _____ Permit type and number: _____
- ☐ Funding for Construction, specify: _____
- ☐ Funding of a Program, specify: _____
- ☐ Other, explain: _____

Federal Actions/Approvals/Funding

- ☐ Federal permit or license, specify Agency: _____ Permit type and number: _____
- ☐ Funding for Construction, specify: _____
- ☐ Funding of a Program, specify: _____
- ☐ Other, explain: _____

Is this being reviewed in conjunction with a Joint Application for Permits? ☐ Yes ☑ No

E. LOCATION QUESTIONS

1. Does the project require a waterfront site? ☐ Yes ☑ No
2. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land under water or coastal waters? ☐ Yes ☑ No
3. Is the project located on publicly owned land or receiving public assistance? ☐ Yes ☑ No
4. Is the project located within a FEMA 1% annual chance floodplain? *(6.2)* ☑ Yes ☐ No
5. Is the project located within a FEMA 0.2% annual chance floodplain? *(6.2)* ☑ Yes ☐ No
6. Is the project located adjacent to or within a special area designation? *See Maps – Part III of the NYC WRP. If so, check appropriate boxes below and evaluate policies noted in parentheses as part of WRP Policy Assessment (Section F).* ☐ Yes ☑ No

   ☐ Significant Maritime and Industrial Area (SMIA) (*2.1*)
   ☐ Special Natural Waterfront Area (SNWA) (*4.1*)
   ☐ Priority Maritime Activity Zone (PMAZ) (*3.5*)
   ☐ Recognized Ecological Complex (REC) (*4.4*)
   ☐ West Shore Ecologically Sensitive Maritime and Industrial Area (ESMIA) (*2.2, 4.2*)

F. WRP POLICY ASSESSMENT

Review the project or action for consistency with the WRP policies. For each policy, check Promote, Hinder *or* Not Applicable (N/A). *For more information about consistency review process and determination, see* ***Part I*** *of the NYC Waterfront Revitalization Program. When assessing each policy, review the full policy language, including all sub-policies, contained within* ***Part II*** *of the WRP. The relevance of each applicable policy may vary depending upon the project type and where it is located (i.e. if it is located within one of the special area designations).*

For those policies checked Promote *or* Hinder, *provide a written statement on a separate page that assesses the effects of the proposed activity on the relevant policies or standards. If the project or action promotes a policy, explain how the action would be consistent with the goals of the policy. If it hinders a policy, consideration should be given toward any practical means of altering or modifying the project to eliminate the hindrance. Policies that would be advanced by the project should be balanced against those that would be hindered by the project. If reasonable modifications to eliminate the hindrance are not possible, consideration should be given as to whether the hindrance is of such a degree as to be substantial, and if so, those adverse effects should be mitigated to the extent practicable.*

		Promote	Hinder	N/A
1	**Support and facilitate commercial and residential redevelopment in areas well-suited to such development.**	☐	☐	☐
1.1	Encourage commercial and residential redevelopment in appropriate Coastal Zone areas.	☑	☐	☐
1.2	Encourage non-industrial development with uses and design features that enliven the waterfront and attract the public.	☐	☐	☑
1.3	Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.	☑	☐	☐
1.4	In areas adjacent to SMIAs, ensure new residential development maximizes compatibility with existing adjacent maritime and industrial uses.	☐	☐	☑
1.5	Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.	☑	☐	☐

		Promote	Hinder	N/A
2	**Support water-dependent and industrial uses in New York City coastal areas that are well-suited to their continued operation.**	☐	☐	☑
2.1	Promote water-dependent and industrial uses in Significant Maritime and Industrial Areas.	☐	☐	☑
2.2	Encourage a compatible relationship between working waterfront uses, upland development and natural resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☑
2.3	Encourage working waterfront uses at appropriate sites outside the Significant Maritime and Industrial Areas or Ecologically Sensitive Maritime Industrial Area.	☐	☐	☑
2.4	Provide infrastructure improvements necessary to support working waterfront uses.	☐	☐	☑
2.5	Incorporate consideration of climate change and sea level rise into the planning and design of waterfront industrial development and infrastructure, pursuant to WRP Policy 6.2.	☐	☐	☑
3	**Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation.**	☐	☐	☑
3.1.	Support and encourage in-water recreational activities in suitable locations.	☐	☐	☑
3.2	Support and encourage recreational, educational and commercial boating in New York City's maritime centers.	☐	☐	☑
3.3	Minimize conflicts between recreational boating and commercial ship operations.	☐	☐	☑
3.4	Minimize impact of commercial and recreational boating activities on the aquatic environment and surrounding land and water uses.	☐	☐	☑
3.5	In Priority Marine Activity Zones, support the ongoing maintenance of maritime infrastructure for water-dependent uses.	☐	☐	☑
4	**Protect and restore the quality and function of ecological systems within the New York City coastal area.**	☐	☐	☑
4.1	Protect and restore the ecological quality and component habitats and resources within the Special Natural Waterfront Areas.	☐	☐	☑
4.2	Protect and restore the ecological quality and component habitats and resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☑
4.3	Protect designated Significant Coastal Fish and Wildlife Habitats.	☐	☐	☑
4.4	Identify, remediate and restore ecological functions within Recognized Ecological Complexes.	☐	☐	☑
4.5	Protect and restore tidal and freshwater wetlands.	☐	☐	☑
4.6	In addition to wetlands, seek opportunities to create a mosaic of habitats with high ecological value and function that provide environmental and societal benefits. Restoration should strive to incorporate multiple habitat characteristics to achieve the greatest ecological benefit at a single location.	☐	☐	☑
4.7	Protect vulnerable plant, fish and wildlife species, and rare ecological communities. Design and develop land and water uses to maximize their integration or compatibility with the identified ecological community.	☐	☐	☑
4.8	Maintain and protect living aquatic resources.	☐	☐	☑

		Promote	Hinder	N/A
5	**Protect and improve water quality in the New York City coastal area.**	☐	☐	☑
5.1	Manage direct or indirect discharges to waterbodies.	☐	☐	☑
5.2	Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution.	☐	☐	☑
5.3	Protect water quality when excavating or placing fill in navigable waters and in or near marshes, estuaries, tidal marshes, and wetlands.	☐	☐	☑
5.4	Protect the quality and quantity of groundwater, streams, and the sources of water for wetlands.	☐	☐	☑
5.5	Protect and improve water quality through cost-effective grey-infrastructure and in-water ecological strategies.	☐	☐	☑
6	**Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.**	☑	☐	☐
6.1	Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area.	☑	☐	☐
6.2	Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in *New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms*) into the planning and design of projects in the city's Coastal Zone.	☑	☐	☐
6.3	Direct public funding for flood prevention or erosion control measures to those locations where the investment will yield significant public benefit.	☐	☐	☑
6.4	Protect and preserve non-renewable sources of sand for beach nourishment.	☐	☐	☑
7	**Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.**	☐	☐	☑
7.1	Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.	☐	☐	☑
7.2	Prevent and remediate discharge of petroleum products.	☐	☐	☑
7.3	Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.	☐	☐	☑
8	**Provide public access to, from, and along New York City's coastal waters.**	☐	☐	☑
8.1	Preserve, protect, maintain, and enhance physical, visual and recreational access to the waterfront.	☐	☐	☑
8.2	Incorporate public access into new public and private development where compatible with proposed land use and coastal location.	☐	☐	☑
8.3	Provide visual access to the waterfront where physically practical.	☐	☐	☑
8.4	Preserve and develop waterfront open space and recreation on publicly owned land at suitable locations.	☐	☐	☑

