26-50 Brooklyn Queens Expressway West Rezoning

Environmental Assessment Statement

CEQR Number: 21DCP133Q

Lead Agency: NYC Department of City Planning

Prepared by:

Environmental Studies Corp.

Prepared for:

2650 BQE LOR LLC

December 2022

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City Environmental Quality Review
ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) SHORT FORM

FOR UNLISTED ACTIONS ONLY • *Please fill out and submit to the appropriate agency* (see instructions)

Part I: GENERAL INFORMATION

1. *Does the Action Exceed Any Type I Threshold in 6 NYCRR Part 617.4 or 43 RCNY §6-15(A) (Executive Order 91 of 1977, as amended)?* ☐ YES ☒ NO

If "yes," **STOP** and **complete the FULL EAS FORM**.

2. *Project Name* 26-50 Brooklyn Queens Expressway West Rezoning

3. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
21DCP133Q	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
210283ZMQ	

4a. *Lead Agency Information*			**4b. *Applicant Information***		
NAME OF LEAD AGENCY NYC City Planning Commission			NAME OF APPLICANT 2650 BQE LOR LLC		
NAME OF LEAD AGENCY CONTACT PERSON Stephanie Shellooe, Director, EARD			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON Hiram A. Rothkrug, Environmental Studies Corp.		
ADDRESS 120 Broadway, 31st floor			ADDRESS 55 Water Mill Lane		
CITY New York	STATE NY	ZIP 10271	CITY Great Neck	STATE NY	ZIP 11021
TELEPHONE 212-720-3328	EMAIL sshellooe@planning.nyc.gov		TELEPHONE 718-343-0026	EMAIL hrothkrug@environmentalstudiescorp.com	

5. *Project Description*

The applicant, 2650 BQE LOR LLC, seeks a Zoning Map Amendment to rezone Queens Block 1019, Lots 1 and 2 (the "affected area") from an M1-1 district to an M1-2 district (the "proposed action"). The affected area is located in the Woodside neighborhood of Queens Community District 1. The proposed action would facilitate the redevelopment of the applicant-owned Lot 2 ("Projected Development Site 1") with a 131,173 gsf, 3-story building containing light manufacturing, accessory warehouse, accessory office, and accessory parking uses (the "proposed project"). This EAS analyzes a reasonable worst-case development scenario that includes both the proposed project and the redevelopment of Lot 1 ("Projected Development Site 2") with a 22,398 gsf, 2-story building containing light manufacturing, accessory warehouse, accessory office, and accessory parking uses.

Project Location

BOROUGH Queens	COMMUNITY DISTRICT(S) 1	STREET ADDRESS 26-50 BQE West/26-50 Borough Place
TAX BLOCK(S) AND LOT(S) Block 1019, Lots 1 and 2		ZIP CODE 11377
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS West side of the western service road of the Brooklyn Queens Expressway and the east side of Borough Place north of 27th Avenue		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY M1-1		ZONING SECTIONAL MAP NUMBER 9c

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

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

☐ CITY MAP AMENDMENT	☐ ZONING CERTIFICATION	☐ CONCESSION
☒ ZONING MAP AMENDMENT	☐ ZONING AUTHORIZATION	☐ UDAAP
☐ ZONING TEXT AMENDMENT	☐ ACQUISITION—REAL PROPERTY	☐ REVOCABLE CONSENT
☐ SITE SELECTION—PUBLIC FACILITY	☐ DISPOSITION—REAL PROPERTY	☐ FRANCHISE
☐ HOUSING PLAN & PROJECT	☐ OTHER, explain:	

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

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

***Board of Standards and Appeals*:** ☐ YES ☒ NO

☐ VARIANCE (use)

☐ VARIANCE (bulk)
☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:
SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

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

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

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

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

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

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

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

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

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

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 50,673
Waterbody area (sq. ft) and type: 0
Roads, buildings, and other paved surfaces (sq. ft.): 50,673
Other, describe (sq. ft.): 0

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

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 153,571
NUMBER OF BUILDINGS: 2
GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 131,173 and 22,398
HEIGHT OF EACH BUILDING (ft.): 45 and 30
NUMBER OF STORIES OF EACH BUILDING: 3 and 2

Does the proposed project involve changes in zoning on one or more sites? ☒ YES ☐ NO
If "yes," specify: The total square feet owned or controlled by the applicant: 43,207
The total square feet not owned or controlled by the applicant: 7,466

Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? ☒ YES ☐ NO
If "yes," indicate the estimated area and volume dimensions of subsurface permanent and temporary disturbance (if known):
AREA OF TEMPORARY DISTURBANCE: 50,673 sq. ft. (width x length)
VOLUME OF DISTURBANCE: 506,730 cubic ft. (width x length x depth)
AREA OF PERMANENT DISTURBANCE: 50,673 sq. ft. (width x length)

Description of Proposed Uses (please complete the following information as appropriate)

	Residential	***Commercial***	***Community Facility***	***Industrial/Manufacturing***
Size (in gross sq. ft.)				153,571
Type (*e.g.,* retail, office, school)	units			110,471 sf of light manufacturing and 43,100 sf of enclosed accessory parking

Does the proposed project increase the population of residents and/or on-site workers? ☒ YES ☐ NO
If "yes," please specify: NUMBER OF ADDITIONAL RESIDENTS: 0 NUMBER OF ADDITIONAL WORKERS: 134
Provide a brief explanation of how these numbers were determined: 166 with-action (1.5 workers per 1,000 sf) minus 32 existing and no-action (applicant information for project site and 3 workers at the auto repair shop)

Does the proposed project create new open space? ☐ YES ☒ NO If "yes," specify size of project-created open space: sq. ft.

Has a No-Action scenario been defined for this project that differs from the existing condition? ☐ YES ☒ NO
If "yes," see Chapter 2, "Establishing the Analysis Framework" and describe briefly:

9. *Analysis Year* CEQR Technical Manual Chapter 2		
ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2025		
ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 18		
WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☒ YES ☐ NO		IF MULTIPLE PHASES, HOW MANY?
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:		
10. *Predominant Land Use in the Vicinity of the Project* (check all that apply) ☐ RESIDENTIAL ☒ MANUFACTURING ☒ COMMERCIAL ☐ PARK/FOREST/OPEN SPACE ☐ OTHER, specify:		

Part II: TECHNICAL ANALYSIS

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

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

	YES	NO
1. *LAND USE, ZONING, AND PUBLIC POLICY*: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	☒	☐
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	☒	☐
(c) Is there the potential to affect an applicable public policy?	☐	☒
(d) If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach. See the report.		
(e) Is the project a large, publicly sponsored project?	☒	☒
○ If "yes," complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☐	☒
○ If "yes," complete the Consistency Assessment Form.		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
○ Generate a net increase of 200 or more residential units?	☐	☒
○ Generate a net increase of 200,000 or more square feet of commercial space?	☐	☒
○ Directly displace more than 500 residents?	☐	☒
○ Directly displace more than 100 employees?	☐	☒
○ Affect conditions in a specific industry?	☐	☒
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
○ Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
○ **Early Childhood Programs:** Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	☐	☒
○ **Public Schools:** Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	☐	☒
○ **Libraries:** Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	☐	☒
○ **Health Care Facilities and Fire/Police Protection:** Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the project change or eliminate existing open space?	☐	☒
(b) Would the project generate more than 200 additional residents or 500 additional employees?	☐	☒
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	☐	☒
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	☐	☒
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		

	YES	NO
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	☐	☒
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	☒	☐
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources. See the attached report.		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	☒	☐
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	☐	☒
8. *NATURAL RESOURCES*: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11?	☐	☒
○ If "yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed?	☐	☒
○ If "yes," complete the Jamaica Bay Watershed Protection Plan Project Tracking Form, and submit according to its instructions.		
9. *HAZARDOUS MATERIALS*: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	☒	☐
(b) Would the proposed project introduce new activities or processes using hazardous materials and increase the risk of human or environmental exposure?	☐	☒
(c) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	☐	☒
(d) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in the Hazardous Materials Appendix (including nonconforming uses)?	☒	☐
(e) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	☒	☐
(f) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (*e.g.*, gas stations, oil storage facilities, heating oil storage)?	☒	☐
(g) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	☐	☒
(h) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	☐	☒
(i) Has a Phase I Environmental Site Assessment been performed for the site?	☒	☐
○ If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: Current and historical onsite and offsite uses, including automotive repair and manufacturing, and close proximity to a CERCLIS-listed site (Radium Chemical Company at 66-06 27th St.)	☒	☐
(j) Based on the Phase I Assessment, is a Phase II Investigation needed? It has been performed. See the attached report.	☒	☐
10. *WATER AND SEWER INFRASTRUCTURE*: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	☐	☒
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	☐	☒
(c) If the proposed project located in a separately sewered area, would it result in the same or greater development than the amounts listed in Table 13-1 in Chapter 13?	☐	☐
(d) Would the proposed project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	☐	☒
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas, including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	☐	☐
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☐	☒

	YES	NO
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or generate contaminated stormwater in a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): 20,750		
○ Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	☐	☒
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	☐	☒
12. *ENERGY*: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs): 85,124,405,300		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☒
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☒	☐
(b) If "yes," conduct the screening analyses, attach appropriate back up data as needed for each stage and answer the following questions:		
○ Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☐	☒
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.*	☐	☐
○ Would the proposed project result in more than 200 subway/rail, bus trips, or 50 Citywide Ferry Service ferry trips per project peak hour?	☐	☒
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction), 200 subway/rail trips per station or line, or 25 or more Citywide Ferry Service ferry trips on a single route (in one direction), or 50 or more passengers at a Citywide Ferry Service landing?	☐	☐
○ Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☐	☒
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop, or Citywide Ferry Service landing?	☐	☐
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☒	☐
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☒	☐
○ If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed) See the report.	☐	☒
(c) Does the proposed project involve multiple buildings on the project site?	☐	☒
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) If "yes" to any of the above, would the project require a GHG emissions assessment based on the guidance in Chapter 18?	☐	☐
16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	☒	☐
(b) Would the proposed project introduce new or additional receptors (see Section 114 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☐	☒
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☐	☒
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☐	☒
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		

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

(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination.

