City Environmental Quality Review
ENVIRONMENTAL ASSESSMENT STATEMENT FULL FORM

Please fill out, print and submit to the appropriate agency (see instructions)

PART I: GENERAL INFORMATION

PROJECT NAME Flushing Meadows East Rezoning

1. Reference Numbers

CEQR REFERENCE NUMBER (To Be Assigned by Lead Agency)	BSA REFERENCE NUMBER (If Applicable)
07DCP050Q	NA
ULURP REFERENCE NUMBER (If Applicable))	**OTHER REFERENCE NUMBER(S) (If Applicable) (e.g. Legislative Intro, CAPA, etc)**
070352ZMQ	

2a. Lead Agency Information

NAME OF LEAD AGENCY: NYC Department of City Planning

NAME OF LEAD AGENCY CONTACT PERSON: Robert Dobruskin

ADDRESS: 22 Reade Street

CITY: New York | STATE: NY | ZIP: 10007

TELEPHONE: 212.720.3495 | FAX: 212.720.3495

EMAIL ADDRESS: RDobruskin@planning.nyc.gov

2b. Applicant Information

NAME OF APPLICANT: Pat Jones, Esq. for Avery Fowler Owners

NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON: **James Heineman, Equity Environmental Engineering LLC**

ADDRESS: **227 Route 206, Suite 6**

CITY: Flanders | STATE: NJ | ZIP: 07836

TELEPHONE: 973.527.7451x201 | FAX: 973.858.0280

EMAIL ADDRESS: **ljim.heineman@equityenvironmental.com**

3. Action Classification and Type

SEQRA Classification

☑ UNLISTED ☐ TYPE I; SPECIFY CATEGORY *(see 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, as amended)*:

Action Type *(refer to Chapter 2, "Establishing the Analysis Framework" for guidance)*

☐ LOCALIZED ACTION, SITE SPECIFIC ☑ LOCALIZED ACTION, SMALL AREA ☐ GENERIC ACTION

4. Project Description:

The action is a zoning map amendment from M1-1 and M1-2 to C2-6A, affecting the entire block bounded by College Point Blvd., 131st Street, Avery Avenue and Fowler Avenue. The action would allow new middle density development consisting of residential and local retail uses. The affected area is in the Flushing area of Queens Community District 7.

4a. Project Location: Single Site *(for a project at a single site, complete all the information below)*

ADDRESS | NEIGHBORHOOD NAME: Flushing

TAX BLOCK AND LOT: Block 5076 / All Lots | BOROUGH: Queens | COMMUNITY DISTRICT: CD 7

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS:
West: 131st Street; East: College Point Boulevard; South: Fowler Avenue; North: Avery Avenue

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION IF ANY: M1-1 and M1-2 | ZONING SECTIONAL MAP NO: 10b

4b. Project Location: Multiple Sites *(Provide a description of the size of the project area in both City Blocks and Lots. If the project would apply to the entire city or to areas that are so extensive that a site-specific description is not appropriate or practicable, describe the area of the project, including bounding streets, etc.)*

5. REQUIRED ACTIONS OR APPROVALS *(check all that apply)*

City Planning Commission: YES ☑ NO ☐

- ☐ CITY MAP AMENDMENT
- ☑ ZONING MAP AMENDMENT
- ☐ ZONING TEXT AMENDMENT
- ☑ UNIFORM LAND USE REVIEW PROCEDURE (ULURP)
- ☐ CONCESSION
- ☐ UDAAP
- ☐ REVOCABLE CONSENT
- ☐ ZONING CERTIFICATION
- ☐ ZONING AUTHORIZATION
- ☐ HOUSING PLAN & PROJECT
- ☐ SITE SELECTION — PUBLIC FACILITY
- ☐ FRANCHISE
- ☐ DISPOSITION — REAL PROPERTY

ZONING SPECIAL PERMIT, SPECIFY TYPE:

- ☐ MODIFICATION OF
- ☐ RENEWAL OF
- ☐ OTHER

Board of Standards and Appeals: YES ☐ NO ☑

- ☐ SPECIAL PERMIT

EXPIRATION DATE MONTH DAY YEAR

- ☐ VARIANCE (USE)
- ☐ VARIANCE (BULK)

SPECIFY AFFECTED SECTION(S) OF THE ZONING RESOLUTION

Department of Environmental Protection: YES ☐ NO ☑

Other City Approvals: YES ☐ NO ☑

- ☐ LEGISLATION
- ☐ FUNDING OF CONSTRUCTION; SPECIFY
- ☐ POLICY OR PLAN; SPECIFY
- ☐ LANDMARKS PRESERVATION COMMISSION APPROVAL *(not subject to CEQR)*
- ☐ 384(b)(4) APPROVAL
- ☐ PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC) *(not subject to CEQR)*
- ☐ RULEMAKING
- ☐ CONSTRUCTION OF PUBLIC FACILITIES
- ☐ FUNDING OF PROGRAMS; SPECIFY
- ☐ PERMITS; SPECIFY:
- ☐ OTHER; EXPLAIN

6. *State or Federal Actions/Approvals/Funding:* YES ☐ NO ☑ IF "YES," IDENTIFY

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

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 11×17 inches in size and must be folded to 8.5 ×11 inches for submission.*

☑ Site location map ☑ Zoning map ☑ Photographs of the project site taken within 6 months of EAS submission and keyed to the site location map

☑ Sanborn or other land use map ☑ Tax map ☐ For large areas or multiple sites, a GIS shape file that defines the project sites

PHYSICAL SETTING *(both developed and undeveloped areas)*

Total directly affected area (sq. ft.):	Type of waterbody and surface area (sq. ft.):	Roads, building and other paved surfaces (sq. ft.)
134,600	NA	134,600

Other, describe (sq. ft.): NA

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

Size of project to be developed: up to 527,538 (gross sq. ft.)

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

If 'Yes,' identify the total square feet owned or controlled by the applicant : 112,862 Total square feet of non-applicant owned development: 21,738

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 disturbance (if known):

Area: 1,110,479 sq. ft. (width × length) Volume: 1,104,790 (assume 10' depth) cubic feet (width × length × depth)

Does the proposed project increase the population of residents and/or on-site workers? YES ☑ NO ☐ Number of additional residents? 1,016 Number of additional workers? none

Provide a brief explanation of how these numbers were determined:

2000 Census: 2.69persons/household *378DU / no new commercial only replacement in kind

Does the project create new open space? YES ☐ NO ☑ If Yes: (sq. ft)

Using Table 14-1, estimate the project's projected operational solid waste generation, if applicable: 15,489 (pounds per week)

Using energy modeling or Table 15-1, estimate the project's projected energy use: 126,700 (annual BTUs)

9. *Analysis Year* *CEQR Technical Manual Chapter 2*

ANTICIPATED BUILD YEAR (DATE THE PROJECT WOULD BE COMPLETED AND OPERATIONAL):	ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS:
2014	18 months

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

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: NA

10. *What is the Predominant Land Use in Vicinity of Project?* *(Check all that apply)*

☑ RESIDENTIAL ☑ MANUFACTURING ☑ COMMERCIAL ☑ PARK/FOREST/OPEN SPACE ☐ OTHER, Describe:

DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS

The information requested in this table applies to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory control. The increment is the difference between the No-Action and the With-Action conditions.

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Land Use				
Residential	YES ☑ NO ☐	YES ☑ NO ☐	YES ☑ NO ☐	
If yes, specify the following				
No. of dwelling units	2	2	378	376
No. of low- to moderate income units	0	0	0	0
No. of stories	2	2	5 to 7	
Gross Floor Area (sq.ft.)	2,850	2,850	379,438	376,588
Describe Type of Residential Structures	detached two - family		mid rise res / commercial	
Commercial	YES ☑ NO ☐	YES ☑ NO ☐	YES ☑ NO ☐	
If yes, specify the following:				
Describe type (retail, office, other)	commercial/retail, gas	commercial/retail, gas	ground floor retail	
No. of bldgs	8	8	14	6
GFA of each bldg (sq.ft.)	94,362	243,947	148,100	-95,847
Manufacturing/Industrial	YES ☑ NO ☐	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, specify the following:				
Type of use	garment, storage			
No. of bldgs	3			
GFA of each bldg (sq.ft.)	41,461 total	0	0	-41,461
No. of stories of each bldg	1 or 2			
Height of each bldg	10 to 30 ft			
Open storage area (sq.ft.)	none			
If any unenclosed activities, specify				
Community Facility	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, specify the following:				
Type				
No. of bldgs				
GFA of each bldg (sq.ft.)				
No. of stories of each bldg				
Height of each bldg				
Vacant Land	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, describe:				
Publicly Accessible Open Space	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, specify type (mapped City, State, or Federal Parkland, wetland—mapped or otherwise known, other)				
Other Land Use	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, describe				
Parking				
Garages	YES ☐ NO ☑	YES ☐ NO ☑	YES ☑ NO ☐	
If yes, specify the following:				
No. of public spaces			0	0
No. of accessory spaces			268	268
Operating hours			24/7	24/7
Attended or non-attended			non-attended	

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Parking *(continued)*				
Lots	YES ☑ NO ☐	YES ☑ NO ☐	YES ☐ NO ☑	
If yes, specify the following:				
No. of public spaces	0	0	0	
No. of accessory spaces	approximately 142	approximately 835	0	-567
Operating hours	business hours	business hours		
Other (includes street parking)	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, describe				
Storage Tanks				
Storage Tanks	YES ☑ NO ☐	YES ☑ NO ☐	YES ☐ NO ☑	
If yes, specify the following:				
Gas/Service stations	YES ☑ NO ☐	YES ☑ NO ☐	YES ☐ NO ☐	
Oil storage facility	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☐	
Other, identify:	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☐	
If yes to any of the above, describe:				
Number of tanks	UK	same as existing		
Size of tanks	UK			
Location of tanks	gas station			
Depth of tanks	UK			
Most recent FDNY inspection date	UK			
Population				
Residents	YES ☑ NO ☐	YES ☑ NO ☐	YES ☑ NO ☐	
If any, specify number	3	3	1,016	1,013
Briefly explain how the number of residents was calculated:	2.69 * DU			
Businesses	YES ☑ NO ☐	YES ☑ NO ☐	YES ☑ NO ☐	
If any, specify the following:				
No. and type	7retail, 1office, 1gas stat	same as existing	6 ground floor retail	
No. and type of workers by business	See Table 2	See Table 2	see Table 2	
No. and type of non-residents who are not workers	retail patrons	retail patrons	retail patrons	
Briefly explain how the number of businesses was calculated:	field observations; knowledge of developers' intent for property			
Zoning*				
Zoning classification	M1-1/M1-2	M1-1/M1-2	C2-6A	
Maximum amount of floor area that can be developed (in terms of bulk)	max 4.8 CF = 647,472	same as existing	max 4.0 FAR = 533,068	-114,404
Predominant land use and zoning classifications within a 0.25 mile radius of proposed project	R, C, M	R, C, M	R, C, M	
Attach any additional information as may be needed to describe the project. If your project involves changes in regulatory controls that affect one or more sites not associated with a specific development, it is generally appropriate to include the total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

**This section should be completed for all projects, except for such projects that would apply to the entire city or to areas that are so extensive that site-specific zoning information is not appropriate or practicable.*

PART II: TECHNICAL ANALYSES

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, answer the subsequent questions for that technical area and consult the relevant chapter of the CEQR Technical Manual for guidance on providing additional analyses (and attach supporting information, if needed) 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 often only means that more information is required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant to either provide additional information to support the Full 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 or zoning that is different from surrounding land uses and/or zoning? Is there the potential to affect an applicable public policy? If "Yes", complete a preliminary assessment and attach.	✔	
(b) Is the project a large, publicly sponsored project? If "Yes", complete a PlaNYC assessment and attach.		✔
(c) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries? If "Yes", complete the Consistency Assessment Form.		✔
2. *SOCIOECONOMIC CONDITIONS*: *CEQR Technical Manual Chapter 5*		
(a) Would the proposed project:		
• Generate a net increase of 200 or more residential units?	✔	
• Generate a net increase of 200,000 or more square feet of commercial space?		✔
• Directly displace more than 500 residents?		✔
• Directly displace more than 100 employees?		✔
• Affect conditions in a specific industry?		✔
(b) If 'Yes' to any of the above, attach supporting information to answer the following questions, as appropriate. If 'No' was checked for each category above, the remaining questions in this technical area do not need to be answered.		
(1) ***Direct Residential Displacement***		
• If more than 500 residents would be displaced, would these displaced residents represent more than 5% of the primary study area population?		✔
• If 'Yes,' is the average income of the directly displaced population markedly lower than the average income of the rest of the study area population?		✔
(2) ***Indirect Residential Displacement***		
• Would the expected average incomes of the new population exceed the average incomes of the study area populations?		✔
• If 'Yes,' would the population increase represent more than 5% of the primary study area population or otherwise potentially affect real estate market conditions?		✔
• If 'Yes,' would the study area have a significant number of unprotected rental units?		✔
Would more than 10 percent of all the housing units be renter-occupied and unprotected?		✔
Or, would more than 5 percent of all the housing units be renter-occupied and unprotected where no readily observable trend toward increasing rents and new market rate development exists within the study area?		✔

	YES	NO
(3) *Direct Business Displacement*		
• Do any of the displaced businesses provide goods or services that otherwise could not be found within the trade area, either under existing conditions or in the future with the proposed project?		✔
• Do any of the displaced businesses provide goods or services that otherwise could not be found within the trade area, either under existing conditions or in the future with the proposed project?		✔
• Or, is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it?		✔
(4) *Indirect Business Displacement*		
• Would the project potentially introduce trends that make it difficult for businesses to remain in the area?		✔
• Would the project capture the retail sales in a particular category of goods to the extent that the market for such goods would become saturated as a result, potentially resulting in vacancies and disinvestment on neighborhood commercial streets?		✔
(5) *Affects on Industry*		✔
• Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?		✔
• Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?		✔
3. *COMMUNITY FACILITIES*: *CEQR Technical Manual Chapter 6*		
(a) 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) Would the project exceed any of the thresholds outlined in Table 6-1 in Chapter 6?	✔	
(c) If 'No' was checked above, the remaining questions in this technical area do not need to be answered. If 'Yes' was checked, attach supporting information to answer the following, if applicable.		
(1) *Child Care Centers*		
• Would the project result in a collective utilization rate of the group child care/Head Start centers in the study area that is greater than 100 percent?		✔
• If Yes, would the project increase the collective utilization rate by 5 percent from the No-Action scenario?		✔
(2) *Libraries*		
• Would the project increase the study area population by 5 percent from the No-Action levels?		✔
• If Yes, would the additional population impair the delivery of library services in the study area?		✔
(3) *Public Schools*		
• Would the project result in a collective utilization rate of the elementary and/or intermediate schools in the study area that is equal to or greater than 105 percent?		✔
• If Yes, would the project increase this collective utilization rate by 5 percent from the No-Action scenario?		✔
(4) *Health Care Facilities*		
• Would the project affect the operation of health care facilities in the area?		✔
(5) *Fire and Police Protection*		
• Would the project affect the operation of fire or police protection in the area?		✔
4. *OPEN SPACE*: *CEQR Technical Manual Chapter 7*		
(a) Would the project change or eliminate existing open space?		✔
(b) Is the project located within an underserved area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?		✔
(c) If 'Yes,' would the proposed project generate more than 50 additional residents or 125 additional employees?		✔
(d) Is the project located within a well-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	✔	
(e) If 'Yes,' would the project generate more than 350 additional residents or 750 additional employees?	✔	
(f) If the project is not located within an underserved or well-served area, would it generate more than 200 additional residents or 500 additional employees?		✔
(g) If 'Yes' to any of the above questions, attach supporting information to answer the following: • Does the project result in a decrease in the open space ratio of more then 5%?		
• If the project is within an underserved area, is the decrease in open space between 1% and 5%?		✔
• If 'Yes," are there qualitative considerations, such as the quality of open space, that need to be considered?		✔

	YES	NO
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?		✔
(c) If 'Yes' to either of the above questions, attach supporting information explaining whether the project's shadow reach any sunlight-sensitive resource at any time of the year.		
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; is listed or eligible for listing on the New York State or National Register of Historic Places; or is within a designated or eligible New York City, New York State, or National Register Historic District? If "Yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.		✔
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 that is not currently allowed by existing zoning?		✔
(c) If "Yes" to either of the above, please provide the information requested in Chapter 10.		✔
8. *NATURAL RESOURCES:* *CEQR Technical Manual Chapter 11*		
(a) Is any part of the directly affected area within the Jamaica Bay Watershed? If "Yes", complete the Jamaica Bay Watershed Form.		✔
(b) 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: Attach supporting information on whether the proposed project would affect any of these resources.		✔
9. *HAZARDOUS MATERIALS:* *CEQR Technical Manual Chapter 12*		
(a) Would the proposed project allow commercial or residential use in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	✔	
(b) Does the proposed project site have existing institutional controls (e.g. (E) designations or a Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?		✔
(c) Does the project require soil disturbance in a manufacturing zone or any development on or near a manufacturing zone or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?	✔	
(d) Does the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	✔	
(e) Does the project result in development where underground and/or aboveground storage tanks (e.g. gas stations) are or were on or near the site?	✔	
(f) Does the project result in renovation of interior existing space on a site with potential compromised air quality, vapor intrusion from on-site or off-site sources, asbestos, PCBs or lead-based paint?	✔	
(g) Does the project result in development on or near a government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, municipal incinerators, coal gasification or gas storage sites, or railroad tracks and rights-of-way?		✔
(h) Has a Phase I Environmental Site Assessment been performed for the site? If 'Yes," were RECs identified? Briefly identify: RECs were identified based on past industrial uses on and near the affected area.	✔	
(i) Based on a Phase I Assessment, is a Phase II Assessment needed?	✔	
10. *WATER AND SEWER INFRASTRUCTURE:* *CEQR Technical Manual Chapter 13*		
(a) Would the project result in water demand of more than one million gallons per day?		✔
(b) Is the proposed project located in a combined sewer area and result in at least 1,000 residential units or 250,000 SF or more of commercial space in Manhattan or at least 400 residential units or 150,000 SF or more of commercial space in the Bronx, Brooklyn, Staten Island or Queens?		✔
(c) Is the proposed project located in a separately sewered area and result in the same or greater development than that listed in Table 13-1 in Chapter 13?		✔
(d) Does the proposed project involve development on a site five acres or larger where the amount of impervious surface would increase?		✔
(e) Would the proposed project involve development on a site one acre or larger where the amount of impervious surface would increase and 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?		✔
(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 WWTP 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?		✔
(i) If "Yes" to any of the above, conduct the appopriate preliminary analyses and attach supporting documentation.		✔
11. *SOLID WASTE AND SANITATION SERVICES:* *CEQR Technical Manual Chapter 14*		
(a) Would the proposed project have the potential to generate 1000,000 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?		✔

	YES	NO
12. *ENERGY*: *CEQR Technical Manual Chapter 15*		
(a) 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:	✔	
(1) 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 peakhour. See Subsection 313 in Chapter 16 for more information.*	✔	
(2) Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour? If "Yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line?		✔
(3) Would the proposed project result in more than 200 pedestrian trips per project peak hour? If "Yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?		✔
14. *AIR QUALITY*: *CEQR Technical Manual Chapter 17*		
(a) *Mobile Sources:* Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	✔	
(b) *Stationary Sources:* Would the proposed project result in the conditions outlined in Section 220 in Chapter 17? If 'Yes,' would the proposed project exceed the thresholds in the Figure 17-3, Stationary Source Screen Graph? (attach graph as needed)	✔	
(c) Does the proposed project involve multiple buildings on the project site?	✔	
(d) Does the proposed project require Federal approvals, support, licensing, or permits subject to conformity requirements?		✔
(e) Does the proposed project site have existing institutional controls (*e.g.* E) designations or a Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?		✔
(f) If "Yes," conduct the appropriate analyses and attach any supporting documentation.		✔
15. *GREENHOUSE GAS EMISSIONS*: *CEQR Technical Manual Chapter 18*		
(a) Is the proposed project a city capital project, a power plant, or would fundamentally change the City's solid waste management system?		✔
(b) If "Yes," would the proposed project require a GHG emissions assessment based on the guidance in Chapter 18?		✔
(c) If "Yes," attach supporting documentation to answer the following; Would the project be consistent with the City's GHG reduction goal?		✔
16. *NOISE*: *CEQR Technical Manual Chapter 19*		
(a) Would the proposed project generate or reroute vehicular traffic?	✔	
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	✔	
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?		✔
(d) Does the proposed project site have existing institutional controls (*e.g.* E-designations or a Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?		✔
(e) If "Yes," conduct the appropriate analyses and attach any supporting documentation.		
17. *PUBLIC HEALTH*: *CEQR Technical Manual Chapter 20*		✔
(a) Would the proposed project warrant a public health assessment based upon the guidance in Chapter 20?		
18. *NEIGHBORHOOD CHARACTER*: *CEQR Technical Manual Chapter 21*		
(a) Based upon the analyses conducted for the following technical areas, check Yes if any of the following technical areas required 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 here why or why not an assessment of neighborhood character is warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary.	✔	

Several technical areas have been identified as requiring further analysis. These are listed and discussed in the attached "impact analysis" document (Section 18). All have been assessed and upon further analysis, found as not having potentially significant adverse impacts. The combination of each yields the same conclusion.

		YES	NO
19.	***CONSTRUCTION IMPACTS:*** *CEQR Technical Manual Chapter 22* Would the project's construction activities involve (check all that apply):		
	• Construction activities lasting longer than two years;		✓
	• Construction activities within a Central Business District or along an arterial or major thoroughfare;		✓
	• Require 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 community facilities or disruption in its service;		✓
	• Activities within 400 feet of a historic or cultural resource; or		✓
	• Disturbance of a site containing natural resources.		✓

If any boxes are checked, explain why or why not a preliminary construction assessment is warranted based on the guidance of 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.

The project is being forwarded by five participants, each with its own construction needs and timetables. The NYC Building Code has within it appropriate noise guidance related to construction hours, sidewalk and road closures minimizing potential noise impacts.

The Code also has specific guidance related to the location of HVAC stack in relation to other adjacent buildings. In addition, each of the five projects will be of similar height and built lot line to lot line, eliminating potential emissions impingement on adjacent windows.

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 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

Pat Jones, Esq. representing (APPLICANT/SPONSOR) of Avery Fowler Owners (NAME THE ENTITY OR OWNER)

the entity which seeks the permits, approvals, funding or other governmental action described in this EAS.

Check if prepared by: [✓] APPLICANT/REPRESENTATIVE or [ ] LEAD AGENCY REPRESENTATIVE (FOR CITY-SPONSORED PROJECTS)

James Heineman, Equity Environmental Engineering LLC

APPLICANT/SPONSOR NAME:

LEAD AGENCY REPRESENTATIVE NAME:

SIGNATURE:

July 31, 2012

DATE:

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 of 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 effect on the environment. 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	Potential 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 Impacts		✓

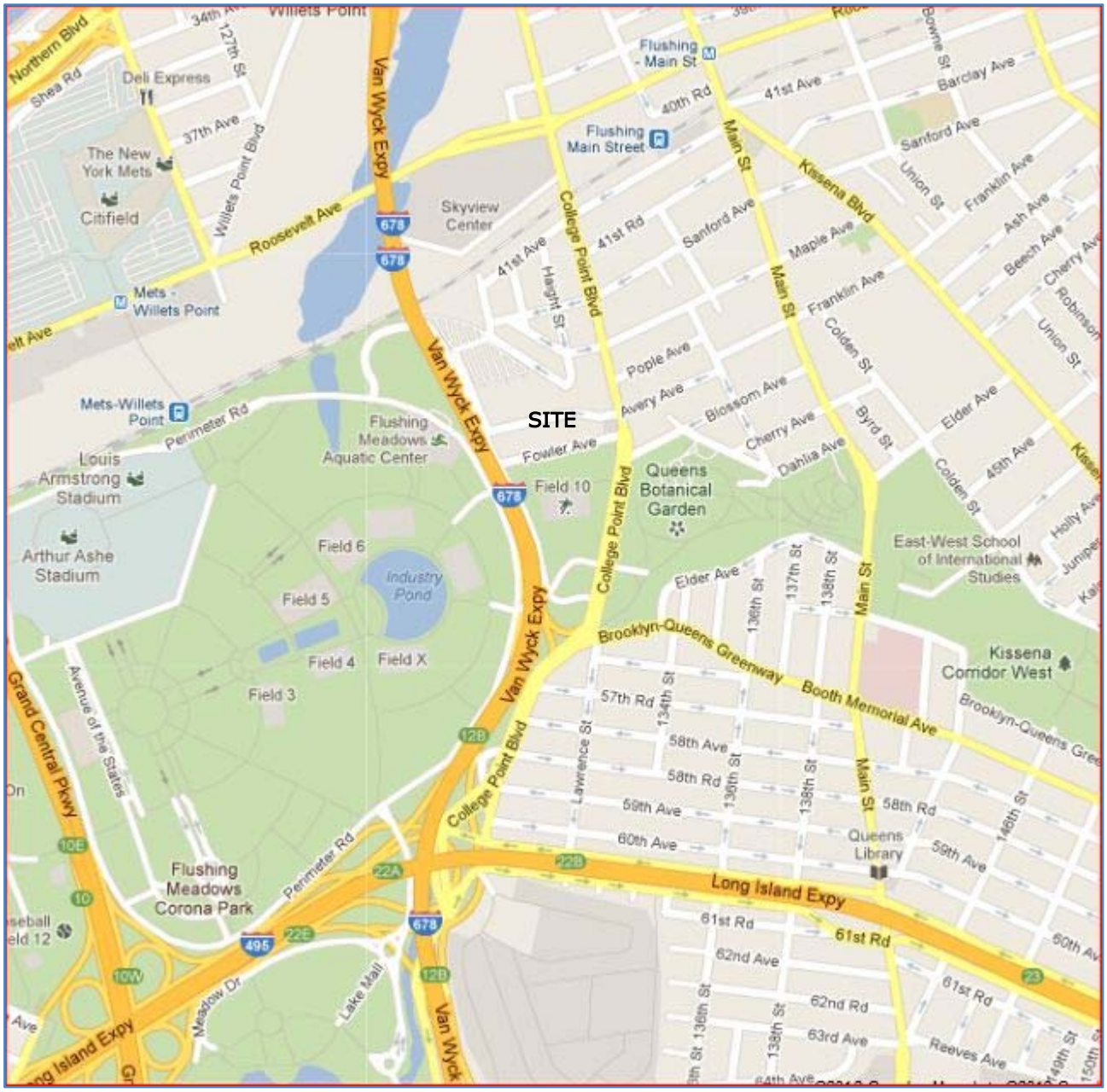
2. Are there any aspects of the project relevant to the determination whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? If there are such impacts, explain them and state where, as a result of them, the project may have a significant impact on the environment. — ✓

3. ***LEAD AGENCY'S CERTIFICATION***

Deputy Director, Environmental Assessment and Review Division	New York City Department of City Planning
TITLE	LEAD AGENCY
Celeste Evans	Celeste Evans
NAME	SIGNATURE

Part II - Technical Analysis

Figure 1: Site Location Map



Part II - Technical Analysis

Figure 2: Area / Land Use Map

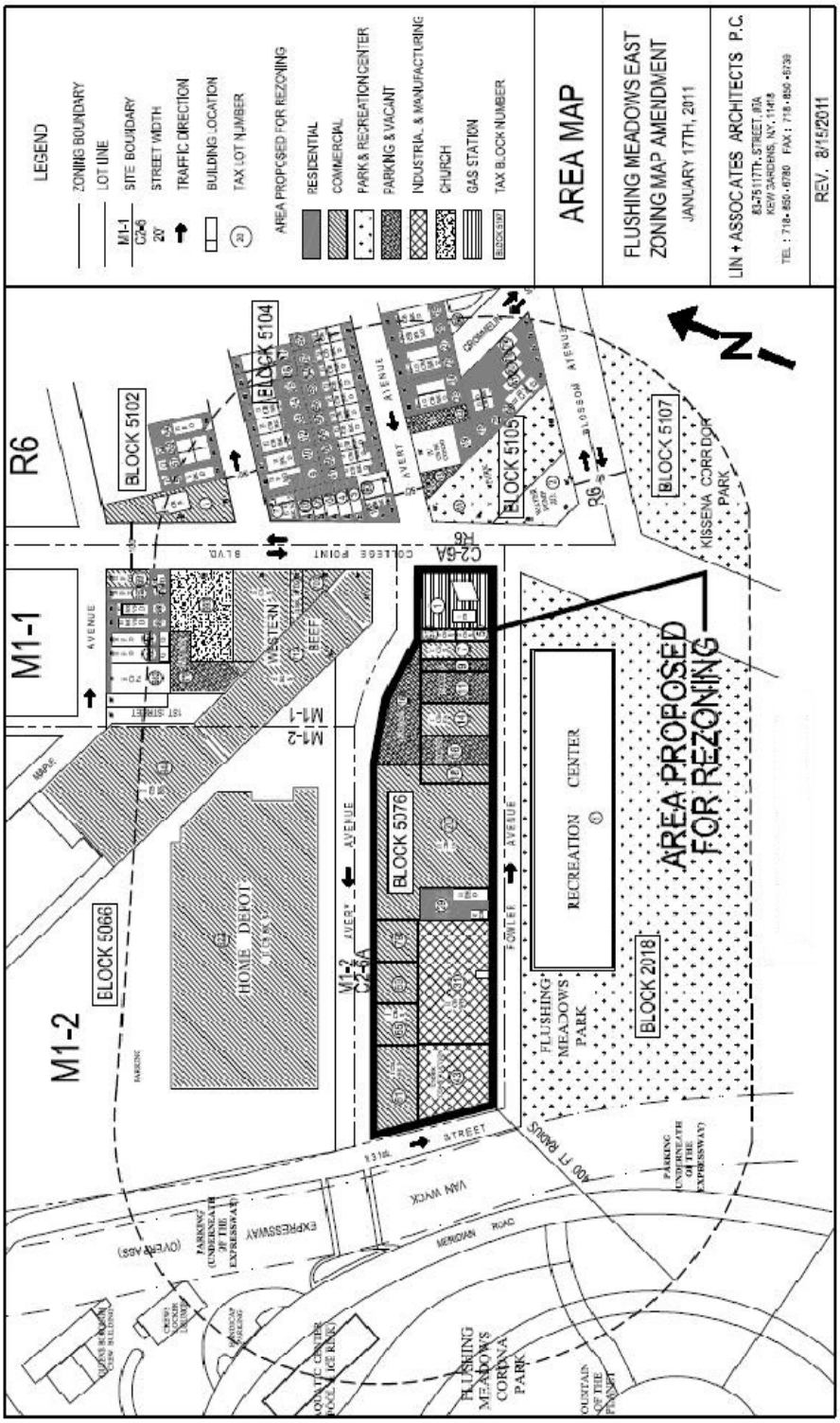


Figure 3: Existing Zoning Map

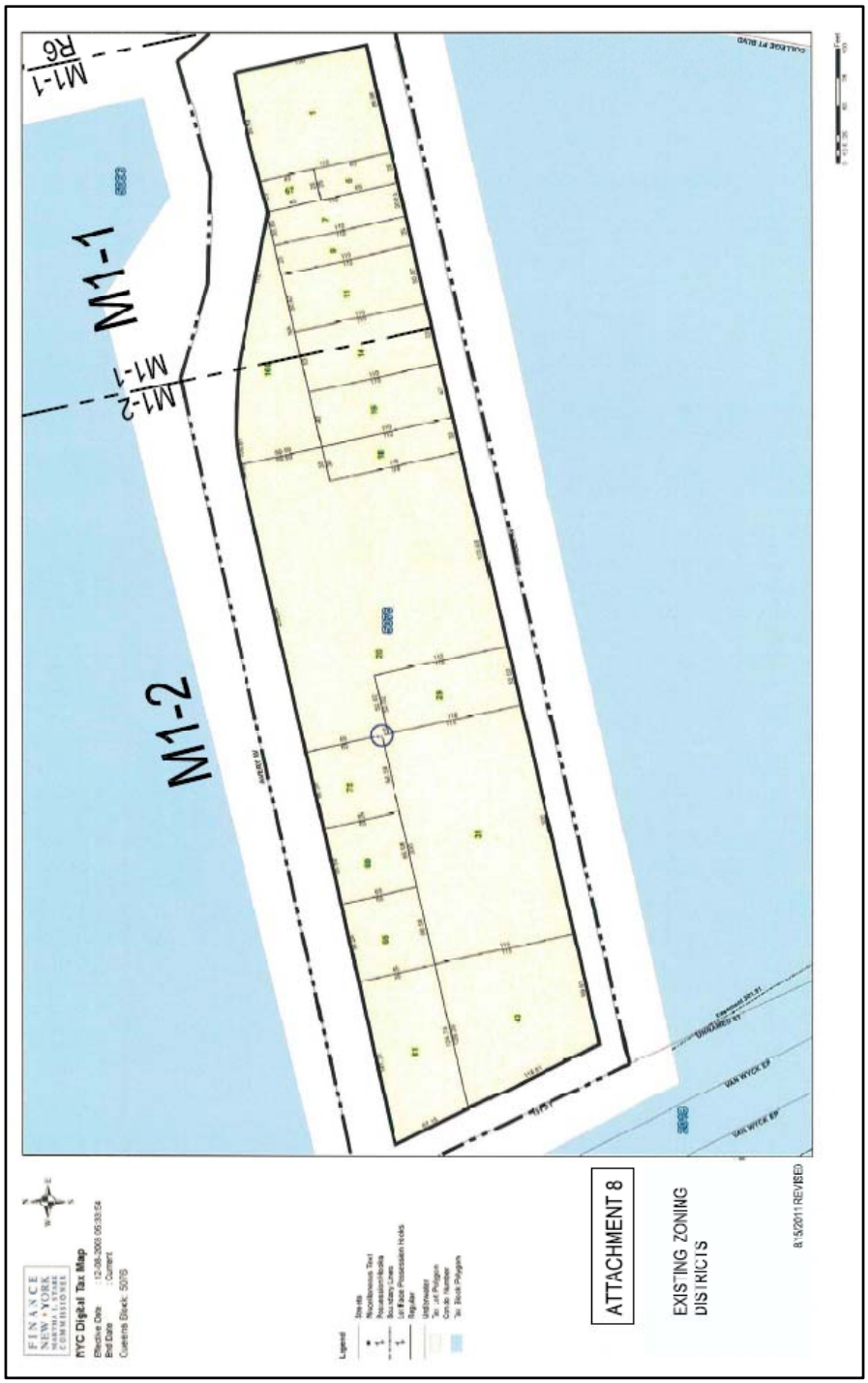
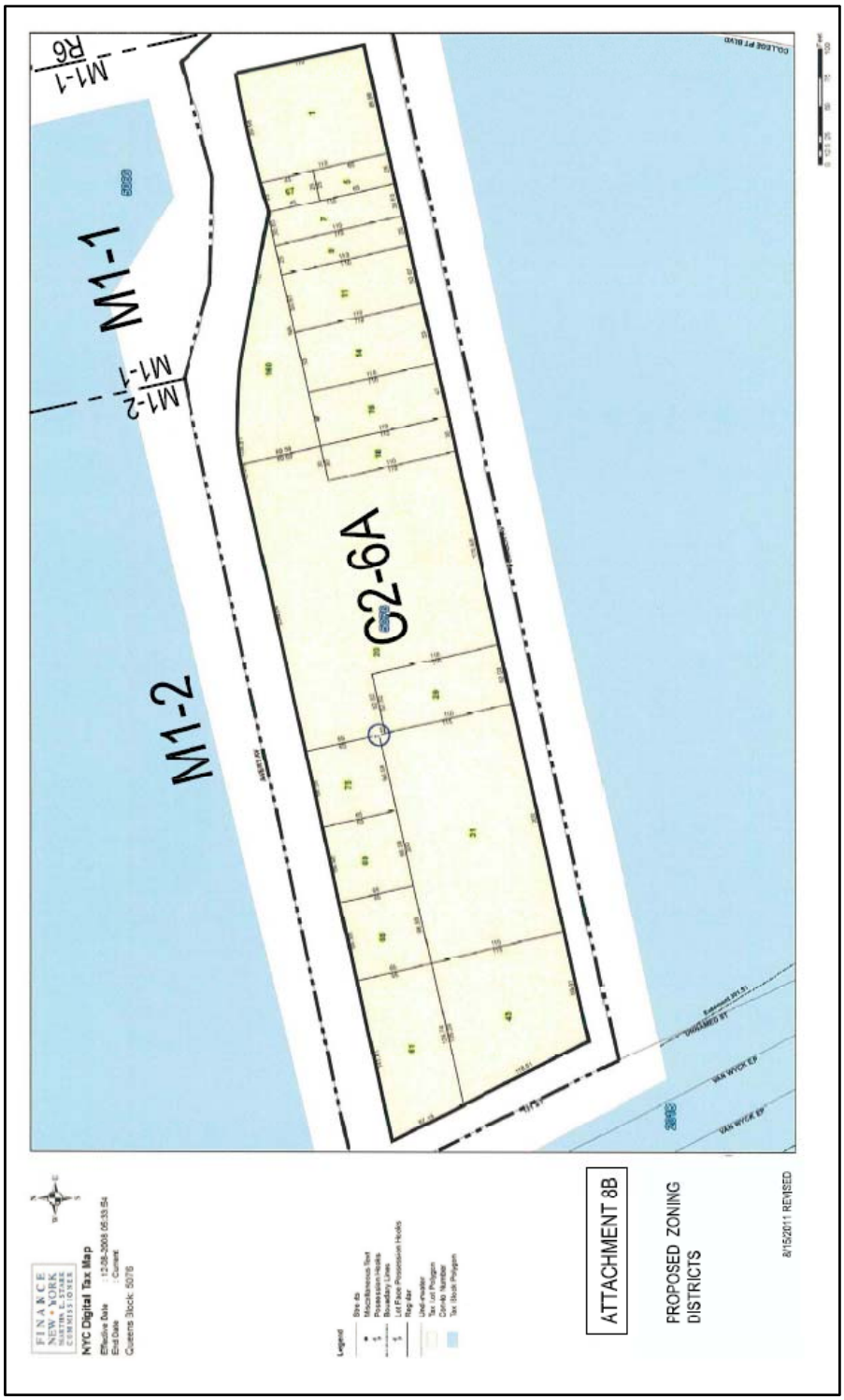


Figure 4: Proposed Zoning Map



Part II - Technical Analysis

Figure 5: Tax Map

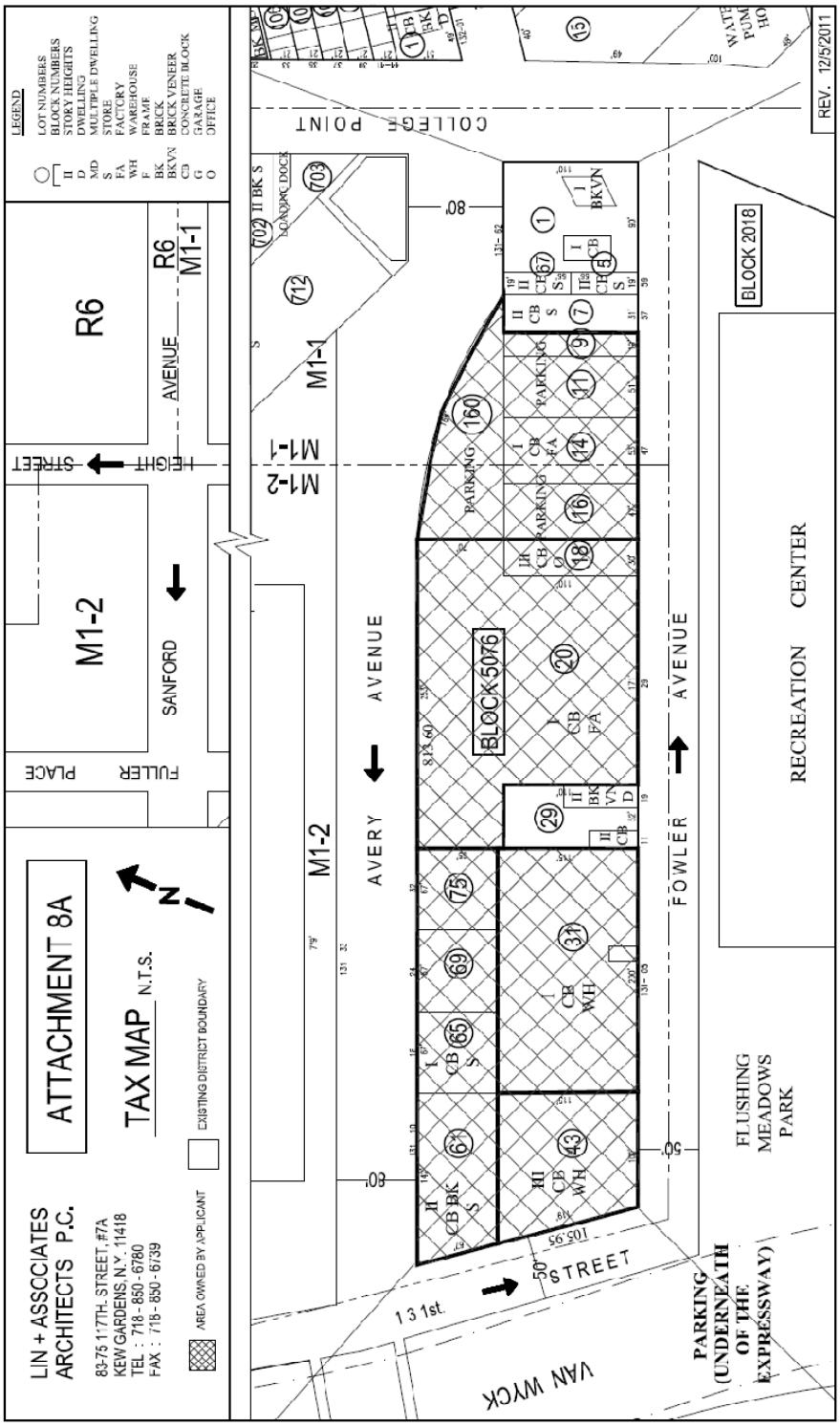
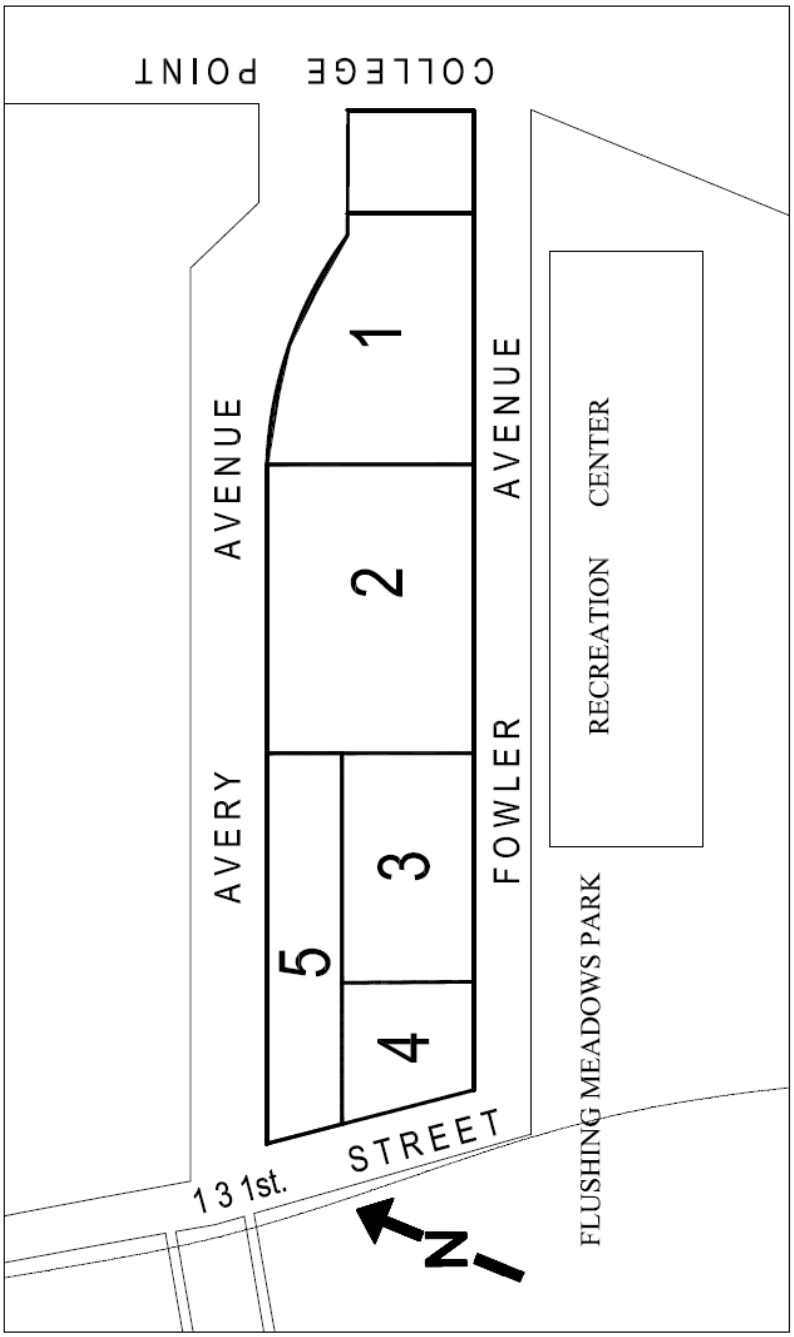
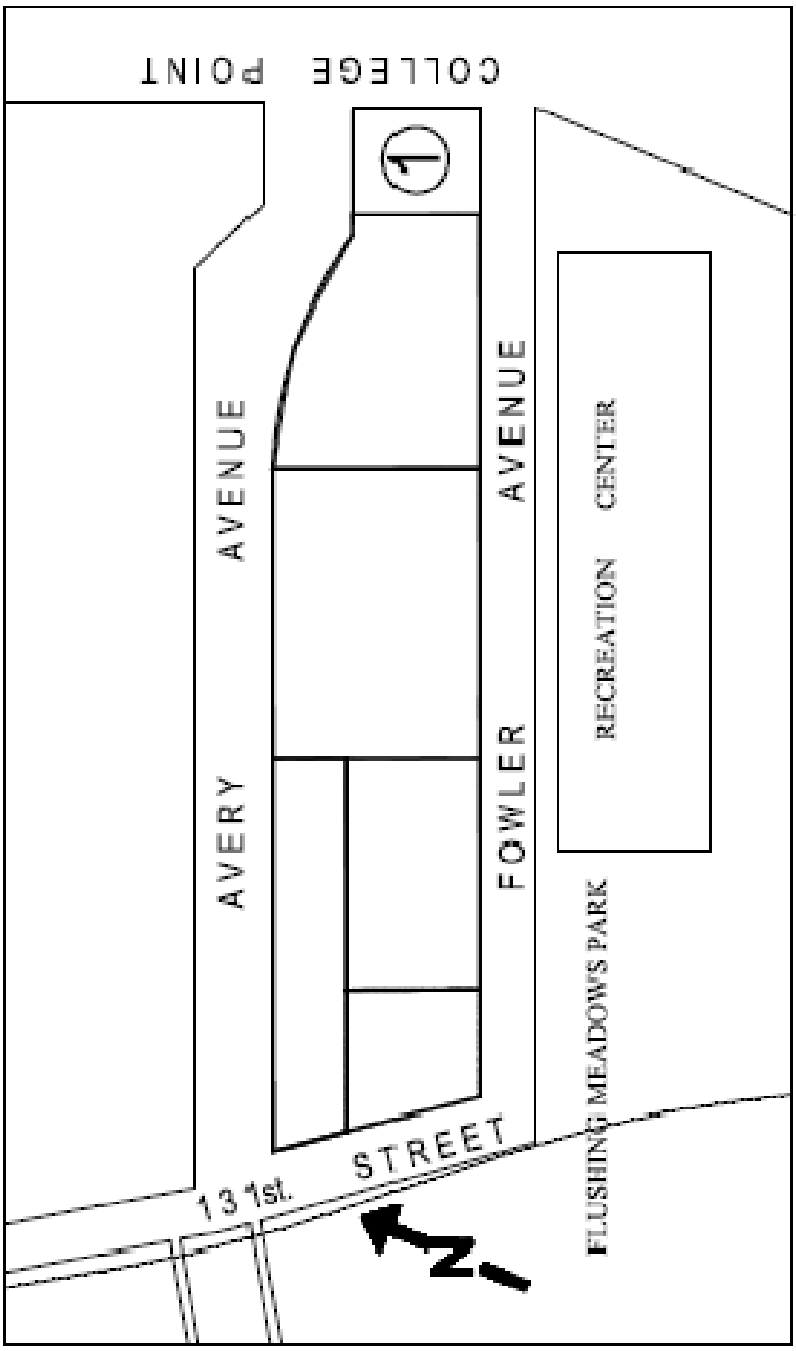


Figure 6: Projected Development Sites (PDS)



Information regarding each specific PDS's development scenario can be found in Appendix 00

Figure 7: Potential Development Site



Information regarding Potential Site Development Issues can be found in Appendix 00.

Figure 8: Location of Mechanical Equipment

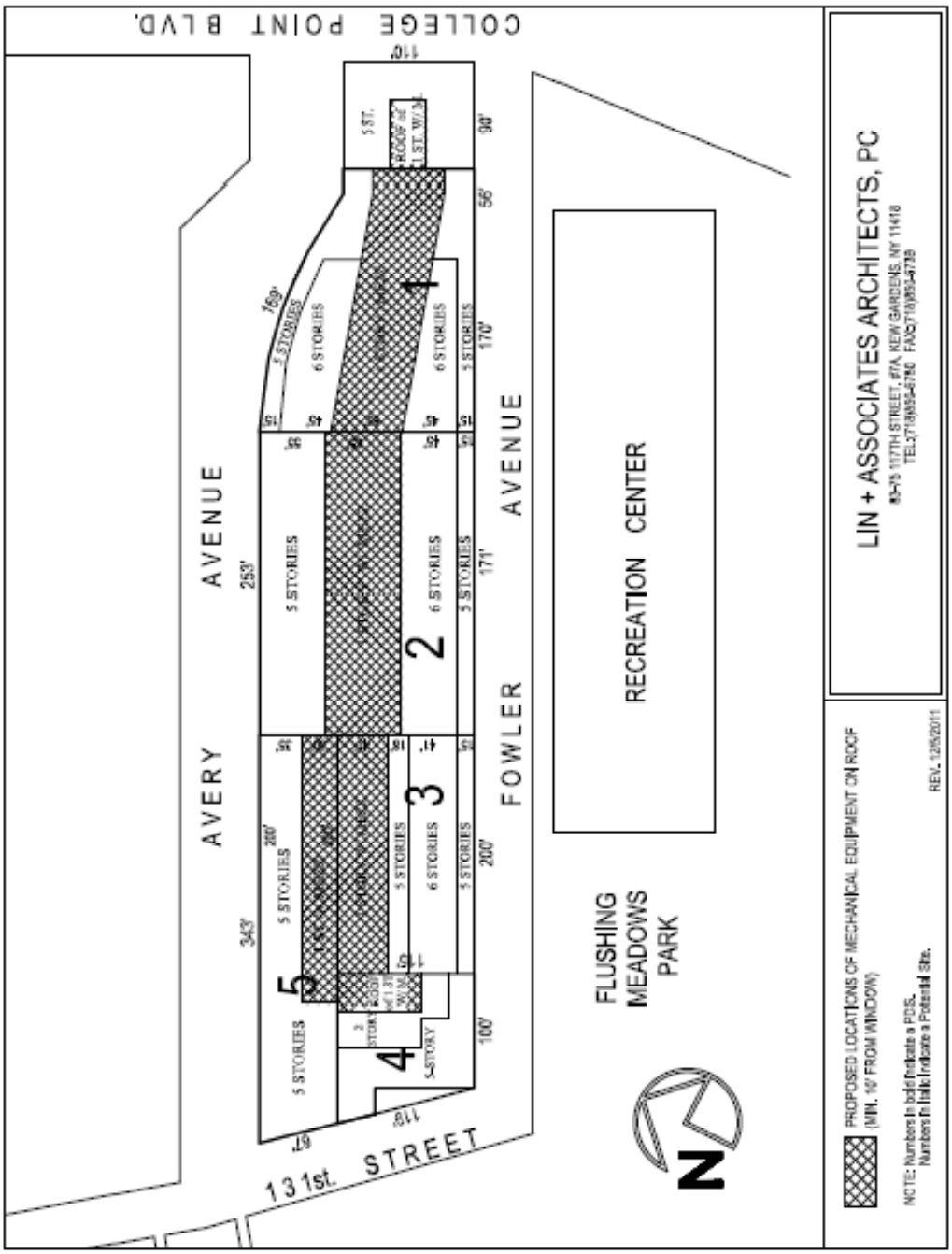


Figure 9: Curb Cut Locations

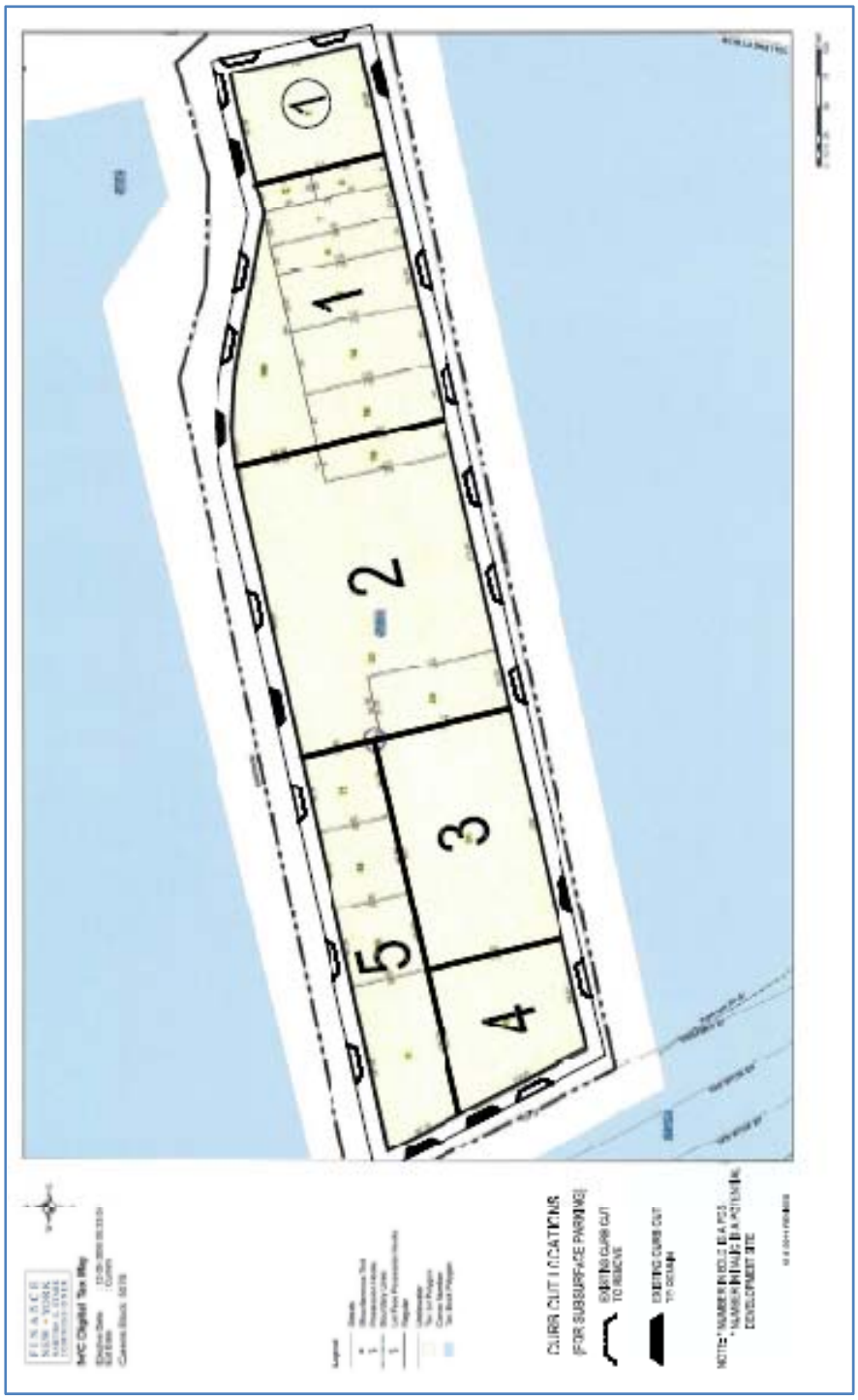


Figure 10: Street View Rendering Locations

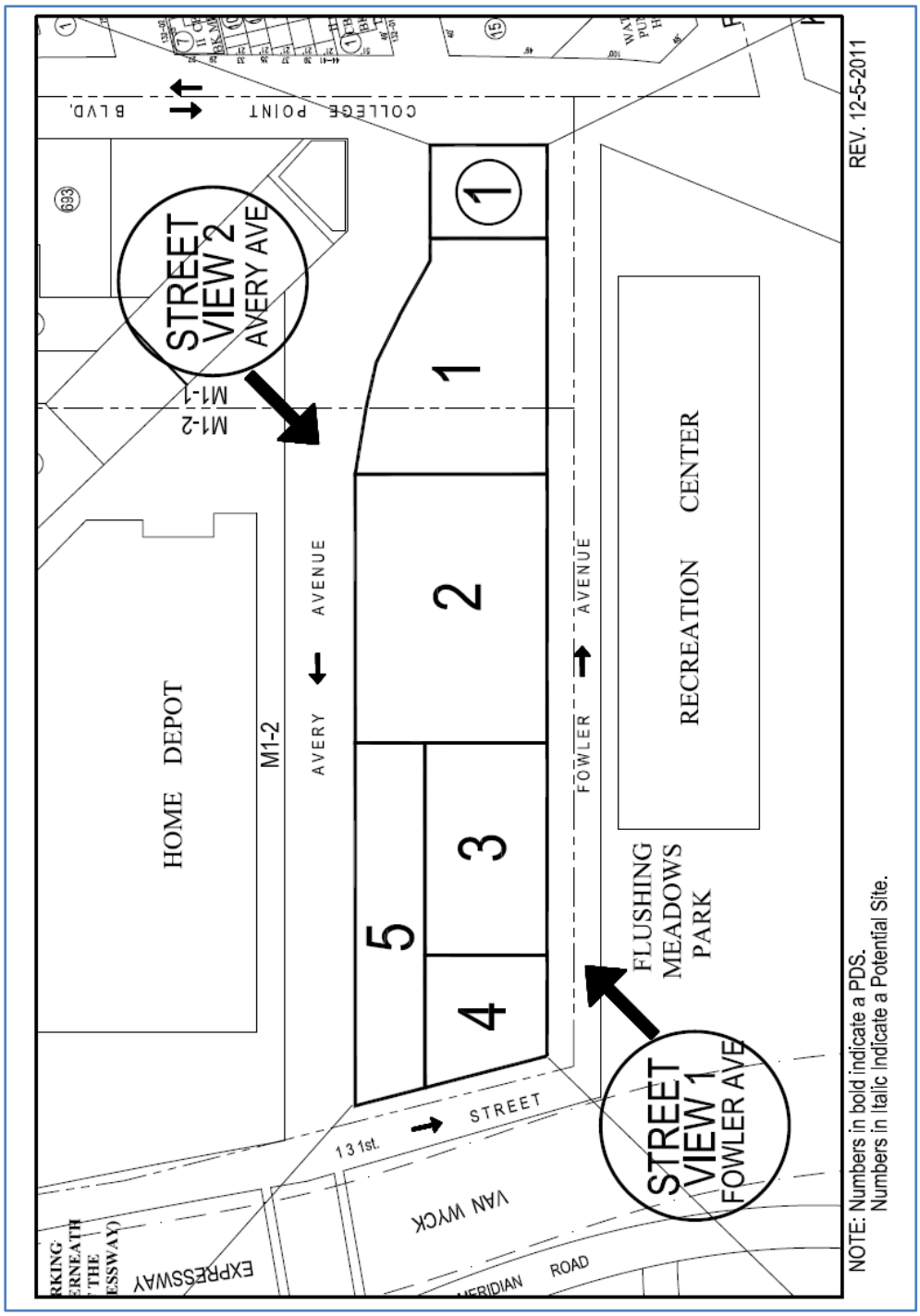


Figure 11: Street View – Avery Avenue



Figure 12: Street View 2 - Fowler Avenue



Current Site Photos (October 2011)

PDS#1 From Avery Avenue	
PDS#1 from Avery Avenue	

PDS#1 from Fowler Avenue	
PDS#1 from Fowler Avenue	

PDS#2 from Avery Avenue	
PDS#2 from Fowler Avenue	

PDS#3 from Fowler Avenue	
PDS#3 from Fowler Avenue	

PDS#4 from Fowler Avenue	

PDS#5 from Avery Avenue	
Lot 1 Potential Development Site	

00. INTRODUCTION

The Subject property is located in the Flushing section of Queens (Figure 1). The Area surrounding the subject property contains a mix of commercial, retail, residential and recreational uses (Figure 2).