		Promote	Hinder	N/A
8.5	Preserve the public interest in and use of lands and waters held in public trust by the State and City.	☐	☐	☑
8.6	Design waterfront public spaces to encourage the waterfront's identity and encourage stewardship.	☐	☐	☑
9	**Protect scenic resources that contribute to the visual quality of the New York City coastal area.**	☐	☐	☑
9.1	Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.	☐	☐	☑
9.2	Protect and enhance scenic values associated with natural resources.	☐	☐	☑
10	**Protect, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City coastal area.**	☐	☐	☑
10.1	Retain and preserve historic resources, and enhance resources significant to the coastal culture of New York City.	☐	☐	☑
10.2	Protect and preserve archaeological resources and artifacts.	☐	☐	☑

G. CERTIFICATION

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

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

Applicant/Agent's Name: Noah Bernstein, AICP / AKRF, Inc.

Address: 440 Park Avenue South, New York, NY 10016

Telephone: 646.288.9797 Email: nbernstein@akrf.com

Applicant/Agent's Signature: 

Date: August 12, 2022

NYC Waterfront Revitalization Program - Policy 6.2 Flood Elevation Workhsheet

COMPLETE INSTRUCTIONS ON HOW TO USE THIS WORKSHEET ARE PROVIDED IN THE "CLIMATE CHANGE ADAPTATION GUIDANCE" DOCUMENT AVAILABLE AT www.nyc.gov/wrp

Enter information about the project and site in highlighted cells in Tabs 1-3. Tab 4, "Summary Charts" contains primary results. Tab 5, "0.2%+SLR" produces charts to be used for critical infrastructure or facilities. Tab 6, "Calculations" contains background computations. Appendix A contains tide elevations for station across the city to be used for the elevation of MHHW if a site survey is not available. Non-highlighted cells have been locked.

Background Information	
Project Name	30-11 12th Street
Location	30-11 12th Street, 12-10 through 12-16 30th Avenue, 30-02 12th Street
Type(s)	☑ Residential, Commercial, Community Facility ☐ Parkland, Open Space, and Natural Areas ☐ Tidal Wetland Restoration ☐ Critical Infrastructure or Facility ☐ Industrial Uses ☐ Over-water Structures ☐ Shoreline Structures ☐ Transportation ☐ Wastewater Treatment/Drainage ☐ Coastal Protection
Description	The Applicant, 30-11 12th Street Realty LLC., is seeking a zoning map and text amendment to facilitate the construction of an eight-story, approximately 89,600 gross square foot mixed-use building at 30-11 12th Street (Block 515, Lot 19) in the Astoria, Queens with residential, retail and parking uses. The Proposed Actions would rezone an area around the Project Site, including Block 515, Lots 19, 25, 27, 28, 29, and p/o Lots 8, 9, 10, 11, 12, 13, 14 and 31 and Block 506, Lots 1, 3, 5, and (p/o) 6 and 67. The proposed actions would also facilitate development on four other (non-applicant controlled) projected development sites in the rezoning area (on Block 515, Lots 25, 27, 28, and 29, and Block 506, Lot 1).
Planned Completion Date	2034
Expected Project Lifespan	2100

The New York City Waterfront Revitalization Program Climate Change Adaptation Guidance document was developed by the NYC Department of City Planning. It is a guidance document only and is not intended to serve as a substitute for actual regulations. The City disclaims any liability for errors that may be contained herein and shall not be responsible for any damages, consequential or actual, arising out of or in connection with the use of this information. The City reserves the right to update or correct information in this guidance document at any time and without notice.

For technical assistance on using this worksheet, email wrp@planning.nyc.gov, using the message subject "Policy 6.2 Worksheet."

Last update: Sept. 7, 2018

Establish current tidal and flood heights.

	FT (NAVD88)	Feet	Datum	Source
MHHW		**2.27**	**NAVD88**	*Station 8518687 Queensboro Bridge, NY Epoch 1983-2001*
1% flood height		**11.00**	**NAVD88**	*FEMA Prel. FIRM Dec. 5, 2013 #360970093G*
Design flood elevation		**11.83**	**NAVD88**	
As relevant:				
0.2% flood height	-->			

Data will be converted based on the following datums:

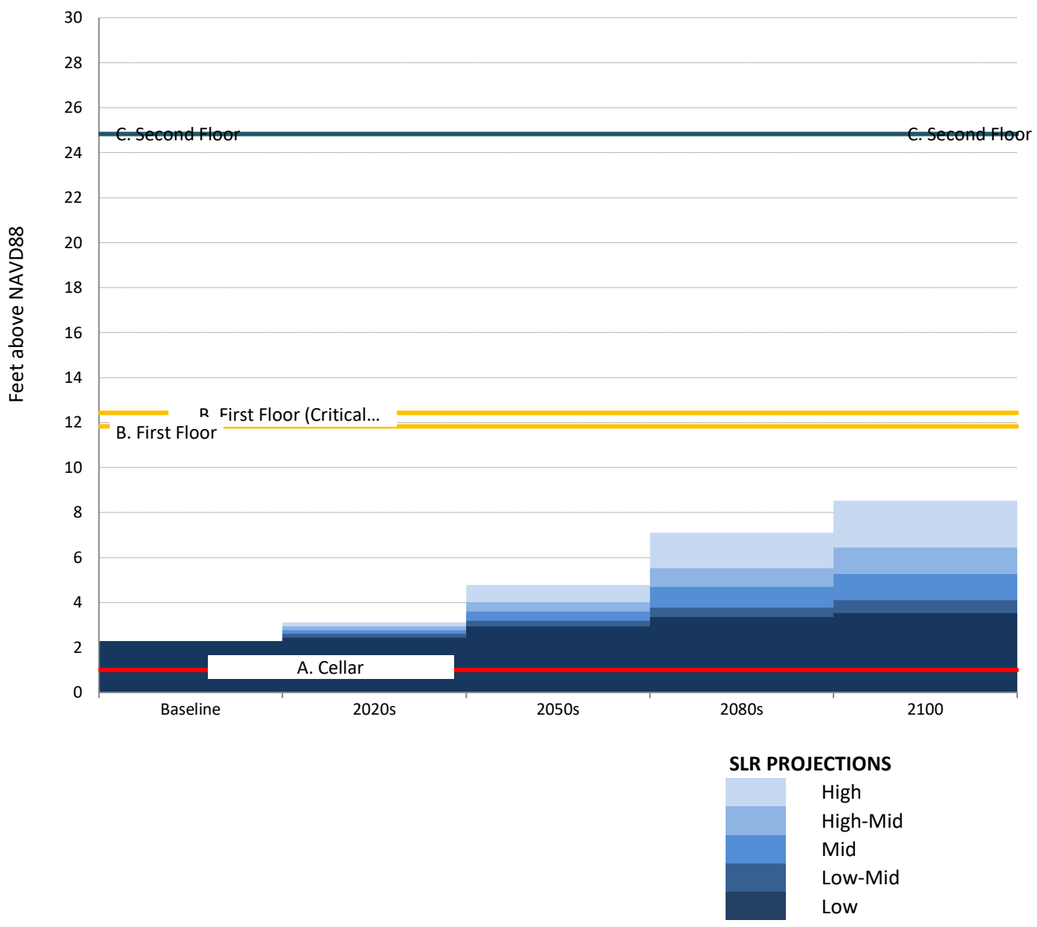
Datum	FT (NAVD88)
NAVD88	*0.00*
NGVD29	*-1.10*
Manhattan Datum	*1.65*
Bronx Datum	*1.51*
Brooklyn Datum (Sewer)	*0.61*
Brooklyn Datum (Highway)	*1.45*
Queens Datum	*1.63*
Richmond Datum	*2.09*