Construction activities may result in short-term disruption of both traffic and pedestrian movements. This would occur primarily due to the temporary loss of curbside lanes from the staging of equipment and the movement of materials to and from the site. Additionally, construction would result in the temporary closing of sidewalks adjacent to the site at times. These conditions would not lead to significant adverse effects on traffic and transportation conditions. Although the construction sites are along an arterial highway, it is a limited access highway, and traffic movement alongthehighway would not be affected.

20. *APPLICANT'S CERTIFICATION*

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

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

APPLICANT/REPRESENTATIVE NAME	DATE
Brian Kintish, Environmental Studies Corp.	December 7, 2022

SIGNATURE *Brian Kintish*

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

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

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

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

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

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

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

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

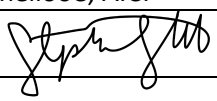
☐ **Positive Declaration**: If the lead agency has determined that the project may have a significant impact on the environment, and if a Conditional Negative Declaration is not appropriate, then the lead agency issues a *Positive Declaration* and prepares a draft Scope of Work for the Environmental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

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

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

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

TITLE	LEAD AGENCY
Director, Environmental Assessment and Review Division	City Planning Commission
NAME	**DATE**
Stephanie Shellooe, AICP	December 9, 2022

SIGNATURE 

NEGATIVE DECLARATION

Statement of No Significant Effect

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

Reasons Supporting this Determination

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

Land Use, Zoning, and Public Policy

A detailed analysis of land use, zoning, and public policy is included in the EAS. The applicant, 2650 BQE LOR LLC, is seeking a Zoning Map Amendment to rezone Queens Block 1019, Lots 1 and 2 (the "Affected Area") from an M1-1 zoning district to an M1-2 zoning district (the "Proposed Action") in the Woodhaven neighborhood of Queens Community District 1. The Proposed Action would facilitate the redevelopment of applicant-owned Lot 2 ("Projected Development Site 1") with a 131,173 gross square foot (gsf) building containing light manufacturing, accessory warehouse, accessory office, and accessory parking uses (the "Proposed Project") at 26-50 Brooklyn Queens Expressway (BQE) West. Portions of the proposed building would be one, two, and three stories (20 feet, 35 feet, and 40 feet) tall. The Proposed Action is expected to facilitate redevelopment of the other lot in the Affected Area, therefore the EAS considers a future With-Action Scenario that also includes the redevelopment of Lot 1 ("Projected Development Site 2") with a 22,398 gsf, 2-story building containing light manufacturing, accessory warehouse, accessory office, and accessory parking uses. The Affected Area, currently zoned M1-1, lies within a narrow industrial development strip located between a limited access highway on the east (the BQE) and a surface railroad (the LIRR) on the west, providing a buffer between residential and institutional uses. The Proposed Action would not change the range of land uses that could be developed but would increase the permitted bulk of such developments and would allow for more intensive light industrial and semi-industrial commercial development. Because the Affected Area is separated from residential and institutional uses, land use conflicts would not be anticipated. The change in land use and zoning would not constitute a significant adverse impact. Further, the Proposed Action would not conflict with relevant public policies. Therefore, the analysis concludes that no significant adverse impacts are anticipated for land use, zoning, and public policy, and no further analysis is required.

Hazardous Materials, and Air Quality

An (E) designation (E-683) related to hazardous materials and air quality would be established as part of the approval of the Proposed Action. Refer to "Determination of Significance Appendix: (E) designation" for the applicable (E) designation requirements. The hazardous materials and air quality analyses conclude that with the (E) designation in place, the Proposed Action would not result in a significant adverse impact related to hazardous materials, or air quality.

No other significant effects upon the environment that would require the preparation of a Draft Environmental Impact Statement are foreseeable. This Negative Declaration has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law (SEQRA). Should you have any questions pertaining to this Negative Declaration, you may contact Stacey Barron, AICP at +1 212-720-3419.

TITLE Director, Environmental Assessment and Review Division	LEAD AGENCY Department of City Planning on behalf of the City Planning Commission 120 Broadway, 31st Fl. New York, NY 10271 | 212.720.3328
NAME Stephanie Shellooe, AICP	DATE December 9, 2022
SIGNATURE	
TITLE Chair, City Planning Commission	
NAME Daniel R. Garodnick	DATE December 12, 2022
SIGNATURE	

Project Name: 26-50 Brooklyn Queens Expressway West Rezoning
CEQR # 21DCP133Q
SEQRA Classification: Unlisted

Determination of Significance Appendix

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

Development Site	Borough	Block and Lot
Projected Development Site 1	Queens	Block 1019, Lot 2
Projected Development Site 2	Queens	Block 1019, Lot 1

(E) Designation Requirements

To ensure that the Proposed Action would not result in significant adverse impacts related to hazardous materials, and air quality, an (E) designation (**E-683**) would be established as part of approval of the Proposed Action on **Projected Development Sites 1 and 2** as described below:

Development Site	Hazardous Materials	Air Quality	Noise
Projected Development Site 1		X	
Projected Development Site 2	X	X	

Hazardous Materials

The (E) designation requirements applicable to **Projected Development Site 2 (Block 1019, Lot 1)** for hazardous materials would apply as follows:

Task 1-Sampling Protocol

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

Task 2-Remediation Determination and Protocol

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

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

A construction-related health and safety plan should be submitted to OER and would be implemented during excavation and construction activities to protect workers and the community from potentially significant adverse

impacts associated with contaminated soil, groundwater and/or soil vapor. This plan would be submitted to OER prior to implementation.

Air Quality

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

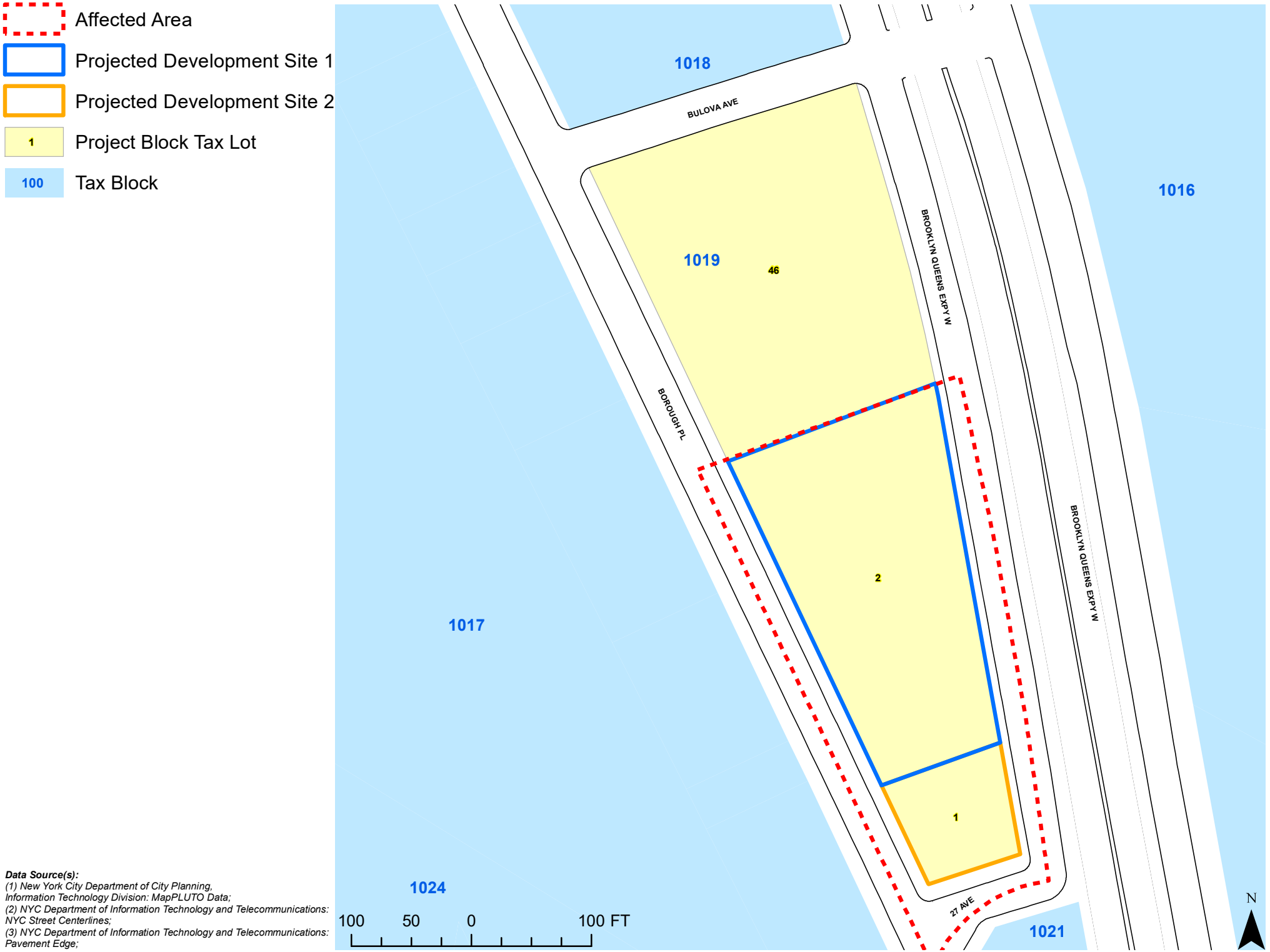
Projected Development Site 1 (Block 1019, Lot 2): *Any new light manufacturing, accessory warehouse, accessory office and/or accessory parking development must ensure the heating, ventilating, and air conditioning (HVAC) system and hot water equipment stack is located on the highest tier and at least 33 feet above grade to avoid any potential significant adverse air quality impacts.*