Five project sponsors, the Avery Fowler Owners Group (Sponsors), are proposing a zoning map amendment affecting the entire block bounded by College Point Boulevard on the east, 131st Street on the west, Avery Avenue on the north and Fowler Avenue on the south (Subject Property) (Figure 5). The zoning designation in this area would be changed from M1-1 and M1-2 to C2-6A (Figures 3 & 4). With the exception of a mid-block two-family dwelling, a gas station fronting on College Point Boulevard, and two live poultry establishments located at the eastern end of the block, the sponsors control the remainder of the block (Figure 5).

Within the Block, all the lots are owned by the Sponsors except for Lots 1, 5, 7, 20, 29, and 67. (Lot 20 is controlled by a Sponsor by means of a ground lease.)

The Sponsors wish to develop their properties under the proposed C2-6A zoning with five to six-story residential buildings, with ground-floor neighborhood retail uses. The projected new development would be compatible with the existing medium-density residential development to the east, retail uses to the north, and Flushing Meadows-Corona Park to the south and east. The subject property is directly across Fowler Avenue from the new Al Oerter recreation center, and across 131st Street from the Flushing Meadows-Corona Park Aquatic Center and Skating Rink.

The proposed rezoning would change allowable uses from manufacturing, commercial and community facility to residential, commercial, and community facility.

Allowable FAR

Use	M1-1	M1-2	C2-6A
Manufacturing	1.0	2.0	0
Commercial	1.0	2.0	2.0
Residential	0	0	4.0
Community Facility	2.4	4.8	4.0

The bulk requirements would also change for each use as noted above.

(Note: All floor areas and floor area calculations are in "Zoning Square Feet (zsf) unless otherwise noted)

REASONABLE WORSE CASE DEVELOPMENT SCENARIO (RWCDS)

Information regarding the RWCDS can be found in Appendix 00 of this document, including the following materials:

- RWCDS Spreadsheet
- Zoning Analysis Spreadsheet
- For each of the five PDS and for the Potential Development Site
  - Current / Existing Condition photographs
  - Future Build Rendering
  - Axonometric Drawings

Projected Development Sites (PDS)

Based on the size, current use, and ownership of parcels within the subject property, five (5) sites were identified as *projected development sites* (PDS), where it is expected that redevelopment under the proposed C2-6A zoning would occur. One (1) additional site (Lot 1) was identified as *potential development site*, where the possibility of redeveloped is acknowledged, but unlikely to occur before the proposed Build Year of 2014 or immediately after. The lots were aggregated as follows:

PDS #	Lots Included	Number of Lots
1	5*, 7*, 9, 11, 14, 16, 67* and 160	8
2	18, 20*, and 29*	3
3	31	1
4	43	1
5	61, 65, 69, and 75	4
	Total Number of Lots	17

*not owned by Sponsors, but Lot 20 is a ground lease

For RWCDS purposes, it was assumed that each PDS would be redeveloped to maximize available zoning floor area, with ground-floor commercial and local retail uses and upper floor residential dwelling units (DUs). The development form for each PDS can be seen in the PDS illustrations (Appendix 00). The Proposed C2-6A District would allow each PDS to be developed without front or side yard setbacks. The zoning would also allow each of the PDS' commercial portions to be developed without rear yard setbacks at the ground floor. However, rear yard setbacks would be required at the height of the second floor, where residential uses would typically begin. All of the proposed buildings also have similar heights (five to six stories) and bulk.

Within the vicinity of the subject property, the 421-a tax abatement program is available. However, the Sponsors have chosen not to participate in the program, therefore, no affordable residential units are contemplated as part of the RWCDS.

Accessory residential parking within a C2-6A District requires a ratio of 0.5 parking spaces per dwelling unit. The Sponsors are planning to provide more than this minimum. The requirement can be waived if fewer than 15 spaces are required. It is assumed that 60% of each PDS's cellar floor area would be available for accessory parking. No accessory parking would be required for commercial uses.

Table 1
Summary of Projected Development Sites – Block 5076 (without Lot 1)
(Zoning Floor Area)

Condition	Residential		Commercial	Manufacturing
	Floor Area	Dwelling Units	Floor Area	Floor Area
Existing	2,850	2	94,362	29,361
Future No-Build	2,850	2	243,947	0
Future Build	384,968	378	148,100	0
Difference Between No-Build & Future Build	**382,118**	**376**	**-95,847**	**0**

The number of workers on the subject property was estimated at two retail workers per 1,000 sf and three office workers per 1,000 sf. The existing number of manufacturing employees was estimated during a 2010 site visit.

Table 2
Number of Workers

Condition	Commercial	Manufacturing
Existing	188	87
Future No-Build	488	0
Build	296	0
Difference Between No-Build & Future Build	**192**	**0**

Potential Development Sites

As noted above, one parcel (Lot 1) within the subject property is considered unlikely to be developed in the foreseeable future, due to size, current use, and/or ownership. A development scenario for this potential development site (#1) is also provided in Appendix 00. The possibility of its redevelopment is acknowledged, and potential site-specific environmental issues associated with its potential redevelopment would be assessed. However, this site is not included in assessment of the density-related issues associated with cumulative development of the subject property.

Below is a summary for the potential development that could occur on Lot 1.

Table 3
Potential Development Site – Block 5076 / Lot 1
(Zoning Floor Area)

Condition	Residential		Commercial Floor Area	Manufacturing Floor Area
	Floor Area	Dwelling Units		
Existing	0	0	1,421	0
Future No-Build	0	0	9,898	0
Future Build	28,492	28	11,100	0
Difference Between No-Build & Future Build	**28,492**	**28**	**1,202**	**0**

Additional Existing Condition Information:

- Plans filed with DOB: Lot 18 / 131-35 Fowler Avenue (within PDS 2)

December 1990	Plans Filed	Commercial Structure
October 2008	New plans filed and construction begins	Commercial Structure
February 2010	Certificate Of Occupancy issued	Three Stories / 60 ft • Cellar storage • Ground floor retail store • Floors 2 and 3: Office

- Plans filed with DOB: Lot 43 / 131-01 Fowler Avenue (PDS 4)

This site was vacant at the onset of the EAS process. DOB permits were issued and foundation construction was initiated for a small M1-2 compliant hotel.

Temporary CO issued on February 23, 2011 (three-month term) for the ground floor. Cellar contained 20 accessory parking spaces.

July 2001	Plans filed then withdrawn	Hotel proposed
April 2009	Plans filed	Warehouse proposed
August 2009	Construction started	
February 2011 April 2011	TCO issued for ground floor only	Three Stories / 48 feet • Cellar: 20 accessory parking spaces and mechanical space with storage • 1st Mez: Storage • Ground Floor: 3 accessory Parking spaces, loading berth, service wholesale – building materials, manufacturing – steel products • 2nd Floor: Warehouse • 3rd Floor: Warehouse
May 2011	Final CO	Three Stories / 48 feet • Cellar: 20 accessory parking spaces and mechanical space with storage • 1st Mez: Storage • Ground Floor: 3 accessory Parking spaces, loading berth, service wholesale – building materials, manufacturing – steel products • 2nd Floor: Warehouse 3rd Floor: Warehouse

Part II - Technical Analysis

1. LAND USE ZONING AND PUBLIC POLICY

(Additional supporting information may be found in Appendix 00.)

The proposed project, with the approval of the zoning map amendment, would result in a change in land use and zoning that is different from the surrounding area's land uses and zoning. There are no public policies, other than the NYC Zoning Resolution, that would be affected by the map amendment. The proposal is not a publicly sponsored project that would have PlaNYC implications.

The proposed rezoning would be consistent with established land use patterns in the study area and would be supportive of these ongoing development trends. The study area has seen the conversion of underutilized manufacturing space to commercial uses, new residential development in areas where such use is permitted, and construction and operations of new recreational facilities within nearby Flushing Meadows-Corona Park. The subject property's location adjacent to recreational facilities to the south and west, retail uses to the north, and medium-density residences to the east is well suited for the proposed mixed residential/commercial development. The proposed action would meet the local demand for new housing in an area where the available transportation infrastructure, community facilities, and recreational resources supports such development.

EXISTING CONDITIONS

Land Use

Affected Area:
Detailed information and photographs of existing land uses for the subject property can be found in Appendix 00. Below is summary information regarding these lots.

Part II - Technical Analysis

TABLE LU-1: AFFECTED PROPERTIES

	All Lots are in Block 5076				Notes				
	Site No.	Lot	Address	LotArea	Existing Use	OwnerName	YearBuilt	YearAlter1	YearAlter2
PROJECTED DEVELOPMENT SITES	1	5	131-59 Avery Ave	1,625	Contractor's Office	David Ustaev	2002		
		7	131-57 Avery Ave	3,370	Live Poultry	David Ustaev	UK		
		9	Fowler Ave	2,500	Accessory Parking	MCPJF Inc	Vacant		
		11	Fowler Ave	5,570	Accessory Parking	MCPJF Inc	Vacant		
		14	131-47 Fowler Ave	5,830	Retail	MCPJF Inc	UK		
		16	131-37 Fowler Ave	5,170	Accessory Parking	MCPJF Inc	Vacant		
		67	131-62 Avery Ave	1,125	Live Poultry	KMP Lucky Corp	2004	2005	
		160	Avery Ave	7,150	Accessory Parking	MCPJF Inc	Vacant		
			PDS Totals	32,340					
	2	18	131-35 Fowler Ave	3,300	Office	Angela Hai	2010		
		20	131-27 Fowler Ave	36,450	Retail	Daddy Dan Realty Co	1964	1971	1990
		29	131-19 Fowler Ave	5,720	Residential	Joan Oro	1947	1964	
			PDS Totals	45,470					
	3	31	131-05 Fowler Ave	23,000	Retail, Manufacturing	Banshee Realty Co	UK		
	4	43	131-01 Fowler Ave	12,150	Commercial	CFJ Holding LLC	UK		
	5	61	131-10 Avery Ave	8,671	Retail	Bernard Scharf	1991		
		65	131-18 Avery Ave	4,323	Retail	Bernard Scharf	UK		
		69	131-24 Avery Ave	4,323	Retail	Bernard Scharf	1996		
		75	131-32 Avery Ave	4,323	Retail	Susane Scharf	1996		
			PDS Totals	21,640					
			TOTALS	134,600					

Split Lot Arrumetions:	(sf)		
Lot 14 is split by the M1-1/M1-2 zoning district		Lot 18 History (Within PDS 2):	History Lot 43 (PDS 4)
The Lot Area	5,830	131-35 Fowler Avenue	131-01 Fowler Ave
60% is in the M1-1	3,498	prior to 1990 Vacant Site	prior to 2001 vacant site
40% is in the M1-2 district	2,332	2008 Plans filed with DOB for a commerical sturcture	2001 Hotel Plans filed wit DOB
		2010 CO issued for a Commerical Structure	2009 Warehouse Plans filed
Lot 160 is also split by the dirtict boundry			2011 DOB issues a Warehouse CO
The Lot Area	7,150		
70% is in the M1-1	5,005		Complies with the current M1-2 zoning
30% is in the M1-2 district	2,145		

	All Lots are in Block 5076				Notes				
	Site No.	Lot	Address	LotArea	Existing Use	OwnerName	YearBuilt	YearAlter1	YearAlter2
POTENTIAL DEVELOPMENT SI	1	1	49-04 College Point Blvd	9,898	Gas Stattion	BP America	UK		
			TOTALS	9,898					

Surrounding Area:

The land use study area extends 400 feet from the boundaries of the subject property (Figure 2). Land uses within the study area are predominantly recreational, residential, and commercial. The area to the north contains major retail uses, including a Western Beef supermarket and a Home Depot home improvement store. Other retail uses within 400 feet of the subject property are predominantly home improvement-related retailers selling items such as plumbing fixtures, windows and glasswork, kitchen cabinets and countertops, and flooring, as well as local-serving retail and services.

A medium-density residence area zoned R6, lies to the east of the subject property, across College Point

Boulevard. This area has experienced significant new development in recent years as underbuilt parcels are assembled and redeveloped with medium-density housing, generally ranging in height from six to eleven stories.

The subject property is bordered to the south and west by Flushing Meadows-Corona Park. A new indoor recreation center to the south opened in 2009. The Aquatic Center to the west, with indoor pool and ice rink, opened in 2008.

The elevated Van Wyck Expressway runs along the eastern edge of Flushing Meadows-Corona Park, across 131st Street from the subject property. Building heights in the study's northern commercial area are generally one to three-stories tall. Residential buildings to the east are generally two to six stories in height, although recently buildings of up to ten and eleven stories have been built.

Zoning

Affected Area:
The eastern end of the subject property, specifically Lots 1, 5, 7, 67, 9, 11, 14(part) and 160(part) is located within an M1-1 zoning district. The remainder of the lots is within an M1-2 zoning district. M1-1 and M1-2 are light industrial districts permitting manufacturing and commercial uses at a floor area ratio (FAR) of 1.0 and 2.0, respectively. M1 districts permit industrial uses that are fully enclosed and meet strict performance standards. Commercial uses are also permitted, although certain retail uses are limited in size to 10,000 square feet per establishment. Community Facilities without sleeping accommodations are permitted in M1-1 districts at 2.4 FAR, and in M1-2 Districts, the permitted FAR is 4.8.

Built floor area ratios (FAR) on zoning lots within the subject property ranges from 0 (for lots used for accessory parking for adjacent retail uses) to 2.0 (for a two-story retail structure and three-story office buildings). Overall, the area has an estimated built FAR of 1.05.

Surrounding Area:
The area to the west and south of the subject property is mapped New York City parkland, and therefore is not zoned. The area to the north is mapped with a continuation of the subject property's zoning pattern of M1-1 along College Point Boulevard, and M1-2 further west. The residential area to the east of the subject property, on the eastern side of College Point Boulevard, is within a large R6 district. R6 is a medium-density residence district permitting residential development at an FAR of up to 2.43 (3.0 for development on a wide street built pursuant to the optional Quality Housing regulations) and permitting community facility development at an FAR of up to 4.8.

FUTURE WITHOUT THE PROPOSED ACTION

Land Use

In the future without the proposed action it is likely that retail and commercial uses would continue and expand, although the mix of uses may change over time, and commercial activity on sites built to less than the permitted floor area ratio would be expanded. In the surrounding area, it is possible that additional residential development of under built sites in the R6-zoned area east of College Point Boulevard would continue.

Zoning

In the future without the proposed action, the subject property and surrounding area would not be rezoned. At this time, there are no known private applications or City initiatives to rezone this area of the City.

FUTURE WITH THE PROPOSED ACTION

Land Use

In the future build scenario (the future with the proposed action) it is projected that the lots within Block 5076 owned the Sponsors would be aggregated by ownership, and redeveloped pursuant to the regulations of the proposed C2-6A district. In addition to the aggregation of the Sponsors' Lots, Lot 29 would be redeveloped as part of PDS #2 (Figure 6). Lots 5, 7 and 67 would be redeveloped as PDS # 5.

New development would consist of midrise residential buildings with ground floor local retail space. In some cases, there would be mezzanine-level residential and local retail space as well. Existing buildings on Lot 18 and on Lot 43 would be enlarged and converted to mixed residential and local retail / commercial structures.

	Condition (gsf)			
Use	Existing	No Build	Build	Build/No Build
Commercial	94,362	243,947	148,100	-95,847
Manufacturing	29,361	0	0	0
Residential	2,850	2,850	379,438	376,588

A decrease in the amount of commercial floor area is anticipated in the Future-Build condition as compared to the Future No Action condition. It is assumed that the mix of commercial uses in the future would be similar to current retail and office uses.

The residential component of action-induced development would consist of an increment of 376 dwelling units.

Zoning

In the future with-action conditions, Block 5076 would be rezoned from M1-1 and M1-2 to C2-6A. The rezoning would change the permitted uses from commercial, manufacturing, and community facility to commercial, residential, and community facility. An existing residential use would be made conforming. The proposed zoning map amendment would map a new medium-density commercial district and would not create any zoning conflicts with established or planned land uses.

IMPACT ANALYSIS

Land Use

According to the City's 2012 CEQR *Technical Manual,* a significant land use impact may occur under the following circumstances:

If the proposed action would directly displace a land use and such a loss would adversely affect surrounding land uses, this displacement may be considered a significant adverse impact.

In general, if an action would generate a land use that would be incompatible with surrounding uses, such a change may be considered significant and adverse if:

1. The new land use or new site occupants would interfere with the proper functioning of the affected use or of land use patterns in the area.
2. The effect to land uses would be inconsistent with public policy
3. The incompatible use would adversely alter neighborhood character.

In general, if an action is expected to alter land uses in the surrounding area and the anticipated change is substantial, that change is usually considered significant, but not necessarily adverse. The change may be

considered adverse if:

- The use changes would not be compatible with other uses in the area
- The use changes would not be compatible with public land use policy
- The new development would increase density in the area, and such density does not conform to public policy and plans for the area.

4. The new development would increase density in the area, and such density can be shown to overtax the capacity of the study area to support it.
5. The use changes would accelerate existing and anticipated trends in development for the area that lead to adverse socioeconomic impacts.

As described above, the proposed project would allow the redevelopment of sites within the subject property that are currently occupied by retail and commercial uses, and with accessory parking. The new development would include a retail / commercial component, which would have commercial component similar to the commercial space being upgraded and replaced.

The nearby Home Depot serves as an anchor for the many home improvement retailers in the subject property and surrounding area. It is likely that retail uses occupying new commercial space would be similar to the current occupants, although other space may be developed with local-serving uses catering to the area's new population. Therefore, the proposed action would not result in a significant change in the amount or type of commercial activity in the area.

The proposed action would introduce 376 new residential dwelling units and 1,016 new residents[1]. This is a small increment in the context of Flushing, which is a large residential area with a rapidly growing population. The population within a ½-mile radius of the project site grew by over 7,000 people (26%) between 1990 and 2000, while the population of Community District 7 as a whole increased by over 22,000 (10%) during this period. According to the American Community Survey, the population of Community District 7 in the 2006-2008 period had increased by an additional 2,797 (11.5%) as compared to the 2000 population.

The potential new residential development under the proposed action would allow this established trend to continue. The proposed action would allow expansion of an established residential area located immediately to the east of the subject property. The scale of new development would be similar to that which currently exists in the area, and the proposed uses are compatible with surrounding land uses. No manufacturing uses would be displaced as a result of action-related development.

The proposed action would not result in any of the conditions described in the *CEQR Technical Manual* and therefore, would not result in significant adverse impacts on the area's land use. No further assessment is required.

Zoning

In the future with-action conditions, Block 5076 would be rezoned from M1-1 and M1-2 to C2-6A. The rezoning would change the permitted uses from commercial, manufacturing, and community facility to commercial, residential, and community facility. An existing residential use would be made conforming. The proposed zoning map amendment would establish a new medium-density mixed-use residential and commercial district that would not create any zoning conflicts with established or planned land uses.

Surrounding zoning districts would continue as light manufacturing (M1-1 and M1-2) medium-density residential (R6), as well as parkland. (Parkland is not zoned.) The proposed C2-6A district would not create any zoning conflicts within this surrounding context. The proposed action would not result in a significant

[1] 2010 Census: 2.74 persons per dwelling unit in CB 7.

adverse impact to the area's zoning.

No adverse Land use, zoning or public policy impacts are anticipated with the approval of the action. No additional analyses are required at this time.

2. SOCIOECONOMIC CONDITIONS

A socioeconomic assessment would be necessary if a proposed action is expected to create a net increase of 200 or more residential units. The proposed action would not displace but would allow incremental residential development of approximately 376 dwelling units. Based on Community District 7's average household size of 2.74 persons, the development would add approximately 1,031 people.

This is a small incremental increase in residential development in the context of the larger Flushing community, which is densely developed and has experienced significant population growth in recent years. The population within a ½-mile radius of the project site grew by 3 people (.01%) between 2000 and 2010, while the population of Community District 7 as a whole increased by over 4.402 (10%) during this period. The potential net addition of 376 dwelling units would allow this trend of strong residential growth to continue, but would not alter ongoing real estate trends in the area.

Therefore, it is not likely to alter conditions in the real estate market. The projected development under the proposed action would include a commercial component that would replace the commercial space, which now occupies the subject property. No affordable housing is anticipated as part of the proposed development

No significant adverse socioeconomic impacts are anticipated with the approval of the action. No additional analyses are required at this time.

3. COMMUNITY FACILITIES AND SERVICES

A community facilities assessment may be necessary if an action could potentially affect the provision of services provided by public or publicly funded community facilities such as schools, hospitals, libraries, day care/Head Start facilities, and fire and police protection. According to the screening levels established in the *CEQR Technical Manual*, there are direct and indirect effects. An assessment of the project's effects on community facilities is generally warranted if:

- A project would add more than 100 residential units to an area, introducing new population to an area that would increase the demand for services and cause potential indirect effects on service delivery. Depending on the size, income characteristics, and age distribution of the new population there may be effects on public or publicly funded schools, libraries, health care facilities, or day care/Head Start facilities.

- A project would physically alter a community facility, whether by displacement of the facility or other physical change. This direct effect triggers the need to assess the service delivery of the facility and the potential effect that the change may have on that service delivery.

The projected development would add a net increment of 376 new residential units. Based on a preliminary assessment of CEQR thresholds for analysis, as shown in Table 3-1, this project does not trigger a detailed C*EQR* analysis for libraries, health care facilities, and publicly funded day care, or Police and Fire Protection services. However, there is a potential impact to public schools. A preliminary assessment was conducted to determine the necessity of additional analysis.

Table 3-1: Preliminary Assessment of *CEQR* Thresholds

Community Facility	Threshold Per *CEQR Technical Manual* Table 6-1	376 incremental DUs		Exceeds Criteria Threshold
Public Schools	>50 elementary and			Yes
Elementary School and	middle school children	0.28	105	(Total of 150
Middle School Students	(combined)	0.12	45	elementary and middle school)
High School Students	>150 high school students	0.14	54	No
Libraries >5% Increase in ratio of residential units	>622 DUs (in Queens)		NA	No
Health Care Facilities	Sizeable New Neighborhood		NA	No
Publicly Funded Day Care/Head Start Facilities <6 years old	> 139 low-to-moderate income DUs in Manhattan			No
Fire Protection	Sizeable New Neighborhood or Direct Effect			No
Police Protection	Sizeable New Neighborhood or Direct Effect			No

Public Schools

Based on this analysis, the proposed action is not expected to have a significant adverse impact on public schools in CSD 25's Sub-district 2. The proposed action is projected to result in the development of approximately 378 new market rate units, an increment of 376 compared to existing/no-action conditions..

Pursuant to the *CEQR Technical Manual* Table 6-1a, the proposed increment of 376 dwelling units would result in the addition of 105 elementary students and 45 intermediate students to the school district.

An assessment has been made of the utilization rate of local public elementary and middle schools to determine their ability to accommodate any project-related increase in enrollment. Information on school enrollment and capacity was obtained from the Department of Education's Utilization Profiles: Enrollment/Capacity/Utilization Report 2010-2011 ('Blue Book').

The following map (Figure 3-1) shows elementary and intermediate schools located in CSD 25's Sub-district 2. Table 3-2 provides the location, enrollment, capacity, and utilization rate of elementary schools within CSD 25's Sub-district 2. As shown in this table, elementary schools within Sub-district 2 operate at 97% of capacity, and intermediate schools operate at 103% of capacity. Within CSD 25 as a whole, elementary school utilization is 104%, and Intermediate School utilization is 93%.

The proposed action has an analysis year of 2014. Accordingly, projections of school utilization during this analysis year were made, based on projections conducted for the Department of Education and the School Construction Authority's Housing Pipeline. Transportables at PS 24, PS 22, and PS 163 would no longer be available in the analysis year.

Projected elementary school enrollment including students attributable to new development identified in the School Construction Authority's Housing Pipeline for 2014 is 19,796 students in CSD 25. Projected middle school enrollment is 7,848 students in CSD 25. It is assumed that the percentage of School District 25 enrollment within Region 2 would remain constant between the existing and future no-action condition. Based on these assumptions, no-action conditions in the analysis year, elementary schools in CSD 25's Sub-district 2 would operate at 137.8% of capacity, and intermediate schools would operate at 114.5% of capacity. (Table 3-3)

The proposed action is projected to generate 105 elementary school students, which would bring the elementary school utilization rate within CSD 25's Sub-district 2 to 139.7%, an increase of 1.9% over no-action conditions. The proposed action would generate 45 middle school students, which would bring middle school utilization in Sub-district 2 to 116.5%, an increase of 2.1% over no-action conditions. (Table 3-4)

According to the *CEQR Technical Manual*, if no-action conditions exceed 105% of capacity and the proposed action would cause an increase of five percent or more in deficiency of available seats in the affected Sub-district there may be a significant adverse impact on schools. The proposed project would not cause a 5% or more increase in school utilization over the No Action for CSD 25's Sub-district 2 at either the elementary or intermediate level. Therefore, no significant adverse impact is expected for public schools as a result of this project.

Figure 3-1

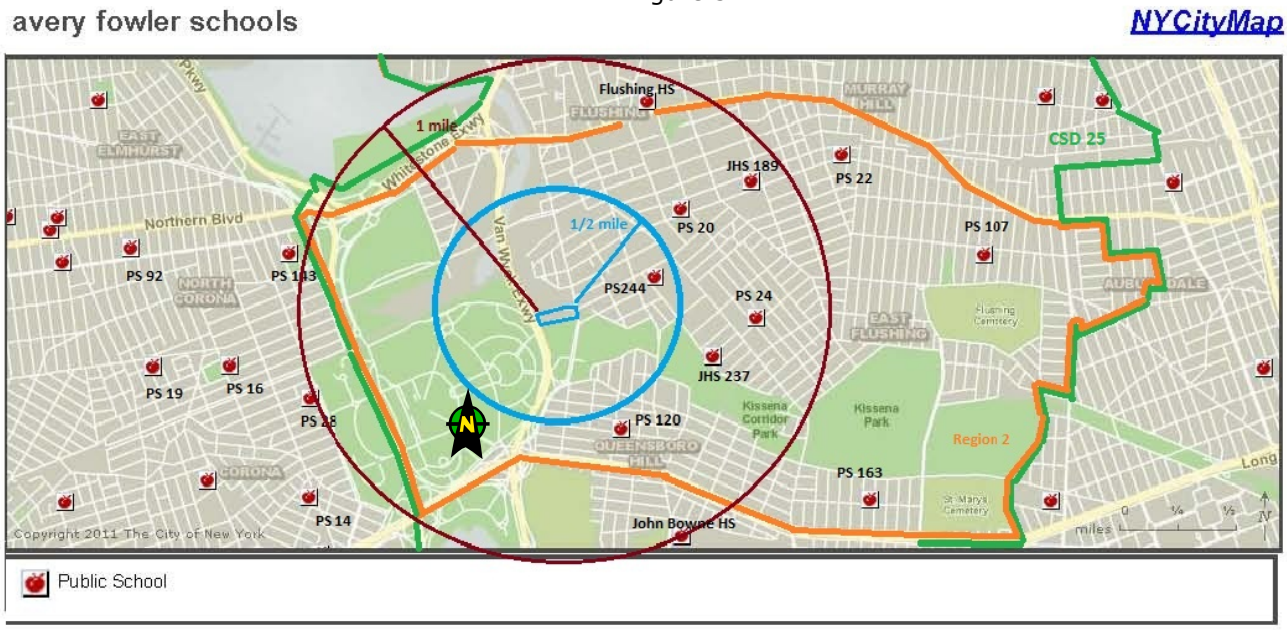


Table 3-2

Table 3-2: Existing CSD 25 Sub-district 2 and CSD 25 Public Elementary and Intermediate School Enrollment, Capacity, and Utilization for the 2010-2011 School Year

Elementary Schools in CSD 25's Sub-district 2 Map No.	School Name and Address	Grades Served	Enrollment	Capacity	Seats Available	Percent Utilization
1	PS 244: 137-20 Franklin Avenue	PK-3	328	328	0	100%
2	PS 20: 142-30 Barclay Avenue	PK-5	1453	1344	-109	108%
3	PS 24: 141-11 Holly Avenue	PK-5	746	642	-104	116%
4	PS 24 Transportable: 141-11 Holly Avenue	PK-5	86	66	-20	130%
5	PS 120: 58-01 136th Street	PK-5	885	909	24	97%
6	PS 22:	PK-5	518	996	478	52%
7	PS 22 Transportable:	PK-5	71	51	-20	139%
8	PS 163:	PK-5	470	475	5	99%
9	PS 163 Transportable:	PK-5	99	61	-38	162%
10	PS 107	PK-5	919	882	-37	104%
Total Sub-district 2 Elementary Schools			5575	5754	179	97%
Total for Elementary Schools In CSD 25			16,227	15,633	594	104%
Intermediate Schools in CSD 25's Sub-district 2						
11	JHS 189: 144-80 Barclay Avenue	6-8	794	808	14	98%
12	IS 237: 46-21 Colden Street	6-8	1207	1128	-79	107%
13	*East-West School of International Studies: 46-21 Colden St.	6-12	244	234	-10	104%
Total Sub-district 2 Intermediate Schools			2,245	2,170	-75	103%
Total for Intermediate Schools In CSD 25			7,305	7,817	-512	93%

Note: *The East-West School for International Studies, is a combined IS/HS. Data in this table is for the IS level only
Source: DOE *"Enrollment/Capacity/Utilization Report, 2010-2011 School Year"*

Table 3-3

Part II - Technical Analysis

No-Action Conditions

Table 3-3: Future No-Action

	2014 Projected Enrollment (w/ Pre-K)	Students Generated by Development (Without Action)	Total Projected Enrollment	Program Capacity	Seats Available	Program Utilization (%)
Elementary						
Sub-district 2	6,903	783	7,686	5,576	-2,110	137.8%
CSD 25	18,642	1,154	19,796	15,455	-4,341	128.1%
Intermediate						
Sub-district 2	2,148	336	2,484	2,170	-314	114.5%
CSD 25	7,353	495	7,848	7,817	-31	100.4%

Source: Enrollment Projections: *Grier Actual 2008, Projected 2009-2018.*

Note: No-Action Students based on SCA's Housing Pipeline

Note: CSD 25 Capacity does not include new capacity identified in the February 2012 SCA Capital Plan Amendment

Additional Info for Analysis:

Subdistrict Projections for CSD 25's Sub-district 2		
	Percentages for Sub-district 2	Proj. Enroll
PS	37.03%	6903
IS	29.21%	2148

SCA No-Build Student Numbers for CSD 25's sub-districts based on Housing Pipeline (see 2012 CEQR TM, Sec. 322.1 - p. 6-9)			
25	1	PS	**368**
25	1	MS	**157**
25	2	PS	**783**
25	2	MS	**336**
25	3	PS	**3**
25	3	MS	**1**
Total	Elementary		**1154**
Total	Intermediate		495

Table 3-4
With Action Conditions

Table 3-4: Future - With Action

	2014 No -Build Projected Enrollment (w/ Pre-K)	Students Generated by Development (With Action)	Total Projected Enrollment	Program Capacity	Seats Available	Program Utilization (%)	No Action Program Utilization (%)	Difference between No Action and With Action
Elementary/K-8 Schools								
Sub-district 2	7,686	105	7,791	5,576	-2,215	139.7%	137.8%	1.9%
CSD 25	19,796	105	19,901	15,455	-4,446	128.8%	128.1%	0.7%
Intermediate/Secondary Schools								
Sub-district 2	2,484	45	2,529	2,170	-359	116.5%	114.5%	2.1%
CSD 25	7,848	45	7,893	7,817	-76	101.0%	100.4%	0.6%

Source: Enrollment Projections: *Grier Actual 2008, Projected 2009-2018.*

Note: No-Action Students based on SCA's Housing Pipeline

Note: CSD 25 Capacity does not include new capacity identified in the February 2012 SCA Capital Plan Amendment

4. OPEN SPACE

Under the City's Environmental Review Procedures (CEQR), an analysis of open space is conducted to determine if a proposed action would have either a direct impact resulting from elimination or alteration of open space, or an indirect impact resulting from overtaxing available open space resources.

The proposed action would not directly displace any open space and would not significantly affect the utilization of existing open space resources. The proposed rezoning action could potentially result in 376 additional dwelling units within the rezoning area. Assuming that unit occupancy of new development is similar to existing household size within Community District 7 (2.74 persons per household), the additional 376 units would result in an increase in the residential population of 1,031. Because more than 350 additional residents would be added to the study area, a preliminary assessment was undertaken.

EXISTING CONDITIONS

According to the new Technical Manual, the Flushing Meadows neighborhood of Queens is considered a "Well-Served Area" of the City. As such, an open space assessment should be conducted if that project would generate more than 350 residents or 750 workers. The expected number of new residents exceeds the 350 person threshold and therefore, a Preliminary Assessment of open space resources is warranted.

The subject property is located immediately north and east of Flushing Meadows-Corona Park, one of the largest and best-equipped public open spaces in New York City. The area of Flushing Meadows-Corona Park directly across Fowler Avenue from the project site contains a new indoor recreation center, as well as new athletic fields. A skating rink and aquatic center is located to the west of the subject property, on the other side of 131st Street and the Van Wyck Expressway.

Based on the City of New York Department of Parks website, the following publicly accessible open spaces are within ½-mile of the subject property:

Public Open Space Resources

Name	Location	Type of Space	Size (Acres)
Flushing Meadows-Corona Park	Grand Central Pkwy/ Van Wyck Expressway	Passive and Active	1,255.42
Kissena Corridor West	Kissena Blvd/Lawrence St	Passive and Active	100.87
Maple Playground	Kissena Blvd/Maple Ave	Active Space	0.98
Bland Playground	40th Rd/Main Street	Active Space	0.55
Bowne Playground	Union St/Sanford Av	Active	1.82
		TOTAL	**1,359.64**

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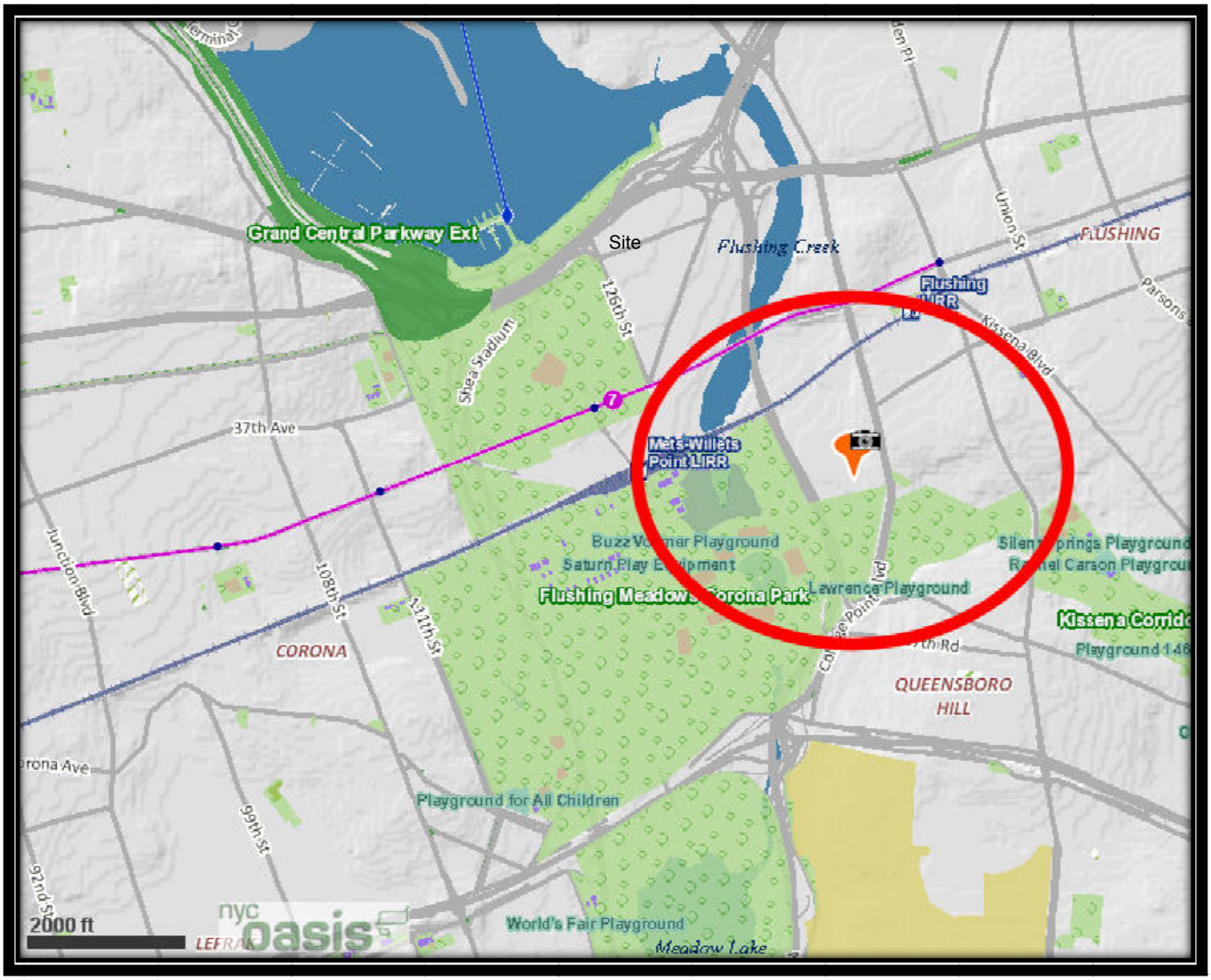

The Affected / Study area is the "RED" circle above.

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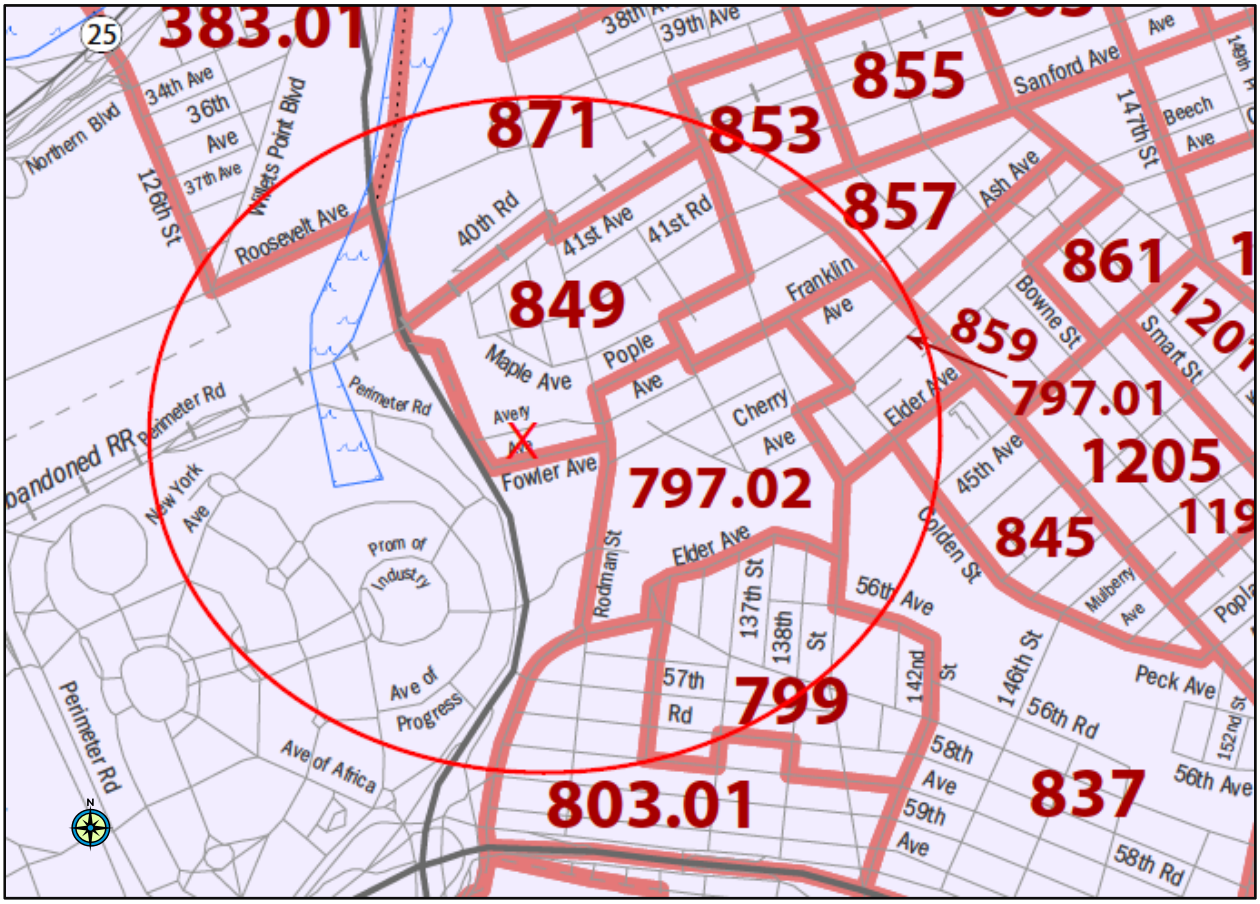
User population for the open space study area was obtained by referring to 2010 U.S. census data for those census tracts, which are 50% or more within the ½-mile radius.

The Affected / Study area is the "RED" circle below.



Tract	Population (2000)
849	7,642
871	1,753
797.02	4,502
799	3,425
853	5,764
797.01	7,055
TOTAL	**30,140**

Based on these figures, the study had an open space ratio of 45.1 acres per thousand population in 2010. This ratio is far in excess of the 2.5 acres per thousand residents that has been identified in the CEQR Technical Manual as a planning goal.

FUTURE WITH ACTION CONDITION

The proposed action has the potential to increase residential population in the open space study area by 1,031. This would bring area population to 31,171, and would decrease open space ratio to 43.6 acres per thousand population. This new ratio would still be far in excess of the citywide average of 1.5 acres per thousand residents, and the neighborhood would continue to be exceptionally well served in open space resources.

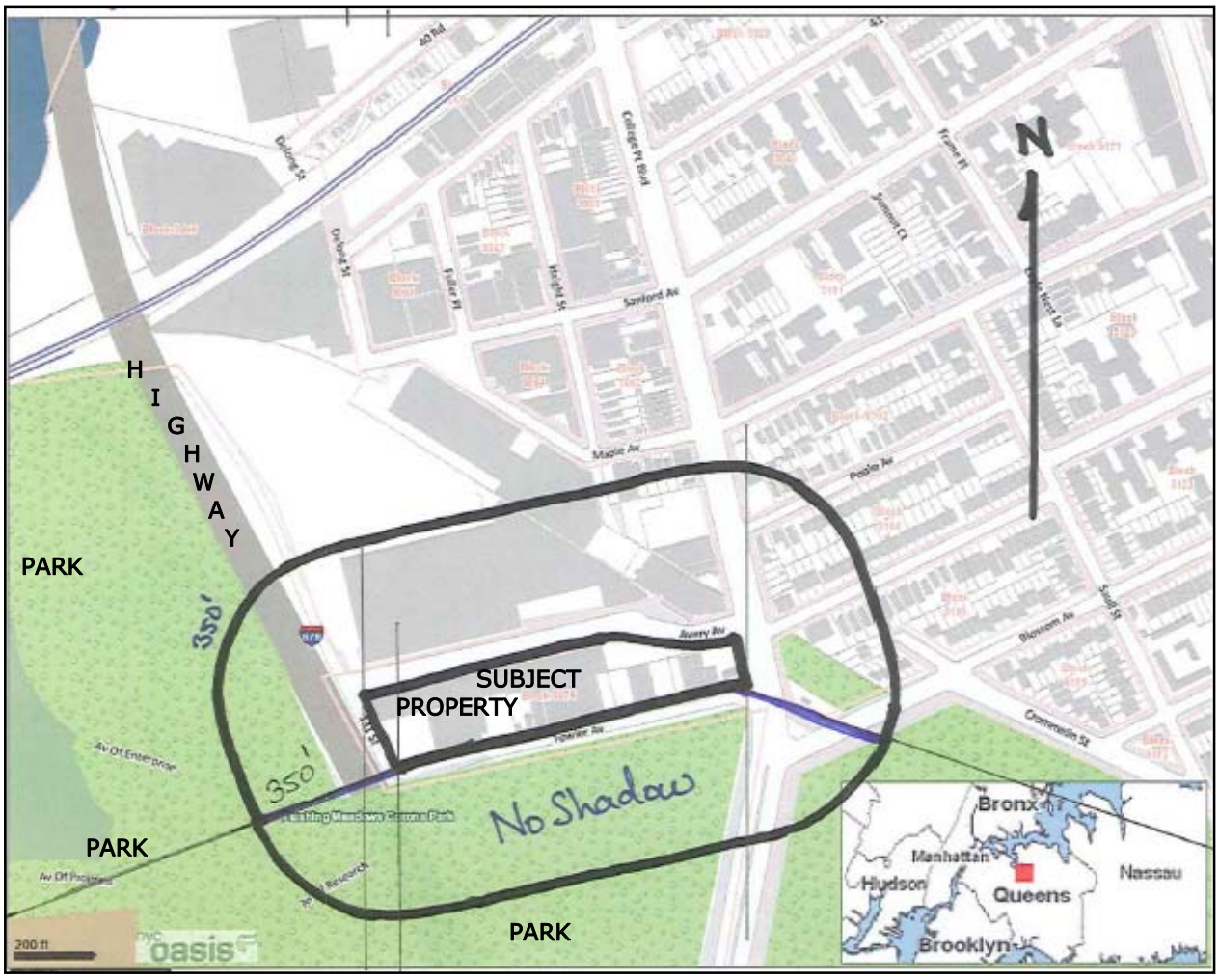
No significant adverse impacts to open space resources are anticipated. No additional analyses are required at this time.

5. SHADOWS

Pursuant to CEQR, actions resulting in developments less than 50 feet tall generally do not require a shadow analysis unless the site is adjacent to a park, historic resource, or important natural feature. The subject property is across Fowler Avenue and 131st Street from Flushing Meadows-Corona Park. Development under the proposed C2-6A district would allow buildings to have a maximum height of 80 feet. Because this exceeds the 50' threshold, a Preliminary Assessment was undertaken.

Shadow impacts are generally a concern where sunlight-sensitive uses are located to the east, north, or west of a development site, since the sun travels across the southern sky, generating westward shadows in the morning, with the shadow coverage swinging to the north and finally to the east as the sun sets.

Therefore, the projected development would not cast significant shadows on the portion of Flushing Meadows-Corona Park located south of the subject property, across Fowler Avenue. In any event, this portion of the park is occupied by an indoor recreation center, so that any changes in shadow coverage would not affect the usability of this resource.



The study area is noted by the oval above.

The subject property is bounded to the west by 131st Street. Immediately beyond 131st Street, the elevated six-lane Van Wyck Expressway runs in a generally north-south direction along the eastern edge of Flushing Meadows-Corona Park. The area beneath the expressway is used for parking equipment storage, and the portion of the park immediately adjacent to the expressway is currently affected by the shadows and noise generated by the expressway. Because of the size and height of the Van Wyck Expressway, and its location to the west of the subject property, within the boundaries of the park, any shadow coverage from potential development in the subject property would be largely subsumed by existing shadows cast by the expressway.

As shown above, the portion of the park that could be affected by project-generated shadows is primarily occupied by the aquatic center/skating rink and its parking lot. Shadows cast on this building and its parking lot would not affect the usability of this indoor recreational resource. To the north of the aquatic center are the park's perimeter road, a small landscaped area with trees and grass, and a Parks Department maintenance area containing garage buildings and open parking areas. Because this section of Flushing Meadows-Corona Park consists primarily of indoor recreational facilities and maintenance facilities, any increase in shadow coverage resulting from the proposed action would not significantly affect open space resources.

CEQR considers shadows that would be cast between 90 minutes after sunrise and 90 minutes before sunset. CEQR considers shadow impact on four days of the year: The summer and winter solstices, the equinox (identical shadows are cast on the vernal and autumnal equinoxes), and a date midpoint between the equinox and the summer solstice.

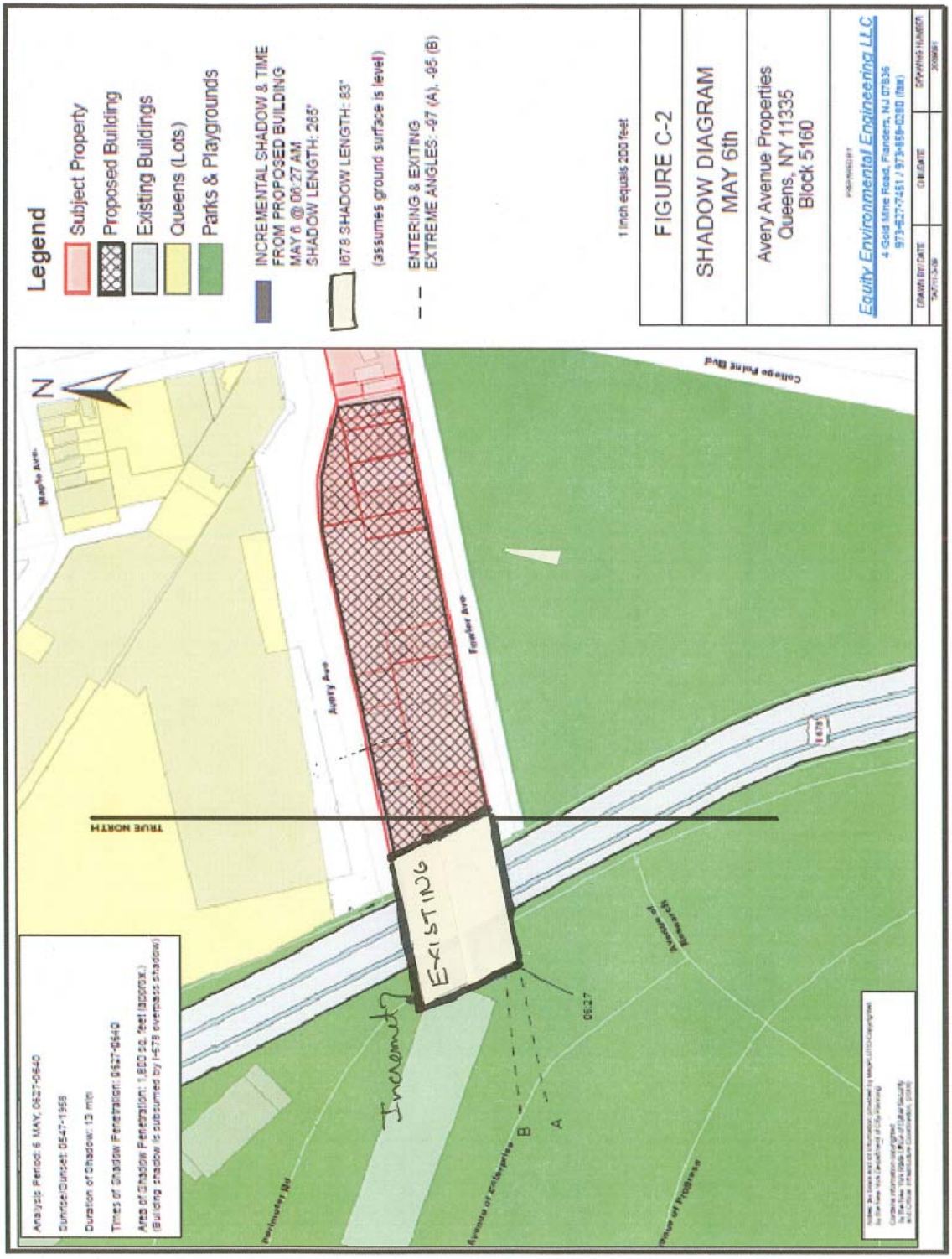
Given the orientation of the projected development relative to the park, shadows from projected development would only be long enough to reach Flushing Meadows-Corona Park during the analysis hours on the summer solstice (June 21) and the date halfway between the equinox and the summer solstice (May 6). During these two periods, project generated shadows would minimally encroach into the park beyond the existing shadows cast by the Van Wyck Expressway. The attached figures for May and June show the extent of action-induced shadow coverage on these dates.

The proposed action would not have the potential for a significant adverse impact related to any increased shadow coverage beyond that attributable to the presence of the Van Wyck Expressway in this location.

Therefore, no significant adverse shadow impacts are anticipated and no further assessment is required.

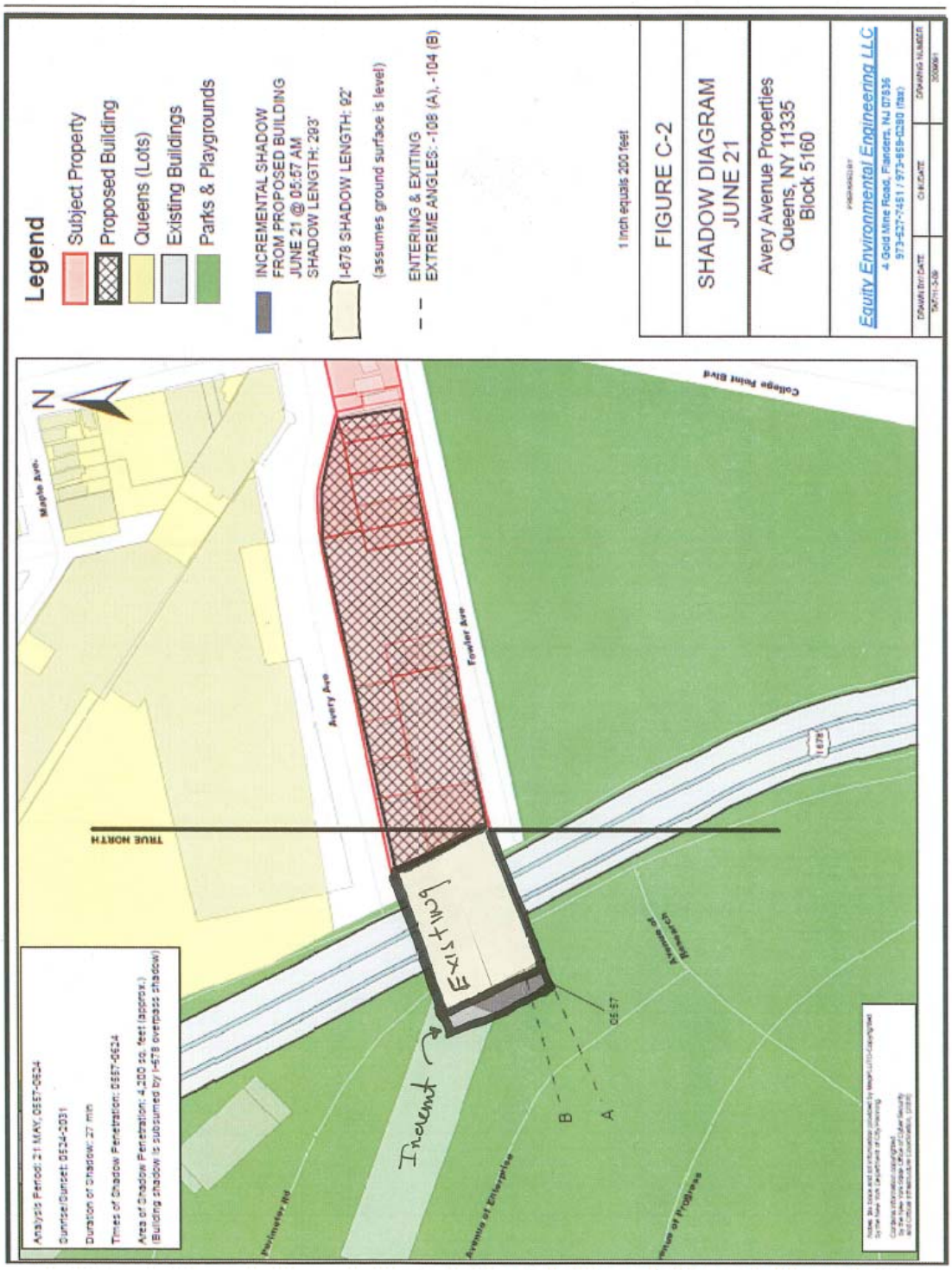
Part II - Technical Analysis

Shadow Map 1 (Modified 1/26/12)



Part II - Technical Analysis

Shadow Map 2 (Modified 1/26/12)



6. HISTORIC RESOURCES

(Appendix 6 provides additional information and correspondence related to this issue.)

The term Historic Resources encompasses districts, buildings, structures, sites and objects of historical, aesthetic, cultural, and archaeological significance. For CEQR purposes, this includes architectural and archaeological resources.

Architectural Resources

There are no known architectural resources adjacent to or within the subject property. Therefore, there is no potential for the project-related development to result in significant adverse impacts on any architectural resources. The closest landmark structure is the Unisphere within Flushing Meadows-Corona Park. This structure is over 3,000 feet from the subject property, and is too far away to have any visual relationship with the subject property.

Archaeological Resources

In a letter dated September 21, 2009, the Landmarks Preservation Commission (LPC) indicated that their review of archaeological sensitivity models and historic maps indicate the potential for the recovery of remains from 19th Century and Native American occupation for lots 9, 11, 16, 29, and 43.

Equity Environmental Engineering responded to this letter, noting that Lot 43 was currently under development, and had been fully excavated, and that the 1951 Sanborn Map and 1954 aerial photograph of the area indicate that the area was fully developed with residences at that time.

Lot 29 is not under the control of the Sponsors and based on the history of site development and the lot's small size and regular shape, archeological resources are not anticipated. LPC found this lot not to be of significance.