Describe key physical features of the project.

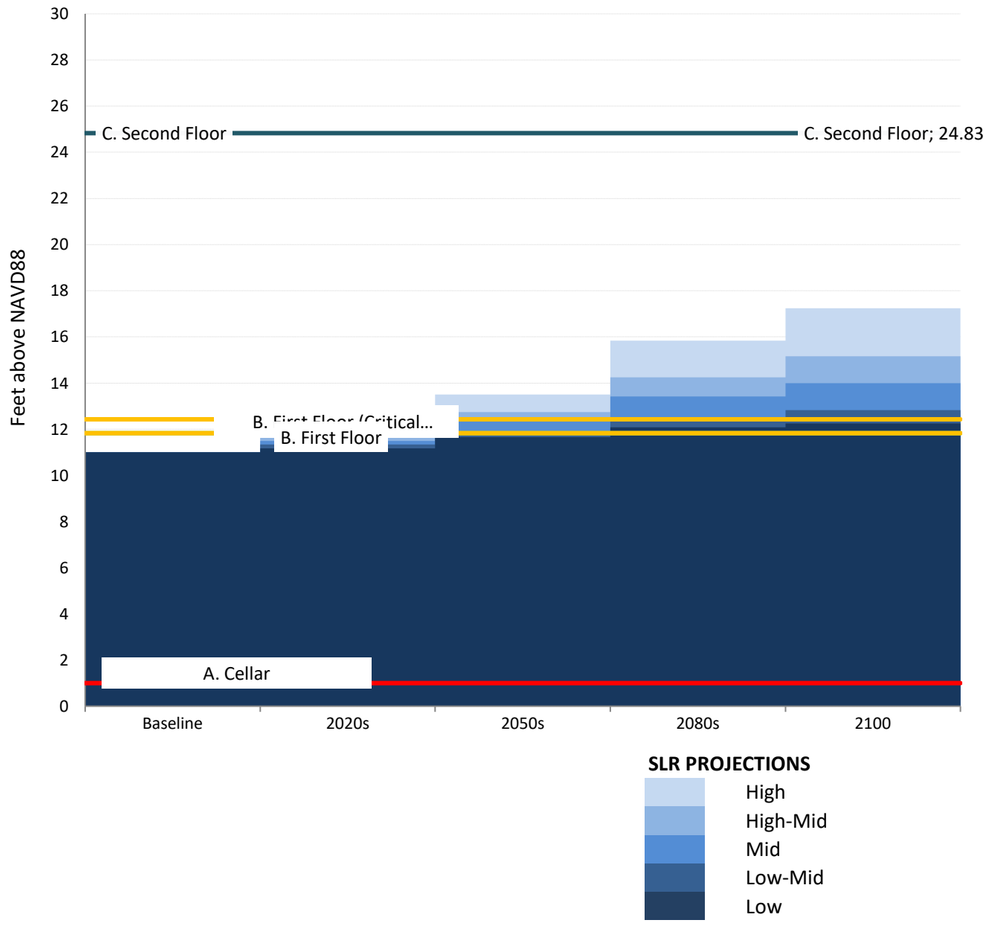
Feature *(enter name)*	Feature Category	Lifespan	Elevation	Units	Datum	Ft	Ft Above NAVD88	Ft Above MHHW	Ft Above 0.2% flood height
A. Cellar	☑ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other	2100	1.0	Feet	NAVD88	*1.0*	*1.0*	*1.0*	*#VALUE!*
Commercial and Residential Storage, Non-critical mechanical									
B. First Floor (Critical Mechanical Level)	☑ Vulnerable ☑ Critical ☐ Potentially Hazardous ☐ Other	2070	12.4	Feet	NAVD88	*12.4*	*12.4*	*12.4*	*#VALUE!*
Critical Mechanicals, Residential Lobby and Entrance									
B. First Floor	☑ Vulnerable ☐ Critical ☐ Potentially Hazardous ☑ Other	2100	11.8	Feet	NAVD88	*11.8*	*11.8*	*11.8*	*#VALUE!*
Commercial Use, Amenity Space, Accessory Parking Garage									
C. Second Floor	☑ Vulnerable ☐ Critical ☑ Potentially Hazardous ☐ Other	2100	24.8	Feet	NAVD88	*24.8*	*24.8*	*24.8*	*#VALUE!*
Residential Units									
	☐ Vulnerable ☐ Critical ☑ Potentially Hazardous ☐ Other								
	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other								
	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other								
Description of Planned Uses and Materials									
	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other								
Description of Planned Uses and Materials									