Projected Development Site 2 (Block 1019, Lot 1): *Any new accessory warehouse and/or office space development must ensure the heating, ventilating, and air conditioning (HVAC) system and hot water equipment stack is located on the highest tier and at least 33 feet above grade to avoid any potential significant adverse air quality impacts.*

EAS Figure 1 - Site Location Map

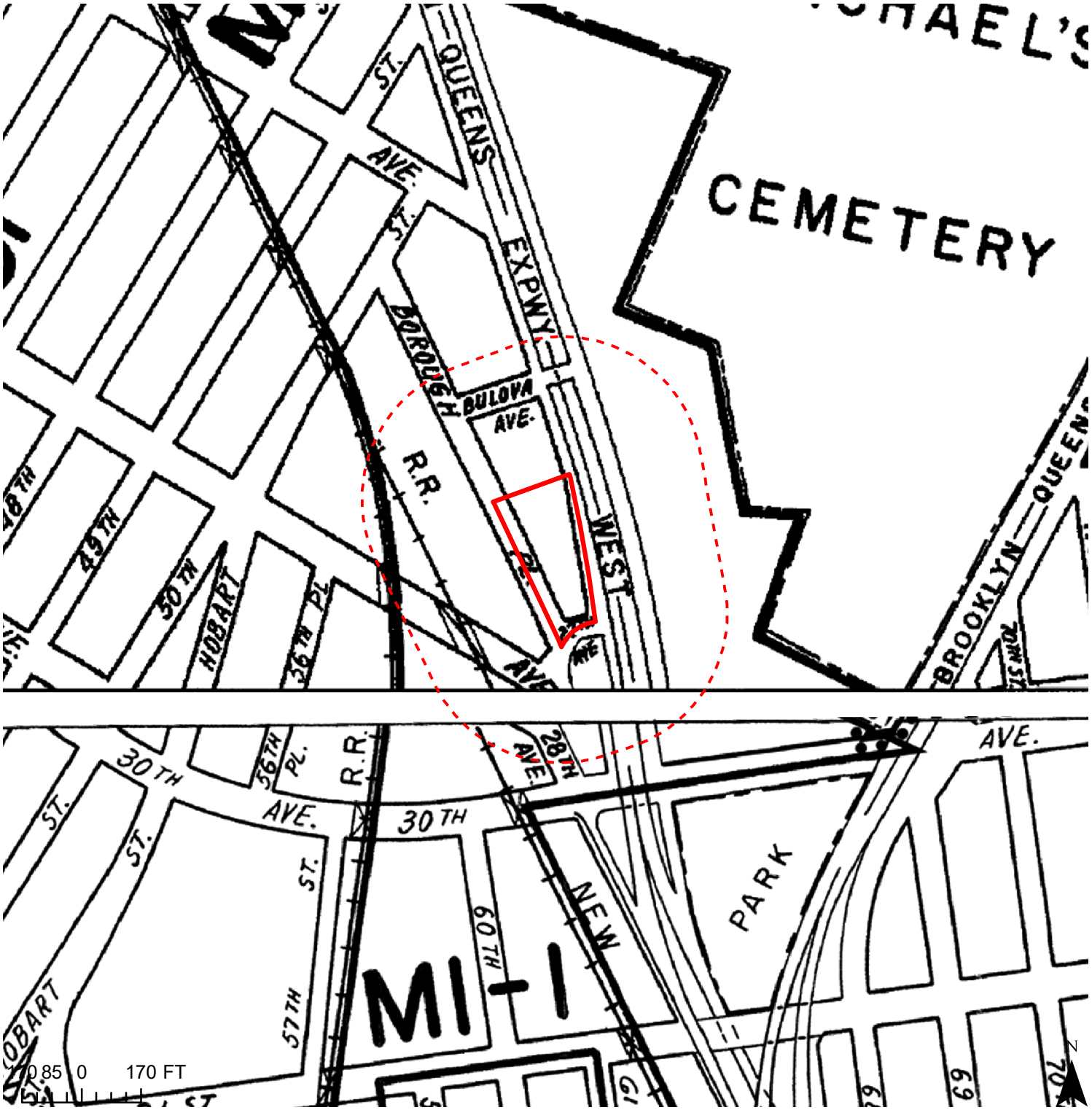


Data Source(s):
(1) New York City Department of City Planning, Information Technology Division: MapPLUTO Data;
(2) NYC Department of Information Technology and Telecommunications: NYC Street Centerlines;
(3) NYC Department of Information Technology and Telecommunications: Pavement Edge;
(4) NYC Department of Information Technology and Telecommunications: Building Footprints;
(5) NYC Department of Information Technology and Telecommunications: Open Space (Parks);
(6) NYC Department of Information Technology and Telecommunications: Hydrography;



Data Source(s):
(1) New York City Department of City Planning, Information Technology Division: MapPLUTO Data;
(2) NYC Department of Information Technology and Telecommunications: NYC Street Centerlines;
(3) NYC Department of Information Technology and Telecommunications: Pavement Edge;

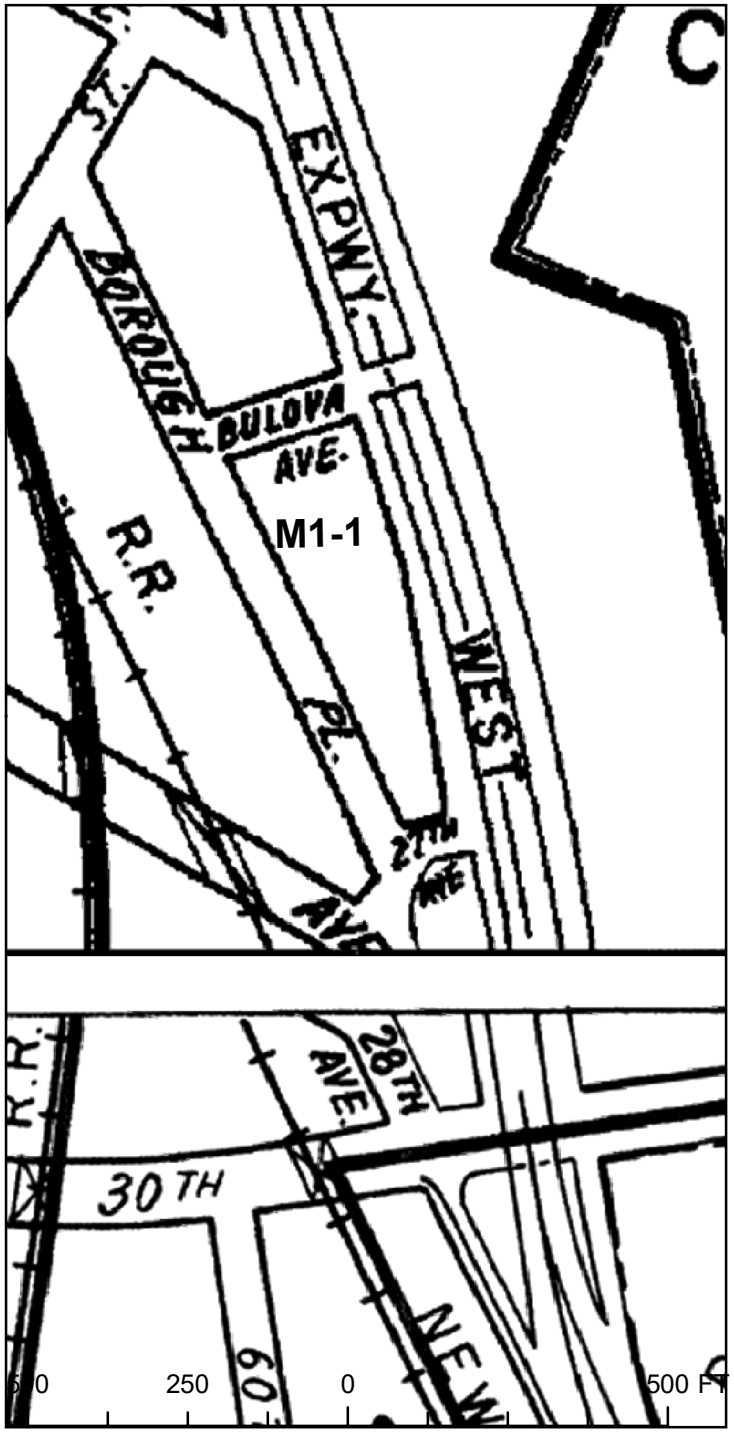
- Proposed Rezoning Area
- 400-Foot Study Area Radius
- Zoning District Boundary
- C1-1 Commercial Overlay
- C1-2 Commercial Overlay
- C1-3 Commercial Overlay
- C1-4 Commercial Overlay
- C1-5 Commercial Overlay
- C2-1 Commercial Overlay
- C2-2 Commercial Overlay
- C2-3 Commercial Overlay
- C2-4 Commercial Overlay
- C2-5 Commercial Overlay
- Zoning Special District