On February 19, 2010 and again on April 19, 2011, LPC indicated that their concerns regarding Lot 43 had been resolved. Phase II sampling would still be required on Lots 9, 11, and 16. To assure that this sampling would take place at an appropriate time, the Sponsors have entered into a Restrictive Declaration and filed same in ACRIS on December 7, 2010.

Supporting correspondence and a filed Restrictive Declaration are located in Appendix 6. This RD would ensure recovery or documentation of any archeological resources prior to redevelopment. Therefore, the proposed action would not have a potential for adverse impacts related to archeological resources.

7. URBAN DESIGN AND VISUAL RESOURCES

(Appendix 00 also contains photographs and renderings of street views for the existing and future build condition for the projected project and potential development sites, as well as the surrounding area.)

An area's urban design components and visual resources together make up the look of the neighborhood. The urban design characteristics of a neighborhood are composed of the various components of the buildings and streets of the area. An area's visual resources are its unique or important public view corridors, vistas, or natural or built features.

An assessment of urban design is typically appropriate when an action would result in a building or structures substantially different in height, bulk, size, scale and use than currently exists. A visual resources assessment is appropriate if the proposed action would change block form or would demap an active street, would map a new street or would affect the street hierarchy, street wall, curb cuts, pedestrian activity, or other streetscape elements.

The proposed C2-6A district permits medium-density residential, commercial and community facility development at a floor area ratio of up to 4.0, with a maximum building height of up to 70 feet. It is anticipated that new development would consist of mid-rise residential buildings with ground floor commercial use. Buildings would be up to six stories in height. This would introduce a new building element into the area west of College Point Boulevard, where development currently consists of one- and two-story commercial structures, with the exception of new three-story plus mezzanine commercial buildings on Lot 43 and Lot 18. (See Figures 11 and 12)

If the preliminary assessment shows that changes to the pedestrian environment are sufficiently significant to require greater explanation and further study, then a detailed analysis is appropriate. Detailed analyses are generally appropriate for:

- All area-wide rezonings that include an increase in permitted floor area or changes in height and setback requirements
- General large scale developments
- Projects that would result in substantial changes to the built environment of a historic district or components of an historic building that contributes to the re-source's historic significance

Conditions that merit consideration for further analysis of visual resources include:

- When the project partially or totally blocks a view corridor
- Blocks the view of a natural or built visual resource and that resource is rare in the area or considered a defining feature of the neighborhood
- When the project changes urban design features so that the context of a natural or built visual resource is altered, such as:
    - Alteration of the street grid so that the approach to the resource changes
    - The project changes the scale of surrounding buildings so that the context changes
    - If the project removes lawns or other open areas that serve as a setting for the resource

The new Al Oerter Recreation Center south of Fowler Avenue is also taller than most of the buildings currently within the subject property. The proposed midrise development would more closely match existing development east of College Point Boulevard, which consists of residential buildings of two to eleven stories in height.

Projected Development Sites

Streetscapes for the five PDS can be found in Appendix 00. Both Avery and Fowler Avenues are one block in length terminating at College Point Boulevard (CPB) and 131st Street. Looking west down each Avenue, from CPB, the views to the west are interrupted by the elevated Van Wyck Expressway. Looking east down each Avenue from 131st Street, the view corridors end at CPB.

The proposed scale of projected development is appropriate for its site for several reasons. Because it is separated

from the established residential community by wide, busy, College Point Boulevard, new development would be visually separated from existing residences, and would not create a clash of building types. The surrounding area does not possess a distinctive urban design context that would be affected by new development. There are no publicly accessible views to significant visual resources that would be affected by development on the projected development sites. The projected development scenario does not meet any of the criteria referenced above.

Potential Development Site

The development on Potential Development Site #1 (Lot 1) would appear as below.



Again, the proposed scale of potential development site is appropriate for its location for several reasons. Because it is separated from the established residential community by wide, busy, College Point Boulevard, this site would be visually separated from existing residences, and would not create a clash of building types. The surrounding area does not possess a distinctive urban design context that would be affected by new development. There are no publicly accessible views to significant visual resources that would be affected by development on the project site.

Therefore, the proposed action would not result in significant adverse impacts to urban design and visual resources.

Part II
Technical Analysis

8. Natural Resources

Based on thresholds presented in the Environmental Assessment Statement - Full Form this assessment is not required.

Part II
Technical Analysis

9. HAZARDOUS MATERIALS

(Additional supporting information may be found in Appendix 9.)

The potential for significant impacts related to hazardous materials can occur when:

a) Elevated levels of hazardous materials exist on a site and the project would increase pathways to human or environmental exposure;
b) A project would introduce new activities or processes using hazardous materials and the risk of human or environmental expo-sure is increased; or
c) The project would introduce a population to potential human or environmental exposure from off-site sources.

If all these elements can be ruled out, then no further analysis is necessary. However, there are specific circumstances where an assessment is necessary. The proposed action falls into such a circumstance, specifically a rezoning allowing commercial or residential uses in an area currently or previously zoned for manufacturing uses.

A Phase I Environmental Site Assessment (ESA) was prepared on April 2007 for the project site. The Phase I ESA was reviewed by DEP's Office of Environmental Planning and Assessment (November 25, 2009), and Restrictive Declarations were recommended by DEP, due to the potential presence of hazardous materials on the site as a result of past and present on-site land uses (March 26, 2010).

On March 28, 2012, the New York City Council approved the (E) Designations Text Amendment. By this text amendment, Section 11-15 of the NYC Zoning Resolution (ZR) was amended to allow the use of (e) designations to resolve Lead Agency concerns regarding the introduction of residential uses into areas of the City where they were not originally permitted by zoning. The Mayor's Office of Environmental Remediation (MOER) adopted rules, effective June 18, 2012, implementing the revised Zoning Text pertaining to the use of (e) designations.

With the revision of this ZR section, and in order to avoid any potential impacts related to hazardous materials, an (E) designation for hazardous materials would be placed on all the lots within Block 5076.

The text of the (E) designation is as follows:

> *Due to the possible presence of hazardous materials on the aforementioned designated sites there is potential for contamination of the soil and groundwater. To determine if contamination exists and to perform the appropriate remediation, the following tasks must be undertaken by the fee owners(s) of the lot restricted by this (E) designation prior to any demolition or disturbance of soil on the lot*.
>
> *Task 1*
> *The fee owner(s) of the lot(s) restricted by this (E) designation will be required to prepare a scope of work for any soil, gas, or groundwater sampling and testing needed to determine if contamination exists, the extent of the contamination, and to what extent remediation may be required. The scope of work will include all relevant supporting documentation, including site plans and sampling locations. This scope of work will be submitted to DEP for review and approval prior to implementation. It will be reviewed to ensure that an adequate number of samples will be collected and that appropriate parameters are selected for laboratory analysis.*
>
> *No sampling program may begin until written approval of a work plan and sampling protocol is received from DEP. The number and location of sample sites should be selected to adequately characterize the type and extent of the contamination, and the condition of the remainder of the site.*

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The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of the sampling data. Guidelines and criteria for choosing sampling sites and performing sampling will be provided by DEP upon request.

Task 2
A written report with findings and a summary of the data must be presented to DEP after completion of the testing phase and laboratory analysis for review and approval. After receiving such test results, a determination will be provided by DEP if the results indicate that remediation is necessary.

If DEP determines that no remediation is necessary, written notice shall be given by DEP.

If remediation is necessary according to test results, a proposed remediation plan must be submitted to DEP for review and approval. The fee owner(s) of the lot(s) restricted by this (E) designation must perform such remediation as determined necessary by DEP. After completing the remediation, the fee owner(s) of the lot restricted by this (E) designation should provide proof that the work has been satisfactorily completed.

A DEP-approved construction-related health and safety plan would be implemented during excavation and construction 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 DEP for review and approval prior to implementation.

With the implementation of the above (E) designations, no significant adverse impacts related to hazardous materials would occur. These (e) designations would ensure that any on-site hazardous materials are adequately characterized and, if necessary, remediated. No potentially significant adverse hazardous materials concerns are anticipated and no further assessment is required at this time.

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10. Water and Sewer Infrastructure

11. Solid Waste and Sanitary Services

12. Energy

Based on thresholds presented in the Environmental Assessment Statement - Full Form these assessments are not required.

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13. TRANSPORTATION

(Additional supporting information may be found in Appendix 13)

The proposed action is projected to result in the development of up to 378 new dwelling units within the rezoning area. Since there are currently two dwelling units on Lot 29 within PDS 2, the incremental residential development attributable to the proposed action is 376 dwelling units. The number of projected dwelling units exceeds the threshold level of 200 residential units in this area of the city identified in the *CEQR Technical Manual* as potentially warranting additional analysis.

The commercial component of projected development would be 95,847 square feet smaller than the amount of floor area occupied by commercial uses in a no-action condition, and so there would be no increase in commercial activity or related traffic. For this traffic assessment, it is assumed that the Future No-Build retail trips and the Future Build retail trips are essentially equal and would "net out" each other. No credit has been taken for the lost retail trips, and accordingly the traffic generation assumptions are conservative in nature.

The no-action commercial uses would likely be a combination of local retail and service uses serving the local population as well as the new recreation center. There would also be a continuation of home goods providers and retailers similar to those already in the area.

Because of the incremental residential development associated with the proposed action exceeds the CEQR threshold a further assessment was conducted.

TRAFFIC

The first step in the traffic analysis is the projection of new vehicular trips associated with the projected development. Trip generation projections were made using the trip generation rates for residential use in New York City promulgated by Pushkarev and Zupan (Table TRIP-1). Mode of travel for residents was taken from the 2000 U.S. Census data for journey to work, for census tracts in the project vicinity (Table MODE-1). It was determined that the proposed action has the potential to add up to 76 vehicular trips (cars, taxis, trucks) to the network (15 inbound and 61 outbound) during the 8 to 9 a.m. period, and up to 86 (57 inbound and 29 outbound) during the 5 to 6 p.m. period. Because these levels of induced traffic exceed the 50 vehicles-per-hour threshold identified in the *CEQR Technical Manual* as warranting further analysis, trips were assigned to the local roadway network to determine which intersections would be most heavily affected.

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TABLE MODE-1
Mode of Travel: Journey to Work

Geographic Area			Workers 16 Years and Over by Means of Transportation to Work																			
Residence of Worker			Car, truck, or van								Public transportation											
					Carpooled																	
Borough	Census Tract	Total NYC Resident Workers 16 Years and over	Total	Drove alone	Total	In 2 person carpool	In 3 person carpool	In 4 person carpool	In 5 or 6 person carpool	In 7 or more person carpool	Total	Bus or trolley bus	Streetcar or trolley car	Subway or elevated	Railroad	Ferryboat	Taxicab	Motor-cycle	Bicycle	Walked	Other means	Worked at home
Queens	079700	5,248	1,783	1,126	657	360	77	107	19	94	2,638	509	0	1,992	122	0	15	0	0	721	32	74
Queens	085100	3,112	1,038	576	462	194	63	14	123	68	1,546	361	0	1,109	47	0	29	0	0	461	30	37
Queens	087500	76	66	11	55	0	0	55	0	0	10	10	0	0	0	0	0	0	0	0	0	0
		8,436	2,887	1,713	1,174	554	140	176	142	162	4,194	880	0	3,101	169	0	44	0	0	1,182	62	111
			34%	2,127							50%	10%		37%	2%		1%			14%	1%	1%

TABLE TRIPS-1

Residential Units =	376	Percent Subway Use =	36.8%	Truck Trips/D.U./Day =	0.07
Person Trips/Unit/Day =	8.075	Percent Bus Use =	10.4%	Daily Truck Trips =	26
Daily Person Trips =	3036.2	Percent Walk Only =	14.0%	AM Truck Trips =	3
Percent Auto Use =	34%			MD Truck Trips =	2
Auto Occupancy =	1.36			PM Truck Trips =	1
Percent Taxi Use =	0.5%				
Taxi Occupancy =	1.4				

Hour Ending	Percent Two-Way Trips	Two-Way Trips	% In	% Out	I-Person Trips-I Inbound	I-Person Trips-I Outbound	I--Auto Trips--I Inbound	I--Auto Trips--I Outbound	I--Auto Trips--I TOTAL	I--Balanced Taxi Trips--I Inbound	I--Balanced Taxi Trips--I Outbound	I--Balanced Taxi Trips--I TOTAL	I--Balanced Truck Trips--I Inbound	I--Balanced Truck Trips--I Outbound	I--Balanced Truck Trips--I TOTAL	I- Total Vehicular Trips--I Inbound	I- Total Vehicular Trips--I Outbound	I- Total Vehicular Trips--I TOTAL
7:00 AM	4.1%	124	50%	50%	62	62	16	16	31	0	0	0				16	16	32
8:00 AM	3.9%	118	16%	84%	19	99	5	25	30	0	0	0				5	25	30
9:00 AM	9.1%	276	17%	83%	47	229	**12**	**58**	**70**	**1**	**1**	**2**	**2**	**2**	**4**	**15**	**61**	**76**
10:00 AM	6.6%	200	25%	75%	50	150	13	38	51	1	1	2				14	38	52
11:00 AM	5.0%	152	30%	70%	46	106	11	27	38	0	0	0				12	27	39
12:00 PM	4.4%	134	35%	65%	47	87	12	22	34	0	0	0				12	22	34
1:00 PM	4.7%	143	40%	60%	57	86	**14**	**22**	**36**	**0**	**0**	**0**	**1**	**1**	**2**	**16**	**23**	**38**
2:00 PM	4.6%	140	45%	55%	63	77	16	19	35	0	0	0				16	20	36
3:00 PM	4.2%	128	50%	50%	64	64	16	16	32	0	0	0				16	16	33
4:00 PM	5.4%	164	55%	45%	90	74	23	19	41	0	0	1				23	19	42
5:00 PM	7.2%	219	60%	40%	131	87	33	22	55	0	0	1				34	22	56
6:00 PM	10.7%	325	67%	33%	218	107	**55**	**27**	**82**	**1**	**1**	**2**	**1**	**1**	**2**	**57**	**29**	**86**
7:00 PM	9.4%	285	70%	30%	200	86	50	22	72	1	1	2				51	23	74
8:00 PM	8.3%	252	75%	25%	189	63	48	16	64	1	1	2				48	17	65
9:00 PM	3.8%	115	70%	30%	81	35	20	9	29	0	0	0				21	9	30
12:00 AM	8.6%	261	60%	41%	155	106	39	27	66	1	0	0				40	27	67
Total	100.0%	3036			1518	1518	383	383	766	7	8	15						

Hour Ending	Percent Two-Way Trips	Two-Way Trips	% In	% Out	I-Person Trips-I Inbound	I-Person Trips-I Outbound	Subway Trips Inbound	Subway Trips Outbound	Subway Trips TOTAL	Bus Trips Inbound	Bus Trips Outbound	Bus Trips TOTAL	Walk Only Trips Inbound	Walk Only Trips Outbound	Walk Only Trips TOTAL	Total Pedestrian Trips Inbound	Total Pedestrian Trips Outbound	Total Pedestrian Trips TOTAL
7:00 AM	4.1%	124	50%	50%	62	62	23	23	46	6	6	13	9	9	17	38	38	76
8:00 AM	3.9%	118	16%	84%	19	99	7	37	44	2	10	12	3	14	17	12	61	72
9:00 AM	9.1%	276	17%	83%	47	229	**17**	**84**	**102**	**5**	**24**	**29**	**7**	**32**	**39**	**29**	**140**	**169**
10:00 AM	6.6%	200	25%	75%	50	150	18	55	74	5	16	21	7	21	28	31	92	123
11:00 AM	5.0%	152	30%	70%	46	106	17	39	56	5	11	16	6	15	21	28	65	93
12:00 PM	4.4%	134	35%	65%	47	87	17	32	49	5	9	14	7	12	19	29	53	82
1:00 PM	4.7%	143	40%	60%	57	86	**21**	**31**	**52**	**6**	**9**	**15**	**8**	**12**	**20**	**35**	**52**	**87**
2:00 PM	4.6%	140	45%	55%	63	77	23	28	51	7	8	15	9	11	20	38	47	85
3:00 PM	4.2%	128	50%	50%	64	64	23	23	47	7	7	13	9	9	18	39	39	78
4:00 PM	5.4%	164	55%	45%	90	74	33	27	60	9	8	17	13	10	23	55	45	100
5:00 PM	7.2%	219	60%	40%	131	87	48	32	80	14	9	23	18	12	31	80	54	134
6:00 PM	10.7%	325	67%	33%	218	107	**80**	**39**	**119**	**23**	**11**	**34**	**30**	**15**	**46**	**133**	**66**	**199**
7:00 PM	9.4%	285	70%	30%	200	86	73	31	105	21	9	30	28	12	40	122	52	175
8:00 PM	8.3%	252	75%	25%	189	63	69	23	93	20	7	26	26	9	35	116	39	154
9:00 PM	3.8%	115	70%	30%	81	35	30	13	42	8	4	12	11	5	16	49	21	71
12:00 AM	8.6%	261	60%	41%	155	106	57	39	96	16	11	27	22	15	37	95	65	160

Roadway Network

College Point Boulevard is a major auto and truck route extending from College Point, through Whitestone and Flushing, to its southern terminus at the Long Island Expressway. In the vicinity of the project area, College Point Boulevard has two lanes in each direction, as well as a left-turn bay at the northern approach to Avery Avenue. South

of the affected area, College Point Boulevard provides access to the Van Wyck Expressway and the Long Island Expressway. To the north of the affected area, College Point Boulevard provides access to downtown Flushing and Northern Boulevard.

Avery Avenue is a one-way westbound street, providing access from College Point Boulevard to the affected area, and is a primary access route to Home Depot and Western Beef, large retail establishments located directly north of the affected area, as well as the commercial uses within the affected area. East of College Point Boulevard, Avery Avenue has one moving lane with parking on both sides. West of College Point Boulevard, adjacent to the affected area, Avery Avenue has one to two moving lanes, along with curbside parking. Fowler Avenue is a one-way eastbound street running for a single block, from 131st Street to College Point Boulevard, with one moving lane and curbside parking, although it has two moving lanes at the approach to College Point Avenue, because curb cuts and a fire hydrant preclude parking on the northern side of the street. Fowler Avenue enters College Point Boulevard from the west approximately 40 feet north of where Blossom Street, a two-way street, enters from the east. The intersection of College Point Boulevard, Fowler Avenue, and Blossom Street is controlled by a single signal, timed to give dedicated green phases to each of the three approaches. 131st Street is one-way south between Avery Avenue and Fowler Avenue, and is two-way to the north of Avery Avenue. 131st Street connects to the Flushing Meadows-Corona Park Perimeter Drive, and via that route, connects to the westbound Grand Central Parkway, as well as to Northern Boulevard, and College Point Boulevard south of the affected area.

Projected development would consist of development of five individual tracts, identified as Tracts 1 through 5. Using the same transportation planning assumptions described above, the individual development sites would generate the following traffic during the AM and PM peak travel hours:

TABLE TRIPS-2

Projected Development Site	DWELLING UNITS	AM VEHICULAR TRIPS		PM VEHICULAR TRIPS	
		Inbound	Outbound	Inbound	Outbound
1	88	3	14	13	7
2	126	5	20	19	10
3	67	3	11	10	5
4	36	1	6	5	3
5	59	2	10	9	5
TOTAL	376	15	61	57	29

It is assumed that the garage entrances for parcels 1, 2, and 5 would be located on Avery Avenue, while those of Parcels 3 and 4 would be located on Fowler Avenue.

Trip Assignment
Vehicles arriving and departing the affected area could do so via College Point Boulevard or 131st Street. Because of the one-way street pattern around the affected block, vehicles arriving at Parcels 1, 2, or 5, or departing from Parcels 3 or 4, would be forced to use College Point Boulevard. Vehicles departing from Parcels 1, 2, or 5, or arriving at Parcels 3 or 4, could use 131st Street or College Point Boulevard.

Project-generated traffic could access the regional highway system and local destinations via multiple routes. As noted earlier, 131st Street provides access, via the Flushing Meadows-Corona Park perimeter road, to the Grand

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Central Parkway and Northern Boulevard. College Point Boulevard south of the affected area provides access to the Van Wyck Expressway and the Long Island Expressway. College Point Boulevard to the north of the affected area provides access to downtown Flushing and to Northern Boulevard.

It was assumed that action-generated traffic would be evenly distributed among the access routes into and out of the area. Therefore, for trips which have the option of using 131st Street or College Point Boulevard, 1/3 were assigned to 131st Street, 1/3 to College Point Boulevard north of the affected area, and 1/3 to College Point Boulevard south of the affected area. For trips, which, due to the one-way streets surrounding the project site, cannot use 131st Street, ½ were assigned to College Point Boulevard north of the affected area, and ½ to College Point Boulevard south of the affected area. Based on these trip generation assumptions, project-generated trips would affect surrounding intersections as depicted in the following figures:

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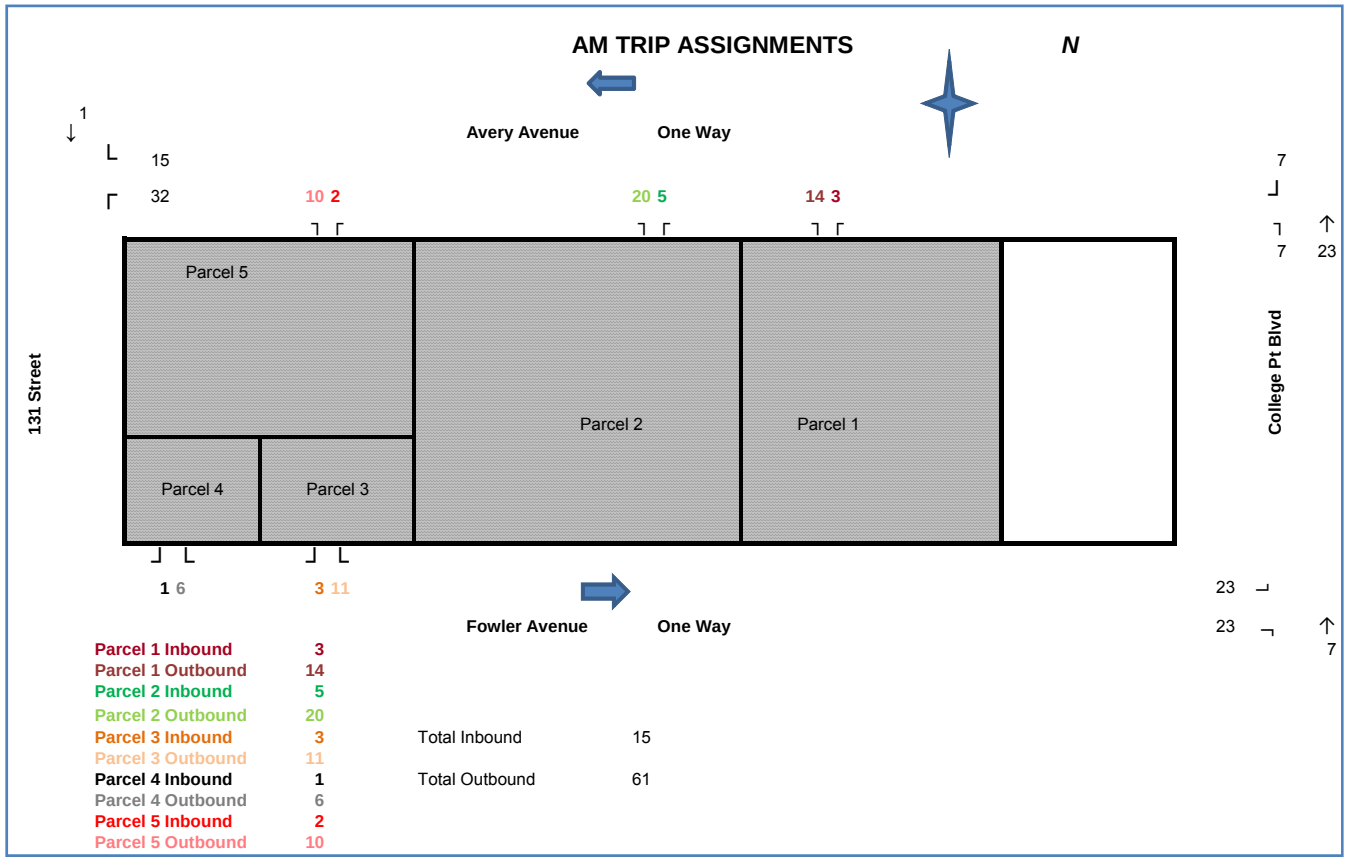

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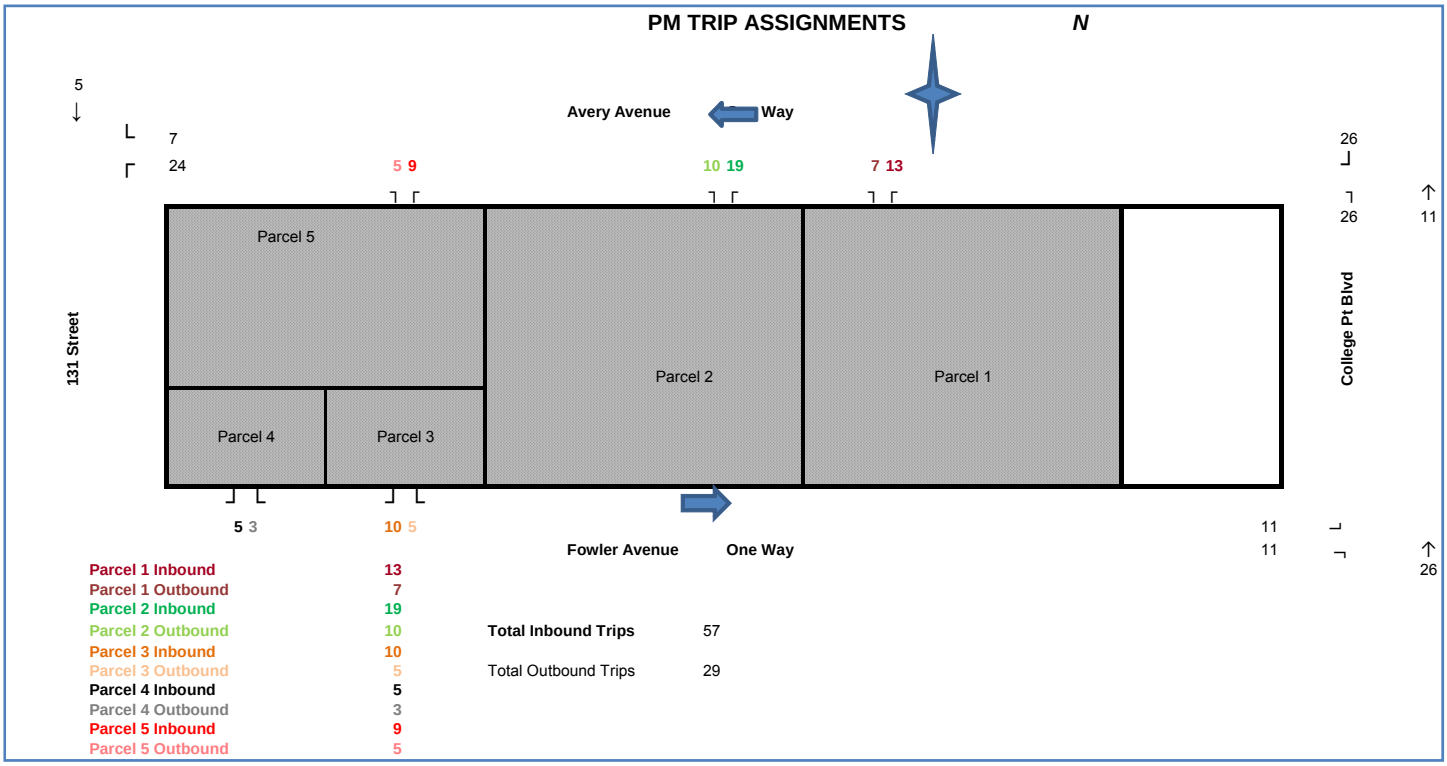

Based on this trip assignment, the intersection of College Point Boulevard and Avery Avenue receives in excess of fifty hourly trips during the PM peak period, while the intersection of College Point Boulevard and Fowler Avenue receives in excess of fifty hourly vehicles during the AM peak period. Accordingly, a Level of Service (LOS) analysis of these intersections was conducted for existing, future no-action, and future-with-action conditions for the AM and PM peak periods.

Existing Conditions

Volumes for existing conditions were gathered for the AM and PM periods, using one day of manual turning movement counts, supplemented by seven days of automated traffic recorder (ATR) counts. Official signal timing for these intersections was obtained from the Department of Transportation. Street geometry – lane widths, grade, parking regulations – was field checked. Bus movements were determined from the New York City Transit website.

Consistent with current City policy, the HCS 2000 software from the University of Florida was used to calculate signalized and unsignalized intersection levels of service. The level of service criteria for signalized intersections is based on average intersection delays. These criteria are presented below:

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Level of Service Criteria for Signalized Intersections

Level of Service	Control Delay Per Vehicle (seconds/vehicle)
A	< 10
B	10-20
C	20-35
D	35-55
E	55-80
F	> 80

Level of service was calculated for existing conditions for the AM and PM peak periods. Conditions are generally acceptable. All approaches to the intersection of College Point Boulevard and Avery Avenue operate at level of service B or C. Approaches to the intersections of College Point Boulevard with Fowler Avenue and Blossom Avenue operate at Level of Service C or D. These poorer levels of service are attributable to the extended red time at each approach due to the complicated signal timing, which gives each of the three approaches a separate green phase. (Table LOS-1) Traffic volumes under existing (2009) conditions, in the future without the condition, the incremental traffic associated with the project, and future with action conditions, are presented in Figures VOL-1, VOL-2, VOL-3, and VOL-4.

Table LOS-1
Level of Service Summary

		Existing			No Build			Build			Build - No Build	
		V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	Delay	Impact
AM												
College Point Blvd/	WB LTR	0.23	25.0	C	0.23	25.1	C	0.23	25.1	C	0.0	NO
Avery Avenue	NB L	0.54	19.0	B	0.56	19.9	B	0.58	20.8	C	0.9	NO
	NB T	0.43	10.5	B	0.44	10.5	B	0.45	10.7	B	0.2	NO
	SB TR	0.34	16.8	B	0.35	16.9	B	0.35	17.0	B	0.1	NO
College Point Blvd/	EB L	0.13	29.5	C	0.13	29.6	C	0.20	30.5	C	0.9	NO
Fowler Avenue	EB R	0.61	40.2	D	0.62	40.7	D	0.69	44.3	D	3.6	NO
	NB T	0.94	50.1	D	0.96	53.4	D	0.97	54.6	D	1.2	NO
	SB T	0.57	32.1	C	0.59	32.3	C	0.59	32.3	C	0.0	NO
College Point Blvd/	WB L	0.61	45.0	D	0.62	45.5	D	0.62	45.5	D	0.0	NO
Blossom Avenue	WB R	0.27	20.7	C	0.28	20.8	C	0.28	20.8	C	0.0	NO
	NB TR	0.89	44.4	D	0.91	46.1	D	0.92	46.9	D	0.8	NO
	SB LT	0.42	13.8	B	0.43	13.9	B	0.44	14.0	B	0.1	NO
PM												
College Point Blvd/	WB LTR	0.2	24.8	C	0.21	24.8	C	0.21	24.8	C	0.0	NO
Avery Avenue	NB L	0.45	20.3	C	0.47	21.3	C	0.54	25.2	C	3.9	NO
	NB T	0.39	10.1	B	0.4	10.1	B	0.41	10.2	B	0.1	NO
	SB TR	0.47	18.4	B	0.48	18.5	B	0.50	18.7	B	0.2	NO
College Point Blvd/	EB L	0.2	30.4	C	0.2	30.5	C	0.23	30.9	C	0.4	NO
Fowler Avenue	EB R	0.75	47.5	D	0.76	48.6	D	0.80	51.6	D	3.0	NO
	NB T	0.78	37.4	D	0.8	38.1	D	0.82	39.3	D	1.2	NO
	SB T	0.82	39.0	D	0.84	39.8	D	0.84	39.8	D	0.0	NO
College Point Blvd/	WB L	0.46	39.5	D	0.47	39.8	D	0.47	39.8	D	0.0	NO
Blossom Avenue	WB R	0.14	19.0	B	0.14	19.0	B	0.14	19.0	B	0.0	NO
	NB TR	0.8	38.3	D	0.82	39.0	D	0.84	40.5	D	1.5	NO
	SB LT	0.59	16.2	B	0.61	16.5	B	0.62	16.6	B	0.1	NO

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FIGURE VOL-1 (The North /South oriented street is College Point Boulevard)

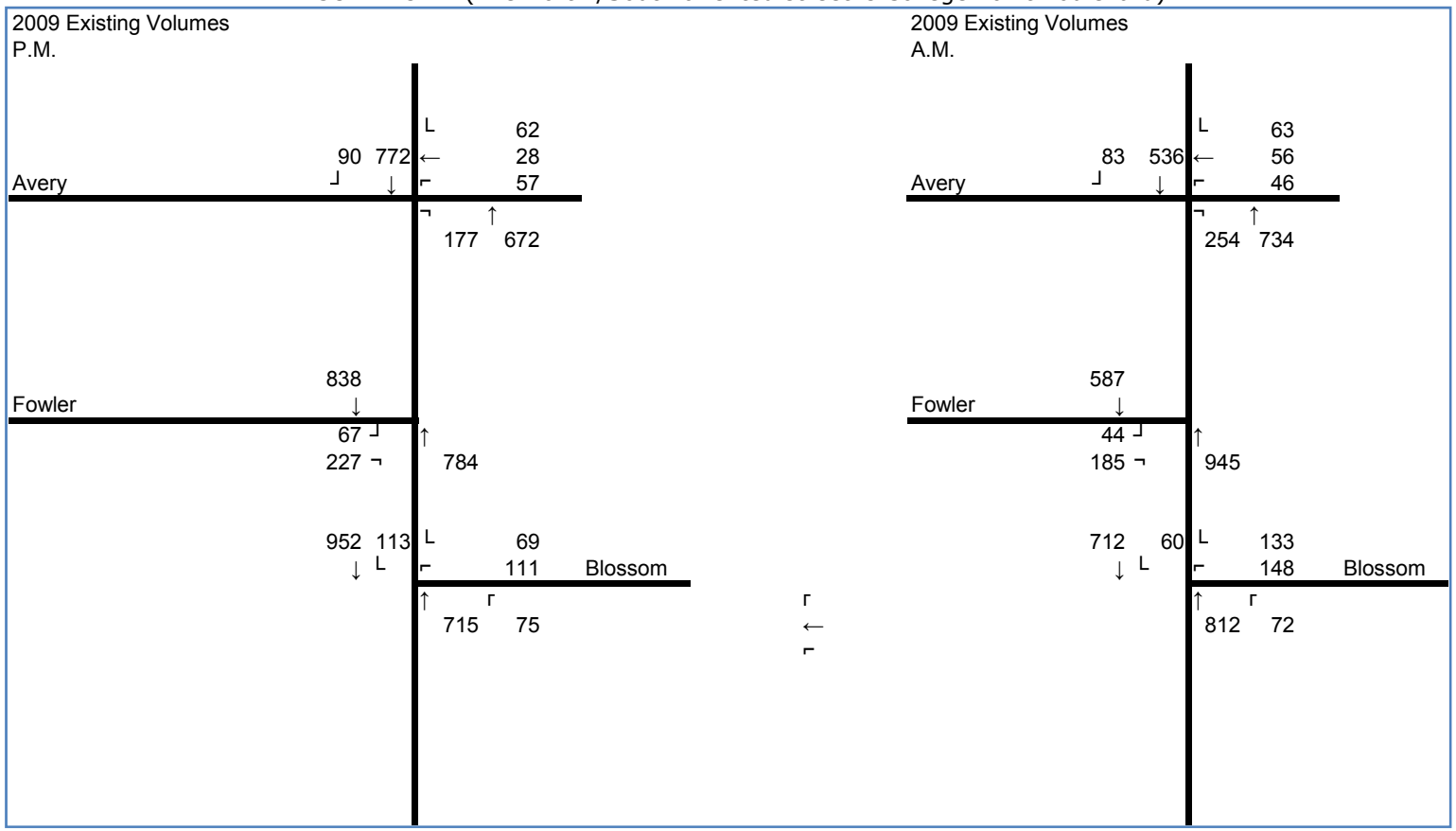

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FIGURE VOL-2 (The North /South oriented street is College Point Boulevard)

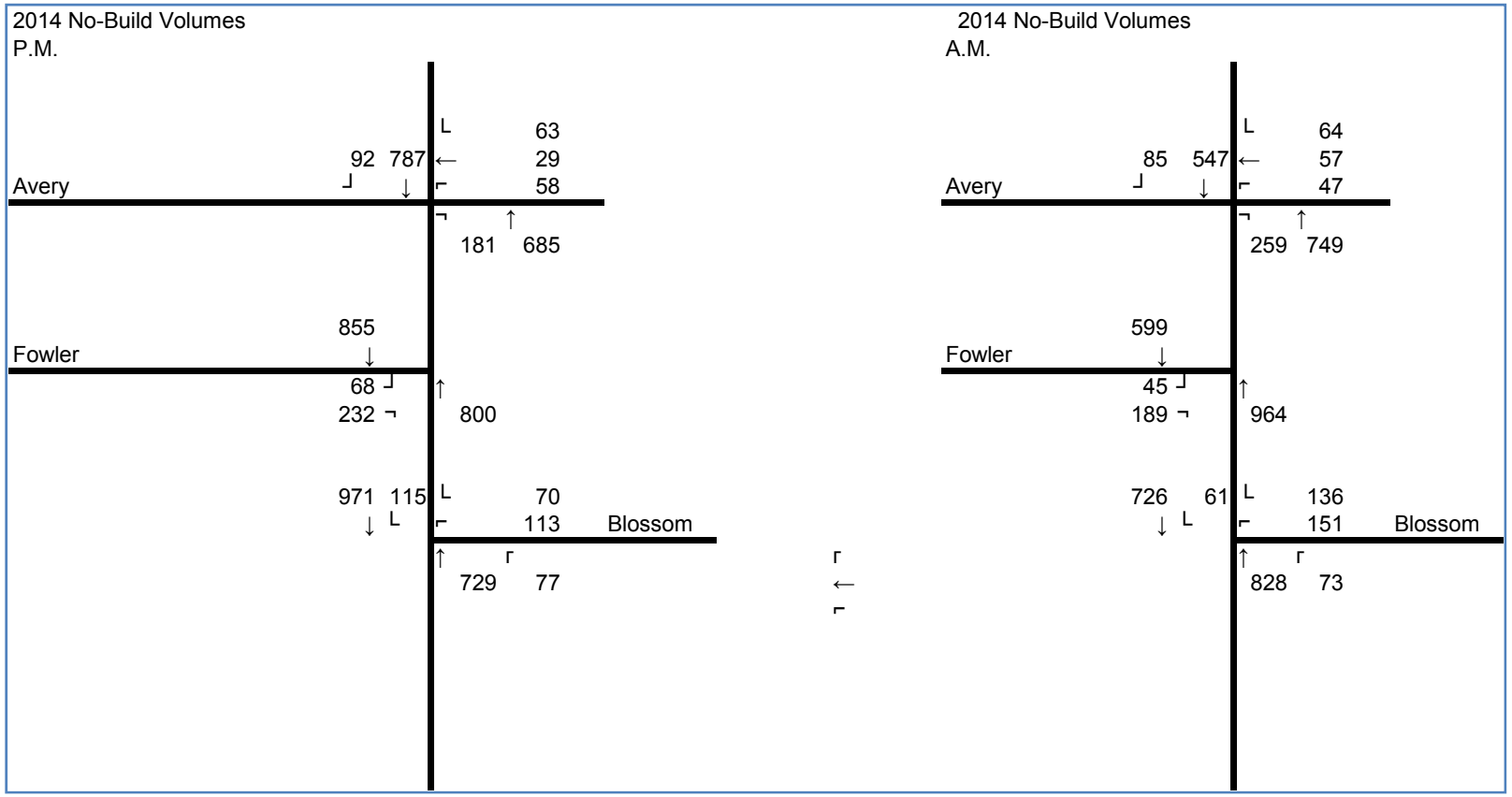

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FIGURE VOL-3 (The North /South oriented street is College Point Boulevard)

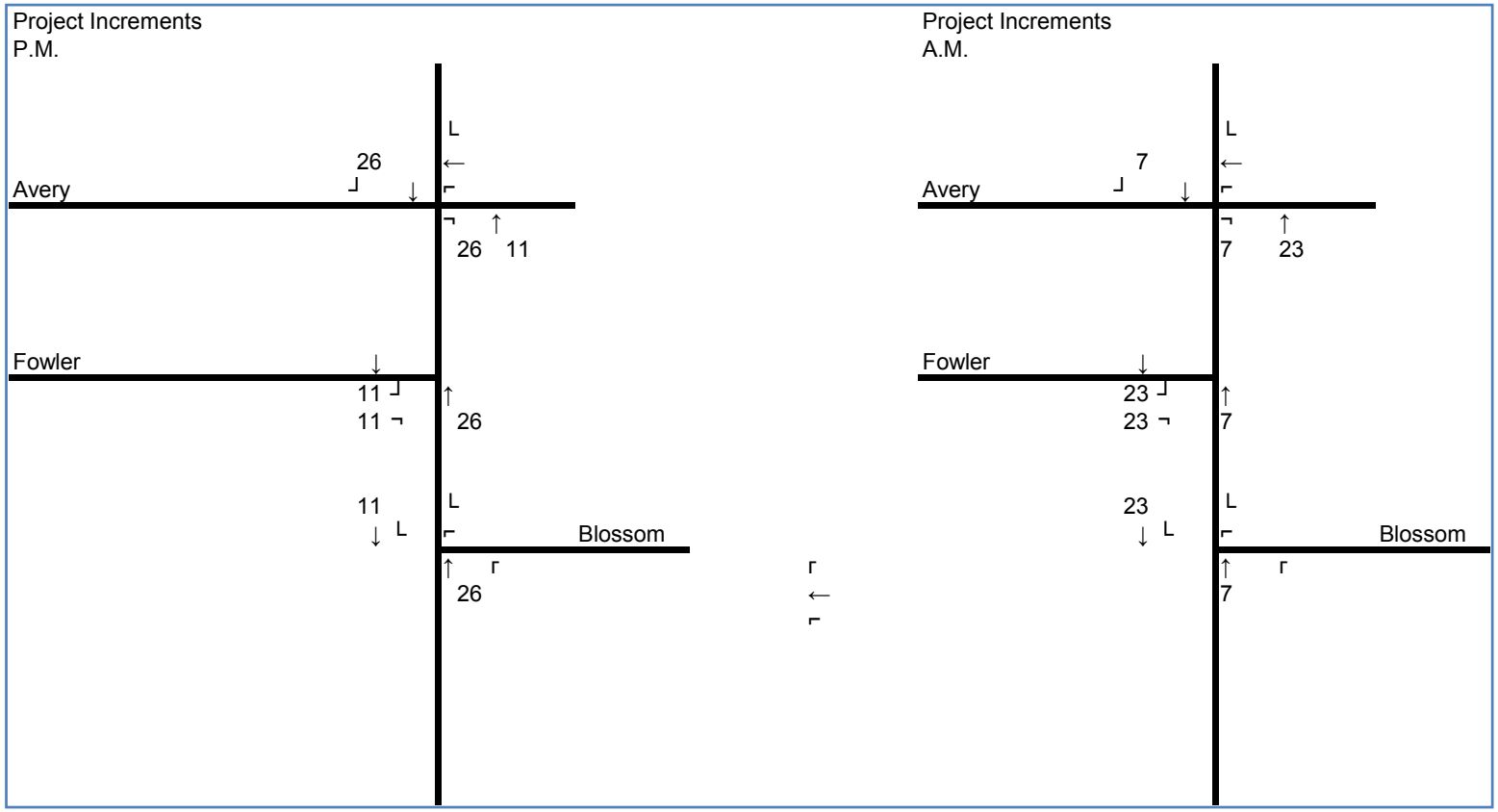

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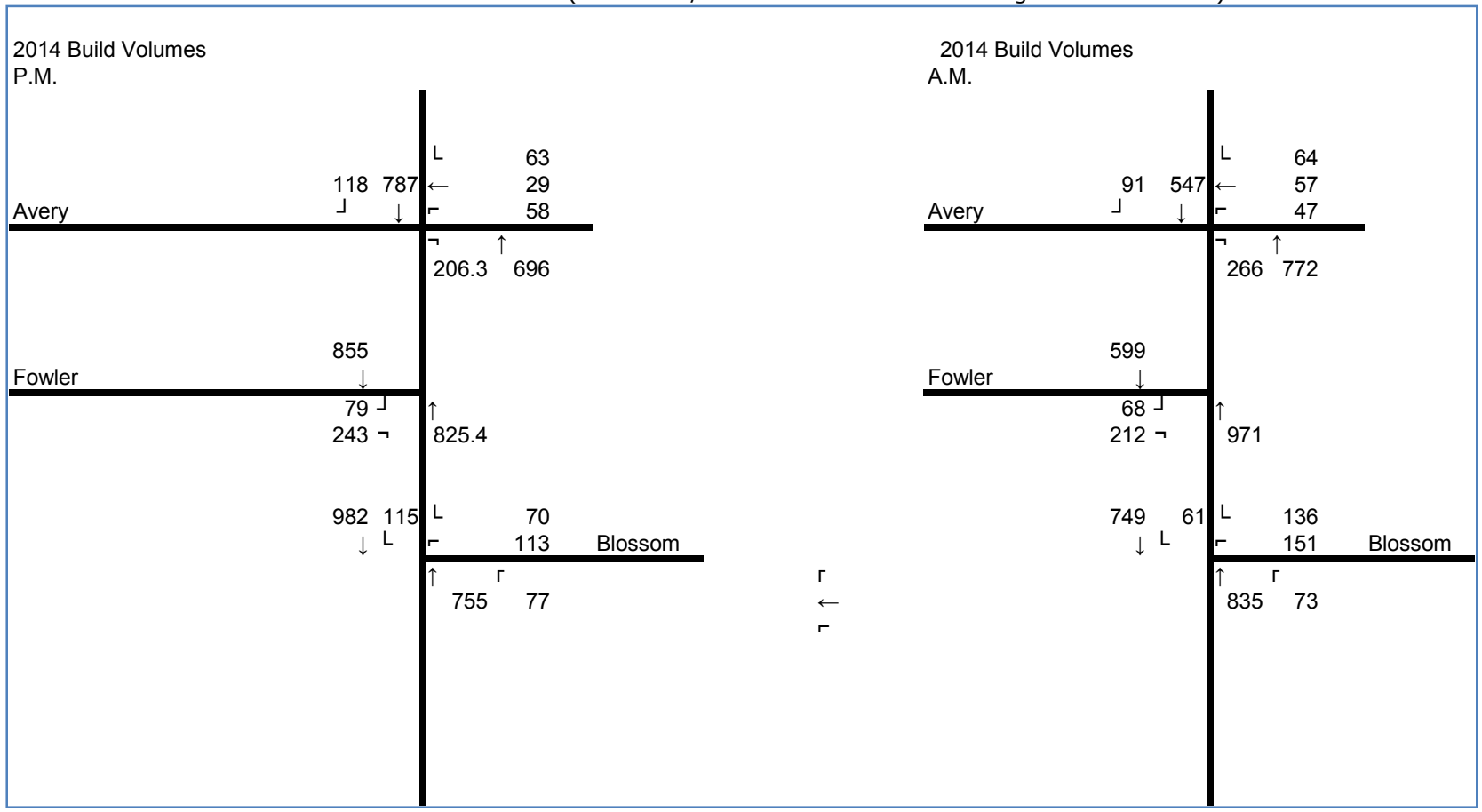
FIGURE VOL-4 (The North /South oriented street is College Point Boulevard)



No Build Condition
To account for anticipated increases in traffic before the project's expected build year of 2014, background traffic growth of 0.5 percent per year is assumed, consistent with 2012 CEQR Technical Manual methodology. With this increase in traffic, level of service remains generally acceptable. Approaches to the intersection of College Point Boulevard and Avery Avenue would continue to operate at acceptable levels of service B and C, while approaches to the intersections of College Point Boulevard with Fowler Avenue and Blossom Avenue would continue to operate at levels of service C and D, with the exception of the northbound approach to the intersection with Fowler Avenue, which would operate at Level of Service E, with an average stopped delay of 57.0 seconds during the AM peak period.

With-Action Condition
Project-generated traffic was added to no-build volumes as indicated in the previous Trip Distribution figures. With-action average delays and Level of Service are presented in Table LOS-1. According to the CEQR Technical Manual, a Build Condition Level of Service A, B, or C is not considered a significant traffic impact. Deterioration from LOS A, B, or C to Mid-LOS D (45 to 55 seconds of delay), LOS E, or LOS F would be considered a significant impact. If the No-Build LOS is D, an increase in projected delays of five or more seconds in a lane group should be considered significant if the Build delay exceeds mid-LOS D (45 seconds). For a No-Action LOS E, 4 seconds of incremental delay would be considered significant, and for No-Action LOS F, 3 seconds of incremental delay would be considered significant.

No intersection approach deteriorates from one Level of Service to another due to incremental project-generated traffic. For those approaches experiencing No-Build LOS D, the greatest project-related increment in delay would be 3.9 seconds, for the eastbound right turn at the intersection of College Point Boulevard and Fowler Avenue, during the AM peak period. . Therefore, the proposed action does not have the potential for adverse impacts related to traffic.

Parking
There are currently approximately 142 accessory parking spaces within the affected area, serving existing commercial uses within the area. The proposed C2-6A district requires accessory parking spaces equal in number to 50% of a development's dwelling units. The proposed number of dwelling units is 376, and therefore 188 spaces would be required. Based on local 2000 U.S. Census data, local households have access to a vehicle at a rate of 44% or 165 spaces. It is expected that 60% of developments' cellar space would be available for accessory parking.

However, the Sponsors would provide 268 additional parking spaces. This number exceeds both the amount required by the zoning and the rate of vehicle ownership of area households.

A parking accumulation assessment was conducted for each of the five projected development sites, based on the amount of residential and commercial space, and the number of accessory parking spaces, forecast for each site in the Reasonable Worst-Case Development Scenario. The projected parking accumulation for each site is illustrated in the following tables Parking Accumulation 1 to Parking Accumulation 5.

Development Site	Commercial Area (sf)	Dwelling Units	Accessory Parking Spaces
Site 1	32,100	88	65
Site 2	54,000	128	91
Site 3	23,000	67	46
Site 4	12,000	36	23
Site 5	27,000	59	43
TOTAL	148,100	378	268

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TABLE PARKING ACCUMULATION - SITE 1

Residential Units =	88	Percent Subway Use =	36.8%
Person Trips/Unit/Day =	8.075	Percent Bus Use =	10.4%
Daily Person Trips =	710.6	Percent Walk Only =	14.0%
Percent Auto Use =	34%		
Auto Occupancy =	1.36		
Percent Taxi Use =	0.5%		
Taxi Occupancy =	1.4		

Hour Ending	Percent Two-Way Trips	Two-Way Trips	% In	% Out	I-Person Trips-I Inbound	Outbound	I--Auto Trips--I Inbound	Outbound	TOTAL	Parking Accumulation
7:00 AM	4%	29	50%	50%	15	15	4	4	7	39
8:00 AM	4%	28	16%	84%	4	23	1	6	7	34
9:00 AM	9%	65	17%	83%	11	54	3	14	**16**	23
10:00 AM	7%	47	25%	75%	12	35	3	9	12	17
11:00 AM	5%	36	30%	70%	11	25	3	6	9	14
12:00 PM	4%	31	35%	65%	11	20	3	5	8	11
1:00 PM	5%	33	40%	60%	13	20	3	5	**8**	10
2:00 PM	5%	33	45%	55%	15	18	4	5	8	9
3:00 PM	4%	30	50%	50%	15	15	4	4	8	9
4:00 PM	5%	38	55%	45%	21	17	5	4	10	10
5:00 PM	7%	51	60%	40%	31	20	8	5	13	12
6:00 PM	11%	76	67%	33%	51	25	13	6	**19**	19
7:00 PM	9%	67	70%	30%	47	20	12	5	17	26
8:00 PM	8%	59	75%	25%	44	15	11	4	15	33
9:00 PM	4%	27	70%	30%	19	8	5	2	7	36
12:00 AM	9%	61	60%	41%	36	25	9	6	15	39
Total	1	711			355	355	90	90	179	

Local Retail Component Trip Generation

Retail Area (1,000 sf) =	32.1		
Person Trips/1,000 sf/Day =	205		
Daily Person Trips =	6580.5	Daily Person Trips w 25% linked credit:	4935.375
Percent Auto Use =	2%		\
Auto Occupancy =	2		

Hour Ending	Percent Two-Way Trips	Two-Way Trips	% In	% Out	Person Trips Inbound	Outbound	Auto Trips Inbound	Outbound	Parking Accum
8:00 AM	0%	0	70%	30%	0	0	0	0	0
9:00 AM	3%	153	70%	30%	107	46	1	0	1
10:00 AM	1%	49	60%	40%	30	20	0	0	1
11:00 AM	4%	197	55%	45%	109	89	1	1	1
12:00 PM	7%	345	55%	45%	190	155	2	2	1
1:00 PM	19%	938	55%	45%	516	422	5	4	2
2:00 PM	19%	938	50%	50%	469	469	5	5	2
3:00 PM	11%	543	50%	50%	271	271	3	3	2
4:00 PM	7%	345	50%	50%	173	173	2	2	2
5:00 PM	7%	345	50%	50%	173	173	2	2	2
6:00 PM	10%	494	45%	55%	222	271	2	3	2
7:00 PM	7%	345	40%	60%	138	207	1	2	1
8:00 PM	3%	148	40%	60%	59	89	1	1	1
9:00 PM	1%	49	40%	60%	20	30	0	0	1
Total	99%	4891			2476	2415	25	24	

Total Parking Accumulation

	Parking Accum	Spaces Available
7:00 AM	39	26
8:00 AM	34	31
9:00 AM	24	41
10:00 AM	18	47
11:00 AM	15	50
12:00 PM	13	52
1:00 PM	12	53
2:00 PM	11	54
3:00 PM	11	54
4:00 PM	12	53
5:00 PM	15	50
6:00 PM	21	44
7:00 PM	27	38
8:00 PM	34	31
9:00 PM	36	29
12:00 AM	39	26

Daily trip rate and mode split from Atlantic Yards FEIS
Hourly arrival and departure patterns from Pushkarev & Zupan

Part II - Technical Analysis

TABLE PARKING ACCUMULATION - SITE 2

Residential Units =	128	Percent Subway Use =	36.8%
Person Trips/Unit/Day =	8.075	Percent Bus Use =	10.4%
Daily Person Trips =	1033.6	Percent Walk Only =	14.0%
Percent Auto Use =	34%		
Auto Occupancy =	1.36		
Percent Taxi Use =	0.5%		
Taxi Occupancy =	1.4		

Hour Ending	Percent Two-Way Trips	Two-Way Trips	% In	% Out	I-Person Trips-I Inbound	Outbound	I--Auto Trips--I Inbound	Outbound	TOTAL	Parking Accumulation
7:00 AM	4%	42	50%	50%	21	21	5	5	11	56
8:00 AM	4%	40	16%	84%	6	34	2	9	10	49
9:00 AM	9%	94	17%	83%	16	78	4	20	**24**	34
10:00 AM	7%	68	25%	75%	17	51	4	13	17	25
11:00 AM	5%	52	30%	70%	16	36	4	9	13	20
12:00 PM	4%	45	35%	65%	16	30	4	7	11	16
1:00 PM	5%	49	40%	60%	19	29	5	7	**12**	14
2:00 PM	5%	48	45%	55%	21	26	5	7	12	13
3:00 PM	4%	43	50%	50%	22	22	5	5	11	13
4:00 PM	5%	56	55%	45%	31	25	8	6	14	14
5:00 PM	7%	74	60%	40%	45	30	11	8	19	18
6:00 PM	11%	111	67%	33%	74	36	19	9	**28**	27
7:00 PM	9%	97	70%	30%	68	29	17	7	25	37
8:00 PM	8%	86	75%	25%	64	21	16	5	22	48
9:00 PM	4%	39	70%	30%	27	12	7	3	10	52
12:00 AM	9%	89	60%	41%	53	36	13	9	22	56
Total	1	1034			517	517	130	130	261	

Local Retail Component Trip Generation

Retail Area (1,000 sf) =	54		
Person Trips/1,000 sf/Day =	205		
Daily Person Trips =	11070	Daily Person Trips w 25% linked credit:	8302.5
Percent Auto Use =	2%		
Auto Occupancy =	2		

Hour Ending	Percent Two-Way Trips	Two-Way Trips	% In	% Out	Person Trips Inbound	Outbound	Auto Trips Inbound	Outbound	Parking Accum
8:00 AM	0%	0	70%	30%	0	0	0	0	0
9:00 AM	3%	257	70%	30%	180	77	2	1	1
10:00 AM	1%	83	60%	40%	50	33	0	0	1
11:00 AM	4%	332	55%	45%	183	149	2	1	2
12:00 PM	7%	581	55%	45%	320	262	3	3	2
1:00 PM	19%	1577	55%	45%	868	710	9	7	4
2:00 PM	19%	1577	50%	50%	789	789	8	8	4
3:00 PM	11%	913	50%	50%	457	457	5	5	4
4:00 PM	7%	581	50%	50%	291	291	3	3	4
5:00 PM	7%	581	50%	50%	291	291	3	3	4
6:00 PM	10%	830	45%	55%	374	457	4	5	3
7:00 PM	7%	581	40%	60%	232	349	2	3	2
8:00 PM	3%	249	40%	60%	100	149	1	1	1
9:00 PM	1%	83	40%	60%	33	50	0	0	1
Total	99%	8228			4165	4062	42	41	

Total Parking Accumulation

	Parking Accum	Spaces Available
7:00 AM	56	35
8:00 AM	49	42
9:00 AM	35	56
10:00 AM	26	65
11:00 AM	21	70
12:00 PM	19	72
1:00 PM	18	73
2:00 PM	17	74
3:00 PM	17	74
4:00 PM	18	73
5:00 PM	22	69
6:00 PM	30	61
7:00 PM	39	52
8:00 PM	49	42
9:00 PM	53	38
12:00 AM	56	35

Daily trip rate and mode split from Atlantic Yards FEIS
Hourly arrival and departure patterns from Pushkarev & Zupan

Part II - Technical Analysis

TABLE PARKING ACCUMULATION - SITE 3

Residential Units =	67	Percent Subway Use =	36.8%
Person Trips/Unit/Day =	8.075	Percent Bus Use =	10.4%
Daily Person Trips =	541.025	Percent Walk Only =	14.0%
Percent Auto Use =	34%		
Auto Occupancy =	1.36		
Percent Taxi Use =	0.5%		
Taxi Occupancy =	1.4		