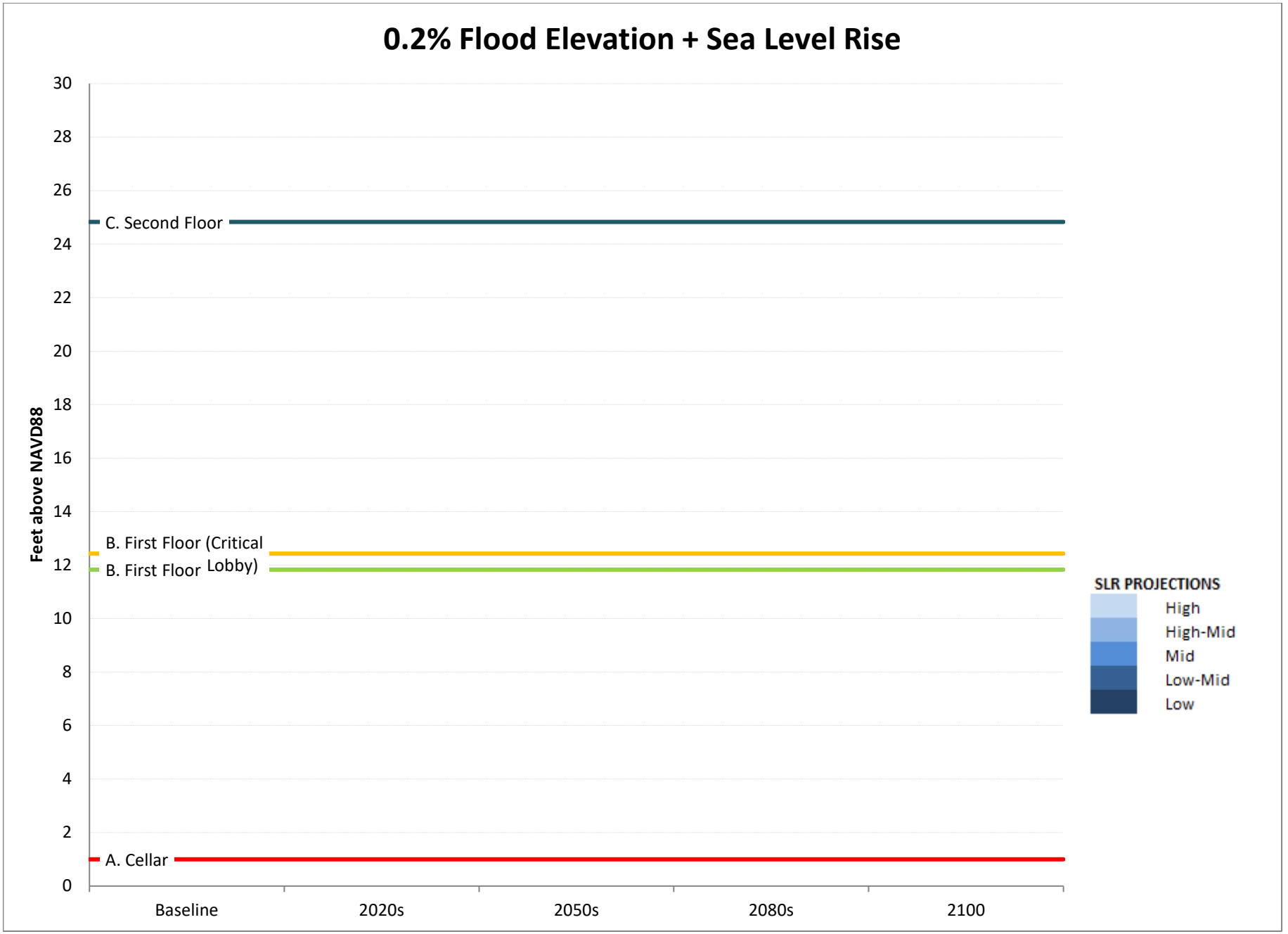
Assess project vulnerability over a range of sea level rise projections.

Mean Higher High Water + Sea Level Rise



1% Flood Elevation + Sea Level Rise




0.2% Flood Elevation + Sea Level Rise
Feet above NAVD88
30
28
26
24
22
20
18
16
14
12
10
8
6
4
2
0
C. Second Floor
B. First Floor (Critical Lobby)
B. First Floor
A. Cellar
Baseline
2020s
2050s
2080s
2100
SLR PROJECTIONS
High
High-Mid
Mid
Low-Mid
Low

	SLR (ft)				
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
Baseline	0.00	0.00	0.00	0.00	0.00
2020s	0.17	0.33	0.50	0.67	0.83
2050s	0.67	0.92	1.33	1.75	2.50
2080s	1.08	1.50	2.42	3.25	4.83
2100	1.25	1.83	3.00	4.17	6.25

	SLR (in)				
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
2014	0	0	0	0	0
2020s	2	4	6	8	10
2050s	8	11	16	21	30
2080s	13	18	29	39	58
2100	15	22	36	50	75

	MHHW+SLR (ft above NAVD88)				
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
Baseline	2.27	2.27	2.27	2.27	2.27
2020s	2.44	2.60	2.77	2.94	3.10
2050s	2.94	3.19	3.60	4.02	4.77
2080s	3.35	3.77	4.69	5.52	7.10
2100	3.52	4.10	5.27	6.44	8.52

	1%+SLR (ft above NAVD88)				
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
Baseline	11.00	11.00	11.00	11.00	11.00
2020s	11.17	11.33	11.50	11.67	11.83
2050s	11.67	11.92	12.33	12.75	13.50
2080s	12.08	12.50	13.42	14.25	15.83
2100	12.25	12.83	14.00	15.17	17.25

	0.2%+SLR (ft above NAVD88)				
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
Baseline	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
2020s	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
2050s	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
2080s	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
2100	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!

	0	1
A. Cellar	1	1
B. First Floor (Critical Mechani	12.43	12.43
B. First Floor	11.83	11.83
C. Second Floor	24.83	24.83
DFE	11.83	11.83