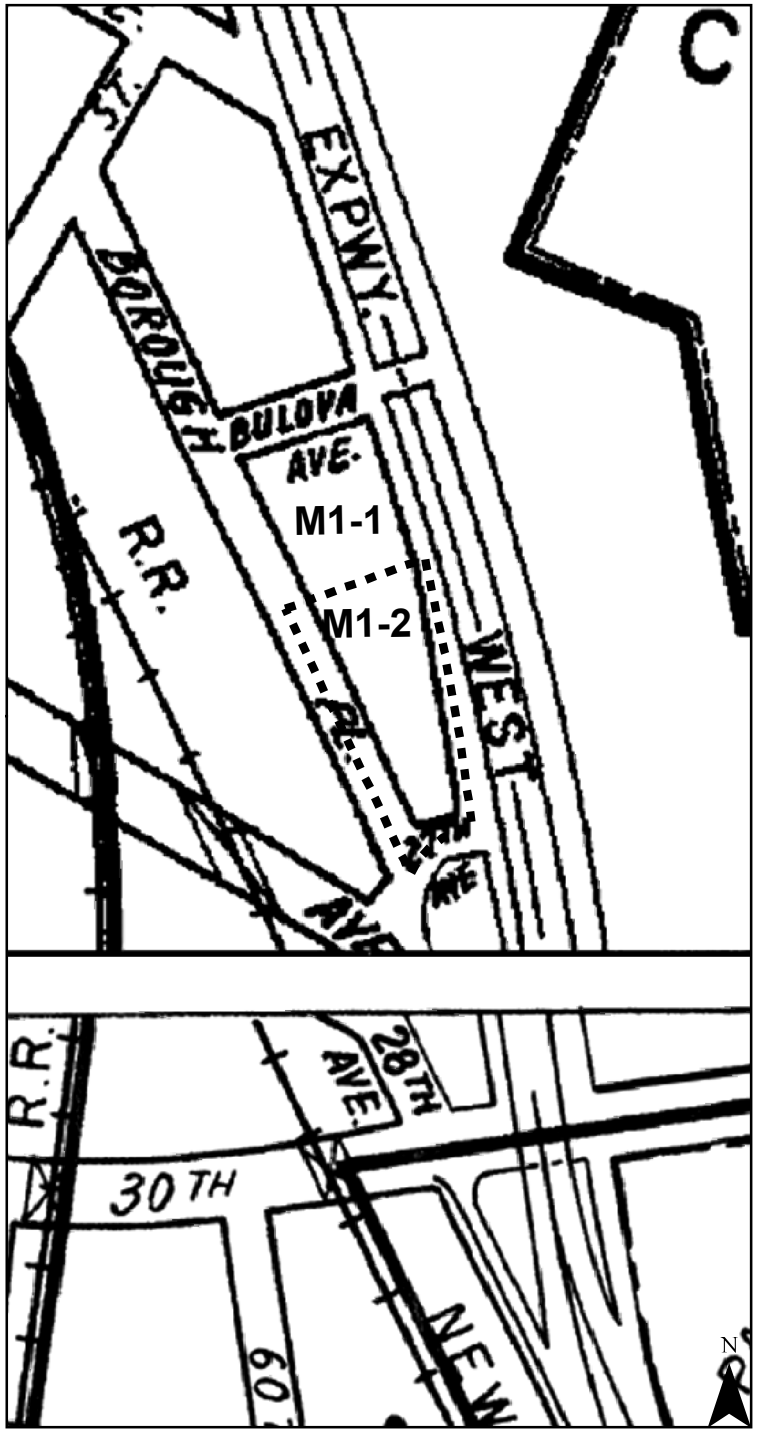
Data Source(s):
(1) New York City Department of City Planning, Information Technology Division: MapPLUTO Data;
(2) New York City Zoning Map, Panel 9c; New York City Planning Commission, 2020

M1-2 Proposed Rezoning Area

M1-1 Zoning District Boundary



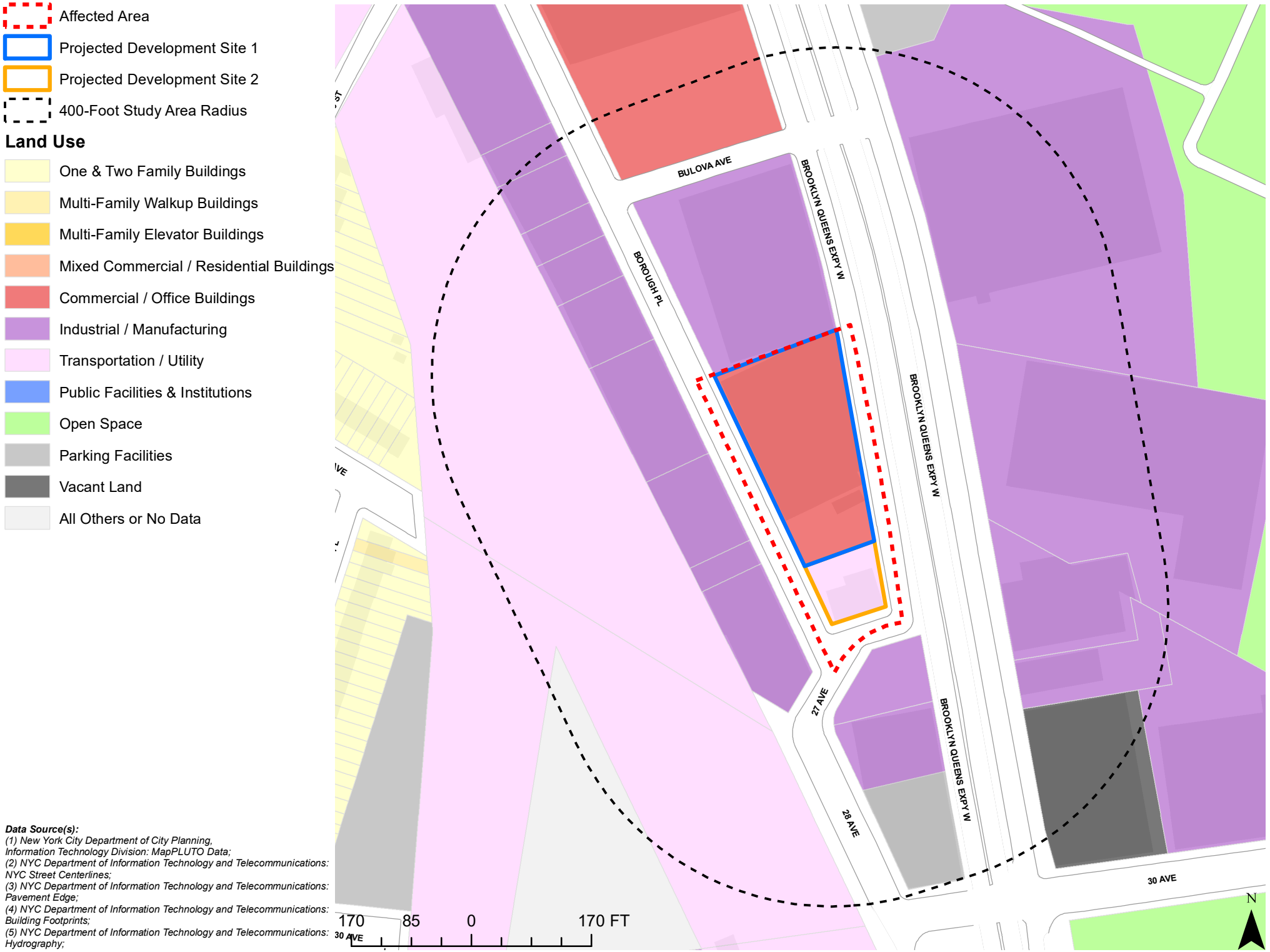
Existing Zoning Map
(Portion of Panel 9c)