Hour Ending	Percent Two-Way Trips	Two-Way Trips	% In	% Out	I-Person Trips-I Inbound	Outbound	I--Auto Trips--I Inbound	Outbound	TOTAL	Parking Accumulation
7:00 AM	4%	22	50%	50%	11	11	3	3	6	29
8:00 AM	4%	21	16%	84%	3	18	1	4	5	26
9:00 AM	9%	49	17%	83%	8	41	2	10	**12**	18
10:00 AM	7%	36	25%	75%	9	27	2	7	9	13
11:00 AM	5%	27	30%	70%	8	19	2	5	7	10
12:00 PM	4%	24	35%	65%	8	15	2	4	6	9
1:00 PM	5%	25	40%	60%	10	15	3	4	**6**	7
2:00 PM	5%	25	45%	55%	11	14	3	3	6	7
3:00 PM	4%	23	50%	50%	11	11	3	3	6	7
4:00 PM	5%	29	55%	45%	16	13	4	3	7	7
5:00 PM	7%	39	60%	40%	23	16	6	4	10	9
6:00 PM	11%	58	67%	33%	39	19	10	5	**15**	14
7:00 PM	9%	51	70%	30%	36	15	9	4	13	20
8:00 PM	8%	45	75%	25%	34	11	8	3	11	25
9:00 PM	4%	21	70%	30%	14	6	4	2	5	27
12:00 AM	9%	47	60%	41%	28	19	7	5	12	29
Total	1	541			271	271	68	68	136	

Local Retail Component Trip Generation

Retail Area (1,000 sf) =	23		
Person Trips/1,000 sf/Day =	205		
Daily Person Trips =	4715	Daily Person Trips w 25% linked credit:	3536.25
Percent Auto Use =	2%		
Auto Occupancy =	2		

Hour Ending	Percent Two-Way Trips	Two-Way Trips	% In	% Out	Person Trips Inbound	Outbound	Auto Trips Inbound	Outbound	Parking Accum
8:00 AM	0%	0	70%	30%	0	0	0	0	0
9:00 AM	3%	110	70%	30%	77	33	1	0	0
10:00 AM	1%	35	60%	40%	21	14	0	0	1
11:00 AM	4%	141	55%	45%	78	64	1	1	1
12:00 PM	7%	248	55%	45%	136	111	1	1	1
1:00 PM	19%	672	55%	45%	370	302	4	3	2
2:00 PM	19%	672	50%	50%	336	336	3	3	2
3:00 PM	11%	389	50%	50%	194	194	2	2	2
4:00 PM	7%	248	50%	50%	124	124	1	1	2
5:00 PM	7%	248	50%	50%	124	124	1	1	2
6:00 PM	10%	354	45%	55%	159	194	2	2	1
7:00 PM	7%	248	40%	60%	99	149	1	1	1
8:00 PM	3%	106	40%	60%	42	64	0	1	1
9:00 PM	1%	35	40%	60%	14	21	0	0	0
Total	99%	3504			1774	1730	18	17	

Total Parking Accumulation

	Parking Accum	Spaces Available
7:00 AM	29	17
8:00 AM	26	20
9:00 AM	18	28
10:00 AM	14	32
11:00 AM	11	35
12:00 PM	10	36
1:00 PM	9	37
2:00 PM	8	38
3:00 PM	8	38
4:00 PM	9	37
5:00 PM	11	35
6:00 PM	16	30
7:00 PM	20	26
8:00 PM	26	20
9:00 PM	28	18
12:00 AM	29	17

Daily trip rate and mode split from Atlantic Yards FEIS

Hourly arrival and departure patterns from Pushkarev & Zupan

Part II - Technical Analysis

TABLE PARKING ACCUMULATION - SITE 4

Residential Units =	36	Percent Subway Use =	36.8%
Person Trips/Unit/Day =	8.075	Percent Bus Use =	10.4%
Daily Person Trips =	290.7	Percent Walk Only =	14.0%
Percent Auto Use =	34%		
Auto Occupancy =	1.36		
Percent Taxi Use =	0.5%		
Taxi Occupancy =	1.4		

Hour Ending	Percent Two-Way Trips	Two-Way Trips	% In	% Out	I-Person Trips-I Inbound	Outbound	I--Auto Trips--I Inbound	Outbound	TOTAL	Parking Accumulation
7:00 AM	4%	12	50%	50%	6	6	2	2	3	16
8:00 AM	4%	11	16%	84%	2	10	0	2	3	14
9:00 AM	9%	26	17%	83%	4	22	1	6	**7**	9
10:00 AM	7%	19	25%	75%	5	14	1	4	5	7
11:00 AM	5%	15	30%	70%	4	10	1	3	4	6
12:00 PM	4%	13	35%	65%	4	8	1	2	3	5
1:00 PM	5%	14	40%	60%	5	8	1	2	**3**	4
2:00 PM	5%	13	45%	55%	6	7	2	2	3	4
3:00 PM	4%	12	50%	50%	6	6	2	2	3	4
4:00 PM	5%	16	55%	45%	9	7	2	2	4	4
5:00 PM	7%	21	60%	40%	13	8	3	2	5	5
6:00 PM	11%	31	67%	33%	21	10	5	3	**8**	8
7:00 PM	9%	27	70%	30%	19	8	5	2	7	10
8:00 PM	8%	24	75%	25%	18	6	5	2	6	14
9:00 PM	4%	11	70%	30%	8	3	2	1	3	15
12:00 AM	9%	25	60%	41%	15	10	4	3	6	16
Total	1	291			145	145	37	37	73	

Local Retail Component Trip Generation

Retail Area (1,000 sf) =	12		
Person Trips/1,000 sf/Day =	205		
Daily Person Trips =	2460	Daily Person Trips w 25% linked credit:	1845
Percent Auto Use =	2%		
Auto Occupancy =	2		

Hour Ending	Percent Two-Way Trips	Two-Way Trips	% In	% Out	Person Trips Inbound	Outbound	Auto Trips Inbound	Outbound	Parking Accum
8:00 AM	0%	0	70%	30%	0	0	0	0	0
9:00 AM	3%	57	70%	30%	40	17	0	0	0
10:00 AM	1%	18	60%	40%	11	7	0	0	0
11:00 AM	4%	74	55%	45%	41	33	0	0	0
12:00 PM	7%	129	55%	45%	71	58	1	1	0
1:00 PM	19%	351	55%	45%	193	158	2	2	1
2:00 PM	19%	351	50%	50%	175	175	2	2	1
3:00 PM	11%	203	50%	50%	101	101	1	1	1
4:00 PM	7%	129	50%	50%	65	65	1	1	1
5:00 PM	7%	129	50%	50%	65	65	1	1	1
6:00 PM	10%	185	45%	55%	83	101	1	1	1
7:00 PM	7%	129	40%	60%	52	77	1	1	0
8:00 PM	3%	55	40%	60%	22	33	0	0	0
9:00 PM	1%	18	40%	60%	7	11	0	0	0
Total	99%	1828			926	903	9	9	

Total Parking Accumulation

	Parking Accum	Spaces Available
7:00 AM	16	7
8:00 AM	14	9
9:00 AM	10	13
10:00 AM	7	16
11:00 AM	6	17
12:00 PM	5	18
1:00 PM	5	18
2:00 PM	4	19
3:00 PM	4	19
4:00 PM	5	18
5:00 PM	6	17
6:00 PM	8	15
7:00 PM	11	12
8:00 PM	14	9
9:00 PM	15	8
12:00 AM	16	7

Daily trip rate and mode split from Atlantic Yards FEIS
Hourly arrival and departure patterns from Pushkarev & Zupan

Part II - Technical Analysis

TABLE PARKING ACCUMULATION - SITE 5

Residential Units =	59	Percent Subway Use =	36.8%
Person Trips/Unit/Day =	8.075	Percent Bus Use =	10.4%
Daily Person Trips =	476.425	Percent Walk Only =	14.0%
Percent Auto Use =	34%		
Auto Occupancy =	1.36		
Percent Taxi Use =	0.5%		
Taxi Occupancy =	1.4		

Hour Ending	Percent Two-Way Trips	Two-Way Trips	% In	% Out	I-Person Trips-I Inbound	I-Person Trips-I Outbound	I--Auto Trips--I Inbound	I--Auto Trips--I Outbound	TOTAL	Parking Accumulation
7:00 AM	4%	20	50%	50%	10	10	2	2	5	26
8:00 AM	4%	19	16%	84%	3	16	1	4	5	23
9:00 AM	9%	43	17%	83%	7	36	2	9	**11**	16
10:00 AM	7%	31	25%	75%	8	24	2	6	8	12
11:00 AM	5%	24	30%	70%	7	17	2	4	6	9
12:00 PM	4%	21	35%	65%	7	14	2	3	5	8
1:00 PM	5%	22	40%	60%	9	13	2	3	**6**	6
2:00 PM	5%	22	45%	55%	10	12	2	3	6	6
3:00 PM	4%	20	50%	50%	10	10	3	3	5	6
4:00 PM	5%	26	55%	45%	14	12	4	3	6	7
5:00 PM	7%	34	60%	40%	21	14	5	3	9	8
6:00 PM	11%	51	67%	33%	34	17	9	4	**13**	13
7:00 PM	9%	45	70%	30%	31	13	8	3	11	17
8:00 PM	8%	40	75%	25%	30	10	7	2	10	22
9:00 PM	4%	18	70%	30%	13	5	3	1	5	24
12:00 AM	9%	41	60%	41%	24	17	6	4	10	26
Total	1	476			238	238	60	60	120	

Local Retail Component Trip Generation

Retail Area (1,000 sf) =	27		
Person Trips/1,000 sf/Day =	205		
Daily Person Trips =	5535	Daily Person Trips w 25% linked credit:	4151.25
Percent Auto Use =	2%		
Auto Occupancy =	2		

Hour Ending	Percent Two-Way Trips	Two-Way Trips	% In	% Out	Person Trips Inbound	Person Trips Outbound	Auto Trips Inbound	Auto Trips Outbound	Parking Accum
8:00 AM	0%	0	70%	30%	0	0	0	0	0
9:00 AM	3%	129	70%	30%	90	39	1	0	1
10:00 AM	1%	42	60%	40%	25	17	0	0	1
11:00 AM	4%	166	55%	45%	91	75	1	1	1
12:00 PM	7%	291	55%	45%	160	131	2	1	1
1:00 PM	19%	789	55%	45%	434	355	4	4	2
2:00 PM	19%	789	50%	50%	394	394	4	4	2
3:00 PM	11%	457	50%	50%	228	228	2	2	2
4:00 PM	7%	291	50%	50%	145	145	1	1	2
5:00 PM	7%	291	50%	50%	145	145	1	1	2
6:00 PM	10%	415	45%	55%	187	228	2	2	1
7:00 PM	7%	291	40%	60%	116	174	1	2	1
8:00 PM	3%	125	40%	60%	50	75	0	1	1
9:00 PM	1%	42	40%	60%	17	25	0	0	1
Total	99%	4114			2083	2031	21	20	

Total Parking Accumulation

	Parking Accum	Spaces Available
7:00 AM	26	17
8:00 AM	23	20
9:00 AM	16	27
10:00 AM	12	31
11:00 AM	10	33
12:00 PM	9	34
1:00 PM	8	35
2:00 PM	8	35
3:00 PM	8	35
4:00 PM	8	35
5:00 PM	10	33
6:00 PM	14	29
7:00 PM	18	25
8:00 PM	23	20
9:00 PM	25	18
12:00 AM	26	17

Daily trip rate and mode split from Atlantic Yards FEIS
Hourly arrival and departure patterns from Pushkarev & Zupan

For each development site, on-site accessory parking is adequate to accommodate parking demand during all analysis periods. Therefore, the action-induced development would be required to provide enough parking to accommodate its demand, and no adverse impacts related to parking will occur.

MASS TRANSIT AND PEDESTRIAN CONDITIONS

The proposed action would not result in impacts related to transit and pedestrian conditions. Based on the trip generation and mode split analysis done for the previous Traffic section, the proposed action could generate a maximum of 119 subway trips and 34 bus trips, during the PM peak period. Pursuant to the *CEQR Technical Manual,* projects generating fewer than 200 transit trips do not have the potential for adverse impacts related to transit service or pedestrian conditions. Buses operate on College Point Boulevard, stopping at the eastern end of the affected area.

There would be a peak of 199 pedestrian trips, inclusive of bus, subway, and walk-only trips, during the pm peak period. This is slightly below the 200-trip threshold identified in the CEQR Technical Manual as possibly warranting further assessment. Since the proposed development would occur on projected development sites with frontage on both Avery Avenue and Fowler Avenue, pedestrian trips would be dispersed onto both streets. Approximately 2/3 of the projected development would occur on sites 1, 2, and 5, which are projected to have their main entrances on Avery Avenue, and 1/3 of the projected development would occur on site 3 and 4, with main entrance on Fowler Avenue.

Walk-only trips would be to local places of employment, shopping, and recreation. Bus trips would likely be to the bus stops on either side of College Point Boulevard, while subway trips would be to the Main Street station of the IRT #7 line. The 199 peak hour trips between the development sites on Avery Avenue and Fowler Avenue and these destinations would be distributed such that no single pedestrian element would receive in excess of 200 hourly trips. Therefore, no significant adverse impacts to pedestrian conditions would occur, and no further assessment is warranted.

14. AIR QUALITY

(Additional supporting information including the complete air quality assessment prepared by Sandstone Associates may be found in Appendix 14.)

As described in the Reasonable Worst Case Development scenario above, the form of the proposed development would follow the requirements of the C2-6A zoning. Each of the five projected development sites would not have front or side yard setbacks. In addition, there would be no rear yard setbacks on the ground floor or street level where commercial / retail uses would be located. Within the residential portions of each development, rear yard setbacks would begin at the second floor. All of the proposed buildings also have heights in the range of 5 to 6 stories and similar bulk.

The full Sandstone Environmental Associates, Flushing Meadows East Air Quality Report is provided in Appendix 14. The results of that report are summarized below.

MOBILE SOURCES

As described in Traffic and Parking above, the proposed project would not result in development that would generate in excess of 100 vehicles during any hour.

Mobile source PM10 and PM2.5 were modeled with CAL3QHCR for traffic volumes between exits 12A and 13 of the Van Wyck Expressway. Project-generated volumes were added to the No Action volumes. PM10 concentrations are within the NAAQS, and increments for PM2.5 are within the interim guideline concentrations. In fact, the proposed action would result in no increases of PM10 or PM2.5 compared to No Action Conditions. Based on these results, no air quality impacts from PM10 or PM2.5 concentrations from the expressway are anticipated.

STATIONARY SOURCES

Garage Analysis

The largest of the five garages is found in PDS 2. Three receptor points were analyzed for the garage: 1) on the sidewalk adjacent to the garage entrance on Avery Avenue, 2) a second story residential window above the mezzanine rooftop and exhaust vent, and 3) a sidewalk on the other side of Avery Avenue. The background value of 2.8 ppm was added to the calculated values. CAL3QHCR modeling of traffic passing by the garage showed that it would not contribute CO to the garage receptor points. The 8-hour CO concentration of 0.6 ppm would be highest at the window receptor above the vent. The total CO value of 3.4 ppm would be within the NAAQS and the NYCDEP's *de minimis* criteria.

HVAC

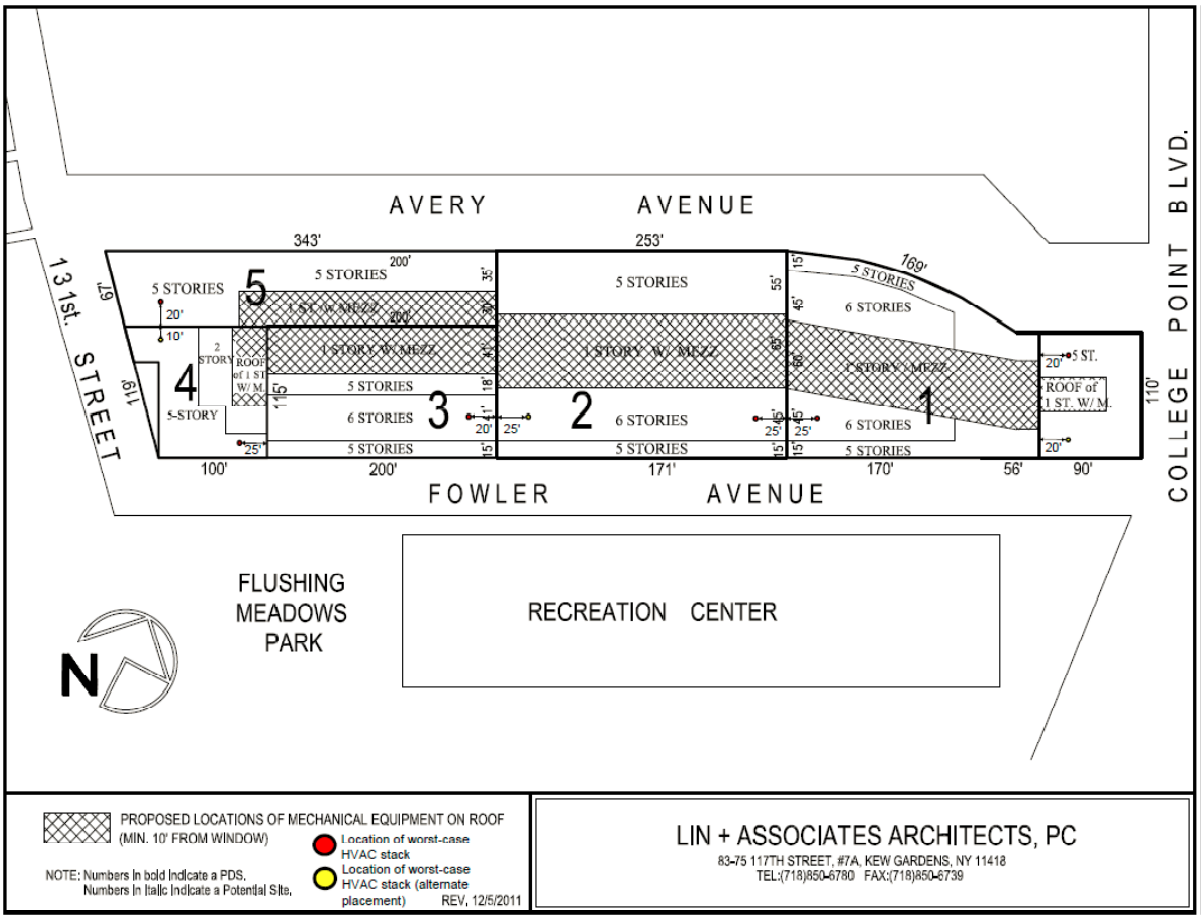
No large emission sources are within 1,000 feet of the proposed action. The nearest building of equal or greater height is an eleven-story mixed residential and commercial building located at 133-20 Avery Avenue. This complex is approximately 520 feet from the proposed site and does not warrant further impact analysis.

The stacks on the proposed buildings would be higher than all existing buildings within 400 feet of the site. The nomographs in the CEQR Technical Manual do not show a potential for air quality impacts for buildings of this size at distances beyond 400 feet. Therefore, the proposed action would not cause potential impacts to the surrounding community.

Project on Project Analysis

Based on the AERMOD analysis, restrictions in stack location and/or fuel type are necessary to ensure that no air quality impacts occur. All five projected development sites failed for concentrations of SO2 and PM10 when AERMOD was run assuming the use of #2 fuel oil. Similarly, the potential development site failed for SO2 when #2 fuel oil was assumed. Therefore, all of the buildings must use natural gas. Figure below shows the final locations of the stacks

used in the AERMOD runs.



E DESIGNATIONS, PROPOSED ACTION

According to the NYC Building Code, rooftop stacks for HVAC should be at least 10 feet from the edge of the roof and/or from a building of similar or greater height. The HVAC air quality analysis indicated that some stacks would have to be placed at a greater distance than 10 feet, and all of the projected and potential buildings would be restricted to using natural gas to avoid a potential significant impact. To prevent potential exceedances of the NAAQS, the (E) designations shown below would be required. These (E) designations would specify stack setback distances and mandate the use of natural gas.

Proposed (E) Designations Building	Block	Lot(s)	Minimum Set-Back or Fuel Use Requirements
PDS #1	5076	5, 7, 9, 11, 14, 16, 67, 160	Use natural gas, minimum setback of 25 feet from PDS #2
PDS #2	5076	18, 20, 29	Use natural gas minimum setback of 25 feet from PDS #1 and PDS #3
PDS #3	5076	31	Use natural gas, minimum setback of 20 feet from PDS #2
PDS #4	5076	43	Use natural gas, minimum setback of 25 feet from PDS #3
PDS #5	5076	61, 65, 69, 75	Use natural gas, minimum setback of 20 feet from PDS #4

Source: Sandstone Environmental Associates, Inc

The language for the (E) designations is specified below. The restrictions are based on the building layout and tiers shown in Figure Q2. Any changes to the heights or configurations of the buildings or tiers may necessitate revisions to the E designations.

Block 5076, Lots 5, 7, 9, 11, 14, 16, 67, and 160 (PDS #1)*: Any new residential and/or commercial development on the above-referenced properties must use natural gas as the type of fuel for space heating and hot water (HVAC) systems and ensure that the HVAC stack(s) are located on a 6-story roof at least 25 feet from the lot line facing 131st Street to avoid any potential significant adverse air quality impacts.*

Block 5076, Lots 18, 20 and 29 (PDS #2)*: Any new residential and/or commercial development on the above-referenced properties must use natural gas as the type of fuel for space heating and hot water (HVAC) systems and ensure that the HVAC stack(s) are located on the 6-story rooftop at least 25 feet from the lot lines facing 131st Street and College Point Boulevard to avoid any potential significant adverse air quality impacts.*

Block 5076, Lot 31 (PDS #3)*: Any new residential and/or commercial development on the above-referenced properties must use natural gas as the type of fuel for space heating and hot water (HVAC) systems and ensure that the HVAC stack(s) are located on the 6-story rooftop at least 20 feet from the lot line facing, College Point Boulevard, to avoid any potential significant adverse air quality impacts.*

Block 5076, Lot 43 (PDS #4)*: Any new residential and/or commercial development on the above-referenced properties must use natural gas as the type of fuel for space heating and hot water (HVAC) systems and ensure that the HVAC stack(s) are located on the 5-story roof top at least 25 feet from the lot lines facing College Point Boulevard to avoid any potential significant adverse air quality impacts.*

Block 5076, Lots 61, 65, 69, 75 (PDS #5)*: Any new residential and/or commercial development on the above-referenced properties must use natural gas as the type of fuel for space heating and hot water (HVAC) systems and ensure that the HVAC stack(s) are located on the five-story rooftop at least 20 feet from the lot lines facing Fowler Avenue and College Point Boulevard to avoid any potential significant adverse air quality impacts.*

Air Toxics

A field survey was carried out by Equity Environmental, Inc. to identify manufacturing uses that have the potential to impact projected development. This includes sources with potential non-criteria emissions that may not have or may require necessary air permits. Criteria for identifying such operations during the field survey included:

- industrial buildings with stacks, vents, or observed emissions;
- establishments with names indicative of operations that could require permitting;
- establishments with the potential to cause unpleasant odors.

No medical, chemical, or research laboratories were identified within 400 feet of the proposed rezoning boundaries. A request for available permits was executed on April 15, 2011. The Bureau of Environmental Compliance found permits for one facility: KEPCO, Inc., at 131-40 Maple Avenue.

INDUSTRIAL SOURCES

The NYC *CEQR Technical Manual* provides pollutant concentrations (µg/m3), at various distances, from a source emitting 1 g/s of a generic pollutant. It assumes that all inputs represent worst-case conditions for stack temperature, exhaust velocity, and other variables. Both the receptor height and stack height are assumed to be 20 feet high. Table below shows the generic table from the *CEQR Technical Manual.*

Industrial sources typically emit pollutants at a lower rate than 1 g/s. Thus, the emissions would be scaled downward accordingly. For example, if a stack was 65 feet from the project site and emitted a pollutant at a rate of 0.004158 grams/second, it would have a 1-hour concentration of 159 µg/m3 (38,139 × 0.004158). This concentration would be compared with the NYSDEC SGC for that pollutant to determine whether an impact was likely.

Generic Pollutant Concentrations for Industrial Source Screen

Generic Pollutant Concentrations (1 g/s emission rate)				
Distance from Source (ft)		Averaging Periods (µg/m3)		
1-Hour	8-Hours	24-Hours		Annual
30	126,370	64,035	38,289	6,160
65	27,787	15,197	8,841	1,368
100	12,051	7,037	4,011	598
130	7,345	4,469	2,511	367
165	4,702	2,967	1,643	236
200	3,335	2,153	1,174	167
230	2,657	1,720	924	131
265	2,175	1,377	727	103
300	1,891	1,142	594	84
330	1,703	991	509	73
365	1,528	857	434	62
400	1,388	755	377	54

The approximate distance between the site boundary for KEPCO, Inc. and the site boundary of the proposed development site is 222 feet. As a conservative assumption, the distance of 200 feet was used with the generic concentrations shown in the Table above.

The Table below shows the results of the Industrial Source Screen analysis compared with the NYSDEC SGCs and AGCs. All pollutants are within the guideline values. One pollutant, Total Aliphatic ALC, is not listed because it does not have an AGC or SGC.

Combined Pollutant Concentrations at 131-40 Maple Avenue

Combined Pollutant Concentrations		221 Glenmore Avenue		NYSDEC Guideline Criteria	
Chemical Name	CAS #	1 Hr (µg/m3)	Annual (µg/m3)	SGC (µg/m3)	AGC (µg/m3)
Isopropyl Alcohol	00067-63-0	0.85	0.00366	98,000	7,000
Particulates Organic	NY075-00-3	0.99	0.00425	88	-
Lead	07439-92-1	1.60	0.00656	-	0.04
Turpentine	07440-31-5	3.76	0.01488	20	0.24
Tin	08006-64-2	0.42	0.00183	300	2.40

Note: Numbers in bold type indicate potential impact
Source: Sandstone Environmental Associates, Inc.

ODORS

The NYC *CEQR Technical Manual* states that impacts related to odors may occur when a new odor-producing facility is created by a project, or when a project adds sensitive uses close to an odor-producing facility: Located adjacent to the projected development site are two live poultry establishments. P&M Live Poultry Inc. and Ildaro Live Poultry are located at 131-62 Avery Avenue and 131-57 Fowler Avenue, respectively. However, these two facilities are part of PDS#1 and are expected to be redeveloped in the future by 2014. Therefore, the proposed action would not result in adverse impacts associated with odors.

CONCLUSION

Based on the analyses found in the Sandstone Environmental Associates, Inc. "Flushing Meadows East Attachment Q: Air Quality" report (Appendix 14), no air quality impacts are anticipated as a result of the proposed action from mobile source emissions, parking facilities, HVAC sources, air toxics, or odors provided that the developments comply with all applicable legislation and (E) designations..

15. Greenhouse Gas Emissions

Based on thresholds presented in the Environmental Assessment Statement - Full Form this assessment is not required.

16. NOISE

Since the proposed action would not result in a doubling of vehicular traffic volumes, or cause traffic to be rerouted, it is expected to have little effect on ambient noise levels. Based on a site visit, the predominant source of noise in the affected area is traffic along the Van Wyck Expressway and College Point Boulevard, and noise levels are typical of a busy urban context. Noise levels on Avery Avenue and Fowler Avenue are lower than at the ends of the block. Noise monitoring was conducted at both the eastern and western ends of the affected area, as well as midblock locations on Avery Avenue and Fowler Avenue, during the A.M., Midday, and P.M. peak travel periods. The results of this monitoring are presented in the following Table Noise-1.

NOISE-1

Location	Time Period	L_{eq}	L_{min}	L_{max}	L_5	L_{10}	L_{50}	L_{90}
Fowler Ave/ College Point Blvd	7:00-7:30 a.m.	73.1	56.7	86.6	78.9	**76.6**	68.2	60.7
Fowler Ave/ College Point Blvd	1:00-1:30 p.m.	72.8	59.1	87.6	78.7	75.8	68.2	62.6
Fowler Ave/ College Point Blvd	5:30-6:00 p.m.	72.0	59.7	93.1	75.9	73.3	67.2	62.6
Fowler Ave midblock	7:30-8:00 a.m.	71.3	55.7	89.3	76.7	**73.6**	64.1	59.1
Fowler Ave midblock	1:00-1:30 p.m.	60.7	53.7	74.3	65.1	63.6	58.5	55.8
Fowler Ave midblock	4:30-5:00 p.m.	63.4	57.1	77.0	67.2	66.0	61.7	59.5
Avery Ave midblock	8:00-8:30 a.m.	70.3	55.9	89.9	75.7	**72.2**	63.9	60.2
Avery Ave midblock	12:00-12:30 p.m.	68.3	53.6	85.4	73.7	70.5	62.0	57.7
Avery Ave midblock	4:00-4:30 p.m.	65.3	57.9	80.0	68.9	67.4	63.6	61.5
Avery Ave/131st Street	8:30-9:00 a.m.	74.2	66.2	92.4	77.2	74.7	71.0	69.1
Avery Ave/131st Street	12:30-1:00 p.m.	72.6	63.8	89.1	75.9	73.3	69.0	66.8
Avery Ave/131st Street	5:00-5:30 p.m.	75.2	70.4	85.2	77.2	**76.7**	74.9	72.9

To determine the appropriate level of noise attenuation for development that would occur under the proposed action, an assessment of worst-case noise levels in the future with the proposed action was conducted. For this assessment, the incremental noise resulting from project-generated traffic was accounted for. For each noise monitoring location, future noise level during the worst-case period was determined by the formula:

Build Noise Level = 10*log (Build PCE/No-Build PCE) + Existing Noise Level where PCE is passenger car equivalent, in which heavy vehicles (buses and trucks) are converted to their equivalent number of passenger cars for purposes of noise emissions: one heavy truck is equivalent to 47 passenger cars, one medium truck is equal to 13 passenger cars, and one bus is equal to 18 passenger cars.

Using this calculation, the future with-action worst-case noise condition (L_{10}) at each of the monitoring locations would be:

- Fowler Avenue/College Point Boulevard: 76.8 dB(A) in the AM peak period
- Fowler Avenue Midblock: 74.5 dB(A) in the AM peak period
- Avery Avenue Midblock: 72.6 dB(A) in the AM peak period
- Avery Avenue/131st Street: 76.86 dB(A) in the PM peak period.

Because the worst-case L_{10} measurements would fall into the 'marginally unacceptable' level, window-wall attenuation would be required to provide an interior noise level of 45 dB. Therefore, to preclude the potential for significant adverse impacts related to noise, an (E) designation would be incorporated into the rezoning proposal for each of the following properties:

Projected Development Site 1, Block 5076, Lots 5, 7, 9, 11, 14, 16, 67, 160
Projected Development Site 2, Block 5076, Lots 18, 20, 29
Projected Development Site 3, Block 5076, Lot 31
Projected Development Site 4, Block 5076, Lot 43
Projected Development Site 5, Block 5076, Lots 61, 66, 69, and 75

The text for the (E) designations would read as follows:

Block 5076, Lots 5, 7, 9, 11, 14, 16, 67, 160:
In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 33 dB(A) window/wall attenuation on all facades in order to maintain an interior noise level of 45 dB(A). In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning or air conditioning sleeves containing air conditioners.

Block 5076, Lots 18, 20, 29
In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 31 dB(A) window/wall attenuation on all facades in order to maintain an interior noise level of 45 dB(A). In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning or air conditioning sleeves containing air conditioners.

Block 5076, Lot 31
In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 31 dB(A) window/wall attenuation on all facades in order to maintain an interior noise level of 45 dB(A). In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning or air conditioning sleeves containing air conditioners.

Block 5076, Lot 43
In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 33 dB(A) window/wall attenuation on all facades in order to maintain an interior noise level of 45 dB(A). In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of

ventilation includes, but is not limited to, central air conditioning or air conditioning sleeves containing air conditioners.

Block 5076, Lots 61, 65, 69, and 75
In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 33 dB(A) window/wall attenuation on all facades in order to maintain an interior noise level of 45 dB(A). In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning or air conditioning sleeves containing air conditioners

With the placement of the (E) designation for noise, no impacts related to noise are expected and no further analysis is warranted.

Part II - Technical Analysis

17. Public Health

No issues.

18. Neighborhood Character

Based on thresholds presented in the Environmental Assessment Statement - Full Form these assessments are not required.

Several technical areas have been identified as requiring further analysis. These are:

- Land Use, Zoning, and Public Policy
- Socioeconomics
- Open Space
- Shadows
- Urban Design and Visual Resources
- Hazardous Materials
- Transportation
- Noise

Upon further analysis, each has been found as not having potential significant adverse impacts. When reviewed in concert, it was found their combination yields the same conclusion.

19. CONSTRUCTION IMPACTS

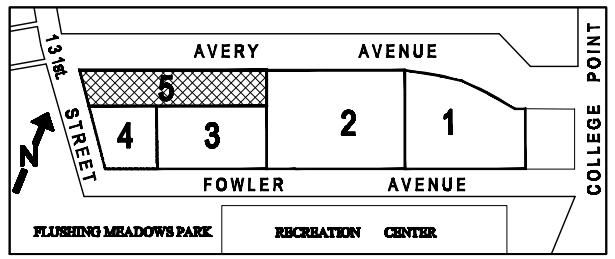
Construction activity associated with the proposed development would be temporary in nature and completed by 2014. All construction would be subject to buildings department oversight, to ensure that disruption and inconvenience are minimized, and public safety preserved.

The proposed project is being forwarded by five participants, each with its own construction needs and timetables. The NYC Building Code has within it appropriate noise guidance related to construction hours, sidewalk and road closures minimizing potential noise impacts.

The Code also includes specific guidance related to the location of HVAC stacks in relation to other adjacent buildings. In addition, each of the five projects would be of similar height and built lot line to lot line, eliminating potential emissions impingement on the adjacent building's windows.

PDS #5

LOT# 61,65,69,75
LOT AREA: 21,640 SF
(SHALLOW LOT)



KEY PLAN

EXISTING:

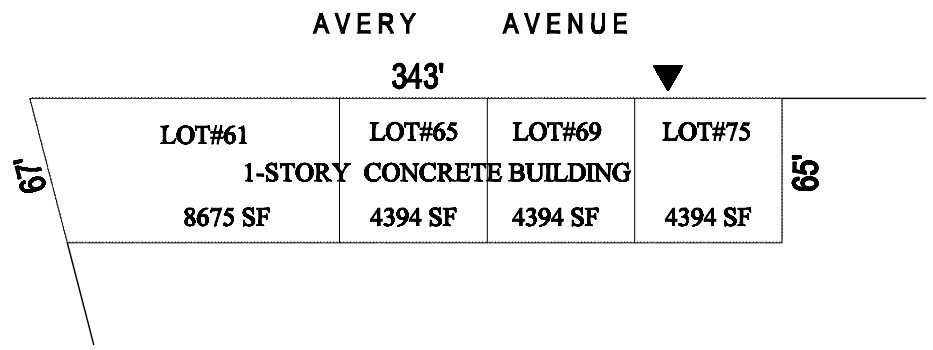
EXISTING BUILDING FA: 21,640 SF
(COMMERCIAL, FAR; 1.0)
EXISTING USE GROUP: 6
EXISTING PARKING: 24
EXISTING OCCUPIED FA: 21,640 SF

PROPOSED:

PROPOSED USE GROUP: 2,6
PROPOSED BUILDING FLOOR AREA:
COMMERCIAL (ZFA):
1ST STORY: 20,500 SF
MEZZANINE: 6,500 SF
27,000 SF, FAR: 1.25
RESIDENTIAL (ZFA):
2ND STORY: 14,890 SF
3RD STORY: 14,890 SF
4TH STORY: 14,890 SF
5TH STORY: 14,890 SF
59,560 SF, FAR: 2.75
TOTAL BUILDING FLOOR AREA: 86,560 SF
TOTAL FAR: 4.0
GFA: 90,888 SF

PROPOSED NUMBER OF DWELLING UNITS: 59 DU
(1,000 SF PER UNIT)
(NOTE: MINIMUM DWELLING UNIT SIZE UNDER ZONING IS 680 SF, WHICH YIELDS A MAXINUM 87 UNITS)

REQUIRED PARKING: 30 (ALL SUB-SURFACE)
PROPOSED PARKING: 43 (ALL SUB-SURFACE)



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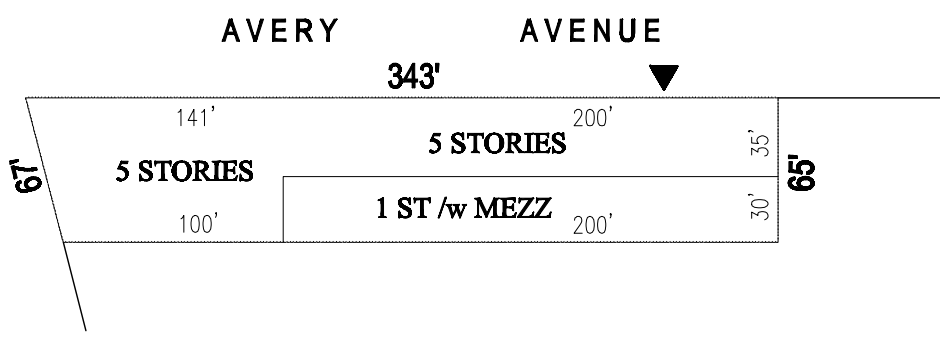

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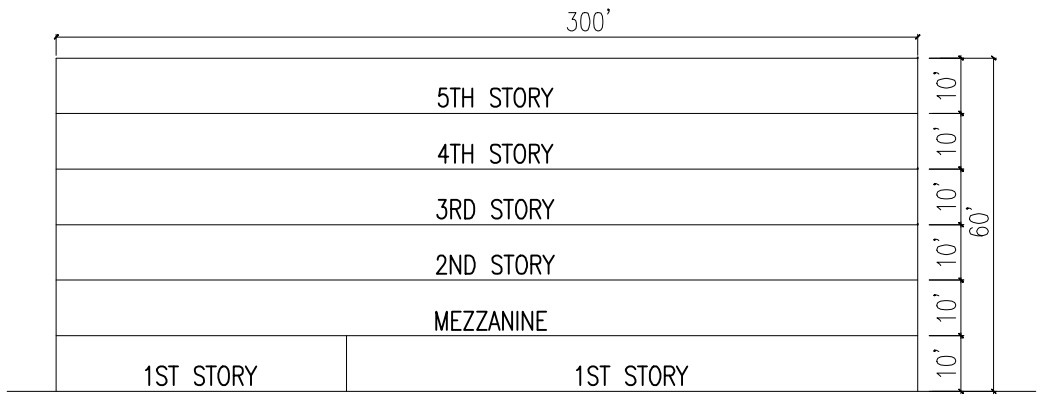

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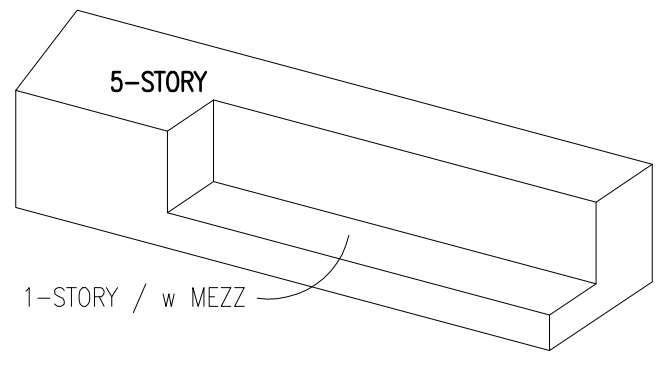


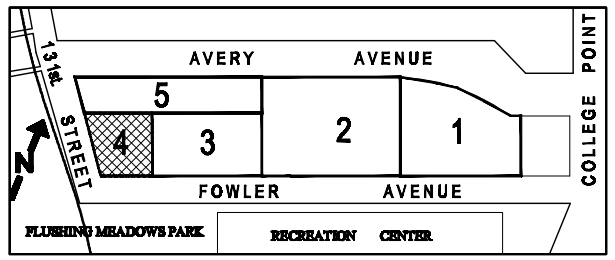
AXONOMETRIC VIEW

ZFA x1.05= GFA (GROSS FLOOR AREA ABOVE GRADE)
BUILD YEAR: 2013

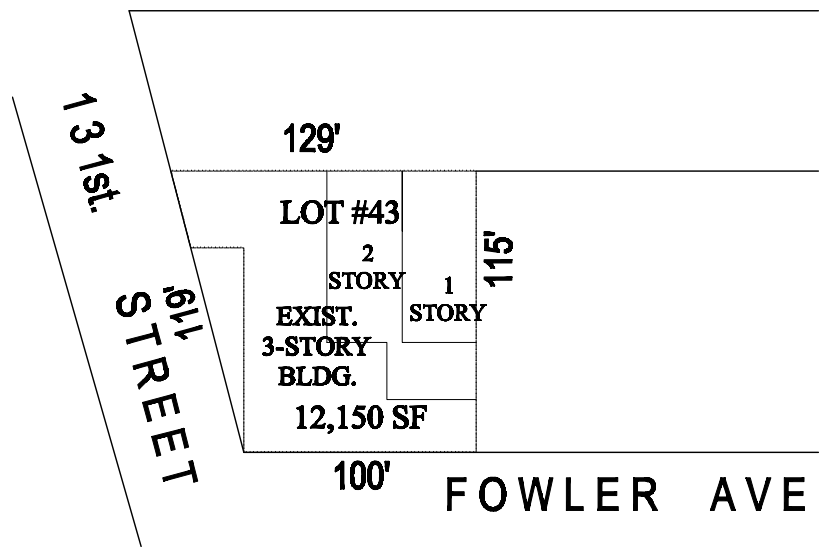
REV. 11/2/2011

PDS #4

LOT# 43
LOT AREA: 12,150 SF
(CORNER LOT)



KEY PLAN



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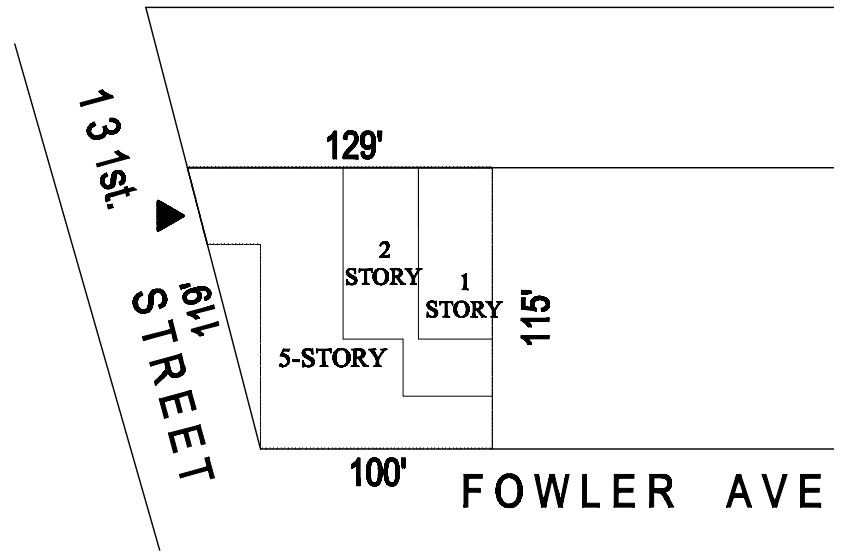


PROJECTED

EXISTING:

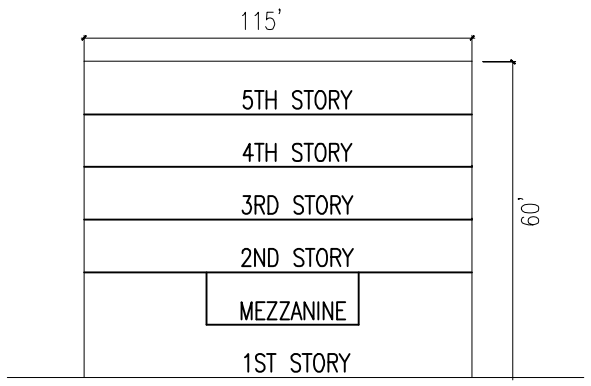
EXISTING BUILDING FA: 24,300 SF (MANUFACTURING)
EXISTING USE GROUP: 16
EXISTING PARKING: 23
EXISTING LOADING BERTH: 2
EXISTING OCCUPIED FA: 11,724 SF
EXISTING UN-OCCUPIED FA: 12,576 SF

PROPOSED:

PROPOSED USE GROUP: 2,6
PROPOSED BUILDING FLOOR AREA :
COMMERCIAL (ZFA) :
1ST STORY: 9,000 SF
MEZZANINE: 3,000 SF
12,000 SF, FAR: 0.99
RESIDENTIAL (ZFA) :
2ND STORY: 10,786 SF
3RD STORY: 8,696 SF
4TH STORY: 8,696 SF
5TH STORY: 8,400 SF
36,578 SF, FAR: 3.01
TOTAL BUILDING FLOOR AREA: 48,578 SF
TOTAL FAR: 4.0
GFA: 51,007 SF

PROPOSED NUMBER OF DWELLING UNITS: 36 DU
(1,000 SF PER UNIT)
(NOTE: MINIMUM DWELLING UNIT SIZE UNDER ZONING IS 680 SF, WHICH YIELDS A MAXINUM 54 UNITS)

REQUIRED PARKING: 18 (ALL SUB-SURFACE)
PROPOSED PARKING: 23 (ALL SUB-SURFACE)



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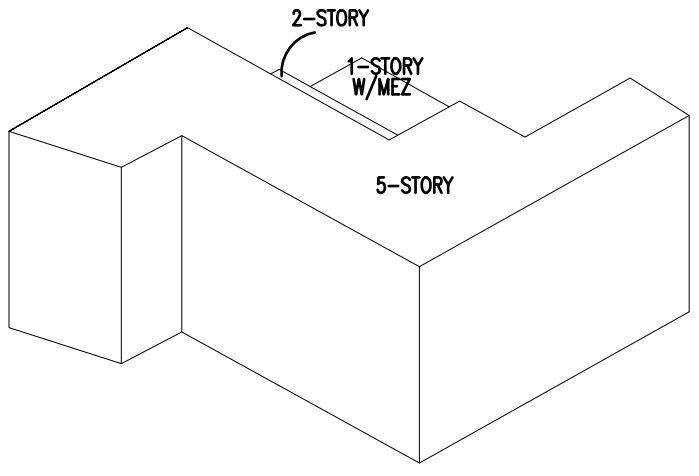


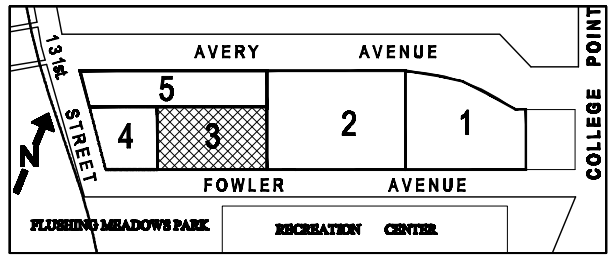
AXONOMETRIC VIEW

ZFA x1.05= GFA (GROSS FLOOR AREA ABOVE GRADE)
BUILD YEAR: 2013

REV. 11/2/2011

PDS #3

LOT# 31
LOT AREA: 23,000 SF
(INTERIOR LOT)



KEY PLAN

EXISTING :

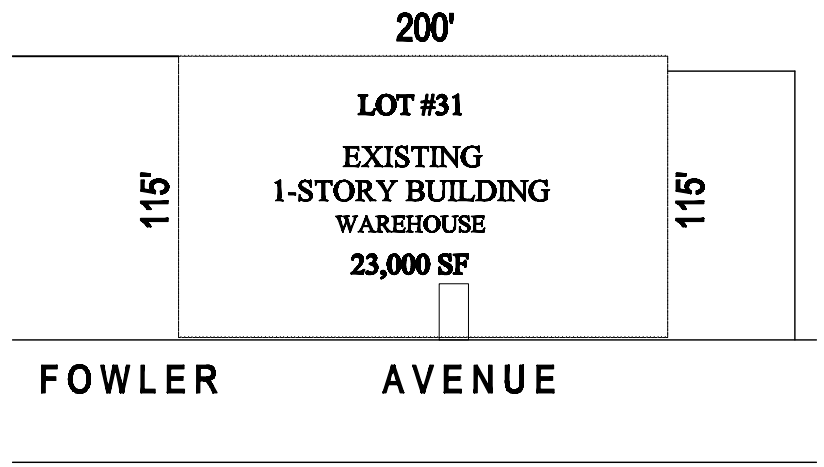
EXISTING BUILDING FA: 22,734 SF
(COMMERCIAL: 11,367 SF, MANUFACTURING: 11,367 SF)
EXISTING USE GROUP 6,9,16
EXISTING PARKING: 0
EXISTING OCCUPIED FA; 22,734 SF

PROPOSED:

PROPOSED USE GROUP: 2,6
PROPOSED BUILDING FLOOR AREA:
COMMERCIAL (ZFA) :
1ST STORY: 16,000 SF
MEZZANINE: 7,000 SF
23,000 SF, FAR:1.0
RESIDENTIAL (ZFA) :
2ND STORY: 74'x200'=14,800 SF
3RD STORY: 74'x200'=14,800 SF
4TH STORY: 74'x200'=14,800 SF
5TH STORY: 74'x200'=14,800 SF
6TH STORY: 41'x200'= 8,200 SF
67,400 SF , FAR: 2.93
TOTAL BUILDING FLOOR AREA: 90,400 SF
TOTAL: FAR: 3.93
GFA: 94,920 SF

PROPOSED NUMBER OF DWELLING UNITS: 67 DU
(1,000 SF PER UNIT)
(NOTE: MINIMUM DWELLING UNIT SIZE UNDER ZONING IS 680 SF, WHICH YIELDS A MAXINUM 99 UNITS)

REQUIRED PARKING: 34 (ALL SUB-SURFACE)
PROPOSED PARKING: 46 (ALL SUB-SURFACE)



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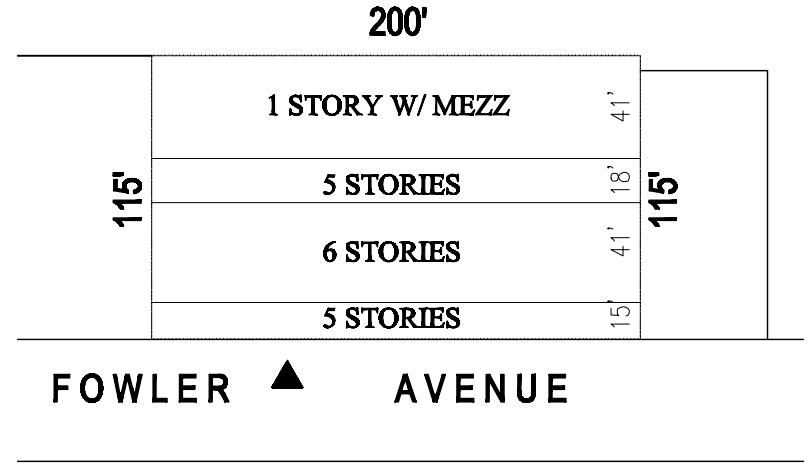

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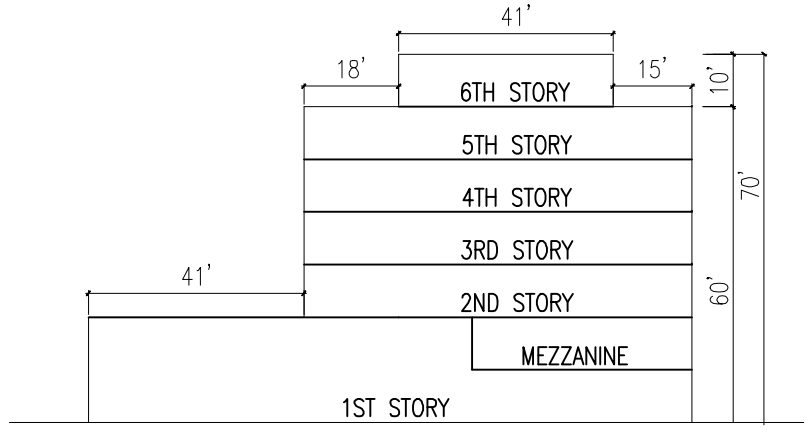

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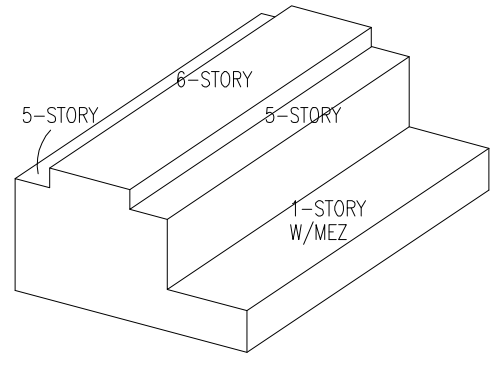


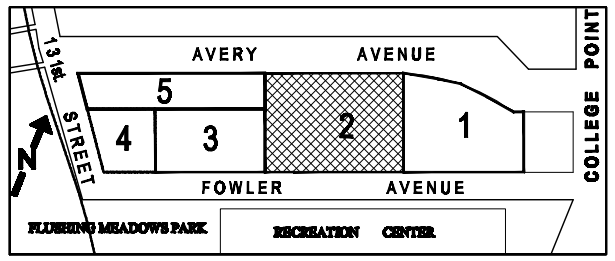
AXONOMETRIC VIEW

ZFA x1.05= GFA (GROSS FLOOR AREA ABOVE GRADE)
BUILD YEAR: 2013

REV. 11/2/2011

PDS #2

LOT# 18,20,29
LOT AREA: 45,470 SF
(THROUGH LOT)



KEY PLAN

EXISTING:

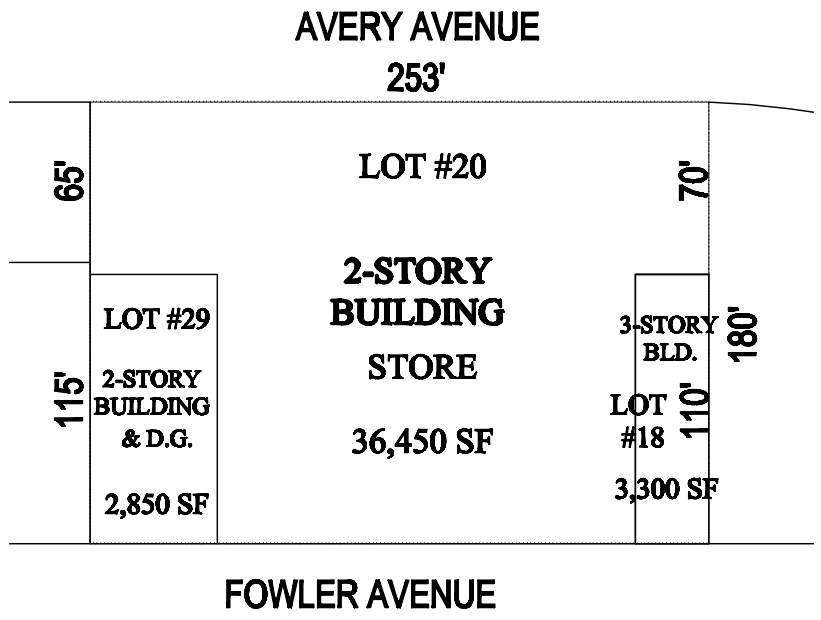
EXISTING USE GROUP: 6,9,16,2
EXISTING BUILDING FLOOR AREA : 52,875 SF
(COMMERCIAL: 43,755 SF, RESIDENTIAL: 2,850 SF,
MANUFACTURING: 6,270 SF)
EXISTING PARKING: 26
EXISTING OCCUPIED FLOOR AREA: 52,875 SF

PROPOSED:

PROPOSED USE GROUP: 2,6
PROPOSED BUILDING FLOOR AREA:
COMMERCIAL (ZFA) :
1ST STORY: 41,540 SF
MEZZANINE:12,460 SF
54,000 SF, FAR: 1.19
RESIDENTIAL (ZFA):
2ND STORY: 29,500 SF
3RD STORY: 29,500 SF
4TH STORY: 29,500 SF
5TH STORY: 29,500 SF
6TH STORY: 9,880 SF
127,880 SF FAR: 2.81
TOTAL BUILDING FLOOR AREA: 181,880 SF
TOTAL FAR: 4.0
GFA: 190,974 SF

PROPOSED NUMBER OF DWELLING UNITS : 128 DU
(1,000 SF PER UNIT)
(NOTE: MINIMUM DWELLING UNIT SIZE UNDER ZONING IS 680 SF, WHICH YIELDS A MAXINUM 181 UNITS)

REQUIRED PARKING: 64 (ALL SUB-SURFACE)
PROPOSED PARKING: 91 (ALL SUB-SURFACE)



EXISTING



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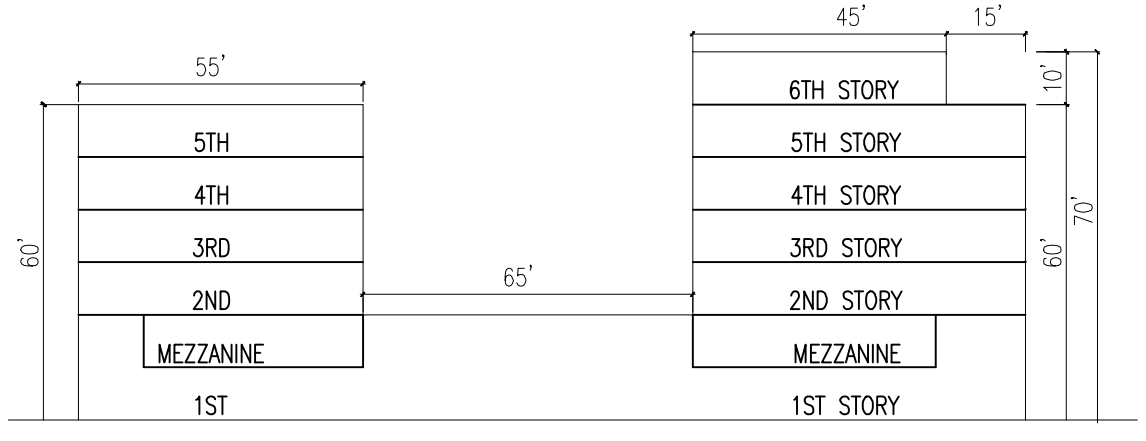

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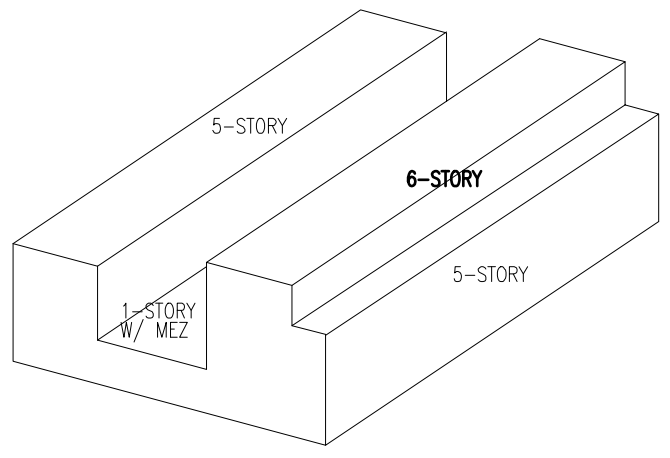


AXONOMETRIC VIEW

ZFA x1.05= GFA (GROSS FLOOR AREA ABOVE GRADE)
BUILD YEAR: 2013

REV. 11/2/2011

PDS #1

LOT# 5,7,9,11,14,16,67,160
LOT AREA: 32,500 SF
(THROUGH LOT)