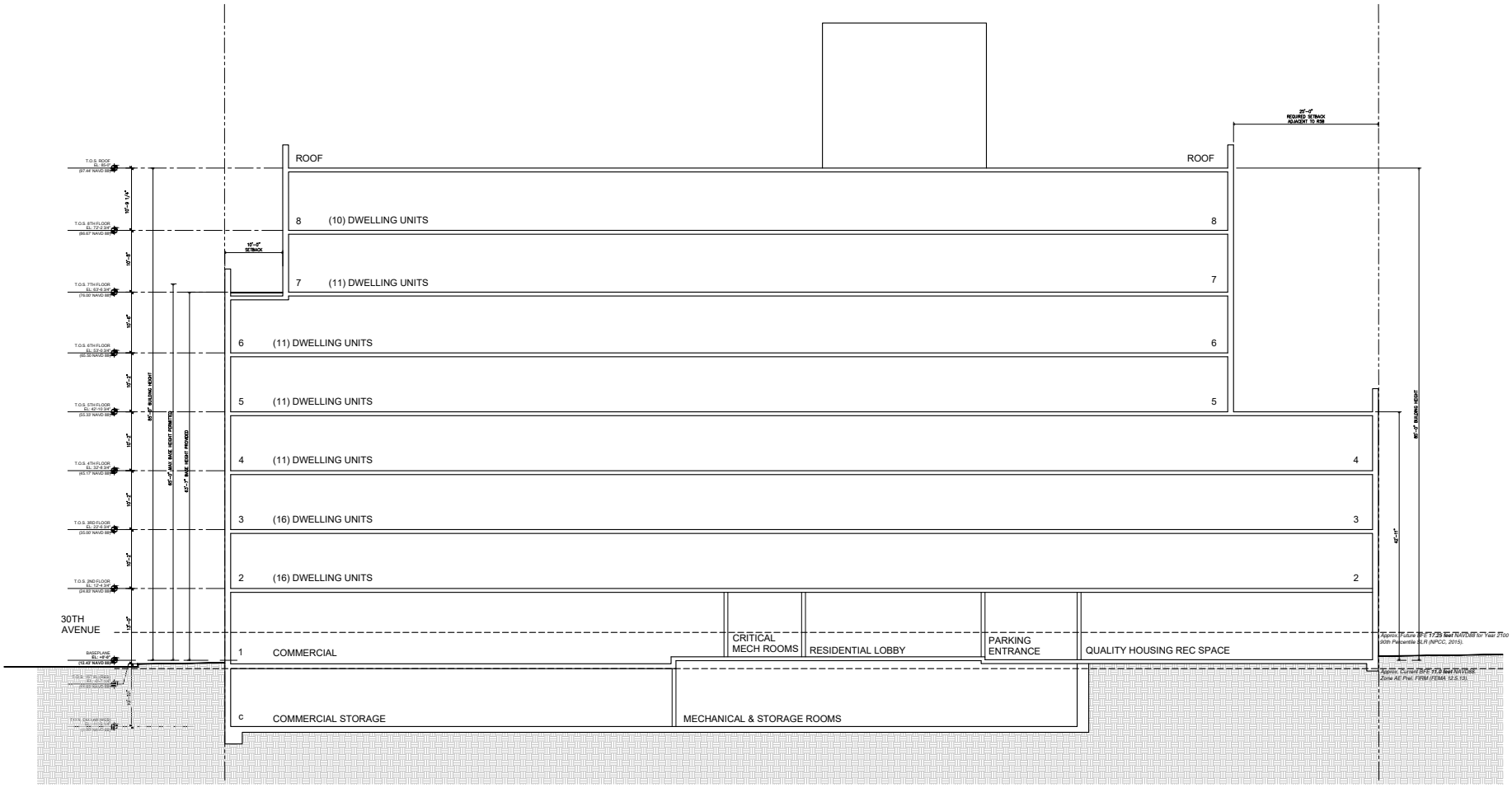
NOAA Tide Station Data

(to be used only when a site survey is unavailable)

Station ID	*Station Name*	*Source MHHW (Feet, NAVD88)**	*Adjusted MHHW (Feet, NAVD88)**	*Source*
8518687	Queensboro Bridge	2.27	2.60	NOAA Tides and Currents
8530095	Alpine	2.11	2.44	NOAA Tides and Currents
8516614	Glen Cove	3.72	4.05	NOAA Tides and Currents
8516990	Willets Point	3.72	4.05	NOAA Tides and Currents
8518639	Port Morris	3.33	3.66	NOAA Tides and Currents
8518699	Williamsburg Bridge	2.14	2.47	NOAA Tides and Currents
8518750	The Battery	2.28	2.61	NOAA Tides and Currents
8531680	Sandy Hook	2.41	2.74	NOAA Tides and Currents
8518490	New Rochelle	3.71	4.04	NOAA Tides and Currents
8531545	Keyport	2.66	2.99	NOAA Tides and Currents
8516891	Norton Point	2.08	2.41	NOAA VDATUM
8517201	North Channel	2.72	3.05	NOAA Tides and Currents
8517137	Beach Channel	2.10	2.43	NOAA VDATUM
8517756	Kingsborough	2.13	2.46	NOAA VDATUM
8519436	Great Kills	2.22	2.55	NOAA VDATUM
8531142	Port Reading	2.82	3.15	NOAA VDATUM
8519483	Bergen Point	2.56	2.89	NOAA VDATUM
8519050	USCG	2.28	2.61	NOAA Tides and Currents
8518902	Dyckman St	2.01	2.34	NOAA Tides and Currents
8517251	Worlds Fair Marina	3.59	3.92	NOAA VDATUM
8518668	Horns Hook	2.54	2.87	NOAA VDATUM
8518643	Randalls Island	2.60	2.93	NOAA VDATUM
8518526	Throggs Neck	3.68	4.01	NOAA Tides and Currents

* MHHW values include an addition 0.33 feet to account for changes in sea level since the 1983-2001 tidal epoch.


Alpine
8530095
New
Rochelle
8518490
Dyckman St
8518902
Glen Cove
8516614
Randalls
Island
8518643
Port
Morris
8518639
Throggs
Neck
8518526
Willets
Point
8516990
Worlds Fair
Marina
8517251
Queensboro
Bridge
8518687
Horns Hook
8518668
Williamsburg
Bridge
8518699
The Battery
8518750
North
Channel
8507201
Norton
Point
8516891
Bergen
Point
8519483
USCG
8519050
Beach
Channel
8517137
Kingsborough
8517756
Port
Reading
8531142
Great
Kills
8519436
Sandy Hook
8531680
Keyport
8531545



Source: 30-11 12th Street Realty LLC

Building Section

Figure B-1

Appendix C

Agency Correspondence

Landmarks Preservation Commission

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

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

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / LA-CEQR-Q
Project: 30-11 12 STREET REZONING
Date Received: 12/29/2021

Properties with no Architectural or Archaeological significance:

1) 30-02 12 STREET, BBL: 4005060001
2) 12 STREET, BBL: 4005060003
3) 30-18 12 STREET, BBL: 4005060005
4) 30-20 12 STREET, BBL: 4005060006
5) 11-58 WELLING COURT, BBL: 4005060067
6) 12-27 30 ROAD, BBL: 4005150008
7) 12-23 30 ROAD, BBL: 4005150009
8) 12-21 30 ROAD, BBL: 4005150010
9) 12-19 30 ROAD, BBL: 4005150011
10) 12-17 30 ROAD, BBL: 4005150012
11) 12-15 30 ROAD, BBL: 4005150013
12) 12-11 30 ROAD, BBL: 4005150014
13) 30-11 12 STREET, BBL: 4005150019
14) 12-10 30 AVENUE, BBL: 4005150025
15) 30 AVENUE, BBL: 4005150027
16) 12-14 30 AVENUE, BBL: 4005150028
17) 12-16 30 AVENUE, BBL: 4005150029
18) 12-26 30 AVENUE, BBL: 4005150031

Gina Santucci 1/12/2022

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 33952_FSO_DNP_01122022.docx

Landmarks Preservation Commission

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

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

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / 77DCP579Q
Project: 30-11 12 STREET REZONING
Date Received: 6/24/2022

Comments:

LPC is in receipt of the EAS dated 3/31/22. In the radius: S/NR ELIGIBLE P.S. 171, 14-14 29 AVENUE.