Proposed Zoning Map
(Portion of Panel 9c)

Data Source(s):
(1) New York City Zoning Map, Panel 9c; New York City Planning Commission, 2020

EAS Figure 4 - Existing Land Use Map



Data Source(s):
(1) New York City Department of City Planning, Information Technology Division: MapPLUTO Data;
(2) NYC Department of Information Technology and Telecommunications: NYC Street Centerlines;
(3) NYC Department of Information Technology and Telecommunications: Pavement Edge;
(4) NYC Department of Information Technology and Telecommunications: Building Footprints;
(5) NYC Department of Information Technology and Telecommunications: Hydrography;

Affected Area

Projected Development Site 1

Projected Development Site 2

400-Foot Study Area Radius



Data Source(s):
(1) New York City Department of City Planning, Information Technology Division: MapPLUTO Data;
(2) ESRI, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AerioGRID, IGN, and the GIS User Community



Photograph No. 1



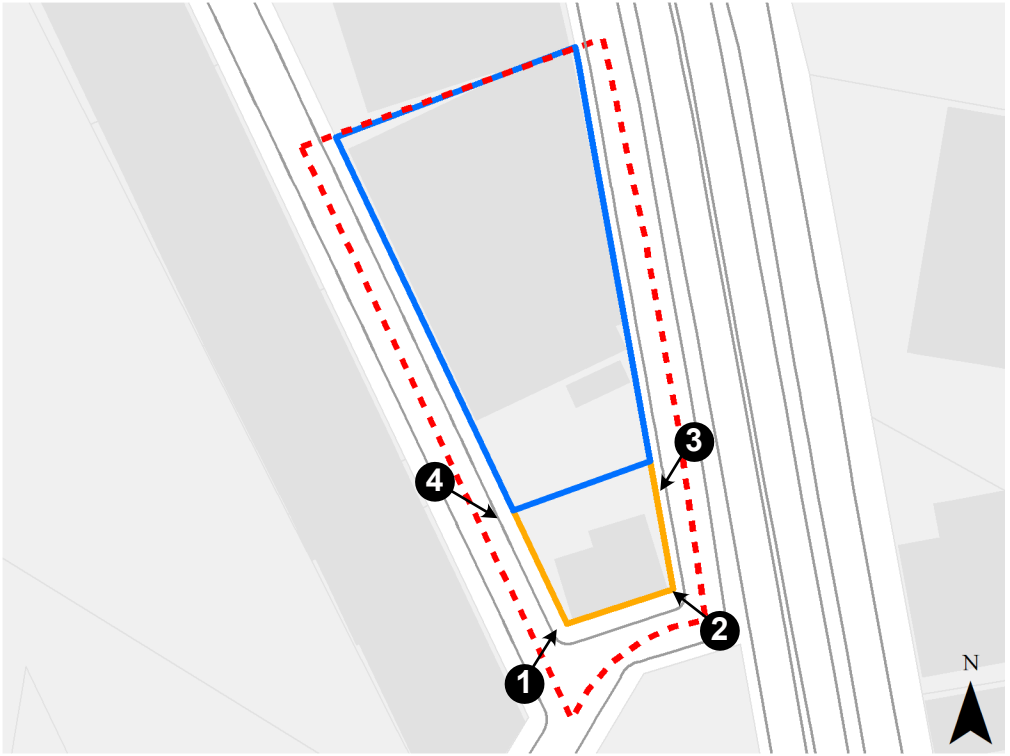
Photograph No. 2



Photograph No. 3



Photograph No. 4





Photograph No. 5



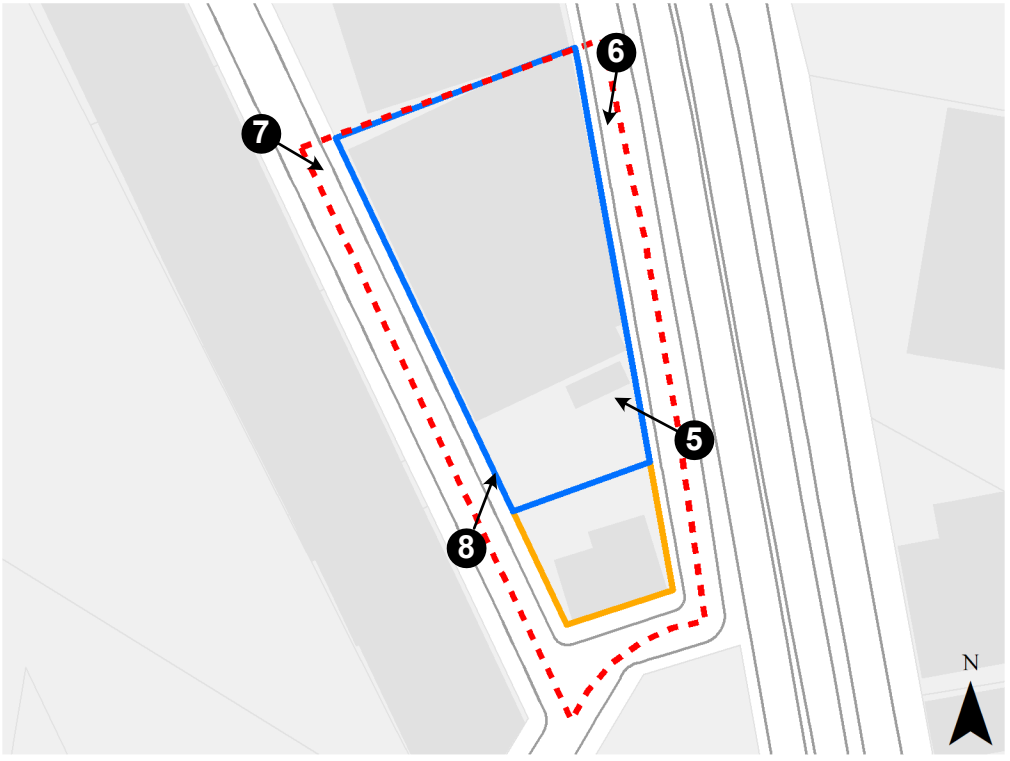
Photograph No. 6



Photograph No. 7



Photograph No. 8



26-50 BROOKLYN QUEENS EXPRESSWAY WEST REZONING
CEQR # 21DCP133Q
LEAD AGENCY: NYC DEPARTMENT OF CITY PLANNING

PROJECT DESCRIPTION

INTRODUCTION

This Environmental Assessment Statement (EAS) is filed under the City Environmental Quality Review (CEQR) procedures in connection with an application made to the City Planning Commission (CPC) for a zoning map amendment that would rezone two adjacent lots from M1-1 to M1-2 (the "proposed action"). The proposed action would affect Queens Block 1019, Lots 1 and 2, in the Woodhaven area of Queens Community District (CD) 1 ("the affected area"). The proposed action would facilitate the redevelopment of Lot 2 (an applicant-owned parcel with the address 26-50 Brooklyn Queens Expressway West, identified herein as "Projected Development Site 1") with a 131,173 gross square foot (gsf) building containing light manufacturing, accessory warehouse, accessory office, and accessory parking uses ("the proposed project"). There are no known redevelopment plans for Lot 1 (26-60 Brooklyn Queens Expressway West, identified herein as "Projected Development Site 2"), which is currently occupied by a 4,080 gsf one-story auto repair shop.

PROPOSED ACTION

The Applicant, 2650 BQE LOR LLC, seeks a zoning map amendment to zoning sectional map 9c to change the zoning on part of a block (described below under Affected Area) from M1-1 to M1-2. The proposed zoning map amendment would not alter the area's use regulations; both M1-1 and M1-2 are light manufacturing districts that permit most but not all commercial uses, light manufacturing uses listed in Use Group 17, and certain specified community facility uses but preclude all residential and most community facility uses. The action would, however, increase the maximum permitted floor area ratio (FAR) from 1.00 to 2.00 for commercial or manufacturing uses and from 2.40 to 4.80 for community facility uses and would increase the maximum street wall height from 30 feet or two stories, whichever is less, for a commercial or manufacturing building and 35 feet or three stories, whichever is less, for a community facility building to 60 feet or four stories, whichever is less, for all uses.