EXISTING:

EXISTING BUILDING FA :17,600 SF
(COMMERCIAL)
EXISTING USE GROUP: 6,8,16
EXISTING PARKING : 69
EXISTING OCCUPIED FA: 17,600 SF

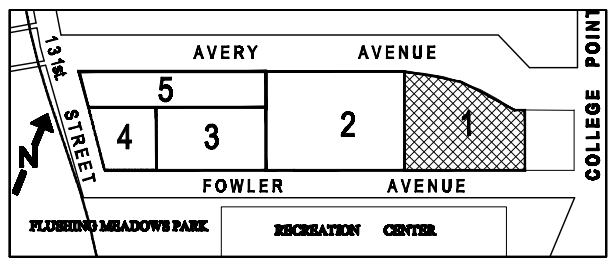
PROPOSED:

PROPOSED USE GROUP: 2,6
PROPOSED BUILDING FLOOR AREA:
COMMERCIAL (ZFA):
1ST STORY: 24,700 SF
MEZZANINE: 7,400 SF
32,100 SF, FAR: 0.98
RESIDENTIAL (ZFA):
2ND STORY: 18,960 SF
3RD STORY: 18,960 SF
4TH STORY: 18,960 SF
5TH STORY: 18,960 SF
6TH STORY: 12,180 SF
88,020SF, FAR: 2.70

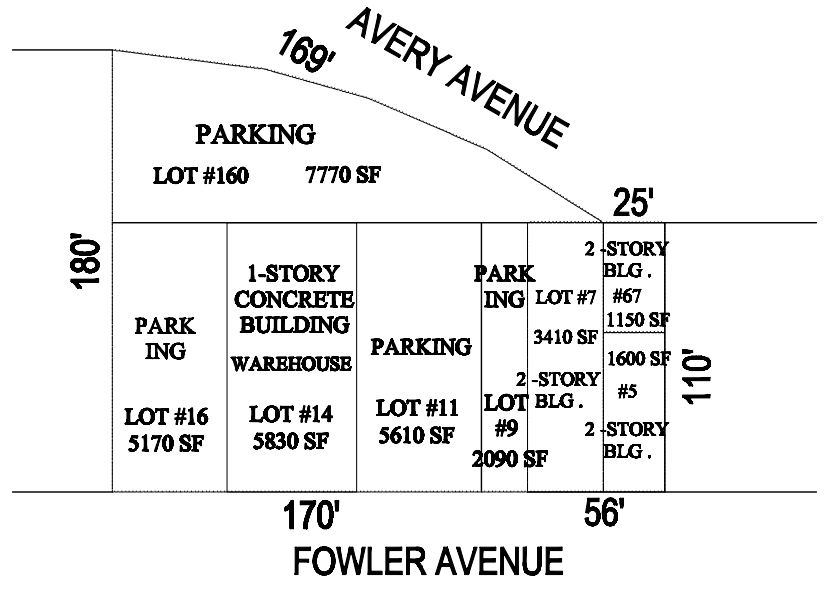
TOTAL BUILDING FLOOR AREA: 120,120 SF
TOTAL FAR: 3.69
GFA: 126,126 SF

PROPOSED NUMBER OF DWELLING UNITS : 88 DU
(1,000 SF PER UNIT)
(NOTE: MINIMUM DWELLING UNIT SIZE UNDER ZONING IS 680 SF, WHICH YIELDS A MAXINUM 129 UNITS)

REQUIRED PARKING: 44 (ALL SUB-SURFACE)
PROPOSED PARKING: 65 (ALL SUB-SURFACE)



KEY PLAN



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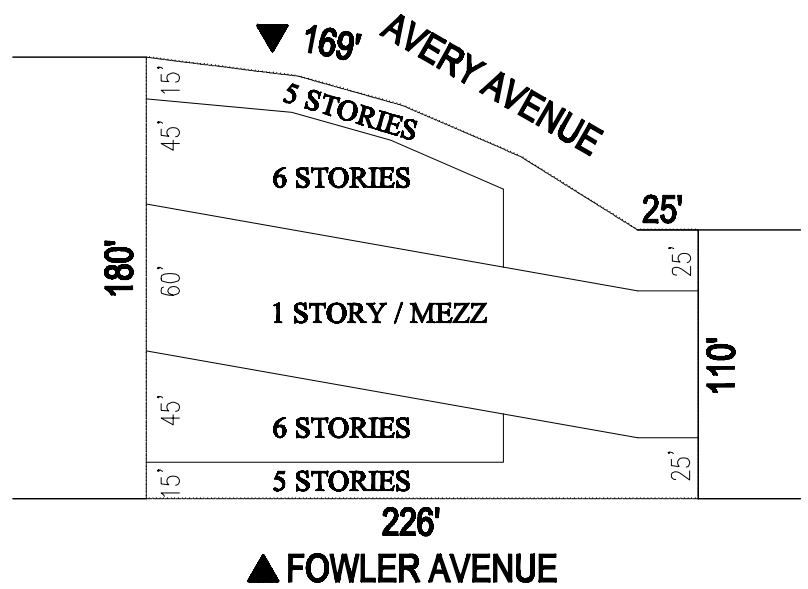

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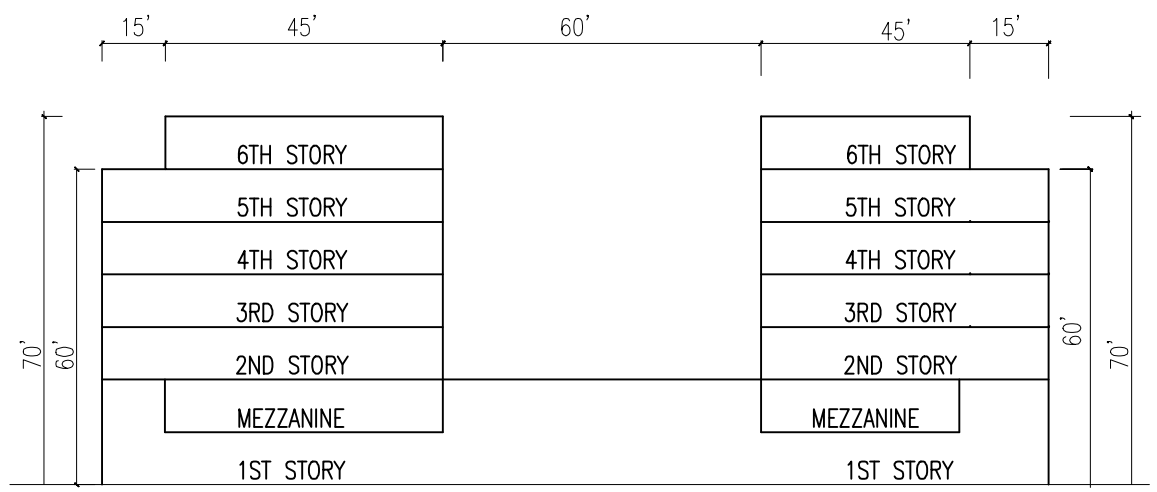

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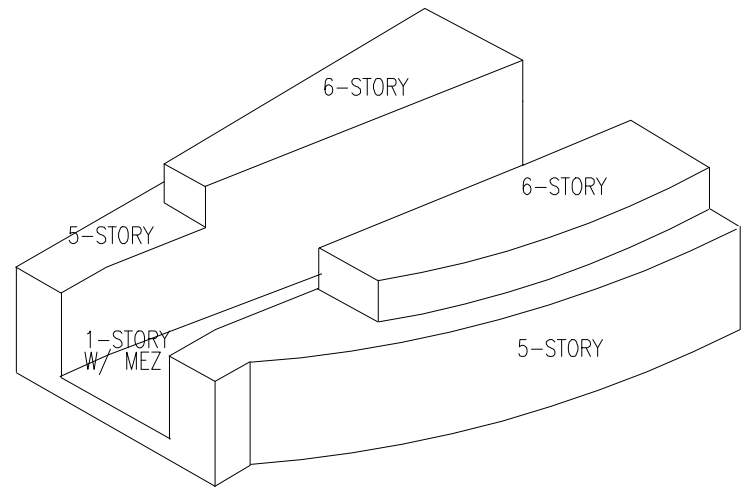


AXONOMETRIC VIEW

ZFA x1.05= GFA (GROSS FLOOR AREA ABOVE GRADE)
BUILD YEAR: 2013

REV. 11/2/2011

PDS of LOT #1

LOT #1
LOT AREA: 9,898 SF
(CORNER LOT)

EXISTING:

EXISTING BUILDING FA: 1,421 SF
(COMMERCIAL)
EXISTING USE GROUP: 16

PROPOSED:

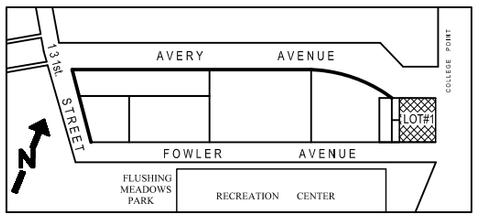
PROPOSED USE GROUP: 2,6
PROPOSED BUILDING FLOOR AREA:

COMMERCIAL (ZFA) :
1ST FLOOR: 7,900 SF
MEZZANINE: 3,200 SF
11,100 SF, FAR: 1.12

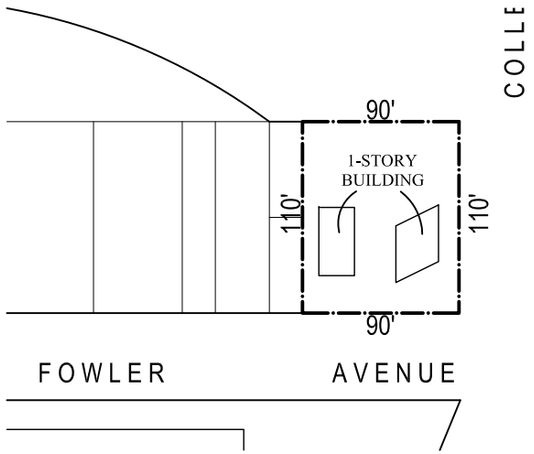
RESIDENTIAL (ZFA) :
2ND FLOOR: 7,120 SF
3RD FLOOR: 7,120 SF
4TH FLOOR: 7,120 SF
5TH FLOOR: 7,120 SF
28,492 SF, FAR: 2.88

TOTAL BUILDING FLOOR AREA: 39,592 SF
TOTAL FAR: 4.0
GFA: 41,571 SF

PROPOSED NUMBER OF DWELLING UNITS: 28 DU
(1,000 SF PER UNIT)
(NOTE: MINIMUM DWELLING UNIT SIZE UNDER ZONING IS 680 SF, WHICH YIELDS A MAXINUM 42 UNITS)



KEY PLAN



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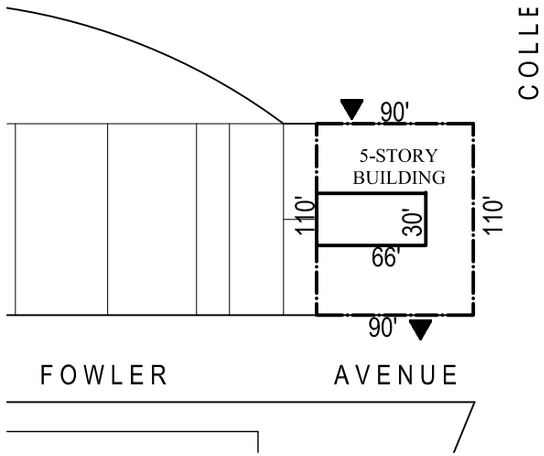

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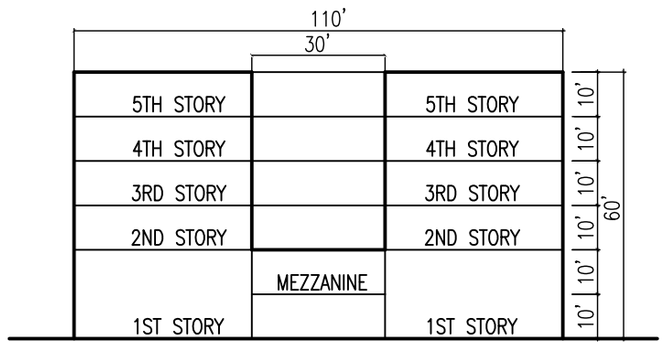

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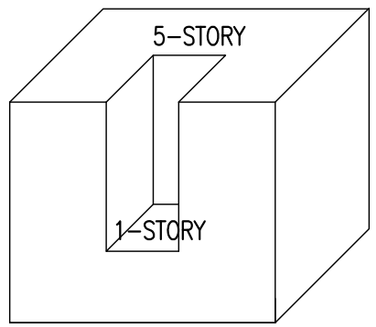

AXONOMETRIC VIEW

ZFA x1.05= GFA (GROSS FLOOR AREA ABOVE GRADE)
BUILD YEAR: 2013

REV. 12/8/2011




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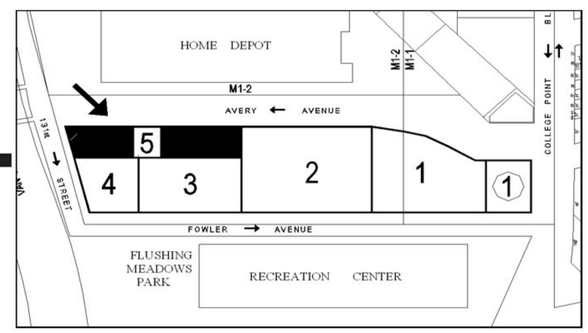

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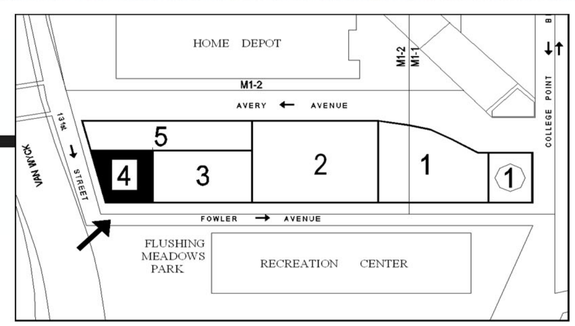



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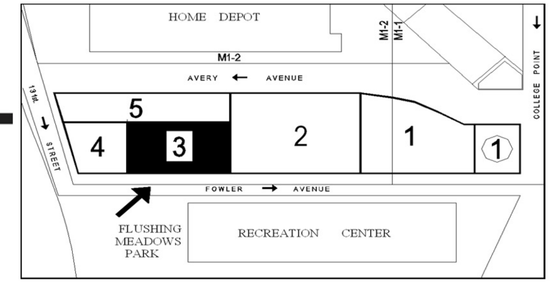

PDS #2

FOWLER AVENUE



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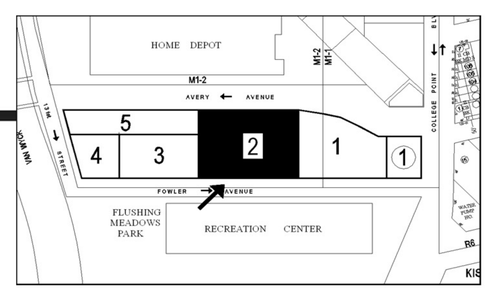

PDS #2

AVERY AVENUE



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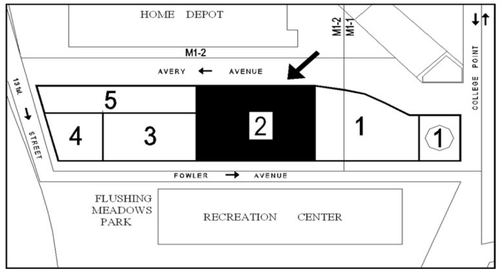

PDS #1

FOWLER AVENUE



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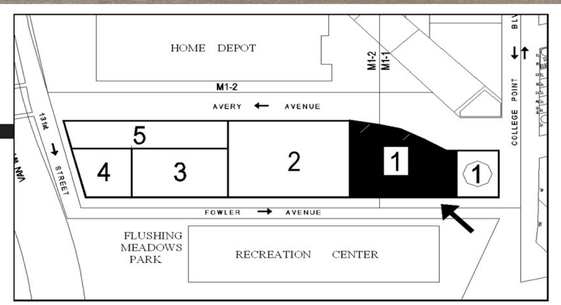

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AVERY AVENUE

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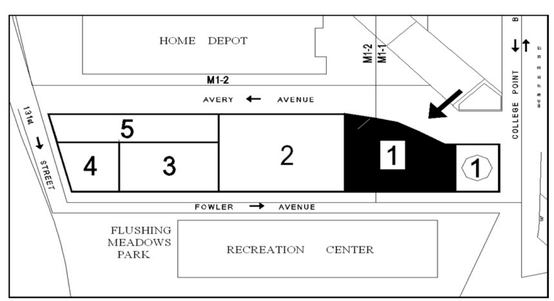

LOT#1

FOWLER AVENUE



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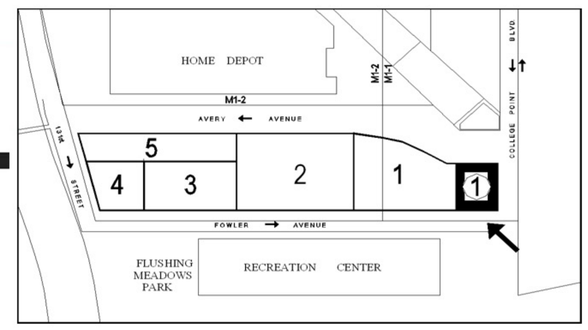

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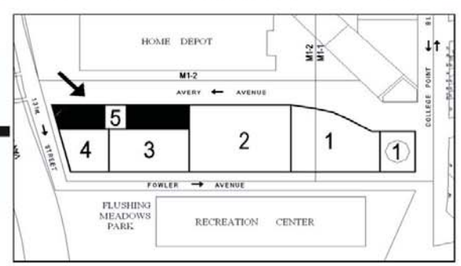

PDS #5



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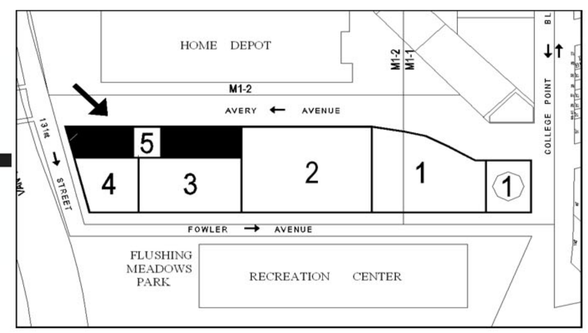



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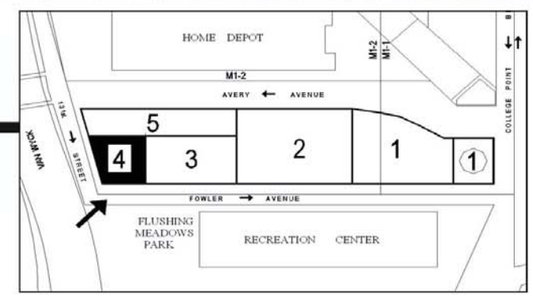

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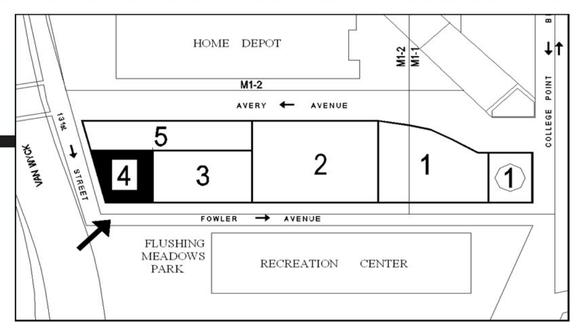



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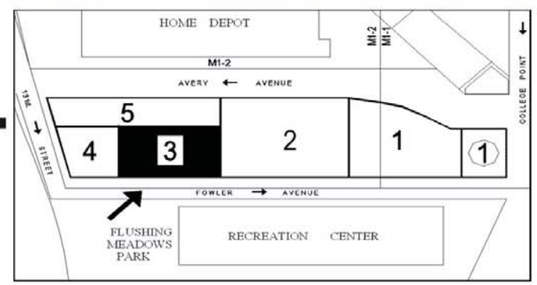



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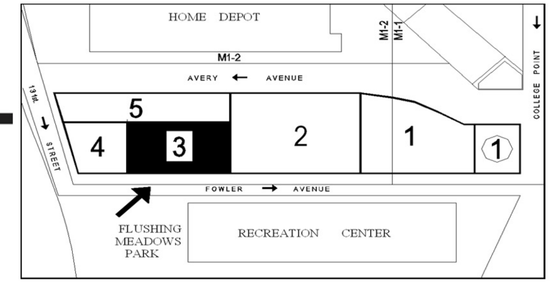

PDS #2

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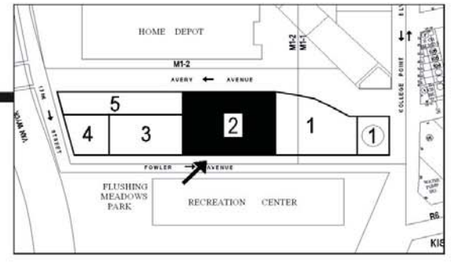

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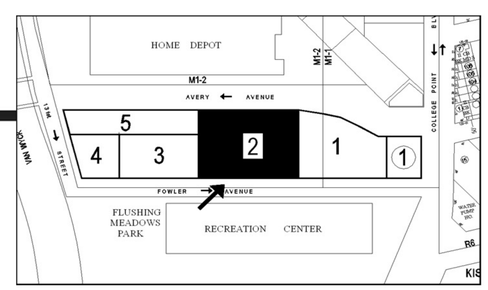

PDS #2

AVERY AVENUE



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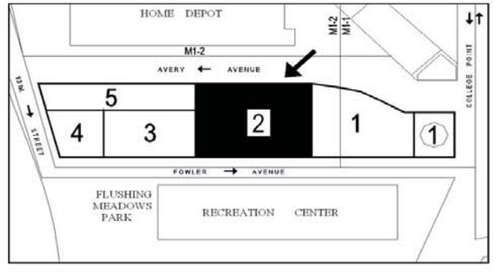

PDS #2

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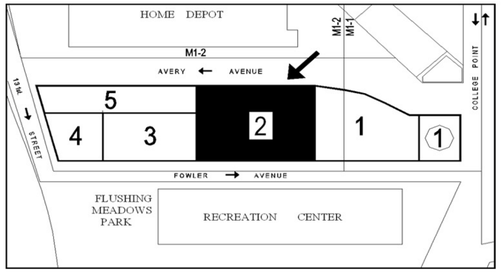

PDS #1

FOWLER AVENUE



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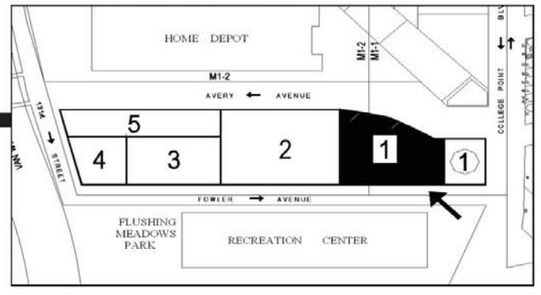

PDS #1

FOWLER AVENUE



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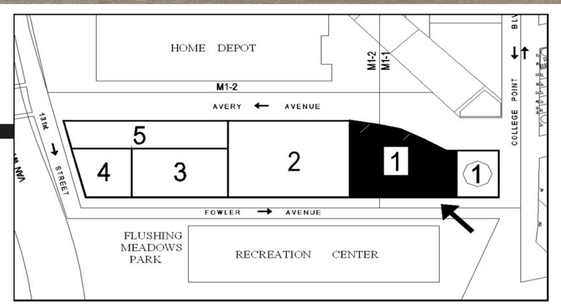

PDS #1

AVERY AVENUE



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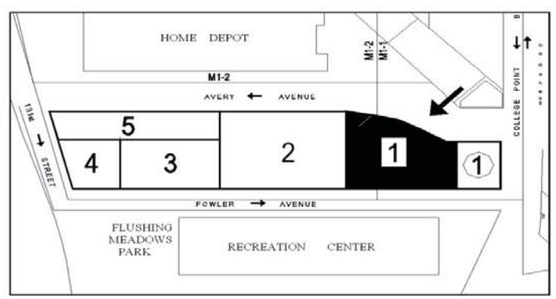

PDS #1

AVERY AVENUE

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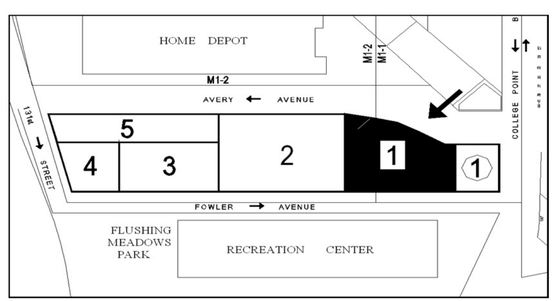

LOT#1

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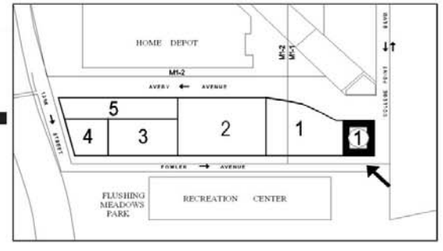

LOT#1

FOWLER AVENUE



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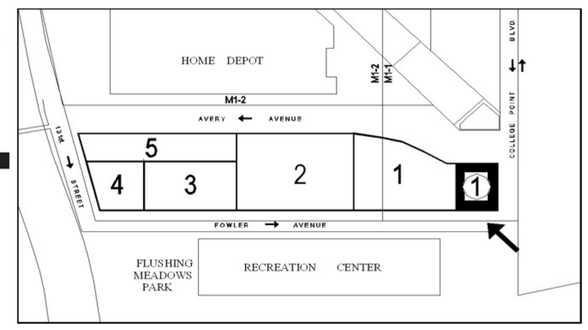

STREET VIEW FOWLER AVENUE



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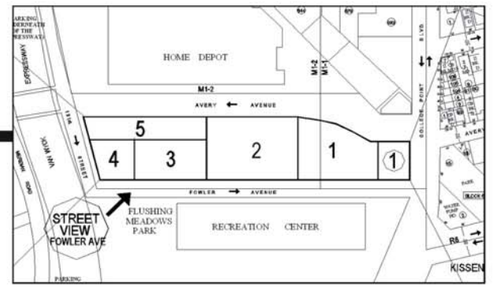

STREET VIEW FOWLER AVENUE



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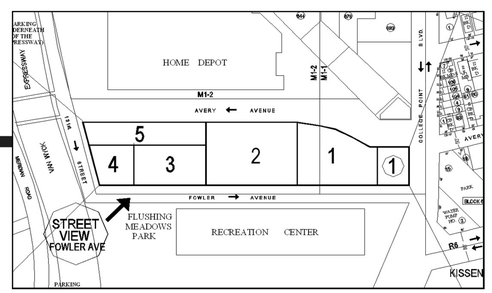

STREET VIEW FOWLER AVENUE



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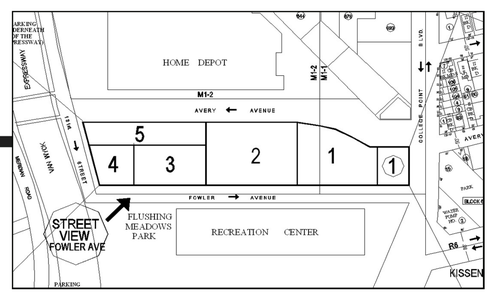

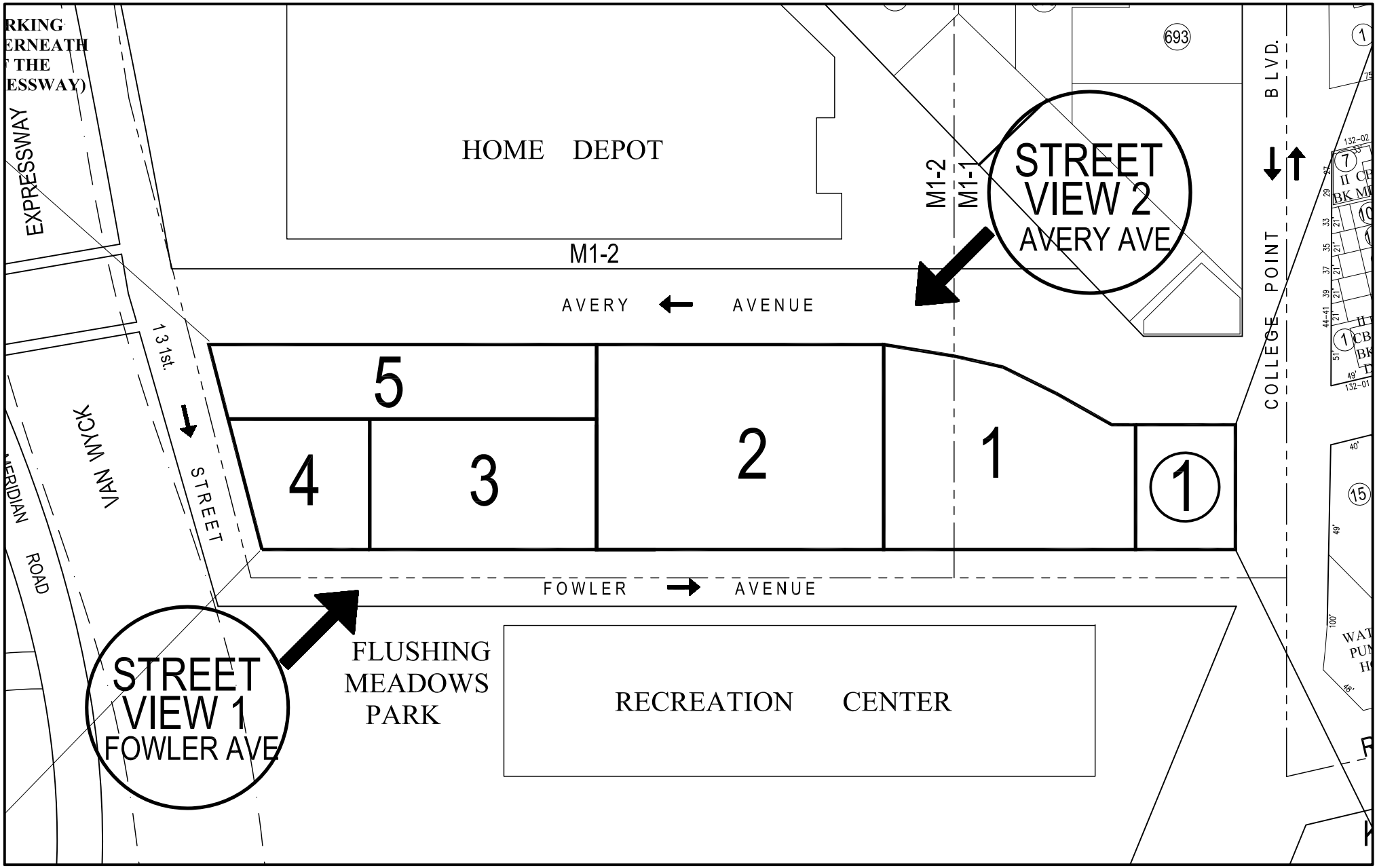

NOTE: Numbers in bold indicate a PDS.
Numbers in Italic Indicate a Potential Site.

REV. 12-5-2011

STREET VIEW AVERY AVENUE



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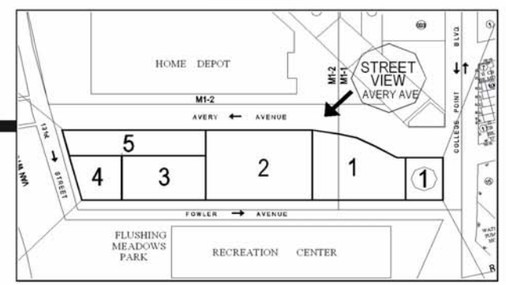

STREET VIEW AVERY AVENUE



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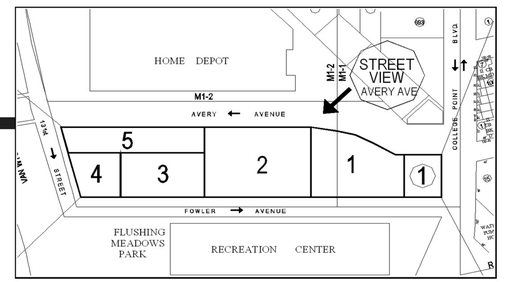

STREET VIEW AVERY AVENUE



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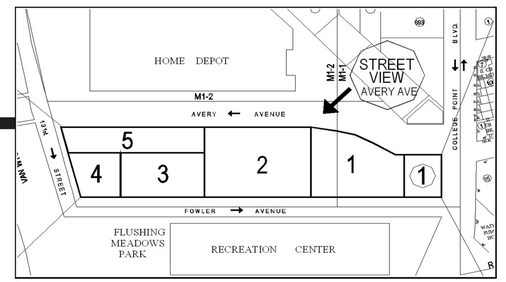
83-75 117TH STREET, SUITE 7A, KEW GARDENS, NY 11418 (718)850-6780



FLUSHING MEADOWS EAST ZONING MAP AMENDMENT
Reasonable Worst Case Development Scenario

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V
1		All Lots are in Block 5076				EXISTING																
2		Site No.	Lot	Address	LotArea	Zone Dist	Max Allow FAR	LandUse	Max Building Height (Stories)	Bldg FA	Commercial FA	Res FA	Office FA	Retail FA	Garage FA	unoccupied FA	Comm Fac FA	Manuf FA	Units Res	Units Total	Access Parking Spaces	Built FA
3	PROJECTED DEVELOPMENT SITES	1	5	131-59 Avery Ave	1,625	M1-1	1.00	6, 16	2									3,250				
4			7	131-57 Avery Ave	3,370	M1-1	1.00	6, 16	2									6,600				
5			9	Fowler Ave	2,500	M1-1	1.00	6, 8														
6			11	Fowler Ave	5,570	M1-1	1.00	6, 8														
7			14	131-47 Fowler Ave	5,830	M1-1	1.00	6, 8	1													
8			16	131-37 Fowler Ave	5,170	M1-2	2.00	6, 8														
9			67	131-62 Avery Ave	1,125	M1-1	1.00	6, 16	2									2,250				
10			160	Avery Ave	7,150	M1-1	1.00	6, 8														
11				PDS Totals	32,340					17,600	17,600							12,100			69	29,700
12																						
13		2	18	131-35 Fowler Ave	3,300	M1-2	2.00	6,9,16	3													
14			20	131-27 Fowler Ave	36,450	M1-2	2.00	6,9,16	2													
15			29	131-19 Fowler Ave	5,720	M1-2	2.00	2	2			2,850							1	1	0	
16				PDS Totals	45,470					52,875	43,755	2,850						6,270	1	1	26	52,875
17																						
18		3	31	131-05 Fowler Ave	23,000	M1-2	2.00	6,9,16	1	41,550	11,367							11,367			0	22,734
19																						
20		4	43	131-01 Fowler Ave	12,150	M1-2	2.00	16	3	24,300						12,576		11,724			23	24,300
21																						
22		5	61	131-10 Avery Ave	8,671	M1-2	2.00	6	1													
23			65	131-18 Avery Ave	4,323	M1-2	2.00	6	1													
24			69	131-24 Avery Ave	4,323	M1-2	2.00	6	1													
25			75	131-32 Avery Ave	4,323	M1-2	2.00	6	1													
26				PDS Totals	21,640					21,640	21,640										24	21,640
27																						
28																						
29				TOTALS	134,600					157,965	94,362	2,850	0	0	0	12,576	0	41,461	1	1	142	151,249
30																						
31		Split Lot Assumptions:			(sf)																	
32		Lot 14 is split by the M1-1/M1-2 zoning district					Lot 18: has had development prusuant to the current zoning, including a new three story building with ground floor retail and 2nd / 3rd floor commercial offices															
33			The Lot Area		5,830		Lot 43: has also been redeveloped under the current zoining, includig three story building with cellar parking and commerical space above ground															
34			60% is in the M1-1		3,498																	
35			40% is in the M1-2 district		2,332																	
36																						
37		Lot 160 is also split by the distict boundry																				
38			The Lot Area		7,150																	
39			70% is in the M1-1		5,005																	
40			30% is in the M1-2 district		2,145																	
41																						
42	POTENTIAL DEVELOPMENT SITES																					
43																						
44		All Lots are in Block 5076				EXISTING																
45		Site No.	Lot	Address	LotArea	Zone Dist	Max Allow FAR	LandUse	Building Height (Stories)	Bldg FA	Commercial FA	Res FA	Office FA	Retail FA	Garage FA	unoccupied FA	Comm Fac FA	Manuf FA	Units Res	Units Total	Access Parking Spaces	BuiltFAR
46																						
47		1	1	49-04 College Point Blvd	9,898	M1-1	1.00	16	1	1,421	1,421							0			6	1,421
48																						
49				TOTALS	9,898					1,421	1,421	0	0	0	0	0	0	0	0	0	6	1,421
50																						
51		Asumptions:																				
52		Existing FAR in Existing equals NB FAR																				
53		Existing Res FA would not change in NB																				
54																						
55		PROJECT TOTALS								159,386	95,783	2,850	0	0	0	12,576	0	41,461	1	1	148	152,670
56																						
57																						
58																						
59																						
60																						
61																						
62																						
63																						

FLUSHING MEADOWS EAST ZONING MAP AMENDMENT
Reasonable Worst Case Development Scenario

	A	B	C	D	E	W	X	Y	Z	AA	AB	AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO	AP
1		All Lots are in Block 5076				NO BUILD																			
2		Site No.	Lot	Address	LotArea	Zone Dist	Max Allow FAR	Max FA	Max Building Height (stories)	Commercial FA	Auto Sales& Repair FA	Auto Repair FA	Gas Station FA	Parking FA	Storage FA	Garage (Vehicle Storage)	Manufac	Comm (Retail)	Comm (Office)	Comm (Hotel)	Hotel Rooms	Residential FA	Total FA	Dwellling Units	Access Parking Spaces (#/300sf)
3	PROJECTED DEVELOPMENT SITES		5	131-59 Avery Ave	1,625	M1-1	1.00	1,625																	
4			7	131-57 Avery Ave	3,370	M1-1	1.00	3,370																	
5			9	Fowler Ave	2,500	M1-1	1.00	2,500																	
6			11	Fowler Ave	5,570	M1-1	1.00	5,570																	
7		1	14	131-47 Fowler Ave	5,830	M1-1	1.00	5,830																	
8			16	131-37 Fowler Ave	5,170	M1-2	2.00	10,340																	
9			67	131-62 Avery Ave	1,125	M1-1	1.00	1,125																	
10			160	Avery Ave	7,150	M1-1	1.00	7,150																	
11				PDS Totals	32,340			37,510	2	42,277							0						42,277	0	163
12																									
13			18	131-35 Fowler Ave	3,300	M1-2	2.00	6,600																	
14		2	20	131-27 Fowler Ave	36,450	M1-2	2.00	72,900																	
15			29	131-19 Fowler Ave	5,720	M1-2	2.00	11,440		0												2,850		1	0
16				PDS Totals	45,470			90,940	3	88,090							0					2,850	90,940	1	293
17																									
18		3	31	131-05 Fowler Ave	23,000	M1-2	2.00	46,000	2	46,000							0						46,000	0	153
19																									
20		4	43	131-01 Fowler Ave	12,150	M1-2	2.00	24,300	2	24,300							0						24,300	0	81
21																									
22			61	131-10 Avery Ave	8,671	M1-2	2.00	17,342																	
23			65	131-18 Avery Ave	4,323	M1-2	2.00	8,646																	
24		5	69	131-24 Avery Ave	4,323	M1-2	2.00	8,646																	
25			75	131-32 Avery Ave	4,323	M1-2	2.00	8,646																	
26				PDS Totals	21,640			43,280	3	43,280							0						43,280	0	144
27																									
28																									
29				TOTALS	134,600			242,030	12	243,947	0	0	0	0	0	0	0	0	0	0	0	2,850	246,797	1	835
30																									
31		Split Lot Assumptions:			(sf)																				
32		Lot 14 is split by the M1-1/M1-2 zoning district																							
33			The Lot Area		5,830																				
34			60% is in the M1-1		3,498																				
35			40% is in the M1-2 district		2,332																				
36																									
37		Lot 160 is also split by the distict boundry																							
38			The Lot Area		7,150																				
39			70% is in the M1-1		5,005																				
40			30% is in the M1-2 district		2,145																				
41																									
42																									
43																									
44	POTENTIAL DEVELOPMENT SITES	All Lots are in Block 5076				NO BUILD																			
45		Site No.	Lot	Address	LotArea	Zone Dist	Max Allow FAR	Max FA	Building Height (stories)	Commercial FA	Sales& Repair FA	Auto Repair FA	Gas Station FA	Parking FA	Storage FA	Garage (Vehicle Storage)	Manufac	Comm (Retail)	Comm (Office)	Comm (Hotel)	Hotel Rooms	Residential FA	Total FA	Dwellling Units	Access Parking Spaces
46																									
47		1	1	49-04 College Point Blvd	9,898	M1-1	1.00	9,898	2	9,898			0				0						9,898	0	6
48																									
49				TOTALS	9,898			9,898		9,898	0	0	0	0	0	0	0	0	0	0	0	0	9,898	0	6
50																									
51		Asumptions:																							
52		Existing FAR in Existing equals NB FAR																							
53		Existing Res FA would not change in NB																							
54																									
55		PROJECT TOTALS						251,928		253,845	0	0	0	0	0	0	0	0	0	0	0	2,850	256,695	1	841
56																									
57																									
58																									
59																									
60																									
61																									
62																									
63																									

FLUSHING MEADOWS EAST ZONING MAP AMENDMENT
Reasonable Worst Case Development Scenario

	A	B	C	D	E	AQ	AR	AS	AT	AU	AV	AW	AX	AY	AZ	BA	BB	BC	BD	BE	BF	BG	BH
1		All Lots are in Block 5076				BUILD																	
2		Site No.	Lot	Address	LotArea	Proposed Zoning	Max Allow FAR	Building Height Stories	Commercial FA	Auto Sales and Repair	Auto Repair	Garage (Vehicle Storage)	Storage	Comm (Retail)	Comm (Office)	Comm (Hotel)	Residential FA	Total FA	20% of res floor area	remaning floor FA	Total Dwellling Units	Affordable Dwelling Units	Access Parking Spaces
3	PROJECTED DEVELOPMENT SITES	1	5	131-59 Avery Ave	1,625																		
4			7	131-57 Avery Ave	3,370																		
5			9	Fowler Ave	2,500																		
6			11	Fowler Ave	5,570																		
7			14	131-47 Fowler Ave	5,830																		
8			16	131-37 Fowler Ave	5,170																		
9			67	131-62 Avery Ave	1,125																		
10			160	Avery Ave	7,150																		
11				PDS Totals	32,340	C2-6A	4.0	6	32,100								88,020	120,120	17,604	70,416	88	0	65
12																							
13		2	18	131-35 Fowler Ave	3,300																		
14			20	131-27 Fowler Ave	36,450																		
15			29	131-19 Fowler Ave	5,720																		
16				PDS Totals	45,470	C2-6A	4.0	6	54,000								127,880	181,880	25,576	102,304	128	0	91
17																							
18		3	31	131-05 Fowler Ave	23,000	C2-6A	4.0	6	23,000								67,400	90,400	13,480	53,920	67	0	46
19																							
20		4	43	131-01 Fowler Ave	12,150	C2-6A	4.0	5	12,000								36,578	48,578	7,316	29,262	36	0	23
21																							
22		5	61	131-10 Avery Ave	8,671																		
23			65	131-18 Avery Ave	4,323																		
24			69	131-24 Avery Ave	4,323																		
25			75	131-32 Avery Ave	4,323																		
26				PDS Totals	21,640	C2-6A	4.0	5	27,000								59,560	86,560	11,912	47,648	59	0	43
27																							
28																							
29				TOTALS	134,600				148,100	0	0	0	0	0	0	0	379,438	527,538	75,888	303,550	378	0	268
30																							
31		Split Lot Assumptions:			(sf)																		
32		Lot 14 is split by the M1-1/M1-2 zoning district																					
33			The Lot Area		5,830																		
34			60% is in the M1-1		3,498																		
35			40% is in the M1-2 district		2,332																		
36																							
37		Lot 160 is also split by the distict boundry																					
38			The Lot Area		7,150																		
39			70% is in the M1-1		5,005																		
40			30% is in the M1-2 district		2,145																		
41																							
42	POTENTIAL DEVELOPMENT SITES																						
43																							
44		All Lots are in Block 5076				BUILD																	
45		Site No.	Lot	Address	LotArea	Proposed Zoning	Max Allow FAR	Building Height Stories	Commercial FA	Auto Sales and Repair	Auto Repair	Garage (Vehicle Storage)	Storage	Comm (Retail)	Comm (Office)	Comm (Hotel)	Residential FA	Total FA	20% of res floor area	remaning floor FA	Total Dwellling Units	Affordable Dwelling Units	Access Parking Spaces
46																							
47		1	1	49-04 College Point Blvd	9,898	C2-6A	4.0	5	11,100								28,492	39,592	5,698	22,794	28	0	14
48																							
49				TOTALS	9,898				11,100	0	0	0	0	0	0	0	28,492	39,592	5,698	22,794	28	0	14
50																							
51		Asumptions:																					
52		Existing FAR in Existing equals NB FAR																					
53		Existing Res FA would not change in NB																					
54																							
55		PROJECT TOTALS							159,200	0	0	0	0	0	0	0	407,930	567,130	81,586	326,344	406	0	282
56																							
57																							
58																							
59																							
60																							
61																							
62																							
63																							

FLUSHING MEADOWS EAST ZONING MAP AMENDMENT
Reasonable Worst Case Development Scenario

	A	B	C	D	E	BI	BJ	BK	BL	BM	BN	BO	BP	BQ	BR	BS	BT	BU	BV	BW
1		All Lots are in Block 5076				INCREMENT (Build - No Build)						PARKING				Notes				
2		Site No.	Lot	Address	LotArea	DUs	Affordable DUs	Commercial FA	Manufur FA	Resident FA	Comm (Hotel)	Existing	No Build	Build	Parking Increment (Build - NB)	Existing Use	OwnerName	YearBuilt	YearAlter 1	YearAlter2
3	PROJECTED DEVELOPMENT SITES	1	5	131-59 Avery Ave	1,625											Contractor's Office	David Ustaev	2002		
4			7	131-57 Avery Ave	3,370											Live Poultry	David Ustaev	UK		
5			9	Fowler Ave	2,500											Accessory Parking	MCPJF Inc	Vacant		
6			11	Fowler Ave	5,570											Accessory Parking	MCPJF Inc	Vacant		
7			14	131-47 Fowler Ave	5,830											Retail	MCPJF Inc	UK		
8			16	131-37 Fowler Ave	5,170											Accessory Parking	MCPJF Inc	Vacant		
9			67	131-62 Avery Ave	1,125											Live Poultry	KMP Lucky Corp	2004	2005	
10			160	Avery Ave	7,150											Accessory Parking	MCPJF Inc	Vacant		
11				PDS Totals	32,340	88	0	-10,177	0	88,020		69	163	65	-98					
12																				
13		2	18	131-35 Fowler Ave	3,300											Office	Angela Hai	2010		
14			20	131-27 Fowler Ave	36,450											Retail	Daddy Dan Realty Co	1964	1971	1990
15			29	131-19 Fowler Ave	5,720							0	0	0	0	Residential	Joan Oro	1947	1964	
16				PDS Totals	45,470	127	0	-34,090	0	125,030		26	293	91	-202					
17																				
18		3	31	131-05 Fowler Ave	23,000	67	0	-23,000	0	67,400		0	153	46	-107	Retail, Manufacturing	Banshee Realty Co	UK		
19																				
20		4	43	131-01 Fowler Ave	12,150	36	0	-12,300	0	36,578		23	81	23	-58	Commercial	CFJ Holding LLC	UK		
21																				
22		5	61	131-10 Avery Ave	8,671											Retail	Bernard Scharf	1991		
23			65	131-18 Avery Ave	4,323											Retail	Bernard Scharf	UK		
24			69	131-24 Avery Ave	4,323											Retail	Bernard Scharf	1996		
25			75	131-32 Avery Ave	4,323											Retail	Susane Scharf	1996		
26				PDS Totals	21,640	59	0	-16,280	0	59,560		24	144	43	-101					
27																				
28																				
29				TOTALS	134,600	377	0	-95,847	0	376,588	0	142	835	268	-567					
30																				
31		Split Lot Assumptions:			(sf)															
32		Lot 14 is split by the M1-1/M1-2 zoning district														Lot 18 History (Within PDS 2):		History Lot 43 (PDS 4)		
33			The Lot Area		5,830											131-35 Fowler Avenue		131-01 Fowler Ave		
34			60% is in the M1-1		3,498											prior to 1990 Vacant Site		prior to 2001 vacant site		
35			40% is in the M1-2 district		2,332											2008 Plans filed with DOB for a commerical sturcture		2001 Hotel Plans filed wit DOB		
36																2010 CO issued for a Commerical Structure		2009 Warehouse Plans filed		
37		Lot 160 is also split by the distict boundry																2011 DOB issues a Warehouse CO		
38			The Lot Area		7,150															
39			70% is in the M1-1		5,005													Complies with the current M1-2 zoning		
40			30% is in the M1-2 district		2,145															
41																				
42	POTENTIAL DEVELOPMENT SITES																			
43																				
44		All Lots are in Block 5076				INCREMENT						PARKING				Notes				
45		Site No.	Lot	Address	LotArea	DUs	Affordable DUs	Commercial FA	Manufur FA	Resident FA	Comm (Hotel)	Parking Existing	No Build Parking	Parking Build	Parking Increment	Existing Use	OwnerName	YearBuilt	YearAlter 1	YearAlter2
46																				
47		1	1	49-04 College Point Blvd	9,898	28	0	1,202	0	28,492		6	6	20	14	Gas Stattion	BP America	UK		
48																				
49				TOTALS	9,898	28	0	1,202	0	28,492	0	6	6	20	14					
50																				
51		Asumptions:																		
52		Existing FAR in Existing equals NB FAR																		
53		Existing Res FA would not change in NB																		
54																				
55		PROJECT TOTALS				405	0	-94,645	0	405,080	0	148	841	288	-553					
56																				
57																				
58																				
59																				
60																				
61																				
62																				
63																				

FLUSHING MEADOWS EAST ZONING MAP AMENDMENT
Reasonable Worst Case Development Scenario

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V
1		All Lots are in Block 5076				EXISTING																
2		Site No.	Lot	Address	LotArea	Zone Dist	Max Allow FAR	LandUse	Max Building Height (Stories)	Bldg FA	Commercial FA	Res FA	Office FA	Retail FA	Garage FA	unoccupied FA	Comm Fac FA	Manuf FA	Units Res	Units Total	Access Parking Spaces	Built FA
3	PROJECTED DEVELOPMENT SITES	1	5	131-59 Avery Ave	1,625	M1-1	1.00	6, 16	2									3,250				
4			7	131-57 Avery Ave	3,370	M1-1	1.00	6, 16	2									6,600				
5			9	Fowler Ave	2,500	M1-1	1.00	6, 8														
6			11	Fowler Ave	5,570	M1-1	1.00	6, 8														
7			14	131-47 Fowler Ave	5,830	M1-1	1.00	6, 8	1													
8			16	131-37 Fowler Ave	5,170	M1-2	2.00	6, 8														
9			67	131-62 Avery Ave	1,125	M1-1	1.00	6, 16	2									2,250				
10			160	Avery Ave	7,150	M1-1	1.00	6, 8														
11				PDS Totals	32,340					17,600	17,600							12,100			69	29,700
12																						
13		2	18	131-35 Fowler Ave	3,300	M1-2	2.00	6,9,16	3													
14			20	131-27 Fowler Ave	36,450	M1-2	2.00	6,9,16	2													
15			29	131-19 Fowler Ave	5,720	M1-2	2.00	2	2			2,850							1	1	0	
16				PDS Totals	45,470					52,875	43,755	2,850						6,270	1	1	26	52,875
17																						
18		3	31	131-05 Fowler Ave	23,000	M1-2	2.00	6,9,16	1	41,550	11,367							11,367			0	22,734
19																						
20		4	43	131-01 Fowler Ave	12,150	M1-2	2.00	16	3	24,300						12,576		11,724			23	24,300
21																						
22		5	61	131-10 Avery Ave	8,671	M1-2	2.00	6	1													
23			65	131-18 Avery Ave	4,323	M1-2	2.00	6	1													
24			69	131-24 Avery Ave	4,323	M1-2	2.00	6	1													
25			75	131-32 Avery Ave	4,323	M1-2	2.00	6	1													
26				PDS Totals	21,640					21,640	21,640										24	21,640
27																						
28																						
29				TOTALS	134,600					157,965	94,362	2,850	0	0	0	12,576	0	41,461	1	1	142	151,249
30																						
31		Split Lot Assumptions:			(sf)																	
32		Lot 14 is split by the M1-1/M1-2 zoning district					Lot 18: has had development prusuant to the current zoning, including a new three story building with ground floor retail and 2nd / 3rd floor commercial offices															
33			The Lot Area		5,830		Lot 43: has also been redeveloped under the current zoining, includig three story building with cellar parking and commerical space above ground															
34			60% is in the M1-1		3,498																	
35			40% is in the M1-2 district		2,332																	
36																						
37		Lot 160 is also split by the distict boundry																				
38			The Lot Area		7,150																	
39			70% is in the M1-1		5,005																	
40			30% is in the M1-2 district		2,145																	
41																						
42	POTENTIAL DEVELOPMENT SITES																					
43																						
44		All Lots are in Block 5076				EXISTING																
45		Site No.	Lot	Address	LotArea	Zone Dist	Max Allow FAR	LandUse	Building Height (Stories)	Bldg FA	Commercial FA	Res FA	Office FA	Retail FA	Garage FA	unoccupied FA	Comm Fac FA	Manuf FA	Units Res	Units Total	Access Parking Spaces	BuiltFAR
46																						
47		1	1	49-04 College Point Blvd	9,898	M1-1	1.00	16	1	1,421	1,421							0			6	1,421
48																						
49				TOTALS	9,898					1,421	1,421	0	0	0	0	0	0	0	0	0	6	1,421
50																						
51		Asumptions:																				
52		Existing FAR in Existing equals NB FAR																				
53		Existing Res FA would not change in NB																				
54																						
55		PROJECT TOTALS								159,386	95,783	2,850	0	0	0	12,576	0	41,461	1	1	148	152,670
56																						
57																						
58																						
59																						
60																						
61																						
62																						
63																						

FLUSHING MEADOWS EAST ZONING MAP AMENDMENT
Reasonable Worst Case Development Scenario

	A	B	C	D	E	W	X	Y	Z	AA	AB	AC	AD	AE	AF	AG	AH	AI	AJ	AK	AL	AM	AN	AO	AP
1		All Lots are in Block 5076				NO BUILD																			
2		Site No.	Lot	Address	LotArea	Zone Dist	Max Allow FAR	Max FA	Max Building Height (stories)	Commercial FA	Auto Sales& Repair FA	Auto Repair FA	Gas Station FA	Parking FA	Storage FA	Garage (Vehicle Storage)	Manufac	Comm (Retail)	Comm (Office)	Comm (Hotel)	Hotel Rooms	Residential FA	Total FA	Dwellling Units	Access Parking Spaces (#/300sf)
3	PROJECTED DEVELOPMENT SITES		5	131-59 Avery Ave	1,625	M1-1	1.00	1,625																	
4			7	131-57 Avery Ave	3,370	M1-1	1.00	3,370																	
5			9	Fowler Ave	2,500	M1-1	1.00	2,500																	
6			11	Fowler Ave	5,570	M1-1	1.00	5,570																	
7		1	14	131-47 Fowler Ave	5,830	M1-1	1.00	5,830																	
8			16	131-37 Fowler Ave	5,170	M1-2	2.00	10,340																	
9			67	131-62 Avery Ave	1,125	M1-1	1.00	1,125																	
10			160	Avery Ave	7,150	M1-1	1.00	7,150																	
11				PDS Totals	32,340			37,510	2	42,277							0						42,277	0	163
12																									
13			18	131-35 Fowler Ave	3,300	M1-2	2.00	6,600																	
14		2	20	131-27 Fowler Ave	36,450	M1-2	2.00	72,900																	
15			29	131-19 Fowler Ave	5,720	M1-2	2.00	11,440		0												2,850		1	0
16				PDS Totals	45,470			90,940	3	88,090							0					2,850	90,940	1	293
17																									
18		3	31	131-05 Fowler Ave	23,000	M1-2	2.00	46,000	2	46,000							0						46,000	0	153
19																									
20		4	43	131-01 Fowler Ave	12,150	M1-2	2.00	24,300	2	24,300							0						24,300	0	81
21																									
22			61	131-10 Avery Ave	8,671	M1-2	2.00	17,342																	
23			65	131-18 Avery Ave	4,323	M1-2	2.00	8,646																	
24		5	69	131-24 Avery Ave	4,323	M1-2	2.00	8,646																	
25			75	131-32 Avery Ave	4,323	M1-2	2.00	8,646																	
26				PDS Totals	21,640			43,280	3	43,280							0						43,280	0	144
27																									
28																									
29				TOTALS	134,600			242,030	12	243,947	0	0	0	0	0	0	0	0	0	0	0	2,850	246,797	1	835
30																									
31		Split Lot Assumptions:			(sf)																				
32		Lot 14 is split by the M1-1/M1-2 zoning district																							
33			The Lot Area		5,830																				
34			60% is in the M1-1		3,498																				
35			40% is in the M1-2 district		2,332																				
36																									
37		Lot 160 is also split by the distict boundry																							
38			The Lot Area		7,150																				
39			70% is in the M1-1		5,005																				
40			30% is in the M1-2 district		2,145																				
41																									
42																									
43																									
44	POTENTIAL DEVELOPMENT SITES	All Lots are in Block 5076				NO BUILD																			
45		Site No.	Lot	Address	LotArea	Zone Dist	Max Allow FAR	Max FA	Building Height (stories)	Commercial FA	Sales& Repair FA	Auto Repair FA	Gas Station FA	Parking FA	Storage FA	Garage (Vehicle Storage)	Manufac	Comm (Retail)	Comm (Office)	Comm (Hotel)	Hotel Rooms	Residential FA	Total FA	Dwellling Units	Access Parking Spaces
46																									
47		1	1	49-04 College Point Blvd	9,898	M1-1	1.00	9,898	2	9,898			0				0						9,898	0	6
48																									
49				TOTALS	9,898			9,898		9,898	0	0	0	0	0	0	0	0	0	0	0	0	9,898	0	6
50																									
51		Asumptions:																							
52		Existing FAR in Existing equals NB FAR																							
53		Existing Res FA would not change in NB																							
54																									
55		PROJECT TOTALS						251,928		253,845	0	0	0	0	0	0	0	0	0	0	0	2,850	256,695	1	841
56																									
57																									
58																									
59																									
60																									
61																									
62																									
63																									

FLUSHING MEADOWS EAST ZONING MAP AMENDMENT
Reasonable Worst Case Development Scenario