Gina Santucci

6/24/2022

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 33952_FSO_GS_06242022.docx

Landmarks Preservation Commission

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

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

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / 77DCP579Q
Project: 30-11 12 STREET REZONING
Date Received: 6/24/2022

Comments:

LPC is in receipt of the EAS dated 3/31/22. In the radius: S/NR ELIGIBLE P.S. 171, 14-14 29 AVENUE.

Gina Santucci

6/24/2022

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 33952_FSO_GS_06242022.docx

Landmarks Preservation Commission

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

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

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / 23DCP026Q
Project: 30-11 12 STREET REZONING
Date Received: 10/13/2022

Properties with no Architectural or Archaeological significance:

1) 30-02 12 STREET, BBL: 4005060001
2) 12 STREET, BBL: 4005060003
3) 30-18 12 STREET, BBL: 4005060005
4) 30-20 12 STREET, BBL: 4005060006
5) 11-58 WELLING COURT, BBL: 4005060067
6) 12-27 30 ROAD, BBL: 4005150008
7) 12-23 30 ROAD, BBL: 4005150009
8) 12-21 30 ROAD, BBL: 4005150010
9) 12-19 30 ROAD, BBL: 4005150011
10) 12-17 30 ROAD, BBL: 4005150012
11) 12-15 30 ROAD, BBL: 4005150013
12) 12-11 30 ROAD, BBL: 4005150014
13) 30-11 12 STREET, BBL: 4005150019
14) 12-10 30 AVENUE, BBL: 4005150025
15) 30 AVENUE, BBL: 4005150027
16) 12-14 30 AVENUE, BBL: 4005150028
17) 12-16 30 AVENUE, BBL: 4005150029
18) 12-26 30 AVENUE, BBL: 4005150031

Comments:

S/NR ELIGIBLE P.S. 171, PETER G. VAN ALST, 14-14 29 AVENUE WITHIN RADIUS.

Gina Santucci 10/13/2022

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 33952_FSO_GS_10132022.docx

Landmarks Preservation Commission

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

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

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / 23DCP026Q
Project: 30-11 12 STREET REZONING
Date Received: 12/2/2022

Comments:

Within the project study area: 11-55 30th Road, 4005060009. The property does not appear eligible for S/NR or LPC listing.

Gina Santucci

12/2/2022

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 33952_FSO_GS_12022022.docx

Landmarks Preservation Commission

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

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

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / 23DCP026Q
Project: 30-11 12 STREET REZONING
Date Received: 6/7/2023

Properties with no Architectural or Archaeological significance:

1) 30-02 12 STREET, BBL: 4005060001
2) 12 STREET, BBL: 4005060003
3) 30-18 12 STREET, BBL: 4005060005
4) 30-20 12 STREET, BBL: 4005060006
5) 11-55 30 ROAD, BBL: 4005060009
6) 11-58 WELLING COURT, BBL: 4005060067
7) 12-27 30 ROAD, BBL: 4005150008
8) 12-23 30 ROAD, BBL: 4005150009
9) 12-21 30 ROAD, BBL: 4005150010
10) 12-19 30 ROAD, BBL: 4005150011
11) 12-17 30 ROAD, BBL: 4005150012
12) 12-15 30 ROAD, BBL: 4005150013
13) 12-11 30 ROAD, BBL: 4005150014
14) 30-11 12 STREET, BBL: 4005150019
15) 12-10 30 AVENUE, BBL: 4005150025
16) 30 AVENUE, BBL: 4005150027
17) 12-14 30 AVENUE, BBL: 4005150028
18) 12-16 30 AVENUE, BBL: 4005150029
19) 12-26 30 AVENUE, BBL: 4005150031

Comments:

The LPC is in receipt of the updated Historic Resource Chapter of 6/7/23.

S/NR ELIGIBLE P.S. 171 PETER G. VAN ALST SCHOOL, 14-14 29 AVENUE WITHIN RADIUS.

Gina Santucci

6/23/2023

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 33952_FSO_GS_06232023.docx

Landmarks Preservation Commission

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

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

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / 23DCP026Q
Project: 30-11 12 STREET REZONING
Date Received: 8/14/2023

Comments:

The LPC is in receipt of the revised Historic Resources chapter of 8/14/23 and the revised Shadow chapter dated 8/11/23. There are no concerns.

Gina Santucci

8/21/2023

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 33952_FSO_GS_08212023.docx

Environmental Protection

Rohit T. Aggarwala
Commissioner

Angela Licata
Deputy Commissioner
Sustainability

59-17 Junction Blvd.
Flushing, NY 11373

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

June 14, 2022

Stephanie Shellooe
Director
Environmental Assessment and Review Division
New York City Department of City Planning
120 Broadway, 31st Floor
New York, NY 10271

Re: 30-11 12th Street Rezoning
Block 515, Lots 8, 9, 10, 11, 12, 13, 14, 19, 25, 27, 28, 29 and 31; and
Block 506, Lots 1, 3, 5, 6 and 67
CEQR # 77DCP579Q

Dear Ms. Shellooe:

The New York City Department of Environmental Protection, Bureau of Sustainability (DEP) has reviewed the March 2022 Environmental Assessment Statement (EAS) prepared by AKRF, Inc., the January 2022 Phase I Environmental Site Assessment (Phase I) prepared by Partridge Venture Engineering, PC doing business as PVE Engineering & Lawrence ENV, LLC and the March 2022 Subsurface (Phase II) Investigation Sampling Protocol (Work Plan) and Health and Safety Plan (HASP) prepared by AKRF, Inc. on behalf of 30-11 12th Street Realty, LLC (applicant) for the above referenced project. It is our understanding that the applicant is seeking a zoning map and text amendment (Proposed Actions) from the New York City Department of City Planning (DCP) to facilitate the construction of an eight-story, approximately 89,600 gross square foot mixed-use building, with retail uses on the ground floor and 86 residential units at Block 515, Lot 19 (Project Site or Projected Development Site 1) in the Astoria neighborhood of Queens Community District 1. The building would include parking on the ground floor with spaces accessory to the residential units and retail space. The Proposed Actions would rezone an area around the Project Site, including Block 515, Lots 19, 25, 27, 28, 29, and p/o Lots 8, 9, 10, 11, 12, 13, 14 and 31 and Block 506, Lots 1, 3, 5, and (p/o) 6 and 67 (Rezoning Area). The Rezoning Area is proposed to be rezoned from R6B, R5B, and R4-1 districts to an R6A district, and to map a C2-3 zoning overlay along 30th Avenue to a depth of 150 feet. The proposed actions would also facilitate development on four other (non-applicant controlled) projected development sites in the rezoning area which include Block 515, Lot 25 (Projected Development Site 2), Block 515, Lots 27 and Lot 28 (Projected Development Site 3), Block 515, Lot 29 (Projected Development Site 4), and Block 506, Lot 1 (Projected Development Site 5). The Project Area includes twelve additional lots that are unlikely to be redeveloped as a result of the Proposed Actions (Block 515, Lots 8, 9, 10, 11, 12, 13, 14 and 31 and Block 506, Lots 3, 5, 6 and 67).