AFFECTED AREA

The proposed action would rezone two adjacent lots at the southern end of Block 1019 (bounded by the western service road of the Brooklyn Queens Expressway West, 27th Avenue, Borough Place, and Bulova Avenue) in Woodside, Queens. The two lots are in separate ownership. They have a combined area of 50,673 sf. The area is within an M1-1 light manufacturing district.

The project site (Projected Development Site 1) is Lot 2, a through lot with the addresses 26-50 Brooklyn Queens Expressway (BQE) West and 26-50 Borough Place. It is owned by the applicant.

It has 313 feet of frontage along both the BQE West service road and Borough Place, depths that decline from 180 feet at its northern end to 98 feet at its southern end, and an area of 43,207 sf. It is occupied by a 55,550 gsf two-story building with a cellar and mezzanines (38,000 zoning square feet (zsf), for an FAR of 0.88). The building has a pitched roof that rises to a 35'-tall ridge line at the center of the lot. The building is divided among eight tenant spaces of varying sizes. A gym (UG 9) occupies the majority of the space (38,910 gsf). Next largest is a 5,000 gsf gentlemen's club (classified as an eating and drinking establishment with dancing (UG 12)). These two tenants occupy the more visible "front" of the building facing the highway, with façade advertising. The smaller spaces are accessible from Borough Place. Currently, three tenants occupy five of the spaces, with a total of 9,790 gsf, using them as warehouses (UG 16); and an auto glass shop (UG 7) occupies one 1,850 gsf space. To the south and west of the building is a paved open area providing 48 accessory parking spaces.

Lot 1 (Projected Development Site 2) is a corner lot located to the south of the project site. The addresses are 26-60 BQE West and 26-60 Borough Place. The 7,466 sf lot has 86 feet of frontage along the highway service road and Borough Place and 76 feet of frontage along 27th Ave., as well as a 98'-long property line that it shares with the project site. A one-story, 17'-tall, 4,080 gsf (and zsf) building occupies the property, for an FAR of 0.55. It is an automotive repair shop (UG 16), which faces the highway with signage advertising its business hours and services (auto body repair, glass repair, and automotive painting).

The Affected Area is part of a narrow industrial strip located between a limited access highway on the east and a surface railroad (the LIRR) on the west. One- and two-story warehouses and semi-industrial buildings occupy the properties to the north and south of the Affected Area and along the west side of Borough Place.

PROJECT DESCRIPTION

The proposed action would facilitate the redevelopment of Projected Development Site 1 with a 131,173 gsf building containing light manufacturing, accessory warehouse, accessory office, and accessory parking uses (all UG 17). The applicant would either enlarge or replace the existing building. Portions of the building would be one, two, and three stories (20', 35', and 45') tall. The first two stories would contain 79,020 gsf of manufacturing and accessory warehouse space and an 1,800 gsf garage entrance ramp, the third story would contain 8,970 gsf of accessory office space, and the cellar would contain 35,000 gsf of parking and 6,383 gsf of mechanical and storage space. The cellar garage would contain 107 accessory parking spaces. The development would contain 86,406 zsf (77,436 sf of warehouse space and 8,970 sf of accessory office space), for an FAR of 2.00.

PURPOSE AND NEED

The applicant considers the Affected Area to be well suited to more intensive light industrial and semi-industrial commercial development. It is in close proximity to arterial roads and regional highways, including the BQE (I-278), Grand Central Parkway, and Northern Boulevard. The Exit 43 on- and off-ramps to and from the BQE are located just south of the Affected Area on 30th Avenue. Located in a strip between the highway and the LIRR surface railroad, the area is

separated from residential and institutional uses with which more intensive light industrial development and the truck traffic that it might generate could pose land use conflicts.

ANALYSIS FRAMEWORK

Existing Conditions

Existing conditions are as described above under Affected Area. To reiterate, Projected Development Site 1 (Block 1019, Lot 2) is occupied by a 55,550 gsf two-story building with a cellar and mezzanines (38,000 zsf, for an FAR of 0.88). The building has a pitched roof that rises to a 35'-tall ridge line at the center of the lot. The building is divided among eight tenant spaces of varying sizes. A gym (UG 9) occupies the majority of the space (38,910 gsf). Next largest is a 5,000 gsf gentlemen's club (classified as an eating and drinking establishment with dancing (UG 12)). These two tenants occupy the more visible "front" of the building facing the highway, with façade advertising. The smaller spaces are accessible from Borough Place. Currently, three tenants occupy five of the spaces, with a total of 9,790 gsf, using them as warehouses (UG 16); and an auto glass shop (UG 7) occupies one 1,850 gsf space. To the south and west of the building is a paved open area providing 48 accessory parking spaces. Projected Development Site 2 (Block 1019, Lot 1) is occupied by a one-story, 17'-tall, 4,080 gsf (and zsf) automotive repair shop (UG 16) and has an FAR of 0.55.

The Future without the Proposed Action

Absent the proposed action, redevelopment would not occur within the Affected Area. The proposed redevelopment of the Projected Development Site 1 would not be possible under the current zoning. For Projected Development Site 2, the additional floor area that could be achieved by redevelopment (3,386 sf) does not provide sufficient incentive for redevelopment.

The Future with the Proposed Action

For Projected Development Site 1, the with-action scenario is the proposed project described above. To reiterate, the scenario is the demolition of the existing building and the development of a 131,173 gsf building containing light manufacturing (UG 17B) and accessory warehouse, accessory office, and accessory parking uses (all UG 17E). Portions of the building would be one, two, and three stories (20', 35', and 45') tall. The first two stories would contain 79,020 gsf of manufacturing and accessory warehouse space and an 1,800 gsf garage entrance ramp, the third story would contain 8,970 gsf of accessory office space, and the cellar would contain 35,000 gsf of parking and 6,383 gsf of mechanical and storage space. The garage would contain 107 accessory parking spaces. The development would contain 86,406 zsf, for an FAR of 2.00.

Although there are no known redevelopment plans for Projected Development Site 2, redevelopment is assumed for CEQR review purposes to ensure a conservative analysis. The with-action scenario is the demolition of the existing building and the development of a light industrial building with 14,932 zsf, for an FAR of 2.00. The building would be a UG 17B factory with accessory warehouse and office space. It would be two stories (30 feet) tall and would cover the entire site. There would also be a 7,466 gsf cellar with accessory parking and storage space. Total floor area would be 22,398 gsf. UG 17B manufacturing uses require one accessory off-street

parking space for every 1,000 sf of floor area, so the accessory parking requirement would be 15 spaces.

A total of 153,571 gsf (110,471 gsf of light manufacturing and accessory warehouse, and office space and 43,100 sf of enclosed accessory parking with 122 accessory parking spaces) would be developed in the Affected Area, replacing 55,550 gsf of mixed commercial space (with 48 accessory parking spaces in an adjacent lot) and 4,080 gsf of auto repair space.

REQUIRED APPROVALS

The proposed project would require an amendment to zoning sectional map 9c to replace part of an M1-1 zoning district with an M1-2 zoning district. The zoning map amendment would be subject to the Uniform Land Use Review Procedure (ULURP).

BUILD YEAR

It is assumed that the rezoning will take approximately 18 months, including both precertification review and ULURP, and that the DOB review will take approximately 6 months. It is assumed that the two sites will be developed simultaneously, and construction is expected to take approximately 18 months. The projected build year is therefore 2025.

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Land Use				
Residential	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If "yes," specify the following:				
Describe type of residential structures	N/A	N/A	N/A	
No. of dwelling units	N/A	N/A	N/A	
No. of low- to moderate-income units	N/A	N/A	N/A	
Gross floor area (sq. ft.)	N/A	N/A	N/A	
Commercial	☑ Yes ☐ No	☑ Yes ☐ No	☐ Yes ☑ No	
If "yes," specify the following:				
Describe type (retail, office, other)	Gym, gentlemen's club, warehouse, auto repair	Gym, gentlemen's club, warehouse, auto repair	N/A	Minus gym, gentlemen's club, warehouse, auto repair
Gross floor area (sq. ft.)	59,630	59,630	0	-59,630
Manufacturing/Industrial	No	No	Yes	
If "yes," specify the following:				
Type of Use	N/A	N/A	Light manufacturing	Light manufacturing
Gross floor area (sq. ft.)	N/A	N/A	110,471	110,471
Open storage area (sq. ft.)	N/A	N/A	No	
If any enclosed activities, specify:	N/A	N/A	Manufacturing	Manufacturing
Community Facility	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	☑ No
If "yes," specify the following:				
Type of Use	N/A	N/A	N/A	
Gross floor area (sq. ft.)	N/A	N/A	N/A	
Vacant Land	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If "yes", describe:	N/A	N/A	N/A	
Publicly Accessible Open Space	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If "yes," specify type (mapped City, State, or Federal Parkland, wetland-mapped or otherwise known, other):	N/A	N/A	N/A	
Other Land Uses	☑ Yes ☐ No	☑ Yes ☐ No	☑ Yes ☐ No	
If "yes," describe:	Parking (12,144 sf lot)	Parking (12,144 sf lot)	Parking (43,100 gsf)	Parking (30,956 gsf)
Parking				
Garages	☐ Yes ☑ No	☐ Yes ☑ No	☑ Yes ☐ No	
If "yes," specify the following:				
No. of public spaces	N/A	N/A	0	
No. of accessory spaces	N/A	N/A	122	122
Operating hours	N/A	N/A	24/7	
Attended or non-attended	N/A	N/A	Non-attended	
Lots	☑ Yes ☐ No	☑ Yes ☐ No	☐ Yes ☑ No	
If "yes," specify the following:				
No. of public spaces	0	0	N/A	
No. of accessory spaces	48	48	N/A	-48