	A	B	C	D	E	AQ	AR	AS	AT	AU	AV	AW	AX	AY	AZ	BA	BB	BC	BD	BE	BF	BG	BH
1		All Lots are in Block 5076				BUILD																	
2		Site No.	Lot	Address	LotArea	Proposed Zoning	Max Allow FAR	Building Height Stories	Commercial FA	Auto Sales and Repair	Auto Repair	Garage (Vehicle Storage)	Storage	Comm (Retail)	Comm (Office)	Comm (Hotel)	Residential FA	Total FA	20% of res floor area	remaning floor FA	Total Dwellling Units	Affordable Dwelling Units	Access Parking Spaces
3	PROJECTED DEVELOPMENT SITES	1	5	131-59 Avery Ave	1,625																		
4			7	131-57 Avery Ave	3,370																		
5			9	Fowler Ave	2,500																		
6			11	Fowler Ave	5,570																		
7			14	131-47 Fowler Ave	5,830																		
8			16	131-37 Fowler Ave	5,170																		
9			67	131-62 Avery Ave	1,125																		
10			160	Avery Ave	7,150																		
11				PDS Totals	32,340	C2-6A	4.0	7	32,100								88,020	120,120	17,604	70,416	88	0	65
12																							
13		2	18	131-35 Fowler Ave	3,300																		
14			20	131-27 Fowler Ave	36,450																		
15			29	131-19 Fowler Ave	5,720																		
16				PDS Totals	45,470	C2-6A	4.0	7	54,000								127,880	181,880	25,576	102,304	128	0	91
17																							
18		3	31	131-05 Fowler Ave	23,000	C2-6A	4.0	7	23,000								67,400	90,400	13,480	53,920	67	0	46
19																							
20		4	43	131-01 Fowler Ave	12,150	C2-6A	4.0	6	12,000								36,578	48,578	7,316	29,262	36	0	23
21																							
22		5	61	131-10 Avery Ave	8,671																		
23			65	131-18 Avery Ave	4,323																		
24			69	131-24 Avery Ave	4,323																		
25			75	131-32 Avery Ave	4,323																		
26				PDS Totals	21,640	C2-6A	4.0	5	27,000								59,560	86,560	11,912	47,648	59	0	43
27																							
28																							
29				TOTALS	134,600				148,100	0	0	0	0	0	0	0	379,438	527,538	75,888	303,550	378	0	268
30																							
31		Split Lot Assumptions:			(sf)																		
32		Lot 14 is split by the M1-1/M1-2 zoning district																					
33			The Lot Area		5,830																		
34			60% is in the M1-1		3,498																		
35			40% is in the M1-2 district		2,332																		
36																							
37		Lot 160 is also split by the distict boundry																					
38			The Lot Area		7,150																		
39			70% is in the M1-1		5,005																		
40			30% is in the M1-2 district		2,145																		
41																							
42	POTENTIAL DEVELOPMENT SITES																						
43																							
44		All Lots are in Block 5076				BUILD																	
45		Site No.	Lot	Address	LotArea	Proposed Zoning	Max Allow FAR	Building Height Stories	Commercial FA	Auto Sales and Repair	Auto Repair	Garage (Vehicle Storage)	Storage	Comm (Retail)	Comm (Office)	Comm (Hotel)	Residential FA	Total FA	20% of res floor area	remaning floor FA	Total Dwellling Units	Affordable Dwelling Units	Access Parking Spaces
46																							
47		1	1	49-04 College Point Blvd	9,898	C2-6A	4.0	5	11,100								28,492	39,592	5,698	22,794	28	0	14
48																							
49				TOTALS	9,898				11,100	0	0	0	0	0	0	0	28,492	39,592	5,698	22,794	28	0	14
50																							
51		Asumptions:																					
52		Existing FAR in Existing equals NB FAR																					
53		Existing Res FA would not change in NB																					
54																							
55		PROJECT TOTALS							159,200	0	0	0	0	0	0	0	407,930	567,130	81,586	326,344	406	0	282
56																							
57																							
58																							
59																							
60																							
61																							
62																							
63																							

FLUSHING MEADOWS EAST ZONING MAP AMENDMENT
Reasonable Worst Case Development Scenario

	A	B	C	D	E	BI	BJ	BK	BL	BM	BN	BO	BP	BQ	BR	BS	BT	BU	BV	BW
1		All Lots are in Block 5076				INCREMENT (Build - No Build)						PARKING				Notes				
2		Site No.	Lot	Address	LotArea	DUs	Affordable DUs	Commercial FA	Manufur FA	Resident FA	Comm (Hotel)	Existing	No Build	Build	Parking Increment (Build - NB)	Existing Use	OwnerName	YearBuilt	YearAlter 1	YearAlter2
3	PROJECTED DEVELOPMENT SITES	1	5	131-59 Avery Ave	1,625											Contractor's Office	David Ustaev	2002		
4			7	131-57 Avery Ave	3,370											Live Poultry	David Ustaev	UK		
5			9	Fowler Ave	2,500											Accessory Parking	MCPJF Inc	Vacant		
6			11	Fowler Ave	5,570											Accessory Parking	MCPJF Inc	Vacant		
7			14	131-47 Fowler Ave	5,830											Retail	MCPJF Inc	UK		
8			16	131-37 Fowler Ave	5,170											Accessory Parking	MCPJF Inc	Vacant		
9			67	131-62 Avery Ave	1,125											Live Poultry	KMP Lucky Corp	2004	2005	
10			160	Avery Ave	7,150											Accessory Parking	MCPJF Inc	Vacant		
11				PDS Totals	32,340	88	0	-10,177	0	88,020		69	163	65	-98					
12																				
13		2	18	131-35 Fowler Ave	3,300											Office	Angela Hai	2010		
14			20	131-27 Fowler Ave	36,450											Retail	Daddy Dan Realty Co	1964	1971	1990
15			29	131-19 Fowler Ave	5,720							0	0	0	0	Residential	Joan Oro	1947	1964	
16				PDS Totals	45,470	127	0	-34,090	0	125,030		26	293	91	-202					
17																				
18		3	31	131-05 Fowler Ave	23,000	67	0	-23,000	0	67,400		0	153	46	-107	Retail, Manufacturing	Banshee Realty Co	UK		
19																				
20		4	43	131-01 Fowler Ave	12,150	36	0	-12,300	0	36,578		23	81	23	-58	Commercial	CFJ Holding LLC	UK		
21																				
22		5	61	131-10 Avery Ave	8,671											Retail	Bernard Scharf	1991		
23			65	131-18 Avery Ave	4,323											Retail	Bernard Scharf	UK		
24			69	131-24 Avery Ave	4,323											Retail	Bernard Scharf	1996		
25			75	131-32 Avery Ave	4,323											Retail	Susane Scharf	1996		
26				PDS Totals	21,640	59	0	-16,280	0	59,560		24	144	43	-101					
27																				
28																				
29				TOTALS	134,600	377	0	-95,847	0	376,588	0	142	835	268	-567					
30																				
31		Split Lot Assumptions:			(sf)															
32		Lot 14 is split by the M1-1/M1-2 zoning district														Lot 18 History (Within PDS 2):		History Lot 43 (PDS 4)		
33			The Lot Area		5,830											131-35 Fowler Avenue		131-01 Fowler Ave		
34			60% is in the M1-1		3,498											prior to 1990 Vacant Site		prior to 2001 vacant site		
35			40% is in the M1-2 district		2,332											2008 Plans filed with DOB for a commerical sturcture		2001 Hotel Plans filed wit DOB		
36																2010 CO issued for a Commerical Structure		2009 Warehouse Plans filed		
37		Lot 160 is also split by the distict boundry																2011 DOB issues a Warehouse CO		
38			The Lot Area		7,150															
39			70% is in the M1-1		5,005													Complies with the current M1-2 zoning		
40			30% is in the M1-2 district		2,145															
41																				
42	POTENTIAL DEVELOPMENT SITES																			
43																				
44		All Lots are in Block 5076				INCREMENT						PARKING				Notes				
45		Site No.	Lot	Address	LotArea	DUs	Affordable DUs	Commercial FA	Manufur FA	Resident FA	Comm (Hotel)	Parking Existing	No Build Parking	Parking Build	Parking Increment	Existing Use	OwnerName	YearBuilt	YearAlter 1	YearAlter2
46																				
47		1	1	49-04 College Point Blvd	9,898	28	0	1,202	0	28,492		6	6	20	14	Gas Stattion	BP America	UK		
48																				
49				TOTALS	9,898	28	0	1,202	0	28,492	0	6	6	20	14					
50																				
51		Asumptions:																		
52		Existing FAR in Existing equals NB FAR																		
53		Existing Res FA would not change in NB																		
54																				
55		PROJECT TOTALS				405	0	-94,645	0	405,080	0	148	841	288	-553					
56																				
57																				
58																				
59																				
60																				
61																				
62																				
63																				

	Projected Development Site 1						**Projected Development Site 2**						**Projected Development Site 3**						**Projected Development Site 4**					
	Lots 5,7,9,11,14,16,67,160						**Lots 18,20,29**						**Lots 31**						**Lot 43**					
LOT AREA (SF)	32,340 SF						45,470 SF						23,000 SF						12,150 SF					
	EXISTING		FNB		FB		EXISTING		FNB		FB		EXISTING		FNB		FB		EXISTING		FNB		FB	
	M1-1/M1-2		M1-1/M1-2		C2-6A		M1-2				C2-6A		M1-2		M1-2		C2-6A		M1-2		M1-2		C2-6A	
USE GROUPS	6,8		4 to 13, 16, 17		2 to 9, 14		6,9,16		4 to 13, 16, 17		2 to 9, 14		6, 9, 16		4 to 13, 16, 17		2 to 9, 14		16		4 to 13, 16, 17		2 to 9, 14	
FAR	FAR	GSAG	FAR	GSAG	FAR	ZFA/**GFA**	FAR	GSAG	FAR	GSAG	FAR	ZFA/**GFA**	FAR	GSAG	FAR	GSAG	FAR	ZFA/**GFA**	FAR	GSAG	FAR	GSAG	FAR	ZFA/**GFA**
RESIDENTIAL-QUALITY HOUSING-R6A	N/A				2.72	88,020 SF	0.06	2,850 SF		2,850 SF	2.81	127,880 SF	N/A				2.93	67,400 SF	N/A				3.01	36,578 SF
COMMUNITY FACILITY	0.0				0		0				0		0				0		0				0	
COMMERCIAL	0.2	17,600 SF	1.0/2.0	42277.0	0.99	32,100 SF	1.1	43,755 SF	2	88,090 SF	1.19	54,000 SF	0.49	11,367 SF	2	46,000 SF	1	23,000 SF	0		2	24,300 SF	0.99	12000 SF
MANUFACTURE	0.0		1.0/2.0		N/A		0.16	6,270 SF	2		N/A		0.49	11,367 SF	2		N/A		2	24,300 SF	2		N/A	
TOTAL	**0.2**	**17,600 SF**	**2**	**42,277SF**	**3.71**	**120,120 SF**	**1.16**	**52,875 SF**	**2**	**90,940 SF**	**4**	**181,880 SF**	**0.98**	**22,734 SF**	**2**	**46,000 SF**	**3.93**	**90,400 SF**	**2**	**24,300 SF**	**2**	**24,300 SF**	**4**	**48,578 SF**
LOT COVERAGE REGULATIONS																								
QUALITY HOUSING-INTERIOR-THRU/CORNER LOT PORTIONS			65%		42%				65%		64%				64%		64%				72%		72%	
YARD REGULATIONS																								
FY and SY NOT REQUIRED-NOT PROVIDED					60'-through Lot						60'-through Lot						41'-interior Lot						30'-corner Lot	
MAXIMUM BUILDING HEIGHT & SETBACKS																								
MAXIMUM FRONT WALL HEIGHT-COMMERCIAL PORTION	1-Story		30' or 2-stories/ 60' or 4-stories		20'/1.3 Stories		3-Stories-60'		60' or 4-stories		20'/1.3 Stories		1-Story		60' or 4-stories		20'/1.3 Stories		3-Story		60' or 4-stories		20'/1.3 Stories	
-MANUFACTURING PORTION							2-Story-24'																	
SLOPE OF SKY EXPOSURE PLANE AT SETBACK-WIDE STREET			15', 5.6 to 1 Sky Exposure Plane						15', 5.6 to 1 Sky Exposure Plane						15', 5.6 to 1 Sky Exposure Plane						15', 5.6 to 1 Sky Exposure Plane			
-NARROW STREET			20', 2.7 to 1 Sky Exposure Plane						20', 2.7 to 1 Sky Exposure Plane						20', 2.7 to 1 Sky Exposure Plane						20', 2.7 to 1 Sky Exposure Plane			
MAXIMUM BUILDING HEIGHT & SETBACKS-QUALITY HOUSING																								
MINIMUM BASE HEIGHT/MAXIMUM BASE HEIGHT			40'/60'		60'				40'/60'		60'				40'/60'		60'				40'/60'		60'	
MAX BUILDING HEIGHT			70'		70'/6 Stories				70'		70'/6 Stories				70'		70'/6 Stories				70'		60'/5 Stories	
SETBACK AFTER BASE HEIGHT			15'		15'				15'		15'				15'		15'				15'		15	
DENSITY REGULATION					129 MAX						181 MAX						99 MAX						54 MAX	
PROPOSED					88*						128*						67*						36*	
ACCESSORY PARKING	69						24												23					
REQUIRED RESIDENTIAL (50% of DU)	N/A				44		N/A				64		N/A				34		N/A				18	
REQUIRED COMMERCIAL (GENERAL RETAIL)	0	1/300 SF	141		0		0	1/300 SF	293		0		0	1/300 SF	153		0		0	1/300 SF	81		0	
REQUIRED MANUFACTURING	0	1/1,000 SF	42		N/A		0	1/1,000 SF			N/A		0	1/1,000 SF	46		N/A		0	1/1,000 SF	24		N/A	
PROPOSED (% of DU)	N/A				**65 (74%)**		**N/A**				**91 (71%)**		**N/A**				**46 (69%)**		**N/A**				**23 (64%)**	
% of PROPOSED / REQUIRED # of SPACES					**147%**						**142%**						**135%**						**128%**	

* Based on 1000 SF/DU

FLUSHING MEADOW EAST ZONING MAP AMENDMENT

Rev. Dec 12, 2011

PDS-Projected Development Site
FNB-Future No Build
FB-Future Build
GSAG-Gross Squarfootage Above Grade
ZFA- Zoning Floor Area
GFA- Gross Floor Area Above Grade (ZFA x 1.05)

Lin + Associates Architects, PC

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	Projected Development Site 5												**Potential Development Site 1**											
	Lots 61, 65, 69, 75												**Lots 1,**											
LOT AREA (SF)	21,640 SF												9,898 SF											
	EXISTING		FNB		FB								EXISTING		FNB		FB							
	M1-2		M1-2		C2-6A								M1-1		M1-1		C2-6A							
USE GROUPS	6		4 to 13, 16, 17		2 to 9, 14								16		4 to 13, 16, 17		2 to 9, 14							
FAR	FAR	GSAG	FAR	GSAG	FAR	ZFA/**GFA**							FAR	GSAG	FAR	GSAG	FAR	ZFA/**GFA**						
RESIDENTIAL-QUALITY HOUSING-R6A	N/A				2.75	59,560 SF							N/A		N/A		2.88	28,492 SF						
COMMUNITY FACILITY	0				0								0.0				0							
COMMERCIAL	1	21,640 SF	2	43,280 SF	1.25	27,000 SF							0.1	1,421 SF	1.0	9,898 SF	1.12	11,100 SF						
MANUFACTURE	0		2		N/A								0.0		1.0		N/A							
TOTAL	**1**	**21,640 SF**	**2**	**43,280 SF**	**4**	**86, 560 SF**							**0.1**	**1,421 SF**	**2.4**	**9,898 SF**	**4**	**29,592 SF**						
LOT COVERAGE REGULATIONS																								
QUALITY HOUSING-INTERIOR-THRU/CORNER LOT PORTIONS			72%		72%										80%		80%							
YARD REGULATIONS																								
FY and SY NOT REQUIRED-NOT PROVIDED					30'-corner/shallow Lot												30'- shallow corner Lot							
MAXIMUM BUILDING HEIGHT & SETBACKS																								
MAXIMUM FRONT WALL HEIGHT-COMMERCIAL PORTION	1-Story		60' or 4-stories		20'/1.3 Stories								1-Story		30' or 2-stories		20'/1.3 Stories							
-MANUFACTURING PORTION															30' or 2-stories									
SLOPE OF SKY EXPOSURE PLANE AT SETBACK-WIDE STREET			15', 5.6 to 1 Sky Exposure Plane												15', 1 to 1 Sky Exposure Plane									
-NARROW STREET			20', 2.7 to 1 Sky Exposure Plane												20', 1 to 1 Sky Exposure Plane									
MAXIMUM BUILDING HEIGHT & SETBACKS-QUALITY HOUSING																								
MINIMUM BASE HEIGHT/MAXIMUM BASE HEIGHT			40'/60'		60'												60'							
MAX BUILDING HEIGHT			70'		60/5 Stories												60/5 Stories							
SETBACK AFTER BASE HEIGHT			15'		0												0'							
DENSITY REGULATION					87 MAX												42 MAX							
PROPOSED					59*												28*							
ACCESSORY PARKING	24												6											
REQUIRED RESIDENTIAL (50% of DU)	N/A				30								N/A				14							
REQUIRED COMMERCIAL (GENERAL RETAIL)	0		1/300 SF	144	0								0		1/300 SF	6	0							
REQUIRED MANUFACTURING	0		1/1,000 SF		N/A								0		1/1,000 SF	10	N/A							
PROPOSED (% of DU)	**0**				**43 (73%)**								N/A				**20 (71%)**							
% of PROPOSED / REQUIRED # of SPACES					**143%**												**143%**							

* Based on 1000 SF/DU

FLUSHING MEADOW EAST ZONING MAP AMENDMENT

Rev. Nov. 2, 2011

PDS-Projected Development Site
FNB-Future No Build
FB-Future Build
GSAG-Gross Squarfootage Above Grade
ZFA- Zoning Floor Area
GFA- Gross Floor Area Above Grade (ZFA x 1.05)

Lin + Associates Architects, PC

83-75 117 Street, #7A
Kew Gardens, NY 11418
Tel: 718.850.6780 Fax: 718. 850. 6739

From: OLGA ABINADER <OAbinad@planning.nyc.gov>
Sent: Tuesday, January 24, 2012 3:03 PM
To: Mark.London@EquityEnvironmental.com
Subject: FW: Avery Fowler Rezoning (07DCP050Q)

From: Amanda Sutphin
Sent: Thursday, February 10, 2011 10:06 AM
To: OLGA ABINADER
Cc: Gina Santucci; CELESTE EVANS
Subject: RE: Avery Fowler Rezoning (07DCP050Q)

Yes, I will confirm that B 5076 L 29 is no longer of concern from an archaeological perspective.

Amanda Sutphin, RPA
Director of Archaeology
New York City Landmarks Preservation Commission
Municipal Building, 9th Fl
1 Centre St
New York, NY 10007
(212) 669-7823

From: OLGA ABINADER
Sent: Thursday, February 03, 2011 11:17 AM
To: Amanda Sutphin
Cc: Gina Santucci; CELESTE EVANS
Subject: Avery Fowler Rezoning (07DCP050Q)

Amanda,

Regarding the Avery Fowler Rezoning (07DCP050Q) EAS, we have received at least three comment letters from the LPC regarding the potential for the recovery of remains from 19th Century and Native American occupation on Block 5076 in Queens.

The letter dated 9/21/2009 (attached) lists the following lots of concern:
Block 5076, Lots 9, 11, 16, 29 and 43.

The letter dated 4/19/2010 (attached), lists these lots, however:
Block 5076, Lots 9, 11, 16 and 43.

Can you please confirm that Lot 29 is no longer of concern from an archaeological review standpoint?

Thanks,
Olga

OLGA ABINADER

PROJECT MANAGER, EARD
NYC DEPARTMENT OF CITY PLANNING
22 READE STREET, NEW YORK, NY 10007
o_abinad@planning.nyc.gov
212-720-3493 (TEL)
212-720-3495 (FAX)

NYC DEPARTMENT OF FINANCE
OFFICE OF THE CITY REGISTER

This page is part of the instrument. The City Register will rely on the information provided by you on this page for purposes of indexing this instrument. The information on this page will control for indexing purposes in the event of any conflict with the rest of the document.

2010120700155001001EA3F1

RECORDING AND ENDORSEMENT COVER PAGE **PAGE 1 OF 21**

Document ID: 2010120700155001 Document Date: 08-04-2010 Preparation Date: 12-07-2010
Document Type: SUNDRY MISCELLANEOUS
Document Page Count: 19

PRESENTER:	**RETURN TO:**
PATRICK W. JONES, ESQ. 420 GREAT NECK ROAD GREAT NECK, NY 11021 516-773-9300 pjoneslaw@gmail.com	PATRICK W. JONES, ESQ. 420 GREAT NECK ROAD GREAT NECK, NY 11021 516-773-9300 pjoneslaw@gmail.com

PROPERTY DATA

Borough	Block	Lot		Unit	Address
QUEENS	5076	9	Entire Lot		N/A FOWLER AVENUE
Property Type:	COMMERCIAL REAL ESTATE				
Borough	**Block**	**Lot**		**Unit**	**Address**
QUEENS	5076	11	Entire Lot		N/A FOWLER AVENUE
Property Type:	COMMERCIAL REAL ESTATE				

x Additional Properties on Continuation Page

CROSS REFERENCE DATA

CRFN_____ ***or*** Document ID_____ ***or*** _____ Year____ Reel ___ Page ____ ***or*** File Number_____

PARTIES

PARTY 1:
MCPJF, INC.
47-05 METROPOLITAN AVENUE
RIDGEWOOD, NY 11385

FEES AND TAXES

Mortgage		
Mortgage Amount:	$	0.00
Taxable Mortgage Amount:	$	0.00
Exemption:		
TAXES: County (Basic):	$	0.00
City (Additional):	$	0.00
Spec (Additional):	$	0.00
TASF:	$	0.00
MTA:	$	0.00
NYCTA:	$	0.00
Additional MRT:	$	0.00
TOTAL:	$	0.00
Recording Fee:	$	138.00
Affidavit Fee:	$	0.00

Filing Fee:	$	0.00
NYC Real Property Transfer Tax:	$	0.00
NYS Real Estate Transfer Tax:	$	0.00

RECORDED OR FILED IN THE OFFICE OF THE CITY REGISTER OF THE CITY OF NEW YORK
Recorded/Filed 12-10-2010 14:14
City Register File No.(CRFN):
2010000415817

City Register Official Signature

NYC DEPARTMENT OF FINANCE
OFFICE OF THE CITY REGISTER

2010120700155001001CA171

RECORDING AND ENDORSEMENT COVER PAGE (CONTINUATION) **PAGE 2 OF 21**

Document ID: 2010120700155001 Document Date: 08-04-2010 Preparation Date: 12-07-2010
Document Type: SUNDRY MISCELLANEOUS

PROPERTY DATA

Borough	Block	Lot		Unit	Address
QUEENS	5076	16	Entire Lot		N/A FOWLER AVENUE

Property Type: COMMERCIAL REAL ESTATE

DECLARATION

This DECLARATION made as of the 4th day of August, 2010 by MCPJF, Inc., having an address located at 47-05 Metropolitan Avenue, Ridgewood, New York 11385 (hereinafter referred to as "Declarant");

WITNESSETH

WHEREAS, Declarant is the fee owner of certain real property located in Queens County, City and State of New York, designated for real property tax purposes as Lots 9, 11, and 16 of Tax Block 5076 (the "Project Site") on the Tax Map of the City of New York and is more particularly described in Exhibit A, annexed hereto and made part hereof; and

WHEREAS, American Land Title Agency, Inc. ("Title Company"), has issued a Certification of Parties In Interest, annexed hereto as Exhibit B and made a part hereof, that as of August 4, 2010, Declarant, is the only Party-in-Interest (as defined in subdivision (b) of the definition of "zoning lot" set forth in Section 12-10 of the New York City Zoning Resolution) in the Project Site (the "Certification"); and

WHEREAS, all Parties-in-Interest to the Project Site have either executed this Declaration or waived their rights to execute this Declaration by written instruments annexed hereto intended to be recorded simultaneously with this Declaration; and

WHEREAS, as of the date hereof, the Title Company has determined that there has been no change in the facts set forth in the Certification, and the Declarant represents and warrants that the Parties-in-Interest listed in the Certification are the only known parties-in-interest in the Project Site as of the date hereof; and

WHEREAS, Declarant filed the application designated 070352ZMQ ("the Application") with the Department of City Planning ("DCP"), for approval by City Planning Commission ("CPC"), pursuant to Section 197-c of the New York City Charter (the Uniform Land Use Review Procedure or "ULURP") seeking a Zoning Map amendment; and

WHEREAS, the Application would facilitate the development of the Project Site; and

WHEREAS, an environmental assessment statement concerning the Project Site prepared pursuant to the City Environmental Quality Review (the "CEQR") is under review in connection with the Application (CEQR 07DCP050Q) and, pursuant to CEQR, the Landmarks Preservation Commission (the "LPC"), among others, has reviewed the environmental assessment, including the historic land use of the Rezoning Area; and

WHEREAS, the results of such review, as documented in LPC's April 19, 2010 notice, attached hereto as Exhibit C and made a part hereof, indicate the potential

presence of significant archaeological resources on Lots 9, 11, and 16 of the Project Site; and

WHEREAS, Declarant desires to identify the existence of any potential archaeological resources and mitigate any potential damage to any such archaeological resources found in connection with the development or redevelopment of the Project Site and has agreed to follow and adhere to all requirements for archaeological identification, investigation and mitigation set forth in the CEQR Technical Manual and LPC's Guidelines for Archaeological Work in NYC, including without limitation, the completion of an archaeological documentary study, archaeological field testing, excavation, mitigation and curation of archaeological resources as required by the LPC (collectively, the "Archaeological Work"); and

WHEREAS. Declarant agrees to restrict the manner in which the Project Site may be developed or redeveloped by having implementation of the Archaeological Work, performed to the satisfaction of the LPC, as evidenced by writings described and set forth herein, be a condition precedent to any soil disturbance for any such development or redevelopment (other than soil disturbance necessitated by Declarant's performance of the Archaeological Work); and

WHEREAS, Declarant intends this Declaration to be binding upon all successors and assigns; and

WHEREAS, the Declarant intends this Declaration to benefit all the City of New York ("the City") and consents to the enforcement of this Declaration by the City.

NOW, THEREFORE, Declarant does hereby declare and agree that the Project Site shall be held, sold, transferred, and conveyed, subject to the restrictions and obligations which are for the purpose of protecting the value and desirability of the Project Site and which shall run with the land, binding the successors and assigns of Declarant so long as they have any right, title or interest in the Project Site or any part thereof:

1. Declarant covenants and agrees that no application for grading, excavation, foundation, alteration building or other permit respecting the Project Site which permits soil disturbance shall be submitted to or accepted from the Department of Buildings (the "DOB") by the Declarant until LPC has issued to DOB, as applicable, either a Notice of No Objection, as set forth in Paragraphs 2(a) and 2(c), a Notice to Proceed, as set forth in Paragraph 2(b), a Notice of Satisfaction, as set forth in Paragraph 2(d), or a Final Notice of Satisfaction, as set forth in Paragraph 2(e). Declarant shall submit a copy of the Notice of No Objection, Notice to Proceed, Notice of Satisfaction or Final Notice of Satisfaction, as the case may be, to the DOB at the time of filing of any application set forth in this Paragraph 1.

2. (a) Notice of No Objection – LPC shall issue a Notice of No Objection after the Declarant has completed the work set forth in the LPC-approved Archaeological Documentary Study and LPC has determined that the results of such assessment demonstrate that the site does not contain potentially significant archaeological resources.

(b) Notice to Proceed with LPC-Approved Field Testing and/or Mitigation – LPC shall issue a Notice to Proceed after it approves a Field Testing Plan and, if necessary, a Mitigation Plan. Issuance of a Notice to Proceed shall enable the Declarant to obtain a building permit solely to perform excavation or other work necessary to implement the Field Testing and/or Mitigation Plan. The LPC shall review and approve the scope of work in all permits prior to field testing or mitigation work commencing on the Project Site.

(c) Notice of No Objection After Field Work – LPC shall issue a Notice of No Objection After Field Work if Declarant has performed required LPC-approved field testing and, as a result of such testing, the LPC determines that the Project Site does not contain potentially significant archaeological resources. The notices described in subparagraphs (a) and (c) of this paragraph shall each hereafter be referred to as a "Notice of No Objection." Issuance of a Notice of No Objection shall be sufficient to enable Declarant to obtain a full building permit for the performance of excavation or construction on the Project Site.

(d) Notice of Satisfaction – LPC shall issue a Notice of Satisfaction after the Mitigation Plan has been prepared and accepted by LPC and LPC has determined in writing that all significant identified and archaeological resources have been documented and removed from the Project Site. Issuance of a Notice of Satisfaction shall enable Declarant to obtain a building permit for excavation and construction on the Project Site.

(e) Final Notice of Satisfaction – LPC shall issue a Final Notice of Satisfaction after the mitigation has been completed and the LPC has set forth in writing that the Mitigation Plan, including but not limited to the Final Archaeological Report and a curation plan for any archaeological resources found on the Project Site, has been completed to the satisfaction of LPC.

3. No temporary certificate of occupancy ("TCO") or permanent certificate of occupancy ("PCO") shall be granted by the Buildings Department or accepted by Declarant until the Chairperson of the LPC shall have issued a Final Notice of Satisfaction or a Notice of No Objection.

4. The Director of Archaeology of the LPC shall issue all notices required to be issued hereunder reasonably promptly after Declarant has made written request to the LPC and has provided documentation to support each such request, and the Director of

Archaeology of the LPC shall in all events endeavor to issue such written notice to the DOB, or inform Declarant in writing of the reason for not issuing said notice, within thirty (30) calendar days after Declarant has requested such written notice.

5. Declarant represents and warrants with respect to the Project Site that no restrictions of record, nor any present or presently existing estate or interest in the Project Site nor any lien, encumbrance, obligation, covenant of any kind preclude, presently or potentially, the imposition of the obligations and agreements of this Declaration.

6. Declarant acknowledges that the City is an interest party to this Declaration and consents to the enforcement of this Declaration solely by the City, administratively or at law or at equity, of the obligations, restrictions and agreements pursuant to this Declaration.

7. The provisions of this Declaration shall inure to the benefit of and be binding upon the respective successors and assigns of the Declarant, and references to the Declarant shall be deemed to include such successors and assigns as well as successors to their interest in the Project Site. References in this Declaration to agencies or instrumentalities of the City shall be deemed to include agencies or instrumentalities succeeding to the jurisdiction thereof.

8. Declarant shall be liable in the performance of any term, provision, or covenant in this Declaration, except that the City and any other party relying on this Declaration will look solely to the fee estate interest of the Declarant in the Project Site for the collection of any money judgment recovered against Declarant, and no other property of the Declarant shall be subject to levy, execution, or other enforcement procedure for the satisfaction of the remedies of the City or any other person or entity with respect to this Declaration. The Declarant shall have no personal liability under this Declaration.

9. The obligations, restrictions and agreements herein shall be binding on the Declarant or other parties in interest only for the period during which the Declarant and any such Party-in-Interest holds and interest in the Project Site; provided; however, that the obligations, restrictions and agreements contained in this Declaration may not be enforced against the holder of any mortgage unless and until such holder succeeds to the fee interest of the Declarant by way of foreclosure or deed in lieu of foreclosure.

10. Declarant shall indemnify the City, its respective officers, employees and agents from all claims, actions or judgments for loss, damage or injury, including death or property damage of whatsoever kind or nature, arising from Declarant's performance of its obligations under this Declaration, including without limitation, the negligence or carelessness of the Declarant, its agents, servants or employees in undertaking such

performance; provided, however, that should such a claim be made or action brought, Declarant shall have the right to defend such claim or action with attorneys reasonably acceptable to the City and no such claim or action against the City shall be settled without the written consent of the City.

11. If Declarant is found by a court of competent jurisdiction to have been in default in the performance of its obligations under this Declaration, and such finding is upheld on a final appeal by a court of competent jurisdiction or by other proceeding or the time for further review of such finding or appeal has lapsed, Declarant shall indemnify and hold harmless the City from and against all reasonable legal and administrative expenses arising out of or in connection with the enforcement of Declarant's obligations under this Declaration as well as any reasonable legal and administrative expenses arising out of or in connection with the enforcement of any judgment obtained against the Declarant, including but not limited to the cost of undertaking the Mitigation Plan, if any.

12. Declarant shall cause every individual or entity that between the date hereof and the date of recordation of this Declaration, becomes a Party-in-Interest (as defined in subdivision (b) of the definition of "zoning lot" set forth in Section 12-10 of the Zoning Resolution of the City of New York) to all or a portion of the Project Site to waive its right to execute this Declaration and subordinate its interest in the Project Site to this Declaration,. Any mortgage or other lien encumbering the Project Site in effect after the recording date of this Declaration shall be subject and subordinate hereto as provided herein. Such waivers and subordination shall be attached to this Declaration as Exhibits and recorded in the Office of the County or City Register.

13. This Declaration and the provisions hereof shall become effective as of the date of this Declaration. Declarant shall record or shall cause this Declaration to be recorded in the Office of the County or City Register, indexing it against the Project Site within five (5) business days of the date hereof and shall promptly deliver to the LPC and the CPC proof of recording in the form of an affidavit of recording attaching a copy of the filing receipt and a copy of the Declaration as submitted for recording. Declarant shall also provide a certified copy of this Declaration as recorded to LPC and CPC as soon as a certified copy is available.

14. This Declaration may be amended or modified by Declarant only with the approval of LPC or the agency succeeding to its jurisdiction and no other approval or consent shall be required from any other public body, private person or legal entity of any kind. A statement signed by the Chair of the LPC, or such person as authorized by the Chair, certifying approval of an amendment or modification of this Declaration shall be annexed to any instrument embodying such amendment or modification.

15. Any submittals necessary under this Declaration from Declarant to LPC shall be addressed to the Director of Archaeology of LPC, or such other person as may from time to time be authorized by the Chair of the LPC to receive such submittals. As of the date of this Declaration, LPC's address is:

Landmarks Preservation Commission, 1 Centre Street, 9N
New York, New York 10007

Any notices sent to Declarant shall be sent to the address hereinabove first set forth, to the attention of Waterfront Realty II LLC and Certified Lumber Corporation, c/o Isack Rosenberg, and shall be sent by personal delivery, delivery by reputable overnight carrier or by certified mail.

16. Declarant expressly acknowledges that this Declaration is an essential element of the environmental review conducted in connection with the Application and, as such, the filing and recordation of this Declaration may be a precondition to the determination of significance pursuant to CEQR, which implements the State Environmental Quality Review Act ("SEQRA") and the SEQRA Regulations, Title 6 New York Code of Rules and Regulations ("NYCRR") Part 617.7 within the City of New York.

17. Declarant acknowledges that the satisfaction of the obligations set forth in this Declaration does not relieve Declarant of any additional requirements imposed by Federal, State or Locals laws.

18. This Declaration shall be governed by and construed in accordance with the laws of the State of New York.

19. Wherever in this Declaration, the certification, consent, approval, notice or other action of Declarants, LPC or the City is required or permitted, such certification, consent, approval, notice or other action shall not be unreasonably withheld or delayed.

20. In the event that any provision of this Declaration is deemed, decreed, adjudged or determined to be invalid or unlawful by a court of competent jurisdiction, such provision shall be severable and the remainder of this Declaration shall continue to be in full force and effect.

21. This Declaration and its obligations and agreements are in contemplation of Declarant receiving approvals or modified approvals of the Application. In the event that the Declarant withdraws the Application before a final determination or the Application is not approved, the obligations and agreements pursuant to this Declaration shall have no force and effect and Declarant may request that LPC issue a Notice of Cancellation upon the occurrence of the following events: (i) Declarant has withdrawn

the Application in writing before a final determination on the Application; or (ii) the Application was not approved by the CPC, and/or the City Council, as the case may be in accordance with Charter Section 197-c (ULURP); or (iii) LPC has issued a Notice of No Objection or Final Notice of Satisfaction. Upon such request, LPC shall issue a Notice of Cancellation after it has determined, to LPC's reasonable satisfaction, that one of the above has occurred. Upon receipt of a Notice of Cancellation from LPC, Declarant shall cause such Notice to be recorded in the same manner as the Declaration herein, thus rendering this Restrictive Declaration null and void. Declarant shall promptly deliver to LPC and the CPC a certified copy of such Notice of Cancellation as recorded.

IN WITNESS WHEREOF, Declarant has executed this Declaration as of the day and year first above written.

MCPJF, INC.,
By: _____

Name: Peter Castellana
Title: President

CERTIFICATE OF ACKNOWLEDGMENT

STATE OF NEW YORK)
) .ss.:
COUNTY OF Queens)

On the 4th day of August in the year 2010 before me, the undersigned, personally appeared Peter Castellana, personally known to me or proved to me on the basis of satisfactory evidence to be the individual(s) whose name(s) is (are) subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their capacity (ies), and that by his/her/their signature on the instrument, the individual(s), or the person upon behalf of which the individual(s) acted, executed the instrument.

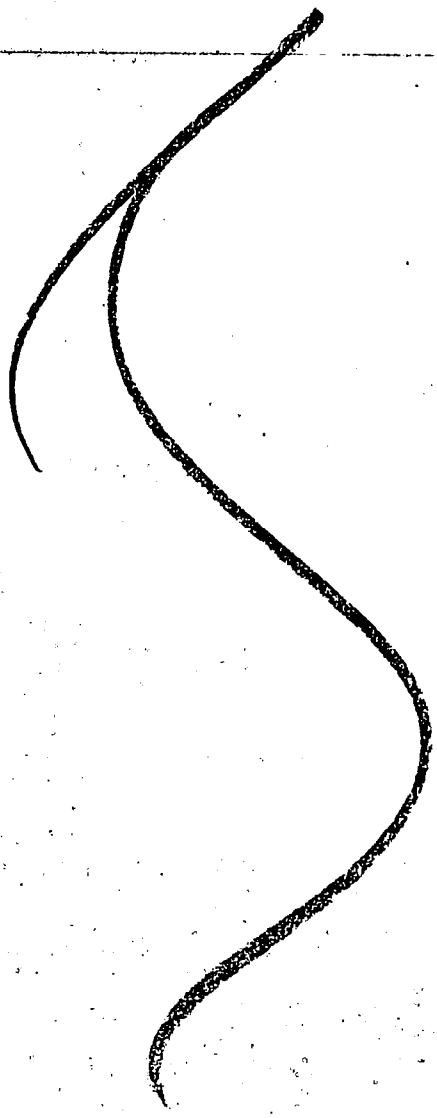
_____
Notary Public

SANTO MONTALBANO
Notary Public, State of New York
No. 01MO5040904
Qualified in Queens County
Commission Expires March 20, 2012

SEAL

EXHIBIT A

DESCRIPTION OF SITE



SCHEDULE A

DESCRIPTION

TITLE #: **SS-51150**

PARCEL I (LOT 9)
ALL that certain plot piece or parcel of land, situate, lying and being in the Borough and County of Queens, City and State of New York, bounded and described as follows:

BEGINNING at a point on the northerly side of Fowler Avenue distant 146.13 feet westerly from the corner formed by the intersection of the northerly side of Fowler Avenue with the westerly side of College Point Boulevard;

RUNNING THENCE westerly along said northerly side of Fowler Avenue, 24.50 feet;

THENCE northerly along a line forming an exterior angle of 89 degrees 25 minutes 56 seconds with the said northerly side of Fowler Avenue, 110 feet (Tax Map) (110.005 feet Deed);

THENCE easterly parallel with Fowler Avenue, 24.96 feet;

THENCE southerly along a line forming an exterior angle of 90 degrees 19 minutes 41 seconds with the said northerly side of Fowler Avenue 110 feet (Tax Map) (110.005 feet Deed) to the point or place of BEGINNING.

PARCEL II (Lot 11)
ALL that certain plot piece or parcel of land, situate, lying and being in the Borough and County of Queens, City and State of New York, bounded and described as follows:

BEGINNING at a point on the northerly side of Fowler Avenue, formerly Fowler Street, distant 170.63 feet westerly from the corner formed by the intersection of the northerly side of Fowler Avenue with the westerly side of Lawrence Street, now known as College Point Boulevard, as said Lawrence Street is now legally opened and which point of beginning;

RUNNING THENCE northerly along a line forming an interior angle of 89 degrees 25 minutes 56 seconds with the northerly side of Fowler Avenue, 110 feet (Tax Map) (110.005 feet Deed);

THENCE westerly parallel with Fowler Avenue 50.67 feet (Tax Map) (47.06 feet Deed);

THENCE southerly along a line forming an interior angle of 90 degrees 15 minutes with the northerly side of Fowler Avenue, 110 feet to the northerly side of Fowler Avenue;

THENCE easterly along the northerly side of Fowler Avenue, 50.67 feet (Tax Map) (47.67 feet Deed), to the point or place of BEGINNING.

PARCEL IV (LOT 16)
ALL that certain plot piece or parcel of land, situate, lying and being in the Borough and County of Queens, City and State of New York, bounded and described as follows:

BEGINNING at a point on the northerly side of Fowler Avenue, distant 271.30 feet westerly from the corner formed by the intersection of the northerly side of Fowler Avenue with the westerly side of Lawrence Street, now known as College Point Boulevard, as shown on the City Map;

RUNNING THENCE in a northerly direction along a line forming an interior angle with Fowler Avenue of 89 degrees 45 minutes, a distance of 110 feet;

THENCE westerly and parallel with Fowler Avenue, 47 feet (Tax Map) (44 feet Deed);

THENCE in a southerly direction along a line forming an interior angle with Fowler Avenue of 90 degrees 15 minutes a distance of 110 feet to the northerly side of Fowler Avenue;

THENCE in an easterly direction along the northerly side of Fowler Avenue 47 feet (Tax Map) (44 feet Deed), to the point or place of BEGINNING.

EXHIBIT B

CERTIFICATION PURSUANT TO ZONING LOT SUBDIVISION B OF SECTION 12-10 OF THE ZONING RESOLUTION OF DECEMBER 15TH, 1961 OF THE CITY OF NEW YORK AS AMENDED EFFECTIVE AUGUST 18TH, 1977

TO FOLLOW

TITLE #: **SS-51150**
N.B. # _____
OR
ALT. # _____

EXHIBIT "I"

CERTIFICATION PURSUANT TO ZONING LOT
SUBDIVISION (b) OF SECTION 12-10
OF THE ZONING RESOLUTION OF DECEMBER 15, 1961
OF THE CITY OF NEW YORK AS AMENDED
EFFECTIVE AUGUST 18, 1977

COMMONWEALTH LAND TITLE INSURANCE COMPANY, A TITLE INSURANCE COMPANY LICENSED TO DO BUSINESS IN THE STATE OF NEW YORK AND HAVING ITS PRINCIPAL OFFICE AT 140 EAST 45TH. STREET, TWO GRAND CENTRAL TOWER, NEW YORK, NY 10017, BY ITS AGENT **AMERICAN LAND TITLE AGENCY, INC.,** HEREBY CERTIFIES THAT AS TO THE LAND HEREAFTER DESCRIBED BEING A TRACT OF LAND, EITHER UN-SUBDIVIDED OR CONSISTING OF TWO OR MORE CONTIGUOUS LOTS OF RECORD, LOCATED WITHIN A SINGLE BLOCK, WHICH ON DECEMBER 15, 1961 OR ANY APPLICABLE SUBSEQUENT AMENDMENT THEREOF, WAS IN SINGLE OWNERSHIP, THAT ALL THE PARTIES IN INTEREST CONSISTING OF A "PARTY IN INTEREST" AS DEFINED IN SECTION 12-10, SUBDIVISION (b) OF THE ZONING RESOLUTION OF THE CITY OF NEW YORK, EFFECTIVE DECEMBER 15, 1961, AS AMENDED, ARE THE FOLLOWING:

NAME AND ADDRESS	NATURE OF INTEREST
MCPJF, INC. 47-05 METROPOLITAN AVENUE RIDGEWOOD, NY	FEE TITLE OWNER OF BLOCK 5076 LOTS 9,11,14,16

THE SUBJECT TRACT OF LAND WITH RESPECT TO WHICH THE FOREGOING PARTIES ARE THE PARTIES IN INTEREST AS AFORESAID, IS KNOWN AS **BLOCK 5076 LOT(S) 9,11,14 & 16** ON THE TAX MAP OF THE CITY OF NEW YORK, **QUEENS** COUNTY, AND MORE PARTICULARLY DESCRIBED IN ATTACHED DESCRIPTION **(SCHEDULE A)**:

THAT THE SAID PREMISES ARE KNOWN AS AND BY THE STREET ADDRESS **NO # FOWLER AVENUE, QUEENS, NY** AND **131-47 FOWLER AVENUE, QUEENS, NY** AS SHOWN THE ATTACHED DIAGRAM **(SCHEDULE D)**

NOTE: A Zoning Lot may or may not coincide with a lot as shown on the Official Map of the City of New York, or on any recorded subdivision plot or deed. A Zoning Lot may be subdivided into two or more zoning lots provided all the resulting zoning lots and all the buildings thereon shall comply with the applicable provisions of the zoning lot resolution.

THIS CERTIFICATE IS MADE FOR AND ACCEPTED BY THE APPLICANT UPON THE EXPRESS UNDERSTANDING THAT LIABILITY HEREUNDER IS LIMITED TO ONE THOUSAND ($1,000.00) DOLLARS.

TITLE #: **SS-51150**

CERTIFIED this 4TH. day of AUGUST, 2010 to MCPJF, INC., applicant for this certification.

COMMONWEALTH LAND TITLE INSURANCE COMPANY
BY: **AMERICAN LAND TITLE AGENCY, INC.**

JEREMY S. BERLIN, ESQ.
COUSEL

STATE OF NEW YORK)
SS.:
COUNTY OF NASSAU)

ON THE 4TH DAY OF AUGUST, 2010, BEFORE ME, PERSONALLY APPEARED JEREMY S. BERLIN PERSONALLY KNOWN TO ME OR PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO THE INDIVIDUAL(S) WHOSE NAME(S) IS (ARE) SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT, THE INDIVIDUAL(S) OR THE PERSON UPON BEHALF OF WHICH THE INDIVIDUAL(S) ACTED, EXECUTED THE INSTRUMENT.

NOTARY PUBLIC - STATE OF NEW YORK

ANTHONY RIVERA JR.
Notary Public, State of New York
No. 01RI6000270
Qualified in Nassau County
Commission Expires Dec. 15, 2013

SEAL

SCHEDULE A

DESCRIPTION

TITLE #: **SS-51150**

PARCEL I (LOT 9)
ALL that certain plot piece or parcel of land, situate, lying and being in the Borough and County of Queens, City and State of New York, bounded and described as follows:

BEGINNING at a point on the northerly side of Fowler Avenue distant 146.13 feet westerly from the corner formed by the intersection of the northerly side of Fowler Avenue with the westerly side of College Point Boulevard;

RUNNING THENCE westerly along said northerly side of Fowler Avenue, 24.50 feet;

THENCE northerly along a line forming an exterior angle of 89 degrees 25 minutes 56 seconds with the said northerly side of Fowler Avenue, 110 feet (Tax Map) (110.005 feet Deed);

THENCE easterly parallel with Fowler Avenue, 24.96 feet;

THENCE southerly along a line forming an exterior angle of 90 degrees 19 minutes 41 seconds with the said northerly side of Fowler Avenue 110 feet (Tax Map) (110.005 feet Deed) to the point or place of BEGINNING.

PARCEL II (Lot 11)
ALL that certain plot piece or parcel of land, situate, lying and being in the Borough and County of Queens, City and State of New York, bounded and described as follows:

BEGINNING at a point on the northerly side of Fowler Avenue, formerly Fowler Street, distant 170.63 feet westerly from the corner formed by the intersection of the northerly side of Fowler Avenue with the westerly side of Lawrence Street, now known as College Point Boulevard, as said Lawrence Street is now legally opened and which point of beginning;

RUNNING THENCE northerly along a line forming an interior angle of 89 degrees 25 minutes 56 seconds with the northerly side of Fowler Avenue, 110 feet (Tax Map) (110.005 feet Deed);

THENCE westerly parallel with Fowler Avenue 50.67 feet (Tax Map) (47.06 feet Deed);

THENCE southerly along a line forming an interior angle of 90 degrees 15 minutes with the northerly side of Fowler Avenue, 110 feet to the northerly side of Fowler Avenue;

THENCE easterly along the northerly side of Fowler Avenue, 50.67 feet (Tax Map) (47.67 feet Deed), to the point or place of BEGINNING.

PARCEL III (Lot 14)
ALL that certain plot piece or parcel of land, situate, lying and being in the Borough and County of Queens, City and State of New York, bounded and described as follows:

BEGINNING at a point on the northerly side of Fowler Avenue, distant 218.30 feet westerly from the corner formed by the intersection of the northerly side of Fowler Avenue with the westerly side of College Point Boulevard;

RUNNING THENCE northerly along a line forming an interior angle of 89 degrees 25 minutes 56 seconds with the northerly side of Fowler Avenue, 110 feet (Tax Map) (110.005 feet Deed);

THENCE westerly parallel with Fowler Avenue 53 feet;

THENCE southerly along a line forming an exterior angle of 89 degrees 45 minutes with the northerly side of Fowler Avenue 110 feet (Tax Map) (110.005 feet Deed) to the northerly side of Fowler Avenue;

THENCE on an easterly course along the northerly side of said Avenue 53 feet more or less to the point or place of BEGINNING.

PARCEL IV (LOT 16)
ALL that certain plot piece or parcel of land, situate, lying and being in the Borough and County of Queens, City and State of New York, bounded and described as follows:

BEGINNING at a point on the northerly side of Fowler Avenue, distant 271.30 feet westerly from the corner formed by the intersection of the northerly side of Fowler Avenue with the westerly side of Lawrence Street, now known as College Point Boulevard, as shown on the City Map;

RUNNING THENCE in a northerly direction along a line forming an interior angle with Fowler Avenue of 89 degrees 45 minutes, a distance of 110 feet;

THENCE westerly and parallel with Fowler Avenue, 47 feet (Tax Map) (44 feet Deed);

THENCE in a southerly direction along a line forming an interior angle with Fowler Avenue of 90 degrees 15 minutes a distance of 110 feet to the northerly side of Fowler Avenue;

THENCE in an easterly direction along the northerly side of Fowler Avenue 47 feet (Tax Map) (44 feet Deed), to the point or place of BEGINNING.

SCHEDULE D

DIAGRAM

TITLE #: SS-51150

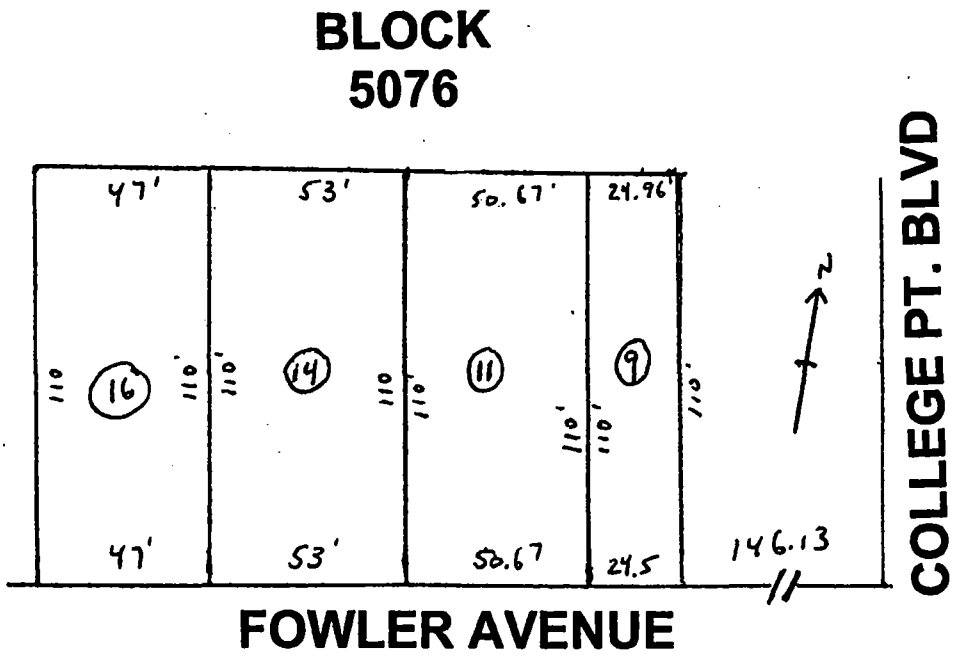
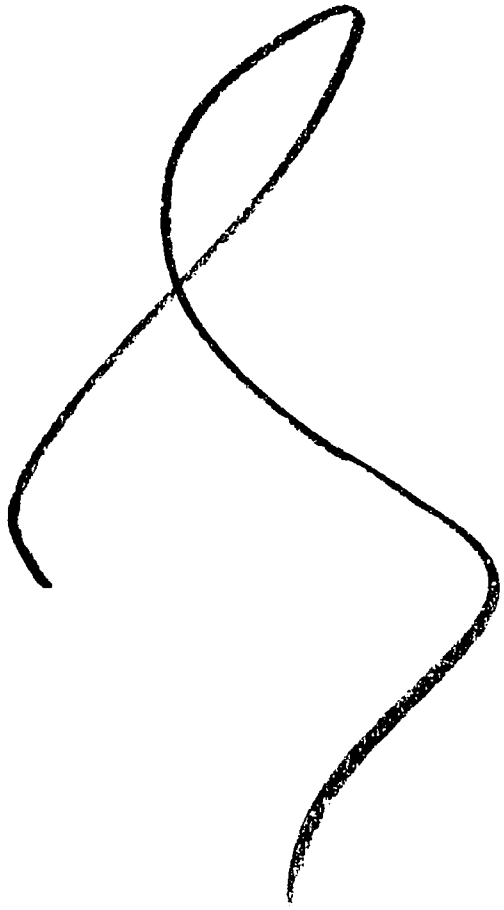


EXHIBIT C

LPC LETTER DATED APRIL 19, 2010 TO FOLLOW



THE CITY OF NEW YORK LANDMARKS PRESERVATION COMMISSION
1 Centre Street, 9N, New York, NY 10007 (212) 669-7700 www.nyc.gov/landmarks

ENVIRONMENTAL REVIEW

DEPARTMENT OF CITY PLANNING/07DCP050Q 4/12/2010

Project number **Date received**

Project: FOWLER AVENUE

Comments: The LPC is in receipt of the, "Archaeological Documentary Study for Flushing Meadows East Rezoning B 5076, Lots 9, 11, and 16, Flushing, Queens County, New York," prepared by Historical Perspectives and dated April 2010.

The LPC notes that the study recommends that archaeological testing occur on all three lots as they may contain significant archaeological resources. The LPC concurs, please alert the Commission when such testing begins.

4/19/2010

SIGNATURE DATE

26128_FSO_ALS_04192010.doc

Landmarks Preservation Commission

Robert B. Tierney
Chair

Amanda Sutphin
Director of Archaeology
asutphin@lpc.nyc.gov

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

212 669-7823 tel
212 669-7818 fax

April 19, 2010

Robert Dobruskin
Director of Environmental Assessment and Review
Department of City Planning
22 Reade St, Room 4E
New York, New York 10007

Re: Avery Fowler Rezoning, 07DCP050Q

Dear Mr. Dobruskin:

The Landmarks Preservation Commission, "LPC," is in receipt of the attached letter from Emily Lin, R.A. This was sent in response to my letter of February 18, 2010 concerning our recommendation that an archaeological documentary study be completed for B 5076 Lots 9, 11, 16, and 43.

This letter documents the excavation that has been completed at B 5076 Lot 43. As such, I no longer believe that this lot is likely to contain potentially significant archaeological resources. In addition, I am attaching our review of the documentary study for B 5076 Lots 9, 11, and 16 and we concur that archaeological field testing should be completed. As you may recall, these were the lots that James Heineman of Equity Environmental Engineering LLC stated were of no concern.

Please contact me if you have any further questions.

Sincerely,



Amanda Sutphin

Cc: Mark Silberman, LPC
Celeste Evans, DCP
Avery Fowler Owners, c/o Patrick Jones

THE CITY OF NEW YORK LANDMARKS PRESERVATION COMMISSION
1 Centre Street, 9N, New York, NY 10007 (212) 669-7700 www.nyc.gov/landmarks

ENVIRONMENTAL REVIEW

DEPARTMENT OF CITY PLANNING/07DCP050Q 4/12/2010

Project number **Date received**

Project: FOWLER AVENUE

Comments: The LPC is in receipt of the, "Archaeological Documentary Study for Flushing Meadows East Rezoning B 5076, Lots 9, 11, and 16, Flushing, Queens County, New York," prepared by Historical Perspectives and dated April 2010.

The LPC notes that the study recommends that archaeological testing occur on all three lots as they may contain significant archaeological resources. The LPC concurs, please alert the Commission when such testing begins.



4/19/2010

SIGNATURE DATE

26128_FSO_ALS_04192010.doc

Landmarks Preservation Commission

Robert B. Tierney
Chair

Amanda Sutphin
Director of Archaeology
asutphin@lpc.nyc.gov

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

212 669-7823 tel
212 669-7818 fax

February 19, 2010

Robert Dobruskin
Director of Environmental Assessment and Review
Department of City Planning
22 Reade St, Room 4E
New York, New York 10007

Re: Avery Fowler Rezoning, 07DCP050Q

Dear Mr. Dobruskin:

The Landmarks Preservation Commission, "LPC," is in receipt of the attached letter from Patrick Jones. This was sent in response to my letter of January 10, 2010 to you concerning our recommendation that an archaeological documentary study be completed for B 5076 Lots 9, 11, 16, and 43.

Mr. Jones states that a new foundation has been laid in B 5076 Lot 43 and that buildings were present on the other lots LPC flagged. We recommend that the applicant send detailed information about the extent of the recent construction excavation at B 5076 Lot 43 so we may assess if any resources may remain on this lot. We continue to recommend that an archaeological documentary study be completed to fully assess the archaeological potential on the other lots noted above.

Please contact me if you have any further questions.