Block 515, Lot 19 (Projected Development Site 1) (Site under the control or ownership of the applicant)

The January 2022 Phase I report revealed that historical on-site and surrounding area land uses consisted of a variety of residential and commercial uses including an auto repair shop with underground gasoline tanks, a filling station with underground gasoline tanks, dwellings, metal polishing facility, ice cream storage, etc. Regulatory databases identified 18 spills, 3 historical cleaners and 1 historical auto site within 1/8 mile; 1 dry cleaner, 15 underground storage tank sites and 21 aboveground storage tank sites within 1/4 mile; and 33 leaking storage tank sites within 1/2 mile of the subject property.

The March 2022 Work Plan proposes to advance eight soil borings to approximately 5 feet below grade surface (bgs) in the proposed slab on-grade areas and to approximately 12 feet bgs for borings advanced in the areas of the proposed partial cellar or the groundwater interface (or refusal) if shallower. Samples selected for laboratory analysis will be biased towards any intervals containing urban fill material or evidence of contamination (e.g., staining, odors, elevated photoionization detector readings). Absent any such signs, a shallow soil sample from the 0 to 2 foot bgs interval will be collected from each boring and a deeper soil sample will be collected from approximately 3 to 5 feet bgs beneath the proposed slab-on-grade areas on the eastern and southern portions of the Site (SB-04 through SB-07) and from approximately 10 to 12 feet bgs on the western portion of the Site (SB-01 through SB-03 and SB-8) in the area of the proposed partial cellar. Based on topography and prior site investigations, groundwater is expected to be between 10 and 14 feet bgs. Groundwater samples will be collected from three temporary groundwater monitoring wells. Soil and groundwater samples will be analyzed for volatile organic compounds (VOCs) by United States Environmental Protection Agency (EPA) Method 8260, semi-volatile organic compounds (SVOCs) by EPA Method 8270, pesticides by EPA Method 8081, polychlorinated biphenyls (PCBs) by EPA Method 8082, and Target Analyte List metals (filtered and unfiltered for groundwater samples). Five soil vapor samples will be collected and analyzed for VOCs by EPA Method TO-15. Soil vapor implants will be set at a depth corresponding with the anticipated excavation depths. The HASP addresses worker and community health and safety during remedial investigation activities.

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

Block 515, Lot 19 (Projected Development Site 1) (Site under the control or ownership of the applicant)

Work Plan

- DCP should instruct the applicant that as per the updated City Environmental Quality Review Technical Manual (2021 Edition), a minimum of two soil samples should be collected from each test boring/probe. One shallow soil sample should be collected from the upper two feet of soil (typically the 0-2 feet bgs interval). A second soil sample should be collected from the two foot interval below the proposed maximum excavation depth(s). If groundwater or bedrock is encountered at a shallower depth than the proposed

maximum excavation depth during borehole advancement, the subsurface soil sample should be collected from the two foot interval above the groundwater interface or bedrock. Soil borings must be screened for evidence of gross contamination (based on visual/olfactory evidence of impacts and/or elevated soil screening readings obtained using accepted field instruments). Where screening indicates contamination at an intermediate interval(s) in a soil boring, i.e. between 2 feet bgs and the proposed maximum excavation depth, an additional soil sample(s) should be collected for analysis. If groundwater is encountered in a test boring/probe within five feet of surface grade, only one sample per boring may be warranted as long as adequate upgradient and downgradient groundwater samples are collected. Soil samples collected should be discrete (grab) samples.

HASP

- DCP should instruct the consultant that as a standard requirement, the HASP should include VOCs, SVOCs, pesticides, PCBs, and heavy metals (specifically arsenic, lead, and mercury) as potential chemicals of concern. All associated information fact sheets or safety data sheets for these potential chemicals of concern should be included.

DEP finds the March 2022 Work Plan and HASP for the proposed project acceptable as long as the aforementioned information is incorporated into the Work Plan and HASP. DCP should inform the applicant that upon completion of the investigation activities, the applicant should submit a detailed Phase II report for DEP review and approval. The report should include, at a minimum, an executive summary, narrative of the field activities, laboratory data and conclusions, comparison of soil, groundwater, and soil vapor analytical results (i.e., New York State Department of Environmental Conservation (NYSDEC) 6 NYCRR Part 375, NYSDEC Water Quality Regulations, and the New York State Department of Health's October 2006 Guidance for Evaluating Soil Vapor Intrusion in the State of New York), updated site plans depicting sample locations, boring logs, and remedial recommendations, if warranted.

Block 515, Lots 25, 27, 28, and 29, and Block 506, Lot 1 (Projected Development Sites 2, 3, 4 and 5) (Sites not 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, DEP concurs with the EAS recommendation that an (E) Designation for hazardous materials should be placed on the zoning map pursuant to Section 11-15 of the New York City Zoning Resolution for the subject properties. The (E) Designation will ensure that testing and mitigation will be provided as necessary before any future development and/or soil disturbance. Further hazardous materials assessments should be coordinated through the Mayor's Office of Environmental Remediation.

Future correspondence and submittals related to this project should include the following CEQR # **77DCP579Q**. If you have any questions, you may contact Scott Davidow, P.G. at (718) 595-7716.

Sincerely,

Wei Yu
Deputy Director, Hazardous Materials

c: R. Weissbard
S. Davidow
T. Estesen
M. Wimbish
M. Bertini – OER

Environmental Protection

Rohit T. Aggarwala
Commissioner

Angela Licata
Deputy Commissioner
Sustainability

59-17 Junction Blvd.
Flushing, NY 11373

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

November 23, 2022

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

Re: 30-11 12th Street Rezoning
Block 515, Lots 8, 9, 10, 11, 12, 13, 14, 19, 25, 27, 28, 29 and 31; and
Block 506, Lots 1, 3, 5, 6 and 67
CEQR # 23DCP026Q

Dear Ms. Whitney:

The New York City Department of Environmental Protection, Bureau of Sustainability (DEP) has reviewed the September 2022 Environmental Assessment Statement Hazardous Materials Chapter (EAS), the August 2022 Subsurface (Phase II) Investigation and the October 2022 Remedial Action Plan (RAP) and Construction Health and Safety Plan (CHASP) prepared by AKRF, Inc. on behalf of 30-11 12th Street Realty, LLC (applicant) for the above referenced project. It is our understanding that the applicant is seeking a zoning map and text amendment (Proposed Actions) from the New York City Department of City Planning (DCP) to facilitate the construction of an eight-story, approximately 89,600 gross square foot mixed-use building, with retail uses on the ground floor and 86 residential units at Block 515, Lot 19 (Project Site or Projected Development Site 1) in the Astoria neighborhood of Queens Community District 1. The building would include parking on the ground floor with spaces accessory to the residential units and retail space. The Proposed Actions would rezone an area around the Project Site, including Block 515, Lots 19, 25, 27, 28, 29, and p/o Lots 8, 9, 10, 11, 12, 13, 14 and 31 and Block 506, Lots 1, 3, 5, and (p/o) 6 and 67 (Rezoning Area). The Rezoning Area is proposed to be rezoned from R6B, R5B, and R4-1 districts to an R6A district, and to map a C2-3 zoning overlay along 30th Avenue to a depth of 150 feet. The proposed actions would also facilitate development on four other (non-applicant controlled) projected development sites in the rezoning area which include Block 515, Lot 25 (Projected Development Site 2), Block 515, Lots 27 and Lot 28 (Projected Development Site 3), Block 515, Lot 29 (Projected Development Site 4), and Block 506, Lot 1 (Projected Development Site 5). The Project Area includes twelve additional lots that are unlikely to be redeveloped as a result of the Proposed Actions (Block 515, Lots 8, 9, 10, 11, 12, 13, 14 and 31 and Block 506, Lots 3, 5, 6 and 67).

Block 515, Lot 19 (Projected Development Site 1)

During the July 2022 fieldwork, 8 soil borings were advanced to depths ranging from 5 to 20 feet below grade surface (bgs). Sixteen soil samples were selected for laboratory analysis. A shallow soil sample from the 0 to 2 foot bgs interval was collected from each boring and a deeper soil sample was collected from approximately 3 to 5 feet bgs beneath the proposed slab-on-grade areas on the eastern and southern portions of the Site (borings SB-04 through SB-07) and from approximately 10 to 12 feet bgs or the two-foot interval above the water table (if shallower) on the western portion of the Site (borings SB-01, SB-02, SB-03 and SB-8) in the area of the proposed partial cellar. The depth to water was measured to be approximately 9 and 12 feet bgs. Three groundwater samples were collected from temporary monitoring wells. Soil and groundwater samples were analyzed for volatile organic compounds (VOCs) by United States Environmental Protection Agency (EPA) Method 8260, semi-volatile organic compounds (SVOCs) by EPA Method 8270, pesticides by EPA Method 8081, polychlorinated biphenyls (PCBs) by EPA Method 8082, and Target Analyte List metals (total and dissolved for groundwater samples). Five soil vapor samples were collected and analyzed for VOCs by EPA Method TO-15.

The soil analytical results revealed that PCBs were non-detect (ND). One VOC (methylene chloride), one SVOC (indeno(1,2,3-cd)pyrene), two pesticides (4,4'-DDE and 4,4'-DDT), and several metals (chromium, copper, lead, mercury, selenium and zinc) were detected above their New York State Department of Environmental Conservation (NYSDEC) 6 NYCRR Part 375 Unrestricted Use Soil Cleanup Objectives (SCOs) and/or Restricted Residential Use SCOs.

The groundwater analytical results revealed that SVOCs, pesticides and PCBs were ND or below their NYSDEC Class GA Ambient Water Quality Standards and Guidance Values. Several VOCs (1,1,2-trichloroethane, 1,2,4-trimethylbenzene, p-isopropyltoluene, sec-butylbenzene and methylene chloride), and several metals (iron, chromium, lead, magnesium, manganese, sodium, and selenium) were detected above their NYSDEC Class GA Ambient Water Quality Standards and Guidance Values.

The soil vapor analytical results revealed that several VOCs (1,2,4-trimethylbenzene, 1,2-dichlorotetrafluoroethane, 1,3,5-trimethylbenzene, 1,3-butadiene, 2-butanone, 2-hexanone, 4-methyl-2-pentanone, acetone, benzene, carbon disulfide, carbon tetrachloride, chloroform, chloromethane, cis-1,2-dichloroethylene, cyclohexane, dichlorodifluoromethane, ethyl benzene, isopropanol, methylene chloride, n-heptane, n-hexane, o-xylene, p&m-xylenes, p-ethyltoluene, propylene, tetrachloroethylene (PCE), toluene, trichloroethylene (TCE) and trichlorofluoromethane) were detected. PCE and TCE were detected above their Air Guideline Values in the New York State Department of Health October 2006 Guidance for Evaluating Soil Vapor Intrusion in the State of New York.

The October 2022 RAP proposes registering and removing any unknown petroleum storage tanks that are encountered during excavation in accordance with applicable federal, state, and local regulatory agency requirements; transportation and off-site disposal of soil in accordance with applicable federal, state and local requirements; stockpiled soil will be covered with polyethylene sheeting; dust control; air monitoring; any dewatering will be conducted in

accordance with a New York City Department of Environmental Protection Bureau of Wastewater Treatment Wastewater Quality Control Permit; installation of a vapor barrier/waterproofing membrane consisting of 32-mil Grace Preprufe 160R (or a DEP-approved equivalent) outside of the vertical foundation walls and 46-mil Grace Preprufe 300R (or equivalent) below the lowest level horizontal slab; installation of a passive sub-slab depressurization system (SSDS) beneath the vapor barrier/waterproofing membrane in any areas of the building where the lowest foundation level is at least 2 feet above the groundwater table; and any unpaved portions (if applicable) of the Site would have a "soil cap" consisting of two feet of imported clean fill. The October 2022 CHASP addresses worker and community health and safety during construction.

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

- DCP should instruct the applicant that the proposed vapor barrier/waterproofing system should be used unless an amendment is approved by DEP.

- DCP should inform the applicant that the EAS should be updated as appropriate to reflect the Phase II, RAP and CHASP for Projected Development Site 1.

DEP finds the October 2022 RAP and CHASP for the proposed project (Projected Development Site 1) acceptable. DCP should instruct the applicant that at the completion of the project, a Professional Engineer (P.E.) certified Remedial Closure Report should be submitted for DEP review and approval for the proposed project. The P.E. certified Remedial Closure Report should indicate that all remedial requirements have been properly implemented (i.e., transportation/disposal manifests for removal and disposal of soil in accordance with applicable local, state, and federal laws and regulations; installation of vapor barrier; installation of SSDS; and two feet of DEP approved certified clean fill/top soil capping requirement in any landscaped/grass covered areas not capped with concrete/asphalt, etc.).

Future correspondence and submittals related to this project should include the following CEQR # **23DCP026Q**. If you have any questions, you may contact Scott Davidow, P.G. at (718) 595-7716.

Sincerely,

Wei Yu

Wei Yu
Deputy Director, Hazardous Materials

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