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Operating hours			N/A	
Other (includes street parking)	☑ Yes ☐ No	☑ Yes ☐ No	☑ Yes ☐ No	
If "yes," describe:	30 curbside	30 curbside	30 curbside	
Population				
Residents	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If "yes," specify number:	N/A	N/A	N/A	
Briefly explain how the number of residents was calculated:				
Businesses	☑ Yes ☐ No	☑ Yes ☐ No	☑ Yes ☐ No	
If "yes," specify the following:				
No. and type	7: 3 warehousing, 2 automotive, 1 gym, 1 gentlemen's club	7: 3 warehousing, 2 automotive, 1 gym, 1 gentlemen's club	2 light manufacturing	Minus 5 (plus 2 manufacturing and minus 3 warehousing, 2 automotive, gym, and gentlemen's club
No. and type of workers by business	32 (11 at warehouses, 5 at automotive, 6 at gym, 10 at gentlemen's club)	32 (11 at warehouses, 5 at automotive, 6 at gym, 10 at gentlemen's club)	166	134
No. and type of non-residents who are not workers	Customers: TBD	Customers: TBD	None	TBD
Briefly explain how the number of businesses was calculated:	Observation and client information. Workers: client information for current workers at Site1; 1.5 per 1,000 sf for with-action industrial space.			
Other (students, visitors, concert-goers, *etc* .)	☐ Yes ☑ No	☐ Yes ☑ No	☐ Yes ☑ No	
If any, specify type and number:	N/A	N/A	N/A	
Briefly explain how the number was calculated:				
Zoning				
Zoning classification	M1-1	M1-1	M1-2	
Maximum amount of floor area that can be developed	Com: 50,673 (1.00) CF: 50,673 (1.00) M: 50,673 (1.00) Total: 50,673 (1.00)	Com: 50,673 (1.00) CF: 50,673 (1.00) M: 50,673 (1.00) Total: 50,673 (1.00)	Com: 101,346 (2.00) CF: 101,346 (2.00) M: 101,346 (2.00) Total: 101,346(2.00)	Com: +50,673 CF: +50,673 M: +50,673 Total: +50,673
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	Industrial, commercial, and transportation; M1-1	Industrial, commercial, and transportation; M1-1	Industrial, commercial, and transportation; M1-1 and M1-2	M1-2

PART II: TECHNICAL ANALYSES

INTRODUCTION

Based on the criteria in Part II of the Environmental Assessment Statement Short Form, the following technical areas require further analysis: land use, zoning, and public policy; historic and cultural resources; urban design and visual resources; hazardous materials; transportation; air quality; and noise. These analyses, which follow the guidance in the 2021 *CEQR Technical Manual*, are presented below.

1. LAND USE, ZONING, AND PUBLIC POLICY

Introduction

Under CEQR, a land use analysis characterizes the uses and development trends in the area that may be affected by a proposed project, and determines whether a proposed project is either compatible with those conditions or whether it may affect them. Similarly, the analysis considers the project's compliance with, and effect on, the area's zoning and other applicable public policies.

Study Area

According to the 2021 *CEQR Technical Manual,* the appropriate study area for land use, zoning, and public policy is related to the type and size of the proposed project, as well as the location and context of the area that could be affected by the project. Study area radii vary according to these factors, with suggested study areas ranging from 400 feet for a small project to 0.5 miles for a very large project.

Because of the relatively modest size of the proposed project, the land use and zoning assessment for the proposed action considers a study area extending 400 feet around the affected area. As shown in Figure 4, Existing Land Use Map (above, following the EAS form), the study area extends northward to the north side of Bulova Avenue, eastward to the properties fronting on the BQE's eastern service road, southward to 30th Avenue, and westward to the Long Island Rail Road tracks..

Land Use

Existing Conditions within the Affected Area

The Affected Area consists of two adjacent lots at the southern end of Block 1019 in Woodside, Queens. The two lots are in separate ownership. They have a combined area of 50,673 sf.

The project site (Projected Development Site 1) is Lot 2, a through lot with the addresses 26-50 Brooklyn Queens Expressway (BQE) West and 26-50 Borough Place. It is owned by the applicant. It has an area of 43,207 sf. It is occupied by a 55,550 gsf two-story building with a cellar and mezzanines (38,000 zsf, for an FAR of 0.88). The building has a pitched roof that rises to a 35'-tall ridge line at the center of the lot. The building is divided among eight tenant spaces of varying sizes. A gym occupies the majority of the space (38,910 gsf). Next largest is a 5,000 gsf gentlemen's club. These two tenants occupy the more visible "front" of the building facing the highway, with façade advertising. The smaller spaces are accessible from Borough Place. Currently, three tenants occupy five of the spaces, with a total of 9,790 gsf, using them as warehouses; and an auto glass shop occupies one 1,850 gsf space. To the south and west of the building is a paved open area providing 48 accessory parking spaces.

Lot 1 (Projected Development Site 2) is a 7,466 sf corner lot located to the south of the project site. The addresses are 26-60 BQE West and 26-60 Borough Place. A one-story, 17'-tall, 4,080 gsf (and zsf) building occupies the property, for an FAR of 0.55. It is an automotive repair shop, which faces the highway with signage advertising its business hours and services (auto body repair, glass repair, and automotive painting).

Existing Conditions within the Study Area

Light industrial, commercial, and transportation uses prevail in the study area. Warehouses occupy most lots. (Refer to Figure 4, Existing Land Use Map (above, following the EAS form)).

The one lot on Block 1019 that is not within the Affected Area, located to the north between Lot 2 and Bulova Avenue, is Lot 46 (26-10 BQE West). A one-story, 40,750 gsf warehouse and accessory surface parking occupy the 56,725 sf lot. On the other side of Bulova Avenue, at the northern edge of the study area, is Block 1018, Lot 2 (25-20 BQE West), which measures 86,752 sf. Accessory parking occupies the southern part of the lot, and a one-story-and-basement, 117,000 gsf multitenant office and warehouse building occupies the northern part.

West of the Affected Area, Block 1017 is located between Borough Place and the Long Island Rail Road. Nine of the block's ten lots are within the study area, and warehouses occupy all of them. Most are one story tall with 100 percent lot coverage, ranging in size from 4,850 to 17,100 gsf in size. The multitenant warehouse on Lot 47 (26-12 Borough Place) is two stories tall, with 16,804 gsf. The building on Lot 37 (26-44 Borough Place) is a 17,069 gsf two-story contractor's establishment with accessory offices above a ground floor warehouse. This building was originally a one-story-and-mezzanine warehouse, which became an eating and drinking establishment with music and dancing in 2001. The current use has occupied the building since 2013, after a vertical enlargement to add a second story. The only other recent change in use occurred on Lot 50 (26-60 Borough Place), where a one-story former factory building was converted to warehouse use in 2019.

The railroad tracks adjacent to Block 1017 occupy the westernmost part of the study area. The tracks diverge south of 28th Avenue, and a 51,656 sf surface parking lot located between the two sets of tracks on Block 1024, Lot 152 (58-11 30th Avenue) is partly within the study area.

To the south, Block 1021 is located between 27th and 30th Avenues. Directly across 27th Avenue from the Affected Area is Lot 15 (66-06 27th Avenue), which is occupied by a 9,831 gsf one-story warehouse built in 2016. To its south is another one-story warehouse on Lot 9 (58-09 28th Avenue), and south of that is a 14,550 gsf one-story building used for vehicle storage and warehousing on Lot 2 (58-17 28th Avenue).

East of the highway, the study area includes five lots on Block 1016 that front on the east service road of the BQE West. Four of the lots are occupied by warehouses. The exception is the southernmost lot, Lot 125 (62-05 30th Avenue), where a 102,056 gsf two-story self-storage facility is being built.

The Future without the Proposed Action

Absent the proposed action, redevelopment would not occur within the Affected Area. The existing uses would remain.

Within the study area, the self-storage facility under construction on Block 1016, Lot 125 (62-05 30th Avenue) would be completed. No other changes are anticipated.

The Future with the Proposed Action

If the proposed action is approved, the existing building on Projected Development Site 1 would be demolished, a 131,173 gsf building containing light manufacturing and accessory warehouse, accessory office, and accessory parking uses would be constructed. Portions of the building would be one, two, and three stories tall. The first two stories would contain 79,020 gsf of manufacturing and accessory warehouse space and an 1,800 gsf garage entrance ramp, the third story would contain 8,970 gsf of accessory office space, and the cellar would contain 35,000 gsf of parking and 6,383 gsf of mechanical and storage space. The garage would contain 107 accessory parking spaces. The development would contain 86,406 zsf, for an FAR of 2.00.