Sincerely,



Amanda Sutphin

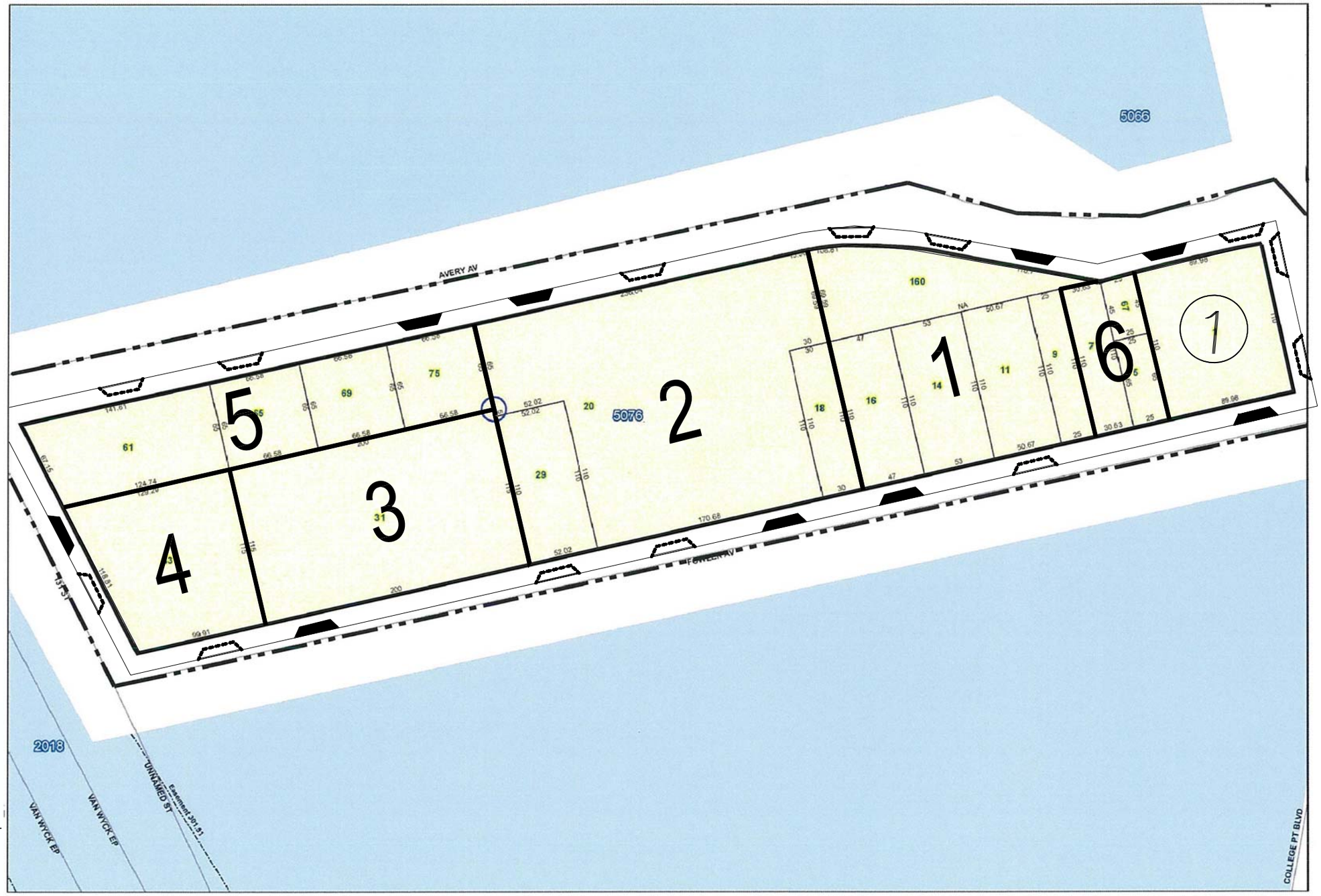
Cc: Mark Silberman, LPC
Celeste Evans, DCP
Avery Fowler Owners, c/o Patrick Jones

FINANCE
NEW • YORK
MARTHA E. STARK
COMMISSIONER

NYC Digital Tax Map

Effective Date : 12-08-2008 05:33:54
End Date : Current

Queens Block: 5076



Legend

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

CURB CUT LOCATIONS

(FOR SUBSURFACE PARKING)

EXISTING CURB CUT TO REMOVE

EXISTING CURB CUT TO REMAIN

NOTE: * NUMBER IN BOLD IS A PDS
* NUMBER IN ITALIC IS A POTENTIAL DEVELOPMENT SITE

9/7/2011 REVISED

0 12.5 25 50 75 100 Feet

Table LOS-1
Level of Service Summary

		Existing			No Build			Build			Build - No Build	
		V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	Delay	Impact
AM												
College Point Blvd/	WB LTR			C	0.23	25.1	C	0.23	25.1	C	0.0	NO
Avery Avenue	NB L			B	0.56	19.9	B	0.57	20.6	C	0.7	NO
	NB T			B	0.44	10.5	B	0.45	10.7	B	0.2	NO
	SB TR			B	0.35	16.9	B	0.35	16.9	B	0.0	NO
College Point Blvd/	EB LR			C			C			C	0.0	NO
Fowler Avenue	NB T			D			E			E	0.0	NO
	SB T			C			C			C	0.0	NO
College Point Blvd/	WB L			D			D			D	0.0	NO
Blossom Avenue	WB R			C			C			C	0.0	NO
	NB TR			D			D			D	0.0	NO
	SB LT			B			B			B	0.0	NO
PM												
College Point Blvd/	WB LTR			C	0.21	24.8	C	0.21	24.8	C	0.0	NO
Avery Avenue	NB L			C	0.47	21.3	C	0.54	25.0	C	3.7	NO
	NB T			B	0.4	10.1	B	0.41	10.2	B	0.1	NO
	SB TR			B	0.48	18.5	B	0.50	18.7	B	0.2	NO
College Point Blvd/	EB LR			D			C		46.5	C	46.5	NO
Fowler Avenue	NB T			D			D			D	0.0	NO
	SB T			D			D			D	0.0	NO
College Point Blvd/	WB L			D			D			D	0.0	NO
Blossom Avenue	WB R			B			B			B	0.0	NO
	NB TR			D			D			D	0.0	NO
	SB LT			B			B			B	0.0	NO

Table LOS-1
Level of Service Summary

		Existing			No Build			Build			Build - No Build	
		V/C	Delay	LOS	V/C	Delay	LOS	V/C	Delay	LOS	Delay	Impact
AM												
College Point Blvd/	WB LTR	0.23	25.0	C	0.23	25.1	C	0.23	25.1	C	0.0	NO
Avery Avenue	NB L	0.54	19.0	B	0.56	19.9	B	0.58	20.8	C	0.9	NO
	NB T	0.43	10.5	B	0.44	10.5	B	0.45	10.7	B	0.2	NO
	SB TR	0.34	16.8	B	0.35	16.9	B	0.35	17.0	B	0.1	NO
College Point Blvd/	EB L	0.13	29.5	C	0.13	29.6	C	0.20	30.5	C	0.9	NO
Fowler Avenue	EB R	0.61	40.2	D	0.62	40.7	D	0.70	44.6	D	3.9	NO
	NB T	0.94	50.1	D	0.96	53.4	D	0.97	54.6	D	1.2	NO
	SB T	0.57	32.1	C	0.59	32.3	C	0.59	32.3	C	0.0	NO
College Point Blvd/	WB L	0.61	45.0	D	0.62	45.5	D	0.62	45.5	D	0.0	NO
Blossom Avenue	WB R	0.27	20.7	C	0.28	20.8	C	0.28	20.8	C	0.0	NO
	NB TR	0.89	44.4	D	0.91	46.1	D	0.92	46.9	D	0.8	NO
	SB LT	0.42	13.8	B	0.43	13.9	B	0.44	14.1	B	0.2	NO
PM												
College Point Blvd/	WB LTR	0.2	24.8	C	0.21	24.8	C	0.21	24.8	C	0.0	NO
Avery Avenue	NB L	0.45	20.3	C	0.47	21.3	C	0.55	25.3	C	4.0	NO
	NB T	0.39	10.1	B	0.4	10.1	B	0.41	10.2	B	0.1	NO
	SB TR	0.47	18.4	B	0.48	18.5	B	0.50	18.7	B	0.2	NO
College Point Blvd/	EB L	0.2	30.4	C	0.2	30.5	C	0.23	30.9	C	0.4	NO
Fowler Avenue	EB R	0.75	47.5	D	0.76	48.6	D	0.80	51.6	D	3.0	NO
	NB T	0.78	37.4	D	0.8	38.1	D	0.83	39.3	D	1.2	NO
	SB T	0.82	39.0	D	0.84	39.8	D	0.84	39.8	D	0.0	NO
College Point Blvd/	WB L	0.46	39.5	D	0.47	39.8	D	0.47	39.8	D	0.0	NO
Blossom Avenue	WB R	0.14	19.0	B	0.14	19.0	B	0.14	19.0	B	0.0	NO
	NB TR	0.8	38.3	D	0.82	39.0	D	0.84	40.5	D	1.5	NO
	SB LT	0.59	16.2	B	0.61	16.5	B	0.62	16.6	B	0.1	NO

12-foot eb approach
shared
AM

College Point Blvd/	EB LR	0.42	33.0	C	0.44	33.3	C	0.52	34.8	C	1.5	NO
Fowler Avenue	NB T	0.94	50.1	D	0.98	57.0	E	0.99	58.2	E	1.2	NO
	SB T	0.57	32.1	C	0.6	32.5	C	0.60	32.5	C	0.0	NO

PM

College Point Blvd/	EB LR	0.54	35.2	D	0.57	35.7	D	0.60	36.6	D	0.9	NO
Fowler Avenue	NB T	0.78	37.4	D	0.81	38.8	D	0.84	40.1	D	1.3	NO
	SB T	0.82	39.0	D	0.85	40.9	D	0.85	40.9	D	0.0	NO

not shared
AM

College Point Blvd/	EB L	0.14	29.8	C	0.15	29.8	C	0.22	30.9	C	1.1	NO
Fowler Avenue	EB R	0.67	43.8	D	0.69	45.3	D	0.78	51.2	D	5.9	NO
	NB T	0.94	50.1	D	0.98	57.0	E	0.99	58.2	E	1.2	NO
	SB T	0.57	32.1	C	0.6	32.5	C	0.60	32.5	C	0.0	NO

PM

College Point Blvd/	EB L	0.22	30.8	C	0.23	31.0	C	0.26	31.5	C	0.5	NO
Fowler Avenue	EB R	0.82	55.5	E	0.85	59.4	E	0.89	64.6	E	**5.2**	**YES**
	NB T	0.78	37.4	D	0.81	38.8	D	0.84	40.1	D	1.3	NO
	SB T	0.82	39.0	D	0.85	40.9	D	0.85	40.9	D	0.0	NO

Reports [Browsing] PA080987 M Override

Original Application Date: 07/27/87

Facility	KEPCO INC.
FacilityNo	X1FU
	131-40 MAPLE AVENUE
	QUEENS NY 11355
Application Type	CERTIFICATE TO OPER.
Trans Type	CER
Status	Cancelled
Owner:	KEPCO INC.
PE/RA:	ROBERT PEROTTO
Rep Name:	UGO SERRONE
Installer	
Maintainer	

	Issue Dates	Expire Dates	Cancel Date
Work Permit	09/14/88	03/14/89	
Cert/Reg	09/25/91	10/13/94	

Folder Location | Superseded by: | Supersedes:



Next Screen ...

Save Edits

Cancel Edits

Close

Bureau of Environmental Compliance

59-17 Junction Blvd., Corona, N.Y. 11368
Records Control

Date: 04/15/11
Time 6:13 PM

Facility No.: 4 X1FU
Expires On:

PA080887P

Certificate to Operate
Under Review

Owner:

KEPCO INCORPORATED
131-38 SANFORD AVENUE
FLUSHING NY 11355

Facility
KEPCO INCORPORATED
131-40 MAPLE AVENUE
FLUSHING NY 11355

Last Fee Assessed:	$ 315.00	09/04/97
Last Pay Amount:	$ 315.00	04/06/11
Balance Due:	$ .00	

Floor: 1

Process Description

DESCRIPTION OF INSTALLATION: SOLDERING & MELTING.
DESCRIPTION OF EQUIPMENT: ONE (1) " HOLLIS" ENG 3200730 WAVE SOLDERING MACHINE AND ONE (1) MELTING POT.
EXHAUST SYSTEM: ONE (1) " DAYTON" FAN, MODEL 2C864, WITH 1/2 H.P. MOTOR; 1725 R.P.M, DELIVERING 1007 C.F.M.
CONTROL DEVICE: NONE.

% By Season : Winter: 25 Spring: 25 Summer: 25 Fall: 25 Hours/Day: 8 Days/Year: 100



Description | Contaminants | Special Conditions | Emission Point | Emission Control

CAS NO	NAME				ERP	
ENV Rating	Prod Unit	Input	Hourly Emission	Actual Emission	Emission Unit	How Determ
Annual Actual	EXP 10	Annual Permissible		% CTL EFF	Permissible	
00067-63-0	ISOPROPYL ALCOHOL				00000000020	
C	01	0000000(	00000000020	00000000020	01	6
00000016000	000	00000016000		000001	00000000020	
NY075-00-3	PARTICULATES ORGANIC				00000000000	
C	01	0000000(	00000000003	00000000003	94	6
00000002400	000	00000002400		000001	00000000003	
07439-92-1	LEAD				00000000000	
A	00	0000000(	00000000006	00000000006	01	5
00000004800	000	00000004800		000001	00000000006	
07440-31-5	TIN				00000000000	
B	00	0000000(	00000000017	00000000017	01	5
00000013600	000	00000013600		000001	00000000017	

Description | Contaminants | Special Conditions | Emission Point | Emission Control

CAS NO	NAME				ERP	
ENV Rating	Prod Unit	Input	Hourly Emission	Actual Emission	Emission Unit	How Determ
Annual Actual	EXP 10	Annual Permissible		% CTL EFF	Permissible	
NY075-00-3	PARTICULATES ORGANIC				00000000000	
C	01	0000000(	00000000003	00000000003	94	6
00000002400	000	00000002400		000001	00000000003	
07439-92-1	LEAD				00000000000	
A	00	0000000(	00000000006	00000000006	01	5
00000004800	000	00000004800		000001	00000000006	
07440-31-5	TIN				00000000000	
B	00	0000000(	00000000017	00000000017	01	5
00000013600	000	00000013600		000001	00000000017	
08006-64-2	TURPENTINE				00000000000	
C	00	0000000(	00000000001	00000000001	94	6
00000000001	000	00000000001		000001	00000000001	



Description | Contaminants | Special Conditions | Emission Point | Emission Control |

ID:0001

Ground Elev (ft):	17
Ht. Abv Struct	2
Stack Ht. (ft)	20
Inside Diameter (in):	8
Exit Temp (f) :	105
Exit Velocity (ft/sec)	17
Exit Flow (ACFM)	1007

Continuous Monitors

- [x] None
- [ ] Opacity
- [ ] Sulfur Dioxide
- [ ] Nitrogen Oxides
- [ ] Oxygen
- [ ] Carbon Dioxide
- [ ] Other



Description | Contaminants | Special Conditions | Emission Point | Emission Control |

ID: **Type:** 0 **Disposal Method:** 00 **Installed:**

Make and Model
Useful Life: 00

ID: **Type:** 0 **Disposal Method:** 00 **Installed:**

Make and Model
Useful Life: 00

Bureau of Environmental Compliance

59-17 Junction Blvd., Corona, N.Y. 11368
Records Control

Date: 04/15/11
Time 6:14 PM

Facility No.: 4 X1FU
Expires On:

PA037393L

Certificate to Operate
Under Review

Owner:

KEPCO INCORPORATED
131-38 SANFORD AVENUE
FLUSHING NY 11355

Facility
KEPCO INC
131-40 MAPLE AVENUE
FLUSHING NY 11355

Last Fee Assessed:	$ 208.00	07/15/99
Last Pay Amount:	$ 208.00	04/06/11
Balance Due:	$ .00	

Floor: 1

Process Description

DESCRIPTION OF INSTALLATION: CLEANING OF PRINTED CIRCUIT BOARDS IN PREPARATION FOR WAVE SOLDERING.
DESCRIPTION OF EQUIPMENT: (1) EXHAUSTED HOOD OVER CLEANING AREA: A FINE SPRAY IS SPRAYED UPON THE CIRCUIT BOARDS.
EXHAUST SYSTEM: ONE (1) "DAYTON" FAN, MODEL #2864, WITH 1/2 H.P. MOTOR; 1,725 R.P.M.; DELIVERING 945 C.F.M. @ 70 DEGREE FARENHEIT.
CONTROL DEVICE: NONE

% By Season : Winter: 25 Spring: 25 Summer: 25 Fall: 25 Hours/Day: 6 Days/Year: 50



Description | Contaminants | Special Conditions | Emission Point | Emission Control

CAS NO	NAME				ERP	
ENV Rating	Prod Unit	Input	Hourly Emission	Actual Emission	Emission Unit	How Determ
Annual Actual	EXP 10	Annual Permissible		% CTL EFF	Permissible	
NY599-00-0	TOTAL ALIPHATIC ALC				00000000070	
C	00	00000000	00000000070	00000000070	01	6
00000021000	000	00000021000		000001	00000000070	



Description | Contaminants | Special Conditions | Emission Point | Emission Control |

ID:0002

Ground Elev (ft):	17
Ht. Abv Struct	2
Stack Ht. (ft)	20
Inside Diameter (in):	8
Exit Temp (f) :	70
Exit Velocity (ft/sec)	16
Exit Flow (ACFM)	945

Continuous Monitors

- [x] None
- [ ] Opacity
- [ ] Sulfur Dioxide
- [ ] Nitrogen Oxides
- [ ] Oxygen
- [ ] Carbon Dioxide
- [ ] Other



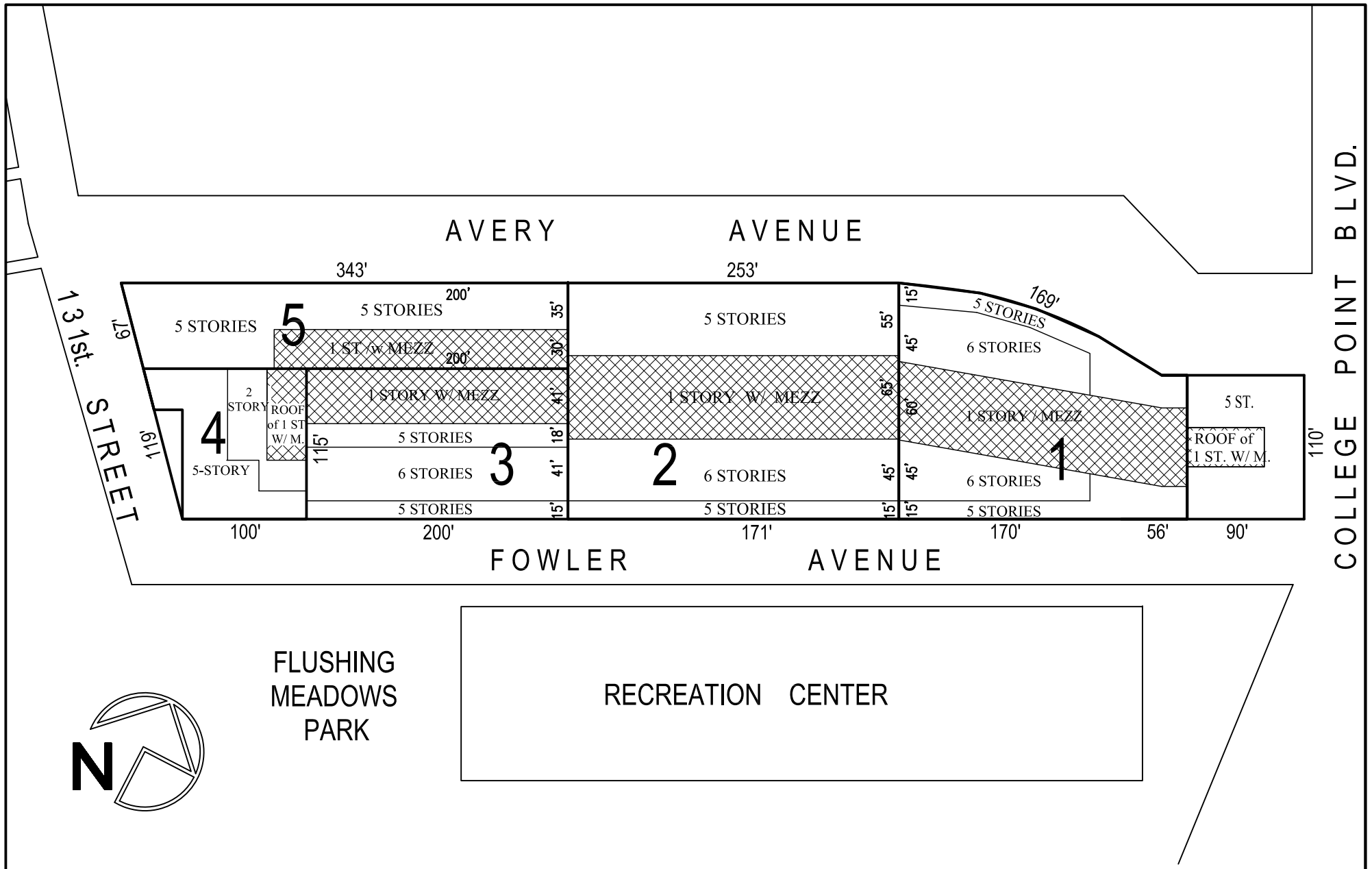
Description | Contaminants | Special Conditions | Emission Point | Emission Control |

ID: 02 **Type:** 1 **Disposal Method:** 00 **Installed:** 10/01/82

Make and Model DAYTON MOD.#2C864, HP 1/2,1725 RPM
Useful Life: 20

ID: **Type:** 0 **Disposal Method:** 00 **Installed:**

Make and Model
Useful Life: 00



PROPOSED LOCATIONS OF MECHANICAL EQUIPMENT ON ROOF
(MIN. 10' FROM WINDOW)

NOTE: Numbers in bold indicate a PDS.
Numbers in Italic Indicate a Potential Site.

REV. 12/5/2011

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FLUSHING MEADOWS EAST EAS
ATTACHMENT Q: AIR QUALITY
CEQR # 07DCP050Q
ULURP # 070352ZMQ



Prepared for:

Avery Fowler Owners

Prepared by:

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February 10, 2012

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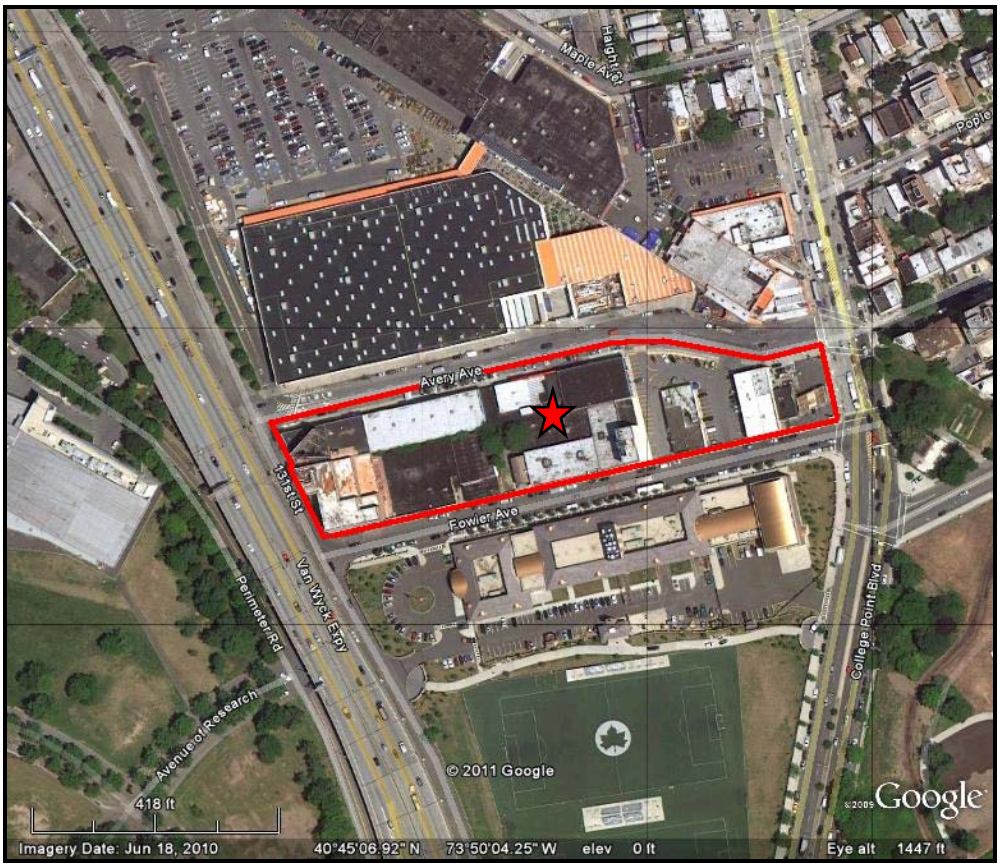
INTRODUCTION

The project sponsors, the Avery Fowler Owners, propose a zoning map amendment, changing the zoning from M1-1 and M1-2 to C2-6A on an entire block (Block 5076) in the neighborhood of Flushing, Queens. The subject area is bounded by College Point Boulevard on the east, 131st Street and Flushing Meadows Corona Park on the west, Avery Avenue on the north and Fowler Avenue/Flushing Meadows Corona Park on the south.

With the exceptions of a mid-block single-family dwelling, a gas station, and two live poultry establishments located at the eastern end of the block, the project sponsors own or control the land in the block. The project sponsors each wish to develop their properties under the proposed C2-6A zoning with five- to six-story residential buildings, with ground-floor neighborhood retail uses. The projected new development would be compatible with existing medium-density residential development to the east, retail uses to the north, and Flushing Meadows-Corona Park to the south and west.

This attachment addresses potential air quality impacts due to nearby freeway traffic on the elevated Van Wyck Expressway, carbon monoxide emissions from the largest developed garage under the Build Condition, and HVAC emissions associated with on-site buildings to be developed for a Build year of 2013. Emissions of air toxics from surrounding industrial uses are also analyzed.

Figure Q1: Project Location



★ = *Project Location.*
Source: Google Earth.

STANDARDS AND EVALUATION CRITERIA

National Ambient Air Quality Standards

National Ambient Air Quality Standards (NAAQS) were promulgated by The US Environmental Protection Agency (EPA) for six major pollutants, deemed criteria pollutants, because threshold criteria can be established for determining adverse effects on human health. They consist of primary standards, established to protect public health, and secondary standards, established to protect plants and animals and to prevent economic damage. The six pollutants are:

- Carbon Monoxide (CO), which is a colorless, odorless gas produced from the incomplete combustion of gasoline and other fossil fuels.
- Lead (Pb) is a heavy metal principally associated with industrial sources.
- Nitrogen dioxide (NO_2), which is formed by chemical conversion from nitric oxide (NO), which is emitted primarily by industrial furnaces, power plants, and motor vehicles.
- Ozone (O_3), a principal component of smog, is formed through a series of chemical reactions between hydrocarbons and nitrogen oxides in the presence of sunlight.
- Inhalable Particulates (PM_{10}/$PM_{2.5}$) are primarily generated by diesel fuel combustion, brake and tire wear on motor vehicles, and the disturbance of dust on roadways. The PM_{10} standard covers those particulates with diameters of 10 micrometers or less. The $PM_{2.5}$ standard covers particulates with diameters of 2.5 micrometers or less.
- Sulfur dioxides (SO_2) are heavy gases primarily associated with the combustion of sulfur-containing fuels such as coal and oil.

Table Q1 shows the New York and National Ambient Air Quality Standards, as well as monitored values at the monitoring stations closest to the site.

NYC *De Minimis* Criteria and Interim Guidelines

For carbon monoxide from mobile sources, New York City's *de minimis* criteria are used to determine the significance of the incremental increases in CO concentrations that would result from a proposed action. These set the minimum change in an 8-hour average carbon monoxide concentration that would constitute a significant environmental impact. According to these criteria, significant impacts are defined as follows:

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

No interim guidelines have been assigned to PM_{10}. For $PM_{2.5}$ analyses at the microscale level, the City's interim guidelines for determining significance are:

- 2.0 $\mu g/m^3$ for the 24-hour period, and
- 0.3 $\mu g/m^3$ for the annual period.

Table Q1
National and New York State Ambient Air Quality Standards

Pollutant	Averaging Period	Standard	2009 Value	Monitor
Sulfur Dioxide	3-hour average	1,300 µg/m^3	139 µg/m^3	Queens College 2 / P.S. 219
	1-hour average[e]	75 ppb	NA	
Inhalable Particulates (PM_{10})	24-hour average	150 µg/m^3	57 µg/m^3	Queens College 2 / P.S. 219
Inhalable Particulates ($PM_{2.5}$)	3-yr average annual mean	15 µg/m^3	10.7 µg/m^3	P.S. 59 (Manhattan)
	Maximum 24-hr. 3-yr. avg.[c]	35 µg/m^3	34.4 µg/m^3	
Carbon Monoxide	8-hour average[a]	9 ppm	1.9 µg/m^3	Queens College 2
	1-hour average[a]	35 ppm	3.1 ppm	
Ozone	Maximum daily 8-hr avg.[b]	0.075 ppm	0.074 ppm	Queens College 2
Nitrogen Dioxide	12-month arithmetic mean	100 µg/m^3	47 µg/m^3	Queens College 2
	1-hour average[d]	100 ppb (188 µg/m^3)	0.446 ppm	
Lead	Quarterly mean	1.5 µg/m^3	0.019 µg/m^3	J.H.S. 126 (Brooklyn)

Notes: ppm = parts per million; µg/m^3 = micrograms per cubic meter. a Not to be exceeded more than once a year. b Three-year average of the annual fourth highest maximum 8-hour average concentration effective May 27, 2008. c Not to be exceeded by the 98th percentile of 24-hour $PM_{2.5}$ concentrations in a year (averaged over 3 years). d Three-year average of the 98th percentile of the daily maximum 1-hour average, effective January 22, 2010. e Three-year average of the 99th percentile of the daily maximum 1-hour average, final rule signed June 2, 2010.
Sources: New York State Department of Environmental Conservation; New York State Ambient Air Quality Development Report, 2009; New York City Department of Environmental Protection, 2012.

Background Concentrations

For SO_2, and NO_x, and PM_{10}, the background values provided by NYCDEP's May 21, 2010 memo as shown below would be used. No background values are currently available for the 1-hour SO_2 and NO_2 averages, and analysis of these averaging periods is currently not required for non-EIS projects in New York City. The closest monitor is the one at Queens College 2 / Public School 219.

- 139 µg/m^3 for the 3-hour SO_2 average,
- 47 µg/m^3 for the annual NO_2 average, and
- 57 µg/m^3 for the 24-hour PM_{10} average.

As a conservative approach for CO, the highest value from the past 5 years of monitored values was used as the background value. Based on the Queens College station, the CO background would be 3.4 ppm for the 1-hour average and 2.8 ppm for the 8-hour average as shown in Table Q2.

Table Q2
Monitored CO Concentrations (ppm)

Monitor	Year	1-Hour Value	8-Hour Value
Queens College, Queens	2005	3.1	2.1
	2006	2.5	1.8
	2007	**3.4**	**2.8**
	2008	2.3	1.7
	2009	3.1	1.9

Note: Numbers in bold type are the highest in their category.
Source: New York State Department of Environmental Conservation

State Implementation Plan (SIP)

The Clean Air Act requires states to submit to the EPA a SIP for attainment of the NAAQS. The 1977 and 1990 amendments required comprehensive plan revisions for areas where one or more of the standards have yet to be attained. Queens County is part of a CO maintenance area and is nonattainment (moderate) for the 8-hour ozone standard and nonattainment for PM_{10} and $PM_{2.5}$. The state is under mandate to develop SIPs to address ozone, carbon monoxide, and PM_{10}. It is also working with the EPA to formulate standard practices for regional haze and $PM_{2.5}$.

METHODOLOGY

Mobile Source Screening Analysis

To assess the potential for project-generated vehicular traffic to cause a significant air quality impact, a preliminary evaluation of intersections was carried out. The 2012 NYC *CEQR Technical Manual* and subsequent revisions to its procedures have established the threshold criteria to identify actions that warrant further analysis in this area of the City.

Carbon Monoxide

Actions in this part of the city resulting in 170 or more additional trips or diverting existing traffic of this volume through an intersection during a single peak hour would warrant further analysis. Project-generated traffic volumes would be a total 76 vehicles during the peak AM hour and 86 in the peak PM hour. This would not exceed the 170-vehicle CO threshold at any location during the various peak periods. Therefore, no further analysis of CO is required, and no violations of the NAAQS for CO are anticipated as a result of the proposed action.

$PM_{2.5}$

Further analysis may be required if the a proposed action generates peak-hour vehicular trips through an intersection with $PM_{2.5}$ emissions that are equivalent to 12 to 23 heavy-duty diesel vehicles, depending on the type of roadway. Based on the spreadsheet in the *CEQR Technical Manual*, the project-generated increments do not meet the criteria for modeling. However, due to the proximity of the elevated lanes for Interstate 678 (Van Wyck Expressway) directly west of the project block, a $PM_{2.5}$ analysis was conducted to determine if an air quality impact would occur at the residential units.

Mobile Source Modeling

Fine particulate matter (PM_{10} and $PM_{2.5}$) was modeled using MOBILE6.2 to obtain emission factors and CAL3QHC for overall pollutant concentrations. Emission factors for 2013 were obtained from EPA's MOBILE6.2 model. The ambient temperature used in the model was 43°F, as recommended by the NYCDEP. Inputs pertaining to inspection/maintenance, anti-tampering programs, etc., were obtained from NYCDEP's most recent guidelines (March 2008). The resulting MOBILE6.2 emission factors for each vehicular type were multiplied by the percentages for each vehicular mix to calculate the composite emission factors, by speed, for use in the CAL3QHCR model. Fugitive dust was calculated from the formulas in EPA's AP-42 document and a silt loading factor of 0.015 ug/m^3 from the *CEQR Technical Manual*.

Vehicular mix represents the proportions of vehicles falling into the 28 MOBILE6.2 categories. The vehicular mix used for this analysis was based on available classification data from NYSDOT for the

given roadway type of freeway ("11-Urban; Principal Arterial – Interstate"). The mixture of vehicular types is used to obtain composite emission factors from MOBILE6.2.

CAL3QHCR was used to determine the $PM_{2.5}$ and PM_{10} concentrations. CAL3QHCR is a more refined version of the CAL3QHC model, as it provides for the incorporation of actual meteorological data into the modeling, instead of using worst-case assumptions for meteorological conditions. The inclusion of this data allows for a more accurate prediction of worst-case concentrations. Inputs to the model included Cartesian coordinates for receptors and the free-flow roadway links. Traffic data was obtained from the NYSDOT database. No queue links were inputted because an expressway segment was modeled instead of an intersection. Free-flow links were modeled for a distance of 1,000 feet from the proposed action in each direction. The mixing zone for free-flow links was equal to the width of the traveled way plus an additional 10 feet (3 meters) on each side of the roadway.

Sensitive receptors are homes, parks, schools, or other land uses where people congregate and which would be sensitive to air quality impacts. However, for the purposes of the air quality analysis, any point to which the public has continuous access can be deemed a sensitive receptor site. Receptor points for this analysis were modeled along the eastern edges of Lot 43 (PDS #4) and Lot 61 (PDS #5), and additional points were modeled at 20-foot intervals along this boundary at a height of 23 feet, which would be the location of an operable window level to the height of the expressway. Receptors were confirmed to be located outside the air quality mixing zone.

The CAL3QHCR model was run with five years of available meteorological data (2005 through 2009) to determine the worst case concentrations at the receptors. Surface meteorological data was obtained from LaGuardia Airport. Upper air data was obtained from Brookhaven Airport.

Stationary Source Modeling

AERMOD, designed to support EPA's regulatory modeling programs, is a steady-state Gaussian plume model with three separate components: AERMOD (a dispersion model), AERMAP (a terrain preprocessor), and AERMET (a meteorological preprocessor). AERMOD can handle emissions from point, line, area, and volume sources. Typically, the model is run with five years of meteorological data that include surface mixing height, wind speed, stability class, temperature, and wind direction.

Pollutants. The pollutants modeled included the 3-hour average for SO_2 and the 24-hour average for PM_{10} and the annual average for NO_x.

Model Parameters. AERMOD was run using the regulatory default option, stack tip downwash, no building downwash, and a 4-hour half-life for SO_2. Initially, the model was run both with and without building downwash for selected receptors to determine which method produced the highest concentrations at elevated receptor points. Using building downwash generally produces higher concentrations for receptors at ground level whereas modeling without building downwash generally produces higher concentrations for receptors at elevated locations close to the stack height. This was verified by the selected modeling runs.

Building downwash. EPA defines GEP (good engineering practice) stack height as the height necessary to ensure that emissions from a building's stack do not result in excessive concentrations of any air pollutant in the immediate vicinity of the source as a result of atmospheric downwash, eddies, or wakes that may be created by the source itself, nearby structures, or nearby terrain obstacles. The Building Profile Input Program (BPIP) was run prior to running AERMOD where this was applicable.

Urban/rural. Since the proposed action is within an urban location, AERMOD's URBAN option was selected. The population used for the urban area is 1,700,000, and the default urban surface roughness length of 1.0 m was used for the site.

Stack parameters. Based on information from the architects, HVAC stacks on all buildings were assumed to be 3 feet higher than the rooftop. Per guidance from the NYC Department of City Planning the stack parameters that were developed using the NYCDEP "CA[1] Permit" database and the heat input (in million Btus) of the heating systems were used. They included an exhaust temperature of 300° F, inside stack diameters of 0.5 foot, and exhaust velocities of 3.9 m/s.

For projected and potential development sites, stacks were initially placed 10 feet from the edge of the rooftop closest to the nearest building. They were moved back in increments of 5 feet if the initial location resulted in potential impacts.

Point sources. Rooftops with vent stacks are typically treated as point sources. Point sources represent singular emission locations of pollutants into the surrounding environment.

Emission factors. As a worst case analysis, all square footage was assumed to be residential. Emission factors were developed for fuel combustion using both fuel oil #2 and natural gas on the projected and potential development sites. As a conservative estimate, heating use was assumed for 24 hours per day and 100 days per year, or 2,400 hours per year.

An annual consumption rate of 52.8 cubic feet of natural gas per square foot was used for residential structures, as indicated in the NYC *CEQR Technical Manual*. The annual consumption of natural gas, in cubic feet, was converted to pounds using a multiplier of 100 as recommended in Table 1.4-1 of EPA's AP-42 publication for external combustion sources. The resulting annual emissions for gas were converted to emission rates in grams/second based on 2,400 hours per year of use for heating. For fuel oil #2, the SO_2 emission factor used a sulfur content of 0.2%, consumption of 0.38 gallons/sq. ft., and an emission factor of 142 lbs/1,000 gallons. For PM_{10}, the conversion rate was 2 lbs of PM_{10} per 1,000 gallons of fuel.

Meteorology Data. AERMOD was run with data from LaGuardia Airport for 2005 through 2009. The upper air station used with La Guardia is Brookhaven. The data was obtained from Trinity Consultants, which provided the following description of the data and processing methods:

BREEZE FILLSFC: The BREEZE FILLSFC program identifies outlying and missing parameters, identifies the percentage of missing unprocessed data (to verify compliance with EPA's 90% regulation), and specifies how missing data is filled. The program is created to follow the EPA's guidelines for filling missing data in raw surface files as specified in their *Procedures for Substituting Values for Missing NWS Meteorological Data for Use in Regulatory Air Quality Models*. BREEZE FILLSFC is a FORTRAN executable program that reads raw surface meteorological data in CD-144 format and fills in missing observations of a length specified by the processor (typically 5 hours). The program measures the data capture of eight parameters: ceiling height, wind direction, wind speed, temperature, total opaque sky, station pressure, relative humidity, and total sky cover. Based on guidelines set forth by the EPA, the parameters are filled in using the following methods:

- Temperature**:** Filled using interpolation – missing hours are filled in by interpolating between the values prior to and following the gap;
- Wind Speed: Filled by averaging – an arithmetic average of the four surrounding values (two before and two after) is taken and the gap is filled accordingly;

[1] CA refers to Combustion Applicable

- Wind Direction: Filled by vector averaging – a unit vector average of the four surrounding values (two before and two after) is taken and the gap is filled accordingly. Only valid wind directions are used in this average - calms and variables are ignored and other steps are taken to ensure only valid data is used.

The program generates a report which details the data capture percentage prior to filling as well as the number of hours filled for each parameter sorted by the method used to fill the missing data.

BREEZE FSL Fill: The BREEZE FSL Fill program reads in the raw upper air data files in FSL format and identifies missing soundings. For individual missing soundings, the program fills in the sounding from the same time on the previous day. For consecutive missing days, the first day is filled with the previous day, the last day is filled with the following day and the soundings in between are just left as missing. Using persistence for upper air filling has been used quite extensively and is generally acceptable since upper air conditions vary much less than surface conditions and AERMET uses very limited information from the files in any case. The program also has an option to fill in missing soundings with data from another station should that methodology be necessary.

Surface characteristics. Surface characteristics for the project site and meteorological site were identified according to EPA's *AERMOD Implementation Guide*. In accordance with the U.S. EPA's AERMOD Implementation Guide dated 08009, Trinity Consultants used their AERSURFACE program for determining surface characteristics to be used in AERMET processing. By default, 12 sectors were implemented for determining surface roughness, and the seasonal averaging period was used. Both the airport and the site are in urban locations, and AERMOD's URBAN option was selected. The default urban surface roughness length of 1.0 m was used for the site.

Receptor points. Receptor pointss were modeled one foot above stack height where the adjacent buildings were the same height and in the plume centerline where the receiving building was higher than the source building. .

FUTURE WITHOUT THE PROPOSED ACTION

In the Future without the Proposed Action, additional commercial development would occur according to the full allowable development potential permitted by the existing zoning. Therefore, an analysis of mobile sources was carried out. No analyses of stationary sources was warranted.

Mobile source PM_{10} and $PM_{2.5}$ were modeled with CAL3QHCR for traffic volumes between exits 12A and 13 of the Van Wyck Expressway. Table Q3 shows the total concentration, which includes both the background value and the modeled results. The modeled year containing the maximum observed mobile source PM_{10} concentration was 2005 with 5.4 $\mu g/m^3$. Adding this to the background concentration of 57 ug/m^3 results in a total of 62.4 $\mu g/m^3$. This is within the NAAQS of 150 $\mu g/m^3$.

Table Q3
No Action PM_{10} Concentrations ($\mu g/m^3$)

Source Location	24-Hour PM_{10} ($\mu g/m^3$)	Worst-Case Receptor
Van Wyck Expressway	62.4	2nd story west-facing window midblock on PDS #4
Note: National Ambient Air Quality Standards – 24-hour, 150 $\mu g/m^3$.		

Source: Sandstone Environmental Associates, Inc.

Since the threshold impact for $PM_{2.5}$ is an increment of 2.0 µg/m^3 for the 24-hour period and 0.3 µg/m^3 for the annual increment, only the incremental increase for Action Conditions is included in this report as described in the next section.

FUTURE WITH THE PROPOSED ACTION

Description of Proposed Action

The project sponsors (Avery Fowler Owners) propose to rezone Block 5076 in Queens, which includes Lots 1, 5, 7, 9, 11, 14, 16, 18, 20, 29, 31, 43, 61, 65, 67, 69 75, and 160. The zoning would be changed from M1-1 and M1-2 to C2-6A. All but one of the lots would be included in five Projected Development Sites (PDS #1 through 5) with a total of approximately 378 residential units and 148,100 square feet of commercial floor area. They would provide approximately 268 subsurface parking spaces, of which the largest would be 91 spaces.

PDS #1 through 4 are expected to be developed with seven-story buildings, and PDS # 5 is expected to have a five-story building. The buildings would vary in size, with setbacks of varying heights and recesses. As required by the proposed zoning regulations, the buildings will be streetwall buildings and would line 89 percent of the block's street frontage. Table Q4 shows the development characteristics for the five PDS sites. The majority of the land area in PDS #1 and #2 are owned or controlled by the project sponsors, while PDS # 3, 4, and 5 are wholly owned by the project sponsors.

Lot 1, the only lot on the block that is not owned by the project sponsors, is a gas station. It is considered a Potential Development Site that would not be redeveloped until 2018. It could be developed with a five-story building with 39,592 sq. ft. of residential and commercial space and 21 parking spaces.

Table Q4
Development Summary

	PDS #1 (Lots 5, 7, 9, 11, 14, 16, 67, 160)	**PDS #2 (Lots 18, 20, 29)**	**PDS #3 (Lot 31)**	**PDS #4 (Lot 43)**	**PDS #5 (Lots 61, 65, 69, 75)**
Zoning	C2-6A	C2-6A	C2-6A	C2-6A	C2-6A
FAR	3.69	4.0	3.93	4.0	4.0
Max Bldg. Height	70'/6 stories	70'/6 stories	70'/6 stories	70'/6 stories	60'/5 stories
Max Bldg. sq. ft.	120,120	181,880	90,400	45,578	86,560
Proposed Access. Parking spaces	65	91	46	23 s	43
	Potential Development Site #1				
Zoning	C2-6A				
FAR	4.0				
Max Bldg. Height	60'/5 stories				
Max Bldg. sq. ft.	39,592				
Proposed Access. Parking spaces	21				

Source: Lin Architects

Mobile Source Air Quality

Mobile source PM_{10} and $PM_{2.5}$ were modeled with CAL3QHCR for traffic volumes between exits 12A and 13 of the Van Wyck Expressway. Project-generated volumes were added to the No Action volumes. Tables Q5 and Q6 show the results. PM_{10} concentrations are within the NAAQS, and increments for $PM_{2.5}$ are within the interim guideline concentrations. In fact, the proposed action would result in no increases of PM_{10} or $PM_{2.5}$ compared to No Action Conditions. Based on these results, no air quality impacts fromPM_{10} or $PM_{2.5}$ concentrations from the expressway are anticipated.

Table Q5
Mobile Source PM_{10} Concentrations ($\mu g/m^3$), Action Conditions

Source Location	24-Hour PM_{10} ($\mu g/m^3$)	Worst-Case Receptor
Van Wyck Expressway	62.4	2nd story southwest-facing window on PDS #4
Note: National Ambient Air Quality Standards – 24-hour, 150 $\mu g/m^3$.		

Source: Sandstone Environmental Associates, Inc.

Table Q6
Mobile Source $PM_{2.5}$ Concentrations, Action Conditions

Source Location	24-Hour $PM_{2.5}$ Increment ($\mu g/m^3$)	Annual $PM_{2.5}$ Increment ($\mu g/m^3$)	Worst-Case Receptor
Van Wyck Expressway	0.0	0.0	2nd story west-facing window midblock on PDS #4
Note: $PM_{2.5}$ interim guidance criteria – 24-hour average, 2 $\mu g/m^3$ (5 $\mu g/m^3$ not-to-exceed value); annual, 0.3 $\mu g/m^3$			

Source: Sandstone Environmental Associates, Inc.

Garage Analysis

Five garages would be constructed under the proposed action. PDS #2 has the largest garage, with a total of 91 spaces, and the highest hourly volumes of inbound and outbound vehicles. Based on the parking accumulation tables, the highest outbound volume of 20 occurs from 8 to 9 am, and the highest inbound volume of 19 occurs from 5 to 6 pm. As a conservative worst-case analysis, both of these volumes were assumed to occur within a one-hour period. The garage was assumed to have approximately 38,000 square feet on its first floor with an average width of 180 feet and an average length of 253 feet. A vent for the garage was assumed to be located on the first story rooftop at an elevation of 20 feet.

The garage analysis was based on guidelines in the 2012 NYC *CEQR Manual Technical Appendices*. Per guidance from this document, a persistence factor of 0.70 was used to convert 1-hour CO values to 8-hour CO values. EPA's MOBILE6.2 emissions model was used to obtain emission factors for hot (entering) and cold (exiting) vehicles as well as idling vehicles. Exiting vehicles were assumed to idle for one minute before departing, and speeds within the facility were assumed to be 5 mph. Based on similar projects, passenger vehicles were divided into 76 percent autos and 24 percent SUVs for the purposes of obtaining a composite emission factor. As stated previously, the 8-hour background value for CO in Queens is 2.8 ppm, reflecting the maximum value at the nearest station within the last 5 years.

Three receptor points were analyzed for the garage: 1) on the sidewalk adjacent to the garage entrance on Avery Avenue, 2) a second story residential window above the mezzanine rooftop and exhaust vent, and 3) a sidewalk on the other side of Avery Avenue. Table Q7 shows the calculations for these receptor points. The background value of 2.8 ppm was also added to the calculated values. CAL3QHCR modeling of traffic passing by the garage showed that it would not contribute CO to the garage receptor points. As shown in Table Q5, the 8-hour CO concentration of 0.6 ppm would be highest at the window receptor above the vent. The total CO value of 3.4 ppm would be within the NAAQS and the NYCDEP's *de minimis* criteria.

Table Q7
Garage CO Concentrations

PDS #2 Garage (91 accessory spaces)	
2013 Mobile 6.2 Emissions	
Cold idle (g/hr) @ 2.5 × 2.5 mph	78.2
Cold 5 mph	23.0
Hot 5 mph	11.6
Persistence Factor	0.70
Garage Data	
No. of vents	1
Vent elevation (ft)	20
Vent elevation (meters)	6.1
Total sq. ft.	38,000
Average length (ft)	253
Average width (ft)	180
Average travel @ 2/3 (L + W) (ft)	290
Average total ramp distance (ft)	165
Total Travel Distance (ft)	455
Peak 1-Hour Trips	
In	19
Out	20
Total	39
8-Hour Garage CO Concentrations (ppm)	
Receptor on adjacent sidewalk	0.2
Receptor on far sidewalk	0.1
Receptor on 2nd story window	0.6
Highest Total Hour 8-CO Concentration (ppm)	
Receptor on 2nd story window	0.6
8-hour CO background	2.8
Line source contribution	0.0
Total 8-hour CO (ppm)	**3.4**

Source: Sandstone Environmental Associates, Inc.

HVAC

Surrounding Community

Potential impacts from HVAC combustion in existing buildings would be a source of concern if the proposed action would result in the location of new sensitive receptors within:

- 1,000 feet of a large emission source, or

- 400 feet of a stack associated with commercial, institutional, or large-scale residential developments, and the height of the new structures would be similar to or greater than the height of the emission stack.

No large emission sources are within 1,000 feet of the proposed action. The nearest building of equal or greater height is an eleven-story mixed residential and commercial building located at 133-20 Avery Avenue. This complex is approximately 520 feet from the proposed site and does not warrant further impact analysis.

The stacks on the proposed buildings would be higher than all existing buildings within 400 feet of the site. The nomographs in the CEQR Technical Manual do not show a potential for air quality impacts for buildings of this size at distances beyond 400 feet. Therefore, the proposed action would not cause potential impacts to the surrounding community.

Project on Project Analysis

The stationary source analysis evaluated the potential for project on project impacts from the proposed buildings' boiler systems. The proposed project would have five separate residential buildings with ground floor commercial uses. Square footages are as follows:

- PDS #1: 120,120 gsf
- PDS #2: 181,880 gsf
- PDS #3: 90,400 gsf
- PDS #4: 48,578 gsf
- PDS #5: 86,560 gsf

Five of the eight lots of PDS #1 are owned by a project sponsor. PDS #1 is expected to be developed with one building that is 70 feet high. It could use either fuel oil or natural gas.

Lot 18 on PDS #2 is owned by a project sponsor, but Lots 20 and 29 are not. This site could be redeveloped as two buildings: one on Lot 18 with 11,850 sq. ft. and one building spanning Lots 20 and 29 with 170,030 sq. ft. The RWCD assumes that all three sites would be developed with one building of 181,880 sq. ft. Therefore, this building was used for the air quality analysis. It would have a maximum height of 70 feet. The anticipated building on this lot could use either #2 fuel oil or natural gas.

PDS #3 through #5 are controlled by project sponsors. PDS #3 will be 70 feet high, PDS #4 will be 60 feet high, and PDS #5 will be 60 feet high. All HVAC stacks would vent three feet above the roof height. The developer has committed to the use of natural gas for these buildings, but modeling for these buildings also included the use of #2 fuel oil for the purpose of determining (E) designations.

Lot 1, currently a gas station, is a potential development site. The RWCD assumes it would have a five-story building with 39,592 sq. ft. It could use either fuel oil #2 or natural gas.

The projected and potential development sites are adjacent. Because the potential distances between the buildings are less than 30 feet, the analysis of potential HVAC impacts must be modeled with AERMOD. Air quality analyses for nitrogen dioxide from natural gas, and sulfur dioxide and particulate matter from #2 fuel oil, were carried out using EPA's AERMOD model. Based on information from the architect, the stacks were assumed to be on the highest tier of the building. They were placed at worst-case locations 10 feet from the edge of the roof nearest to the receptor building and were moved further back if the modeled concentrations were too high. Some stacks were modeled in separate AERMOD runs at opposite ends of

the building, depending on which building was the receptor building. Modeled concentrations were added to background values and the totals were compared with the NAAQS. As a conservative analysis, all NO_x emissions were assumed to be NO_2.

Based on the AERMOD analysis, restrictions in stack location and/or fuel type are necessary to ensure that no air quality impacts occur. All five projected development sites failed for concentrations of SO_2 and PM_{10} when AERMOD was run assuming the use of #2 fuel oil. Similarly, the potential development site failed for SO2 when #2 fuel oil was assumed. Therefore, all of the buildings must use natural gas. Figure Q2 shows the final locations of the stacks used in the AERMOD runs. Table Q8 shows the results for in tabular form. The stack restrictions are discussed further in the next subsection.

Figure Q2
Final Stack Locations

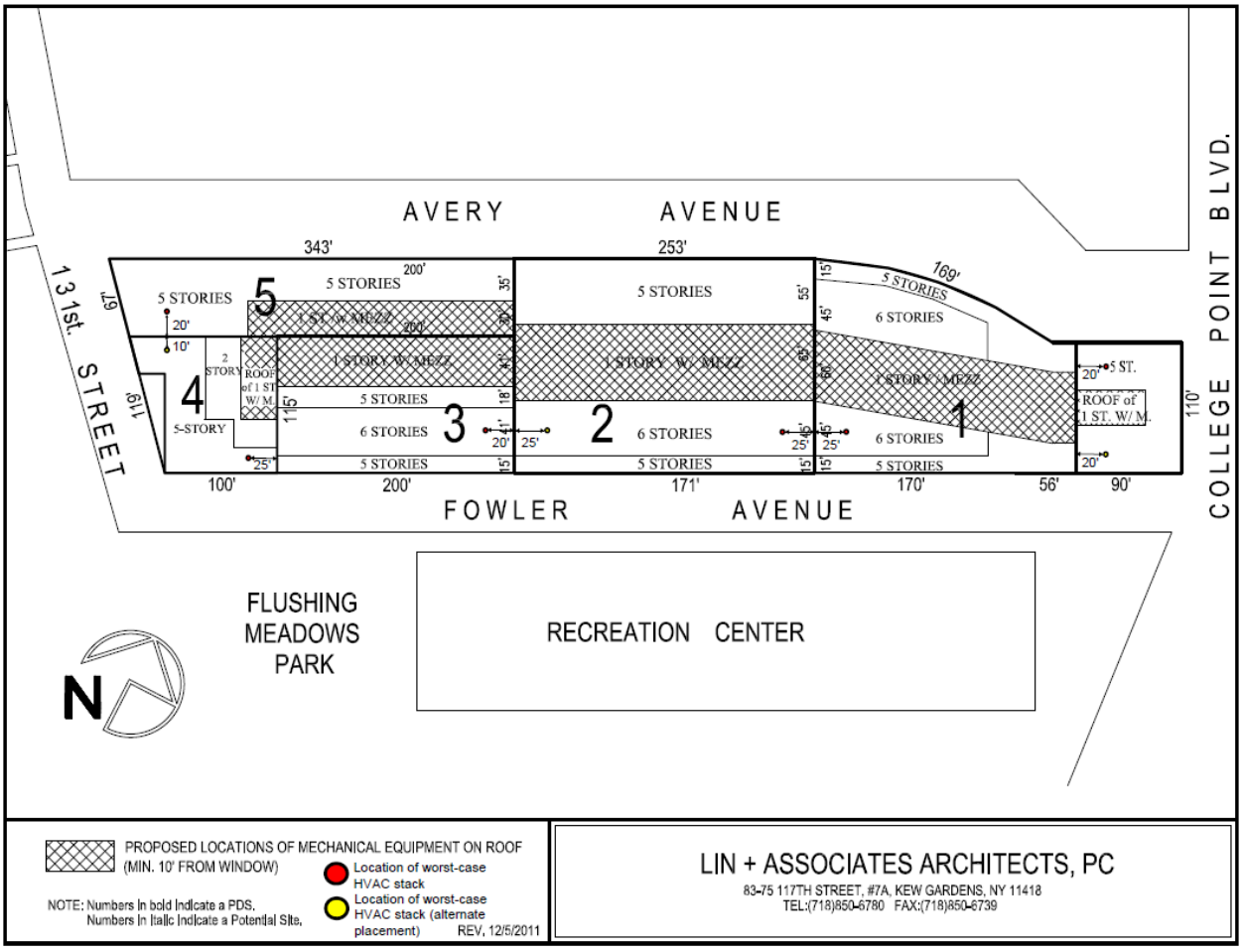


Table Q8: Maximum Modeled Annual NO_2 Concentrations (Natural Gas)

Source Building								Receiving Building		NO_2 Concentrations ($\mu g/m^3$) With Stack Location Restrictions			Restrictions : Setback from hearest building of similar or greater height
Building	Ht. (ft)	Size (sq. ft.)	Emission Rate (g/s)	Mm Btu/hr	Stack Ht. (ft.)	Stack Diameter (ft.)	Exit Velocity (m/s)	Building	Ht. (ft)	Back-ground	Modeled Maximum	Total	
PDS #1	70	120,120	0.009147	3.02	73	0.5	3.9	PDS #2	70	47	29.5	76.5	25 feet
PDS #2	70	181,880	0.013849	4.57	73	0.5	3.9	PDS #1	70	47	39.4	86.4	25 feet
PDS #2	70	181,880	0.013849	4.57	73	0.5	3.9	PDS #3	70	47	41.6	88.6	25 feet
PDS #3	70	90,400	0.006884	2.27	73	0.5	3.9	PDS #2	70	47	31.4	78.4	20 feet
PDS #4	60	48,578	0.003699	1.22	63	0.5	3.9	PDS #3	70	47	15.8	62.8	25 feet
PDS #4	60	48,578	0.003699	1.22	63	0.5	3.9	PDS #5	60	47	47.3	94.3	(None)
PDS #5	60	85,560	0.006591	2.17	63	0.5	3.9	PDS #4	60	47	31.4	78.4	20 feet
Lot 1	50	39,592	0.003015	0.99	53	0.5	3.9	PDS #1	70	47	15.1	62.1	(None)
NAAQS = 100 ug/m^3													

Source: Sandstone Environmental Associates, Inc.

E Designations, Proposed Action

According to the NYC Building Code, rooftop stacks for HVAC should be at least 10 feet from the edge of the roof and/or from a building of similar or greater height. The HVAC air quality analysis indicated that some stacks would have to be placed at a greater distance than 10 feet, and all of the projected and potential buildings would be restricted to using natural gas to avoid a potential significant impact. To prevent potential exceedances of the NAAQS, the (E) designations shown in Table Q9 would be required. These (E) designations would specify stack set-back distances and mandate the use of natural gas.

Table Q9
Proposed (E) Designations

Building	Block	Lot(s)	Minimum Set-Back or Fuel Use Requirements
PDS #1	5076	5, 7, 9, 11, 14, 16, 67, 160	Use natural gas, minimum setback of 25 feet from PDS #2
PDS #2	5076	18, 20, 29	Use natural gas minimum setback of 25 feet from PDS #1 and PDS #3
PDS #3	5076	31	Use natural gas, minimum setback of 20 feet from PDS #2
PDS #4	5076	43	Use natural gas, minimum setback of 25 feet from PDS #3
PDS #5	5076	61, 65, 69, 75	Use natural gas, minimum setback of 20 feet from PDS #4

Source: Sandstone Environmental Associates, Inc.

The language for the (E) designations is specified below. The restrictions are based on the building layout and tiers shown in Figure Q2. Any changes to the heights or configurations of the buildings or tiers may necessitate revisions to the E designations.

Block 5076, Lots 5, 7, 9, 11, 14, 16, 67, and 160 (PDS #1): Any new residential and/or commercial development on the above-referenced properties must use natural gas as the type of fuel for space heating and hot water (HVAC) systems and ensure that the HVAC stack(s) are located on a 6-story roof at least 25 feet from the lot line facing 131st Street to avoid any potential significant adverse air quality impacts.

Block 5076, Lots 18, 20 and 29 (PDS #2): Any new residential and/or commercial development on the above-referenced properties must use natural gas as the type of fuel for space heating and hot water (HVAC) systems and ensure that the HVAC stack(s) are located on the 6-story rooftop at least 25 feet from the lot lines facing 131st Street andCollege Point Boulevard to avoid any potential significant adverse air quality impacts.

Block 5076, Lot 31 (PDS #3): Any new residential and/or commercial development on the above-referenced properties must use natural gas as the type of fuel for space heating and hot water (HVAC) systems and ensure that the HVAC stack(s) are located on the 6-story rooftop t least 20 feet from the lot line facing, College Point Boulevard, to avoid any potential significant adverse air quality impacts.

Block 5076, Lot 43 (PDS #4): Any new residential and/or commercial development on the above-referenced properties must use natural gas as the type of fuel for space heating and hot water (HVAC) systems and ensure that the HVAC stack(s) are located on the 5-story rooftopat least 25 feet from the lot lines facing College Point Boulevard to avoid any potential significant adverse air quality impacts.

Block 5076, Lots 61, 65, 69, 75 (PDS #5): Any new residential and/or commercial development on the above-referenced properties must use natural gas as the type of fuel for space heating and hot water (HVAC) systems and ensure that the HVAC stack(s) are located on the five-story rooftop at least 20 feet from the lot lines facing Fowler Avenue and College Point Boulevard to avoid any potential significant adverse air quality impacts.

AIR TOXICS

A field survey was carried out by Equity Environmental, Inc to identify manufacturing uses that have the potential to impact projected development. This includes sources with potential non-criteria emissions that may not have or may require necessary air permits. Criteria for identifying such operations during the field survey included:

- industrial buildings with stacks, vents, or observed emissions;
- establishments with names indicative of operations that could require permitting;
- establishments with the potential to cause unpleasant odors.

No medical, chemical, or research laboratories were identified within 400 feet of the proposed rezoning boundaries. A request for available permits was executed on April 15, 2011. The Bureau of Environmental Compliance found permits for one facility: KEPCO, Inc., at 131-40 Maple Avenue.

Industrial Source Screen

The NYC *CEQR Technical Manual* provides pollutant concentrations ($\mu g/m^3$), at various distances, from a source emitting 1 g/s of a generic pollutant. It assumes that all inputs represent worst-case conditions for stack temperature, exhaust velocity, and other variables. Both the receptor height and stack height are assumed to be 20 feet high. Table Q10 shows the generic table from the *CEQR Technical Manual.*

Industrial sources typically emit pollutants at a lower rate than 1 g/s. Thus, the emissions would be scaled downward accordingly. For example, if a stack was 65 feet from the project site and emitted a pollutant at a rate of 0.004158 grams/second, it would have a 1-hour concentration of 159 $\mu g/m^3$ (38,139 × 0.004158). This concentration would be compared with the NYSDEC SGC for that pollutant to determine whether an impact was likely.

Table Q10
Generic Pollutant Concentrations for Industrial Source Screen

Generic Pollutant Concentrations (1 g/s emission rate)				
Distance from Source (ft)	**Averaging Periods ($\mu g/m^3$)**			
	1-Hour	**8-Hours**	**24-Hours**	**Annual**
30	126,370	64,035	38,289	6,160
65	27,787	15,197	8,841	1,368
100	12,051	7,037	4,011	598
130	7,345	4,469	2,511	367
165	4,702	2,967	1,643	236
200	3,335	2,153	1,174	167
230	2,657	1,720	924	131
265	2,175	1,377	727	103
300	1,891	1,142	594	84
330	1,703	991	509	73
365	1,528	857	434	62
400	1,388	755	377	54

Source: NYC CEQR Technical Manual Air Quality Appendix (2012)

The approximate distance between the site boundary for KEPCO, Inc and the site boundary of the proposed development site is 222 feet. As a conservative assumption, the distance of 200 feet was used with the generic concentrations shown in Table Q10.

Table Q11 shows the results of the Industrial Source Screen analysis compared with the NYSDEC SGCs and AGCs. All pollutants are within the guideline values. One pollutant, Total Aliphatic ALC, is not listed because it does not have an AGC or SGC.

Table Q11
Combined Pollutant Concentrations at 131-40 Maple Avenue

Combined Pollutant Concentrations		221 Glenmore Avenue		NYSDEC Guideline Criteria	
Chemical Name	**CAS #**	**1 Hr (µg/m^3)**	**Annual (µg/m^3)**	**SGC (µg/m^3)**	**AGC (µg/m^3)**
Isopropyl Alcohol	00067-63-0	0.85	0.00366	98,000	7,000
Particulates Organic	NY075-00-3	0.99	0.00425	88	-
Lead	07439-92-1	1.60	0.00656	-	0.04
Turpentine	07440-31-5	3.76	0.01488	20	0.24
Tin	08006-64-2	0.42	0.00183	300	2.40

Note: Numbers in bold type indicate potential impact
Source: Sandstone Environmental Associates, Inc.

Odors

The NYC *CEQR Technical Manual* states that impacts related to odors may occur when a new odor-producing facility is created by a project, or when a project adds sensitive uses close to an odor-producing facility: Located adjacent to the projected development site are two live poultry establishments. P&M Live Poultry Inc and Ildaro Live Poultry are located at 131-62 Avery Avenue and 131-57 Fowler Avenue, respectively. However, these two facilities are part of PDS#1 and are expected to be redeveloped in the future by 2013. Therefore the proposed action would not result in adverse impacts associated with odors.

CONCLUSION

Based on the analyses in this document, no air quality impacts are anticipated as a result of the proposed action from mobile source emissions, parking facilities, HVAC sources, air toxics, or odors provided that the developments comply with all applicable legislation and (E) designations.

Equity Environmental Engineering LLC

November 4, 2009
VIA EMAIL
Gkelpin@DEP.NYC.gov

12/09
Information enclosed.

Ms. Gerry Kelpin, Director
New York City Department of Environmental Protection
Bureau of Air Resources
5947 Junction Boulevard
Flushing, New York I 1373-5108

RE: Air Permit Search
Block 5076 / All Lots
Bounded by College Point Boulevard, Fowler Avenue, 131st Street and Avery Avenue
Flushing, Queens, New York

Dear Gerry:

We are requesting your help in obtaining copies of air permits for properties surrounding the site referenced above. The properties subject to the rezoning are listed in the attached table and map; and do not require a permit search.

We do however need the permits within 400 feet of these subject properties. Obvious industrial and auto related uses found on the OASIS map are listed below.

If you have any questions or need additional information, please let me know. I can be reached using the contact information below or Mark.Londonn@EquityEnviornmental.com.

Thank you. We appreciate your assistance, and I hope all is going well.

Very truly yours,
Equity Environmental Engineering, LLC

Mark

Mark London, AIPC
Managing Director

Cc: J. Heineman
File 2009091

4 Gold Mine Road, Suite 3; Flanders, NJ 07836-9122
973-527-7451 973-858-0280 fax
www.equityenvironmental.com

TABLE LU-1: PROPERTIES Affected by Rezoning
Block 5076

Lot Number	Address	Area	FAR	Use	Owner
1	49-04 College Point Blvd	9,898	0.1	Gas Station	BP Products North America
5	131-59 Fowler Ave	2,750	2.0	Contractor's Office	David Ustaev
7	131-57 Fowler Ave.	3,300	2.0	Live Poultry	David Ustaev
9	Fowler Avenue	2,750	0	Accessory Parking	MCPJF Inc.
11	Fowler Avenue	5,570	0	Accessory Parking	MCPJF Inc.
14	131-47 Fowler Av.	5,830	.94	Building Supply	MCPJF Inc.
16	Fowler Avenue	5,170	0	Accessory Parking	MCPJF Inc.
18	131-35 Fowler Ave.	3,300	0	Accessory Parking	Angela Hai
20	131-27 Fowler Ave.	36,450	1.14	Building Supply	Daddy Dan Realty Co
29	131-19 Fowler Ave.	5,720	0.5	Residential	Joan Oro
31	131-05 Fowler Ave.	23,000	1.0	Furniture Store, metal fabrication	Banshee Realty LLC
43	Fowler Avenue	12,150	0	Vacant	CFJ Holding, LLC
61	131-10 Avery Ave.	8,671	1.0	Building Supply	Bernard Scharf
65	131-18 Avery Ave.	4,323	1.0	Building Supply	Bernard Scharf
67	131-62 Avery Ave.	1,125	2.0	Building Supply	KMP Lucky Corp
69	131-24 Avery Ave.	4,323	1.0	Building Supply	Bernard Scharf
75	131-32 Avery Ave	4,323	1.0	Building Supply	Suzanne Scharf
160	Avery Avenue	7,150	0	Accessory Parking	MCPJF Inc.

Potential Emissions Sites
Within 400 ft of subject rezoning area

Block	Lot	Address	Owner of Record
5066	255	41-06 Delong Street	Delong Realty Co
	644	131-10 Maple Avenue	Soiefer Bros Realty Co
	678	44-22 College Point Blvd	Ranbar Packing Inc

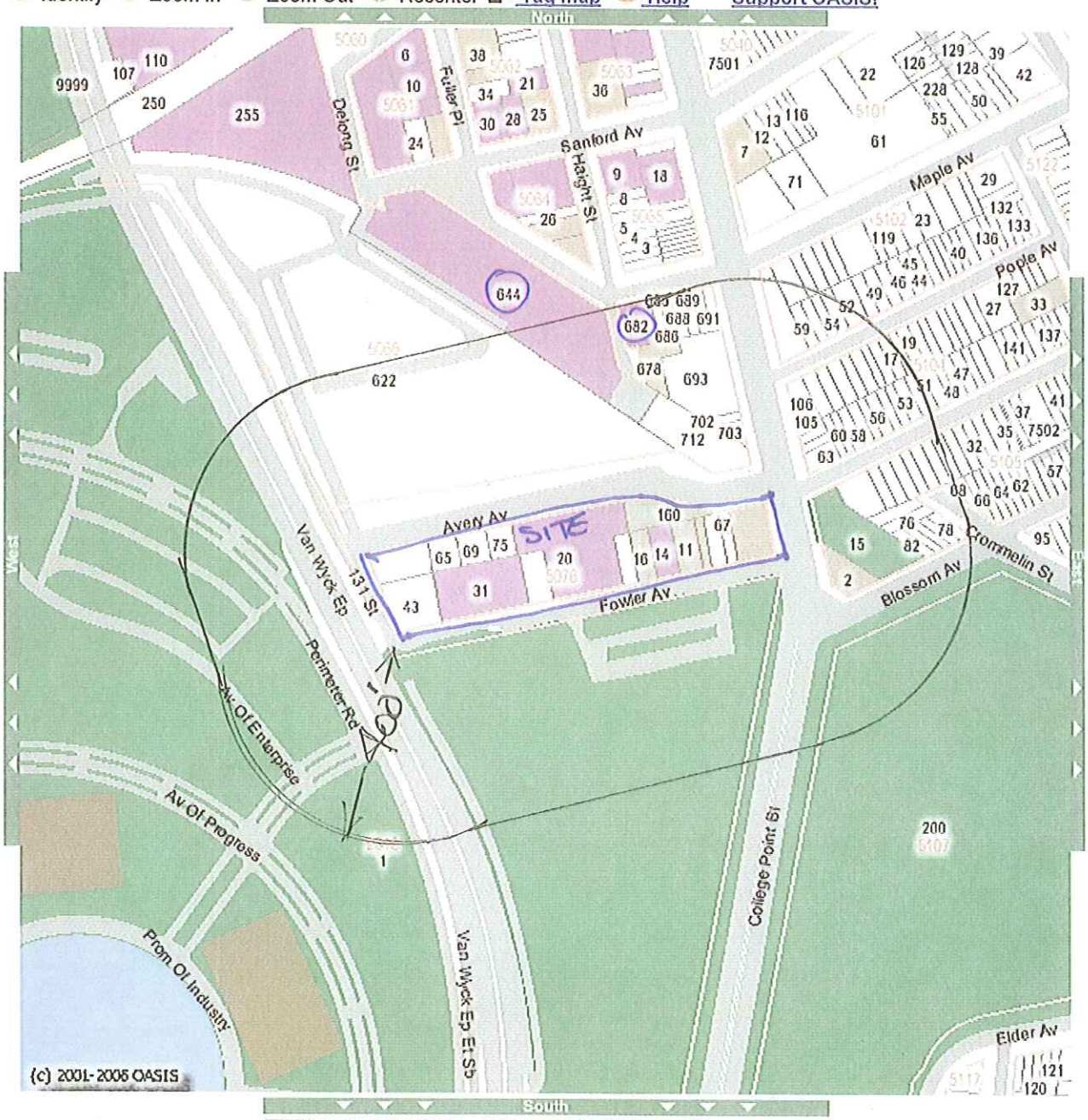
nyc oasis

Search By: Block and Lot | Borough: Select | Block: | Lot:

Redraw Map - zoom to selected area / show new data | Help | Select all layers | Unselect all layers | Garden

Select a tool (click on the icon) & click on the map:

Identify | Zoom In | Zoom Out | Recenter | Tag map | Help | Support OASIS!



0.45 miles :Map Width | Zoom To NYC | Zoom To Region

Print Layout

About the Data

Help with Map

Information above should be verified with data source.

- Developed with ESRI's ArcIMS technology and Microsoft SQL Server.
- Selected NYC Basemap layers provided by NYC DoITT (copyright NYC DEP, 2000).
- The Bytes of the Big Apple (TM) PLUTO (TM) and Tax Block & Tax Lot files are

Bureau of Environmental Compliance

59-17 Junction Blvd., Corona, N.Y. 11368
Records Control

Date: 12/01/09
Time 3:04 PM

Facility No.: 4 X1AC
Expires On: 04/22/2011

GA001593Y

Registration
Active

Owner:

BP PRODUCTS NORTH AMERICA INC.
P.O. BOX 6038
ARTESIA CA 90702

Facility
BP SVB #20975
49-04 COLLEGE POINT BOULEVARD
QUEENS NY 11355

Last Fee Assessed:	$ 190.00	06/04/99
Last Pay Amount:	$ 190.00	01/10/08
Balance Due:	$ .00	

Floor: S

Boiler Make & Model :
Input Rating: 0
Gross BTU Rating: 0
# of Identical Units: 0

Burner 1 Make & Model :
# of Burners: 0
Fuel Type: 0

Usage : Hrs/Day: 0 Days/Week: 0 Weeks/Year: 0

Max Firing Rate: 0

Fuel Type: 0

ID No	Date Installed	Control Type	Tank Capacity	Annual Throughput
88918	09/92	U	04000	0300000

Submerged Fill ☑ Vapor Bal ☑ Interconnection N

	Leaded	Unleaded	Diesel
Total Annual	0	1200000	0

No. Nozzels 24 NYS Sales Tax ID 362440313

GTANKNO	GINSTALDATE	GTYPE	GCAPACITY	GANNTHROUGHPUT	GSUBFILL
1	09/92	U	04000	0300000	Y
2	09/92	U	04000	0300000	Y
3	09/92	U	04000	0300000	Y
4	09/92	U	04000	0300000	Y

Bureau of Environmental Compliance

59-17 Junction Blvd., Corona, N.Y. 11368
Records Control

Date: 12/01/09
Time 3:08 PM

Facility No.: 4 X1FU
Expires On: 04/06/2011

PA037393L

Certificate to Operate
Active

Owner:

KEPCO INCORPORATED
131-38 SANFORD AVENUE
FLUSHING NY 11355

Facility
KEPCO INC
131-40 MAPLE AVENUE
FLUSHING NY 11355

Last Fee Assessed:	$ 208.00	07/15/99
Last Pay Amount:	$ 208.00	04/11/05
Balance Due:	$ .00	

Floor: 1

Process Description

DESCRIPTION OF INSTALLATION: CLEANING OF PRINTED CIRCUIT BOARDS IN PREPARATION FOR WAVE SOLDERING.
DESCRIPTION OF EQUIPMENT: (1) EXHAUSTED HOOD OVER CLEANING AREA: A FINE SPRAY IS SPRAYED UPON THE CIRCUIT BOARDS.
EXHAUST SYSTEM: ONE (1) "DAYTON" FAN, MODEL #2864, WITH 1/2 H.P. MOTOR; 1,725 R.P.M.; DELIVERING 945 C.F.M. @ 70 DEGREE FARENHEIT.
CONTROL DEVICE: NONE

% By Season : Winter: 25 Spring: 25 Summer: 25 Fall: 25 Hours/Day: 6 Days/Year: 50



Description | Contaminants | Special Conditions | Emission Point | Emission Control

CAS NO	NAME				ERP	
ENV Rating	Prod Unit	Input	Hourly Emission	Actual Emission	Emission Unit	How Determ
Annual Actual	EXP 10	Annual Permissible		% CTL EFF	Permissible	
NY599-00-0	TOTAL ALIPHATIC ALC				00000000070	
C	00	0000000(	00000000070	00000000070	01	6
00000021000	000	00000021000		000001	00000000070	



Description | Contaminants | Special Conditions | Emission Point | Emission Control |

ID:0002

Ground Elev (ft):	17
Ht. Abv Struct	2
Stack Ht. (ft)	20
Inside Diameter (in):	8
Exit Temp (f) :	70
Exit Velocity (ft/sec)	16
Exit Flow (ACFM)	945

Continuous Monitors

- [x] None
- [ ] Opacity
- [ ] Sulfur Dioxide
- [ ] Nitrogen Oxides
- [ ] Oxygen
- [ ] Carbon Dioxide
- [ ] Other



Description | Contaminants | Special Conditions | Emission Point | Emission Control

ID: 02 **Type:** 1 **Disposal Method:** 00 **Installed:** 10/01/82

Make and Model DAYTON MOD.#2C864, HP 1/2,1725 RPM
Useful Life: 20

ID: **Type:** 0 **Disposal Method:** 00 **Installed:**

Make and Model
Useful Life: 00

Bureau of Environmental Compliance

59-17 Junction Blvd., Corona, N.Y. 11368
Records Control

Date: 12/01/09
Time 3:12 PM

Facility No.: 4 X1FU
Expires On: 04/06/2011

PA080887P

Certificate to Operate
Active

Owner:

KEPCO INCORPORATED
131-38 SANFORD AVENUE
FLUSHING NY 11355

Facility
KEPCO INCORPORATED
131-40 MAPLE AVENUE
FLUSHING NY 11355

Last Fee Assessed:	$ 315.00	09/04/97
Last Pay Amount:	$ 65.00	04/08/08
Balance Due:	$ .00	

Floor: 1

Process Description

DESCRIPTION OF INSTALLATION: SOLDERING & MELTING.
DESCRIPTION OF EQUIPMENT: ONE (1) " HOLLIS" ENG 3200730 WAVE SOLDERING MACHINE AND ONE (1) MELTING POT.
EXHAUST SYSTEM: ONE (1) " DAYTON" FAN, MODEL 2C864, WITH 1/2 H.P. MOTOR; 1725 R.P.M, DELIVERING 1007 C.F.M.
CONTROL DEVICE: NONE.

% By Season : Winter: 25 Spring: 25 Summer: 25 Fall: 25 Hours/Day: 8 Days/Year: 100



Description | Contaminants | Special Conditions | Emission Point | Emission Control

CAS NO	NAME				ERP	
ENV Rating	Prod Unit	Input	Hourly Emission	Actual Emission	Emission Unit	How Determ
Annual Actual	EXP 10	Annual Permissible		% CTL EFF	Permissible	
00067-63-0	ISOPROPYL ALCOHOL				00000000020	
C	01	0000000(	00000000020	00000000020	01	6
00000016000	000	00000016000		000001	00000000020	
NY075-00-3	PARTICULATES ORGANIC				00000000000	
C	01	0000000(	00000000003	00000000003	94	6
00000002400	000	00000002400		000001	00000000003	
07439-92-1	LEAD				00000000000	
A	00	0000000(	00000000006	00000000006	01	5
00000004800	000	00000004800		000001	00000000006	
07440-31-5	TIN				00000000000	
B	00	0000000(	00000000017	00000000017	01	5
00000013600	000	00000013600		000001	00000000017	



Description | Contaminants | Special Conditions | Emission Point | Emission Control |

ID:0001

Ground Elev (ft):	17
Ht. Abv Struct	2
Stack Ht. (ft)	20
Inside Diameter (in):	8
Exit Temp (f) :	105
Exit Velocity (ft/sec)	17
Exit Flow (ACFM)	1007

Continuous Monitors

- [x] None
- [ ] Opacity
- [ ] Sulfur Dioxide
- [ ] Nitrogen Oxides
- [ ] Oxygen
- [ ] Carbon Dioxide
- [ ] Other



Description | Contaminants | Special Conditions | Emission Point | Emission Control

ID: **Type:** 0 **Disposal Method:** 00 **Installed:**

Make and Model
Useful Life: 00

ID: **Type:** 0 **Disposal Method:** 00 **Installed:**

Make and Model
Useful Life: 00

Bureau of Environmental Compliance

59-17 Junction Blvd., Corona, N.Y. 11368
Records Control

Date: 12/01/09
Time 3:13 PM

Facility No.: 4 X1FU
Expires On: 10/13/1994

PA080987M

Certificate to Operate
Cancelled

Owner:

KEPCO INC.
131-38 SANFORD AVENUE
FLUSHING NY 11355

Facility
KEPCO INC.
131-40 MAPLE AVENUE
QUEENS NY 11355

Last Fee Assessed:	$ 280.00	09/25/91
Last Pay Amount:	$ 280.00	08/22/91
Balance Due:	$ .00	

Floor: 1

Process Description

BRANSON MODEL UFR-1812,VAPOR DEGREASER UNTRASONIC IND. CORP. SYSTEM 320 ULTRASONIC.

% By Season : Winter: 25 Spring: 25 Summer: 25 Fall: 25 Hours/Day: 8 Days/Year: 100

Serial Number	Preamp	Type	Offset	Deviation	Calibration Date
02230	PRMLxT2	Cal	-48.60 dB	0.12 dB	Thu 05 Nov 2009 11:55:29
02230	PRMLxT2	Cal	-48.72 dB	-0.31 dB	Thu 05 Nov 2009 06:47:06
02230	PRMLxT2	Cal	-48.41 dB	0.00 dB	Thu 03 Sep 2009 11:53:45

General Information

Serial Number	02230
Model	LxT2
Firmware Version	1.512
Filename	LxT_Data.010
User	
Job Description	
Location	
Measurement Description	
Start Time	Thursday, 2009 November 05 16:26:25
Stop Time	Thursday, 2009 November 05 16:51:28
Duration	00:25:02.5
Run Time	00:24:05.5
Pause	00:00:57.0
Pre Calibration	None
Post Calibration	None
Calibration Deviation	---

Note

Overall Data

LAeq		63.4	dB
LASmax	(2009 Nov 05 16:32:43)	77.0	dB
LApeak (max)	(2009 Nov 05 16:33:29)	97.7	dB
LASmin	(2009 Nov 05 16:42:46)	57.1	dB
LCeq		76.3	dB
LAeq		63.4	dB
LCeq - LAeq		12.9	dB
LAIeq		65.5	dB
LAeq		63.4	dB
LAIeq - LAeq		2.1	dB
LAE		95.0	dB
EA		348.3	µPa²h
EA8		6.940	mPa²h
EA40		34.70	mPa²h
# Overloads		0	
Overload Duration		0.0	s
# OBA Overloads		0	
OBA Overload Duration		0.0	s

Statistics

LAS5.00	67.2	dBA
LAS10.00	66.0	dBA
LAS33.30	63.1	dBA
LAS50.00	61.7	dBA
LAS66.60	60.7	dBA
LAS90.00	59.5	dBA

SPL 1 85.0 dB (Event Counts / Duration)	0 / 0.0 s	
SPL 2 115.0 dB (Event Counts / Duration)	0 / 0.0 s	
Peak 1 135.0 dB (Event Counts / Duration)	0 / 0.0 s	
Peak 2 137.0 dB (Event Counts / Duration)	0 / 0.0 s	
Peak 3 140.0 dB (Event Counts / Duration)	0 / 0.0 s	

1/1 Spectra

Freq. (Hz):	8.0	16.0	31.5	63.0	125	250	500	1000	2000	4000	8000	16K
LZeq	66.9	70.0	70.4	73.4	71.4	62.1	59.7	59.1	53.6	47.8	43.4	43.0
LZSmax	78.6	79.2	80.0	88.8	93.0	74.9	72.9	70.6	68.8	66.0	60.4	52.0
LZSmin	58.1	64.4	63.6	64.1	59.8	51.0	53.3	53.7	46.9	37.3	38.8	42.4

Dose

Name	OSHA-1	
Dose	---	%
Projected Dose	---	%
TWA (Projected)	---	dBA
TWA (t)	---	dBA
Lep (t)	50.4	dBA

Settings

Exchange Rate	5	
Threshold	90.0	dBA
Criterion Level	90.0	dBA
Criterion Duration	8.0	hours
RMS Weight	A Weighting	
Peak Weight	A Weighting	
Detector	Slow	
Preamp	PRMLxT2	
Integration Method	Linear	
OBA Range	Normal	
OBA Bandwidth	1/1 Octave	
OBA Freq. Weighting	Z Weighting	
Under Range Limit	36.3	dB
Under Range Peak	87.3	dB

General Information

Serial Number	02230
Model	LxT2
Firmware Version	1.512
Filename	LxT_Data.007
User	
Job Description	
Location	
Measurement Description	
Start Time	Thursday, 2009 November 05 13:02:50
Stop Time	Thursday, 2009 November 05 13:27:52
Duration	00:25:01.7
Run Time	00:25:01.7
Pause	00:00:00.0
Pre Calibration	None
Post Calibration	None
Calibration Deviation	---

Note

Overall Data

LAeq		60.7	dB
LASmax	(2009 Nov 05 13:10:24)	74.3	dB
LApeak (max)	(2009 Nov 05 13:17:06)	94.9	dB
LASmin	(2009 Nov 05 13:11:07)	53.7	dB
LCeq		74.0	dB
LAeq		60.7	dB
LCeq - LAeq		13.3	dB
LAIeq		63.1	dB
LAeq		60.7	dB
LAIeq - LAeq		2.4	dB
LAE		92.5	dB
EA		195.4	µPa²h
EA8		3.747	mPa²h
EA40		18.73	mPa²h
# Overloads		0	
Overload Duration		0.0	s
# OBA Overloads		0	
OBA Overload Duration		0.0	s

Statistics

LAS5.00	65.1	dBA
LAS10.00	63.6	dBA
LAS33.30	60.2	dBA
LAS50.00	58.5	dBA
LAS66.60	57.4	dBA
LAS90.00	55.8	dBA

SPL 1 85.0 dB (Event Counts / Duration)	0 / 0.0 s	
SPL 2 115.0 dB (Event Counts / Duration)	0 / 0.0 s	
Peak 1 135.0 dB (Event Counts / Duration)	0 / 0.0 s	
Peak 2 137.0 dB (Event Counts / Duration)	0 / 0.0 s	
Peak 3 140.0 dB (Event Counts / Duration)	0 / 0.0 s	

1/1 Spectra

Freq. (Hz):	8.0	16.0	31.5	63.0	125	250	500	1000	2000	4000	8000	16K
LZeq	66.6	70.2	70.0	71.6	66.3	60.2	58.8	55.8	50.2	45.6	42.4	42.9
LZSmax	80.1	81.1	80.7	86.7	80.8	76.4	76.4	67.2	63.1	61.0	56.3	53.2
LZSmin	59.9	63.5	64.7	64.3	58.7	52.5	50.1	48.1	42.3	36.9	38.8	42.4

Dose

Name	OSHA-1	
Dose	---	%
Projected Dose	---	%
TWA (Projected)	---	dBA
TWA (t)	---	dBA
Lep (t)	47.9	dBA

Settings

Exchange Rate	5	
Threshold	90.0	dBA
Criterion Level	90.0	dBA
Criterion Duration	8.0	hours
RMS Weight	A Weighting	
Peak Weight	A Weighting	
Detector	Slow	
Preamp	PRMLxT2	
Integration Method	Linear	
OBA Range	Normal	
OBA Bandwidth	1/1 Octave	
OBA Freq. Weighting	Z Weighting	
Under Range Limit	36.3	dB
Under Range Peak	87.3	dB

General Information

Serial Number	02230
Model	LxT2
Firmware Version	1.512
Filename	LxT_Data.002
User	
Job Description	
Location	
Measurement Description	
Start Time	Thursday, 2009 November 05 07:30:12
Stop Time	Thursday, 2009 November 05 08:00:21
Duration	00:30:08.5
Run Time	00:20:49.9
Pause	00:09:18.6
Pre Calibration	None
Post Calibration	None
Calibration Deviation	---

Note

Overall Data

LAeq		71.3	dB
LASmax	(2009 Nov 05 07:48:00)	89.3	dB
LApeak (max)	(2009 Nov 05 07:47:59)	103.4	dB
LASmin	(2009 Nov 05 07:51:14)	55.7	dB
LCeq		80.4	dB
LAeq		71.3	dB
LCeq - LAeq		9.1	dB
LAIeq		73.8	dB
LAeq		71.3	dB
LAIeq - LAeq		2.5	dB
LAE		102.3	dB
EA		1.873	mPa²h
EA8		43.15	mPa²h
EA40		215.7	mPa²h
# Overloads		0	
Overload Duration		0.0	s
# OBA Overloads		0	
OBA Overload Duration		0.0	s

Statistics

LAS5.00	76.7	dBA
LAS10.00	73.6	dBA
LAS33.30	66.4	dBA
LAS50.00	64.1	dBA
LAS66.60	62.2	dBA
LAS90.00	59.1	dBA

SPL 1 85.0 dB (Event Counts / Duration)	2 / 10.5 s
SPL 2 115.0 dB (Event Counts / Duration)	0 / 0.0 s
Peak 1 135.0 dB (Event Counts / Duration)	0 / 0.0 s
Peak 2 137.0 dB (Event Counts / Duration)	0 / 0.0 s
Peak 3 140.0 dB (Event Counts / Duration)	0 / 0.0 s

1/1 Spectra

Freq. (Hz):	8.0	16.0	31.5	63.0	125	250	500	1000	2000	4000	8000	16K
LZeq	69.9	72.5	72.9	77.2	74.3	70.6	69.8	66.6	61.0	55.8	48.0	43.9
LZSmax	96.6	88.5	88.7	90.7	89.3	89.1	89.6	85.3	81.8	81.3	70.3	60.8
LZSmin	60.0	65.1	66.9	66.8	62.1	55.7	53.1	49.5	43.4	37.6	38.8	42.5

Dose

Name	OSHA-1	
Dose	---	%
Projected Dose	---	%
TWA (Projected)	---	dBA
TWA (t)	---	dBA
Lep (t)	57.7	dBA

Settings

Exchange Rate	5	
Threshold	90.0	dBA
Criterion Level	90.0	dBA
Criterion Duration	8.0	hours
RMS Weight	A Weighting	
Peak Weight	A Weighting	
Detector	Slow	
Preamp	PRMLxT2	
Integration Method	Linear	
OBA Range	Normal	
OBA Bandwidth	1/1 Octave	
OBA Freq. Weighting	Z Weighting	
Under Range Limit	36.4	dB
Under Range Peak	87.4	dB

General Information

Serial Number	02230
Model	LxT2
Firmware Version	1.512
Filename	LxT_Data.008
User	
Job Description	
Location	
Measurement Description	
Start Time	Thursday, 2009 November 05 13:29:28
Stop Time	Thursday, 2009 November 05 13:56:47
Duration	00:27:18.7
Run Time	00:27:18.7
Pause	00:00:00.0
Pre Calibration	None
Post Calibration	None
Calibration Deviation	---

Note

Overall Data

LAeq		72.8	dB
LASmax	(2009 Nov 05 13:31:12)	87.6	dB
LApeak (max)	(2009 Nov 05 13:38:48)	106.1	dB
LASmin	(2009 Nov 05 13:42:42)	59.1	dB
LCeq		84.9	dB
LAeq		72.8	dB
LCeq - LAeq		12.1	dB
LAIeq		75.3	dB
LAeq		72.8	dB
LAIeq - LAeq		2.6	dB
LAE		104.9	dB
EA		3.431	mPa²h
EA8		60.30	mPa²h
EA40		301.5	mPa²h
# Overloads		0	
Overload Duration		0.0	s
# OBA Overloads		0	
OBA Overload Duration		0.0	s

Statistics

LAS5.00	78.7	dBA
LAS10.00	75.8	dBA
LAS33.30	70.5	dBA
LAS50.00	68.2	dBA
LAS66.60	65.8	dBA
LAS90.00	62.6	dBA

SPL 1 85.0 dB (Event Counts / Duration)	6 / 14.7	s
SPL 2 115.0 dB (Event Counts / Duration)	0 / 0.0	s
Peak 1 135.0 dB (Event Counts / Duration)	0 / 0.0	s
Peak 2 137.0 dB (Event Counts / Duration)	0 / 0.0	s
Peak 3 140.0 dB (Event Counts / Duration)	0 / 0.0	s

1/1 Spectra

Freq. (Hz):	8.0	16.0	31.5	63.0	125	250	500	1000	2000	4000	8000	16K
LZeq	68.7	73.5	79.6	83.2	76.9	72.1	68.4	67.8	64.3	62.6	54.2	49.3
LZSmax	83.6	92.8	93.8	99.2	93.3	89.4	88.1	87.5	83.1	86.0	75.4	68.9
LZSmin	55.1	56.6	69.3	68.4	63.9	56.4	54.3	54.7	50.6	42.6	39.5	42.5

Dose

Name	OSHA-1	
Dose	---	%
Projected Dose	---	%
TWA (Projected)	---	dBA
TWA (t)	---	dBA
Lep (t)	60.3	dBA

Settings

Exchange Rate	5	
Threshold	90.0	dBA
Criterion Level	90.0	dBA
Criterion Duration	8.0	hours
RMS Weight	A Weighting	
Peak Weight	A Weighting	
Detector	Slow	
Preamp	PRMLxT2	
Integration Method	Linear	
OBA Range	Normal	
OBA Bandwidth	1/1 Octave	
OBA Freq. Weighting	Z Weighting	
Under Range Limit	36.3	dB
Under Range Peak	87.3	dB
Noise Floor	32.0	dB

General Information

Serial Number	02230
Model	LxT2
Firmware Version	1.512
Filename	LxT_Data.013
User	
Job Description	
Location	
Measurement Description	
Start Time	Thursday, 2009 November 05 17:33:06
Stop Time	Thursday, 2009 November 05 17:58:58
Duration	00:25:52.0
Run Time	00:25:47.4
Pause	00:00:04.6
Pre Calibration	None
Post Calibration	None
Calibration Deviation	---

Note

Overall Data

LAeq		72.0	dB
LASmax	(2009 Nov 05 17:43:51)	93.1	dB
LApeak (max)	(2009 Nov 05 17:43:50)	104.7	dB
LASmin	(2009 Nov 05 17:43:03)	59.7	dB
LCeq		80.5	dB
LAeq		72.0	dB
LCeq - LAeq		8.5	dB
LAIeq		74.6	dB
LAeq		72.0	dB
LAIeq - LAeq		2.6	dB
LAE		103.9	dB
EA		2.738	mPa²h
EA8		50.95	mPa²h
EA40		254.8	mPa²h
# Overloads		0	
Overload Duration		0.0	s
# OBA Overloads		0	
OBA Overload Duration		0.0	s

Statistics

LAS5.00	75.9	dBA
LAS10.00	73.3	dBA
LAS33.30	69.2	dBA
LAS50.00	67.2	dBA
LAS66.60	65.0	dBA
LAS90.00	62.6	dBA

SPL 1 85.0 dB (Event Counts / Duration)	3 / 10.2	s
SPL 2 115.0 dB (Event Counts / Duration)	0 / 0.0	s
Peak 1 135.0 dB (Event Counts / Duration)	0 / 0.0	s
Peak 2 137.0 dB (Event Counts / Duration)	0 / 0.0	s
Peak 3 140.0 dB (Event Counts / Duration)	0 / 0.0	s

1/1 Spectra

Freq. (Hz):	8.0	16.0	31.5	63.0	125	250	500	1000	2000	4000	8000	16K
LZeq	71.5	71.5	76.1	77.3	74.0	68.4	66.1	68.5	64.1	60.9	57.3	51.0
LZSmax	89.5	89.8	91.2	93.3	91.5	81.0	80.5	91.2	87.0	84.5	80.4	76.0
LZSmin	57.0	62.0	66.5	65.6	62.2	57.3	55.3	55.3	48.3	39.4	39.0	42.2

Dose

Name	OSHA-1	
Dose	0.02	%
Projected Dose	0.31	%
TWA (Projected)	48.3	dBA
TWA (t)	27.2	dBA
Lep (t)	59.3	dBA

Settings

Exchange Rate	5	
Threshold	90.0	dBA
Criterion Level	90.0	dBA
Criterion Duration	8.0	hours
RMS Weight	A Weighting	
Peak Weight	A Weighting	
Detector	Slow	
Preamp	PRMLxT2	
Integration Method	Linear	
OBA Range	Normal	
OBA Bandwidth	1/1 Octave	
OBA Freq. Weighting	Z Weighting	
Under Range Limit	36.3	dB
Under Range Peak	87.3	dB
Noise Floor	32.0	dB

General Information

Serial Number	02230
Model	LxT2
Firmware Version	1.512
Filename	LxT_Data.001
User	
Job Description	
Location	
Measurement Description	
Start Time	Thursday, 2009 November 05 06:56:04
Stop Time	Thursday, 2009 November 05 07:26:56
Duration	00:30:52.1
Run Time	00:30:52.1
Pause	00:00:00.0
Pre Calibration	None
Post Calibration	None
Calibration Deviation	---

Note

Overall Data

LAeq		73.1	dB
LASmax	(2009 Nov 05 07:12:22)	86.6	dB
LApeak (max)	(2009 Nov 05 07:14:52)	104.1	dB
LASmin	(2009 Nov 05 07:11:29)	56.7	dB
LCeq		83.5	dB
LAeq		73.1	dB
LCeq - LAeq		10.4	dB
LAIeq		75.1	dB
LAeq		73.1	dB
LAIeq - LAeq		2.0	dB
LAE		105.8	dB
EA		4.190	mPa²h
EA8		65.15	mPa²h
EA40		325.8	mPa²h
# Overloads		0	
Overload Duration		0.0	s
# OBA Overloads		0	
OBA Overload Duration		0.0	s

Statistics

LAS5.00	78.9	dBA
LAS10.00	76.6	dBA
LAS33.30	71.4	dBA
LAS50.00	68.2	dBA
LAS66.60	65.0	dBA
LAS90.00	60.7	dBA

SPL 1 85.0 dB (Event Counts / Duration)	4 / 18.9	s
SPL 2 115.0 dB (Event Counts / Duration)	0 / 0.0	s
Peak 1 135.0 dB (Event Counts / Duration)	0 / 0.0	s
Peak 2 137.0 dB (Event Counts / Duration)	0 / 0.0	s
Peak 3 140.0 dB (Event Counts / Duration)	0 / 0.0	s

1/1 Spectra

Freq. (Hz):	8.0	16.0	31.5	63.0	125	250	500	1000	2000	4000	8000	16K
LZeq	66.1	72.7	77.1	81.2	76.6	72.4	70.7	68.6	63.1	58.8	55.7	54.4
LZSmax	81.4	89.6	88.9	96.6	92.2	87.6	86.2	83.3	78.5	79.1	82.1	83.3
LZSmin	56.1	62.5	62.5	66.6	62.2	55.8	51.7	51.2	45.9	39.1	39.1	42.5

Dose

Name	OSHA-1	
Dose	---	%
Projected Dose	---	%
TWA (Projected)	---	dBA
TWA (t)	---	dBA
Lep (t)	61.2	dBA

Settings

Exchange Rate	5	
Threshold	90.0	dBA
Criterion Level	90.0	dBA
Criterion Duration	8.0	hours
RMS Weight	A Weighting	
Peak Weight	A Weighting	
Detector	Slow	
Preamp	PRMLxT2	
Integration Method	Linear	
OBA Range	Normal	
OBA Bandwidth	1/1 Octave	
OBA Freq. Weighting	Z Weighting	
Under Range Limit	36.4	dB
Under Range Peak	87.4	dB

General Information

Serial Number	02230	
Model	LxT2	
Firmware Version	1.512	
Filename	LxT_Data.009	
User		
Job Description		
Location		
Measurement Description		
Start Time	Thursday, 2009 November 05 16:01:01	
Stop Time	Thursday, 2009 November 05 16:26:02	
Duration	00:25:01.4	
Run Time	00:25:01.4	
Pause	00:00:00.0	
Pre Calibration	Thursday, 2009 November 05 16:00:47	
Post Calibration	None	
Calibration Deviation	---	

Note

Overall Data

LAeq		65.3	dB
LASmax	(2009 Nov 05 16:24:27)	80.8	dB
LApeak (max)	(2009 Nov 05 16:01:18)	102.7	dB
LASmin	(2009 Nov 05 16:01:08)	57.9	dB
LCeq		73.5	dB
LAeq		65.3	dB
LCeq - LAeq		8.2	dB
LAIeq		67.7	dB
LAeq		65.3	dB
LAIeq - LAeq		2.4	dB
LAE		97.1	dB
EA		565.2	µPa²h
EA8		10.84	mPa²h
EA40		54.21	mPa²h
# Overloads		0	
Overload Duration		0.0	s
# OBA Overloads		0	
OBA Overload Duration		0.0	s

Statistics

LAS5.00	68.9	dBA
LAS10.00	67.4	dBA
LAS33.30	64.7	dBA
LAS50.00	63.6	dBA
LAS66.60	62.8	dBA
LAS90.00	61.5	dBA

SPL 1 85.0 dB (Event Counts / Duration)	0 / 0.0 s	
SPL 2 115.0 dB (Event Counts / Duration)	0 / 0.0 s	
Peak 1 135.0 dB (Event Counts / Duration)	0 / 0.0 s	
Peak 2 137.0 dB (Event Counts / Duration)	0 / 0.0 s	
Peak 3 140.0 dB (Event Counts / Duration)	0 / 0.0 s	

1/1 Spectra

Freq. (Hz):	8.0	16.0	31.5	63.0	125	250	500	1000	2000	4000	8000	16K
LZeq	65.6	68.0	70.5	69.3	66.6	59.3	59.9	62.1	57.8	48.9	52.4	42.9
LZSmax	81.5	83.9	89.1	82.2	87.9	74.9	76.5	76.7	74.8	68.4	79.6	58.2
LZSmin	57.0	61.4	62.3	62.3	60.3	53.0	52.8	55.3	47.1	37.5	38.7	42.4

Dose

Name	OSHA-1	
Dose	---	%
Projected Dose	---	%
TWA (Projected)	---	dBA
TWA (t)	---	dBA
Lep (t)	52.5	dBA

Settings

Exchange Rate	5	
Threshold	90.0	dBA
Criterion Level	90.0	dBA
Criterion Duration	8.0	hours
RMS Weight	A Weighting	
Peak Weight	A Weighting	
Detector	Slow	
Preamp	PRMLxT2	
Integration Method	Linear	
OBA Range	Normal	
OBA Bandwidth	1/1 Octave	
OBA Freq. Weighting	Z Weighting	
Under Range Limit	36.3	dB
Under Range Peak	87.3	dB
Noise Floor	32.0	dB

General Information

Serial Number	02230
Model	LxT2
Firmware Version	1.512
Filename	LxT_Data.005
User	
Job Description	
Location	
Measurement Description	
Start Time	Thursday, 2009 November 05 11:56:10
Stop Time	Thursday, 2009 November 05 12:25:32
Duration	00:29:22.3
Run Time	00:29:22.3
Pause	00:00:00.0
Pre Calibration	Thursday, 2009 November 05 11:55:31
Post Calibration	None
Calibration Deviation	---

Note

Overall Data

LAeq		68.3	dB
LASmax	(2009 Nov 05 12:08:38)	85.4	dB
LApeak (max)	(2009 Nov 05 12:12:33)	101.0	dB
LASmin	(2009 Nov 05 11:56:36)	53.6	dB
LCeq		76.8	dB
LAeq		68.3	dB
LCeq - LAeq		8.6	dB
LAIeq		70.8	dB
LAeq		68.3	dB
LAIeq - LAeq		2.5	dB
LAE		100.7	dB
EA		1.317	mPa²h
EA8		21.52	mPa²h
EA40		107.6	mPa²h
# Overloads		0	
Overload Duration		0.0	s
# OBA Overloads		0	
OBA Overload Duration		0.0	s

Statistics

LAS5.00	73.7	dBA
LAS10.00	70.5	dBA
LAS33.30	64.4	dBA
LAS50.00	62.0	dBA
LAS66.60	60.1	dBA
LAS90.00	57.7	dBA

SPL 1 85.0 dB (Event Counts / Duration)	1 / 2.2	s
SPL 2 115.0 dB (Event Counts / Duration)	0 / 0.0	s
Peak 1 135.0 dB (Event Counts / Duration)	0 / 0.0	s
Peak 2 137.0 dB (Event Counts / Duration)	0 / 0.0	s
Peak 3 140.0 dB (Event Counts / Duration)	0 / 0.0	s

1/1 Spectra

Freq. (Hz):	8.0	16.0	31.5	63.0	125	250	500	1000	2000	4000	8000	16K
LZeq	67.0	69.9	72.1	72.8	69.8	67.7	66.4	64.2	58.4	47.7	41.7	42.7
LZSmax	81.2	92.2	88.3	89.6	86.1	85.3	84.5	81.6	74.2	66.1	61.0	51.1
LZSmin	58.1	62.1	64.2	63.5	58.3	49.8	49.6	48.3	43.4	37.3	38.7	42.4

Dose

Name	OSHA-1	
Dose	---	%
Projected Dose	---	%
TWA (Projected)	---	dBA
TWA (t)	---	dBA
Lep (t)	56.1	dBA

Settings

Exchange Rate	5	
Threshold	90.0	dBA
Criterion Level	90.0	dBA
Criterion Duration	8.0	hours
RMS Weight	A Weighting	
Peak Weight	A Weighting	
Detector	Slow	
Preamp	PRMLxT2	
Integration Method	Linear	
OBA Range	Normal	
OBA Bandwidth	1/1 Octave	
OBA Freq. Weighting	Z Weighting	
Under Range Limit	36.3	dB
Under Range Peak	87.3	dB
Noise Floor	32.0	dB

General Information

Serial Number	02230	
Model	LxT2	
Firmware Version	1.512	
Filename	LxT_Data.003	
User		
Job Description		
Location		
Measurement Description		
Start Time	Thursday, 2009 November 05 08:01:31	
Stop Time	Thursday, 2009 November 05 08:26:35	
Duration	00:25:03.9	
Run Time	00:25:03.9	
Pause	00:00:00.0	
Pre Calibration	None	
Post Calibration	None	
Calibration Deviation	---	

Note

Overall Data

LAeq		70.3	dB
LASmax	(2009 Nov 05 08:15:09)	89.9	dB
LApeak (max)	(2009 Nov 05 08:15:09)	102.6	dB
LASmin	(2009 Nov 05 08:01:34)	55.9	dB
LCeq		80.1	dB
LAeq		70.3	dB
LCeq - LAeq		9.8	dB
LAIeq		72.4	dB
LAeq		70.3	dB
LAIeq - LAeq		2.1	dB
LAE		102.1	dB
EA		1.786	mPa²h
EA8		34.20	mPa²h
EA40		171.0	mPa²h
# Overloads		0	
Overload Duration		0.0	s
# OBA Overloads		0	
OBA Overload Duration		0.0	s

Statistics

LAS5.00	75.7	dBA
LAS10.00	72.2	dBA
LAS33.30	65.7	dBA
LAS50.00	63.9	dBA
LAS66.60	62.4	dBA
LAS90.00	60.2	dBA

SPL 1 85.0 dB (Event Counts / Duration)	1 / 9.7 s	
SPL 2 115.0 dB (Event Counts / Duration)	0 / 0.0 s	
Peak 1 135.0 dB (Event Counts / Duration)	0 / 0.0 s	
Peak 2 137.0 dB (Event Counts / Duration)	0 / 0.0 s	
Peak 3 140.0 dB (Event Counts / Duration)	0 / 0.0 s	

1/1 Spectra

Freq. (Hz):	8.0	16.0	31.5	63.0	125	250	500	1000	2000	4000	8000	16K
LZeq	65.8	70.0	72.7	75.7	74.8	73.1	68.2	64.5	59.9	50.9	47.1	44.4
LZSmax	76.9	86.6	89.2	92.1	90.0	90.8	88.5	86.1	79.0	70.9	71.8	68.0
LZSmin	56.9	62.2	65.0	65.5	62.2	54.2	49.7	51.3	45.2	37.5	38.9	42.4

Dose

Name	OSHA-1	
Dose	---	%
Projected Dose	---	%
TWA (Projected)	---	dBA
TWA (t)	---	dBA
Lep (t)	57.5	dBA

Settings

Exchange Rate	5	
Threshold	90.0	dBA
Criterion Level	90.0	dBA
Criterion Duration	8.0	hours
RMS Weight	A Weighting	
Peak Weight	A Weighting	
Detector	Slow	
Preamp	PRMLxT2	
Integration Method	Linear	
OBA Range	Normal	
OBA Bandwidth	1/1 Octave	
OBA Freq. Weighting	Z Weighting	
Under Range Limit	36.4	dB
Under Range Peak	87.4	dB

General Information

Serial Number	02230
Model	LxT2
Firmware Version	1.512
Filename	LxT_Data.012
User	
Job Description	
Location	
Measurement Description	
Start Time	Thursday, 2009 November 05 16:58:44
Stop Time	Thursday, 2009 November 05 17:24:31
Duration	00:25:47.0
Run Time	00:25:47.0
Pause	00:00:00.0
Pre Calibration	None
Post Calibration	None
Calibration Deviation	---

Note

Overall Data

LAeq		75.2	dB
LASmax	(2009 Nov 05 17:07:40)	85.2	dB
LApeak (max)	(2009 Nov 05 17:07:37)	98.4	dB
LASmin	(2009 Nov 05 17:21:05)	70.4	dB
LCeq		79.9	dB
LAeq		75.2	dB
LCeq - LAeq		4.7	dB
LAIeq		75.9	dB
LAeq		75.2	dB
LAIeq - LAeq		0.7	dB
LAE		107.1	dB
EA		5.707	mPa²h
EA8		106.3	mPa²h
EA40		531.3	mPa²h
# Overloads		0	
Overload Duration		0.0	s
# OBA Overloads		0	
OBA Overload Duration		0.0	s

Statistics

LAS5.00	77.2	dBA
LAS10.00	76.7	dBA
LAS33.30	75.6	dBA
LAS50.00	74.9	dBA
LAS66.60	74.2	dBA
LAS90.00	72.9	dBA

SPL 1 85.0 dB (Event Counts / Duration)	1 / 1.7	s
SPL 2 115.0 dB (Event Counts / Duration)	0 / 0.0	s
Peak 1 135.0 dB (Event Counts / Duration)	0 / 0.0	s
Peak 2 137.0 dB (Event Counts / Duration)	0 / 0.0	s
Peak 3 140.0 dB (Event Counts / Duration)	0 / 0.0	s

1/1 Spectra

Freq. (Hz):	8.0	16.0	31.5	63.0	125	250	500	1000	2000	4000	8000	16K
LZeq	73.2	75.9	73.9	74.8	71.4	68.3	70.5	72.6	67.4	55.5	45.8	42.9
LZSmax	87.6	86.5	83.3	86.0	86.5	81.5	85.3	78.9	78.3	67.7	56.7	52.0
LZSmin	61.8	66.9	66.9	68.2	65.3	59.1	63.0	67.9	61.9	48.9	40.7	42.0

Dose

Name	OSHA-1	
Dose	---	%
Projected Dose	---	%
TWA (Projected)	---	dBA
TWA (t)	---	dBA
Lep (t)	62.5	dBA

Settings

Exchange Rate	5	
Threshold	90.0	dBA
Criterion Level	90.0	dBA
Criterion Duration	8.0	hours
RMS Weight	A Weighting	
Peak Weight	A Weighting	
Detector	Slow	
Preamp	PRMLxT2	
Integration Method	Linear	
OBA Range	Normal	
OBA Bandwidth	1/1 Octave	
OBA Freq. Weighting	Z Weighting	
Under Range Limit	36.3	dB
Under Range Peak	87.3	dB

General Information

Serial Number	02230
Model	LxT2
Firmware Version	1.512
Filename	LxT_Data.006
User	
Job Description	
Location	
Measurement Description	
Start Time	Thursday, 2009 November 05 12:31:10
Stop Time	Thursday, 2009 November 05 12:56:41
Duration	00:25:31.8
Run Time	00:25:31.8
Pause	00:00:00.0
Pre Calibration	None
Post Calibration	None
Calibration Deviation	---

Note

Overall Data

LAeq		72.6	dB
LASmax	(2009 Nov 05 12:49:30)	89.1	dB
LApeak (max)	(2009 Nov 05 12:55:29)	111.8	dB
LASmin	(2009 Nov 05 12:51:45)	63.8	dB
LCeq		81.7	dB
LAeq		72.6	dB
LCeq - LAeq		9.2	dB
LAIeq		74.5	dB
LAeq		72.6	dB
LAIeq - LAeq		1.9	dB
LAE		104.4	dB
EA		3.064	mPa²h
EA8		57.61	mPa²h
EA40		288.0	mPa²h
# Overloads		0	
Overload Duration		0.0	s
# OBA Overloads		0	
OBA Overload Duration		0.0	s

Statistics

LAS5.00	75.9	dBA
LAS10.00	73.3	dBA
LAS33.30	69.7	dBA
LAS50.00	69.0	dBA
LAS66.60	68.3	dBA
LAS90.00	66.8	dBA

SPL 1 85.0 dB (Event Counts / Duration)	2 / 20.2	s
SPL 2 115.0 dB (Event Counts / Duration)	0 / 0.0	s
Peak 1 135.0 dB (Event Counts / Duration)	0 / 0.0	s
Peak 2 137.0 dB (Event Counts / Duration)	0 / 0.0	s
Peak 3 140.0 dB (Event Counts / Duration)	0 / 0.0	s

1/1 Spectra

Freq. (Hz):	8.0	16.0	31.5	63.0	125	250	500	1000	2000	4000	8000	16K
LZeq	72.9	76.1	75.9	79.0	73.8	71.3	70.1	68.6	63.2	55.1	47.1	43.3
LZSmax	86.4	84.8	88.5	93.1	91.4	89.9	88.3	86.4	80.4	72.2	64.1	57.0
LZSmin	58.8	67.1	67.3	70.2	64.3	58.7	57.8	58.4	55.1	45.7	39.7	42.4

Dose

Name	OSHA-1	
Dose	---	%
Projected Dose	---	%
TWA (Projected)	---	dBA
TWA (t)	---	dBA
Lep (t)	59.8	dBA

Settings

Exchange Rate	5	
Threshold	90.0	dBA
Criterion Level	90.0	dBA
Criterion Duration	8.0	hours
RMS Weight	A Weighting	
Peak Weight	A Weighting	
Detector	Slow	
Preamp	PRMLxT2	
Integration Method	Linear	
OBA Range	Normal	
OBA Bandwidth	1/1 Octave	
OBA Freq. Weighting	Z Weighting	
Under Range Limit	36.3	dB
Under Range Peak	87.3	dB

General Information

Serial Number	02230
Model	LxT2
Firmware Version	1.512
Filename	LxT_Data.004
User	
Job Description	
Location	
Measurement Description	
Start Time	Thursday, 2009 November 05 08:29:48
Stop Time	Thursday, 2009 November 05 08:58:29
Duration	00:28:40.8
Run Time	00:28:40.8
Pause	00:00:00.0
Pre Calibration	None
Post Calibration	None
Calibration Deviation	---

Note

Overall Data

LAeq		74.2	dB
LASmax	(2009 Nov 05 08:42:32)	92.4	dB
LApeak (max)	(2009 Nov 05 08:42:34)	106.2	dB
LASmin	(2009 Nov 05 08:48:03)	66.2	dB
LCeq		84.6	dB
LAeq		74.2	dB
LCeq - LAeq		10.4	dB
LAIeq		76.4	dB
LAeq		74.2	dB
LAIeq - LAeq		2.2	dB
LAE		106.5	dB
EA		4.983	mPa²h
EA8		83.39	mPa²h
EA40		417.0	mPa²h
# Overloads		0	
Overload Duration		0.0	s
# OBA Overloads		0	
OBA Overload Duration		0.0	s

Statistics

LAS5.00	77.2	dBA
LAS10.00	74.7	dBA
LAS33.30	71.9	dBA
LAS50.00	71.0	dBA
LAS66.60	70.3	dBA
LAS90.00	69.1	dBA

SPL 1 85.0 dB (Event Counts / Duration)	4 / 24.4	s
SPL 2 115.0 dB (Event Counts / Duration)	0 / 0.0	s
Peak 1 135.0 dB (Event Counts / Duration)	0 / 0.0	s
Peak 2 137.0 dB (Event Counts / Duration)	0 / 0.0	s
Peak 3 140.0 dB (Event Counts / Duration)	0 / 0.0	s

1/1 Spectra

Freq. (Hz):	8.0	16.0	31.5	63.0	125	250	500	1000	2000	4000	8000	16K
LZeq	72.7	78.9	80.3	82.2	75.9	72.7	72.2	69.7	64.5	58.1	57.6	52.3
LZSmax	83.6	89.8	89.2	98.7	94.8	91.2	90.7	88.9	87.3	82.7	83.4	77.1
LZSmin	64.7	70.6	71.8	71.6	66.9	62.6	62.6	62.2	54.8	42.8	39.1	42.5

Dose

Name	OSHA-1	
Dose	0.02	%
Projected Dose	0.27	%
TWA (Projected)	47.3	dBA
TWA (t)	26.9	dBA
Lep (t)	61.9	dBA

Settings

Exchange Rate	5	
Threshold	90.0	dBA
Criterion Level	90.0	dBA
Criterion Duration	8.0	hours
RMS Weight	A Weighting	
Peak Weight	A Weighting	
Detector	Slow	
Preamp	PRMLxT2	
Integration Method	Linear	
OBA Range	Normal	
OBA Bandwidth	1/1 Octave	
OBA Freq. Weighting	Z Weighting	
Under Range Limit	36.4	dB
Under Range Peak	87.4	dB
Noise Floor	22.9	dB