For Projected Development Site 2, the with-action scenario is the demolition of the existing building and the development of a light industrial building with 14,932 zsf, for an FAR of 2.00. The building would be a factory with accessory warehouse and office space. It would be two stories tall and would cover the entire site. There would also be a 7,466 gsf cellar with accessory parking and storage space. Total floor area would be 22,398 gsf. UG 17B manufacturing uses require one accessory off-street parking space for every 1,000 sf of floor area, so the accessory parking requirement would be 15 spaces.

A total of 153,571 gsf (110,471 gsf of light manufacturing and accessory warehouse, and office space and 43,100 sf of enclosed accessory parking with 122 accessory parking spaces) would be developed in the Affected Area, replacing 55,550 gsf of mixed commercial space (with 48 accessory parking spaces in an adjacent lot) and 4,080 gsf of auto repair space.

Light industrial uses would be compatible with existing land use patterns and with recent developments and changes in use (that is, land use trends) within the study area. No land use conflicts would result. The proposed action would therefore not have a significant adverse impact on land use.

Zoning

Existing Conditions

The Affected Area and the entire study area are zoned M1-1. (Refer to Figure 3, Existing Zoning Map (above, following the EAS form)). M1-1 is a low density light manufacturing district that permits most but not all commercial uses, light manufacturing uses listed in Use Group 17, and certain specified community facility uses but precludes all residential and most community facility uses (ZR Section 42-10). The maximum permitted floor area ratio (FAR) is 1.00 for commercial or manufacturing uses (ZR Section 43-12) and 2.40 for community facility uses (ZR Section 43-122). Rear yards are required (ZR Section 43-20). The maximum street wall height is 30 feet or two stories, whichever is less, for a commercial or manufacturing building and 35 feet or three stories, whichever is less, for a community facility building (ZR Section 43-43). At that height a setback from the street line is required, and above that height the building may not penetrate a sky exposure plane that begins at 30 feet above the front lot line and slopes upwards and rearwards at a 45 degree angle (ZR Section 43-43).

The Future without the Proposed Action

In the absence of the proposed action, no zoning changes are anticipated within the Affected Area or the study area.

The Future with the Proposed Action

The proposed action is a zoning map amendment that would rezone the Affected Area from M1-1 to M1-2. The proposed zoning map amendment would not alter the area's use or accessory off-street parking regulations but would alter the bulk regulations. It would increase the maximum permitted FAR from 1.00 to 2.00 for commercial or manufacturing uses (ZR Section 43-12) and from 2.40 to 4.80 for community facility uses (ZR Section 43-122) and would increase the maximum street wall height from 30 feet or two stories, whichever is less, for a commercial or manufacturing building and 35 feet or three stories, whichever is less, for a community facility building to 60 feet or four stories, whichever is less, for all uses (ZR Section 43-43). The applicable yard regulations would be unchanged.

The proposed action would thus not change the range of land uses that could be developed but would increase the permitted bulk of such developments. Within the 50,673 sf Affected Area, the permitted floor area for commercial or manufacturing uses would increase by 50,673 zsf.

The applicant considers the Affected Area to be well suited to more intensive light industrial and semi-industrial commercial development. It is in close proximity to arterial roads and regional highways, including the BQE (I-278), Grand Central Parkway, and Northern Boulevard. The Exit 43 on- and off-ramps to and from the BQE are located just south of the Affected Area on 30th Avenue. Located in a strip between the highway and the LIRR surface railroad, the area is separated from residential and institutional uses with which more intensive light industrial development and the truck traffic that it might generate could pose land use conflicts.

There is thus a clear land use rationale for the proposed change in bulk regulations. The proposed action would not have a significant adverse impact regarding zoning.

Public Policy

Relevant Policies

The proposed action is a zoning map amendment that would increase the amount of industrial or commercial floor permitted within the Affected Area by rezoning two parcels from M1-1 to M1-2. The proposed action would facilitate the redevelopment of Projected Development Site 1 with a 131,173 gsf, three-story building containing light manufacturing, accessory warehouse, accessory office, and accessory parking uses. The first two stories would contain 79,020 gsf of manufacturing and accessory warehouse space and an 1,800 gsf garage entrance ramp, the third story would contain 8,970 gsf of accessory office space, and the cellar would contain 35,000 gsf of parking and 6,383 gsf of mechanical and storage space.

This section addresses the consistency of the proposed action with public policies related to economic development. The relevant policy statements are *OneNYC 2050: Building a Strong and Fair City* and *Rebuild, Renew, Reinvent: A Blueprint for New York City's Economic Recovery.*

OneNYC 2050: Building a Strong and Fair City

OneNYC 2050, released in 2019, is a nine-volume set that serves as New York City's long-term strategic plan. Volume 3, *An Inclusive Economy*, presents strategies for economic development. One of its tenets is to "stabilize and expand the city's industrial sector."[1] By supporting the development of manufacturing space, the proposed action would be consistent with *One NYC.*

Rebui OneNYC.ld, Renew, Reinvent: A Blueprint for New York City's Economic Recovery

Rebuild, Renew, Reinvent: A Blueprint for New York City's Economic Recovery was released in March 2022. The document notes the importance of the industrial sector:

> "The industrial sector supports all segments of the local economy and links us critically to the region, country, and the rest of the world. Employing roughly half a million New Yorkers, nearly three quarters of whom are people of color, and paying average wages of over $64,000, the sector provides an important pathway to the middle class for many New Yorkers. Many of the sector's 40,000 businesses are also small businesses. To support a truly inclusive recovery for the sector and position it for the future, the City will work to help legacy businesses in the sector adapt to technological change and a changing physical city, while also supporting the needs of newer businesses looking to grow here." [2]

By supporting the development of manufacturing space, the proposed action would be consistent with *Rebuild, Renew, Reinvent: A Blueprint for New York City's Economic Recovery.*

Conclusion

The proposed action would not result in any significant adverse impact with regard to land use, zoning, or public policy, and no further analysis is warranted.

[1] *An Inclusive Economy*, p.12,

[2] *Rebuild, Renew, Reinvent: A Blueprint for New York City's Economic Recovery*, p.37.

2. HISTORIC AND CULTURAL RESOURCES

Introduction

This section considers the proposed action's potential impact on archaeological and architectural resources. Archaeological resources are artifacts or other remains, from either the prehistoric (Native American) or the historic (colonial or post-colonial) period that might provide information about the period from which they date or the society that produced them. Architectural resources include designated New York City landmarks and buildings within a designated New York City historic district, properties calendared for consideration by the New York City Landmarks Preservation Commission (LPC), properties listed on or determined to be eligible for listing on the State or National Register of Historic Places, National Historic Landmarks, and other properties that meet the eligibility criteria for such designations.

Archaeological Resources

According to the 2021 *CEQR Technical Manual*, archaeological resources generally need to be assessed for any project that would result in any in-ground disturbance. In-ground disturbance is any disturbance to an area not previously excavated, including new excavation that is deeper and/or wider than previous excavation on the same site.

The proposed action would result in redevelopment involving in-ground disturbance of the two lots within the Affected Area. Portions of both lots have not previously been disturbed.

In correspondence dated December 4, 2020 (which is included in Appendix B to this report), the LPC stated that neither site has archaeological significance. The proposed action would therefore not have a significant adverse impact on archaeological resources.

Architectural Resources

The two buildings within the Affected Area are utilitarian and undistinguished, and no architectural resources have been identified within 400 feet. In correspondence dated December 4, 2020 (which is included in Appendix B to this report), the LPC confirmed that the area has no architectural significance. The proposed action would therefore not have a significant adverse impact on architectural resources.

Conclusion

The proposed action would not result in significant adverse impacts related to archaeological or architectural resources, and further assessment is not warranted.

3. URBAN DESIGN AND VISUAL RESOURCES

Introduction

An assessment of urban design is needed when a project may have effects on any of the elements that contribute to the pedestrian experience of public space. A preliminary assessment is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning, including the following:

1. Projects that permit the modification of yard, height, and setback requirements;

2. Projects that result in an increase in built floor area beyond what would be allowed "as-of-right" or in the future without the proposed project.

A preliminary urban design and visual resources assessment is required because the proposed action is a zoning map amendment that would increase permitted floor area and modify height and setback requirements. The rezoning would affect two contiguous lots on the southern portion of Queens Block 1019 (bounded by the western service road of the Brooklyn Queens Expressway, 27th Avenue, Borough Place, and Bulova Avenue). The action would rezone the lots from M1-1 to M1-2. Under the reasonable worst-case development scenario (RWCDS) that forms the basis of analyses of future with-action conditions, two existing buildings (a 55,550 gsf, 35'-tall, two-story building occupied by a gym, a gentlemen's club, warehouses, and an auto glass shop and a one-story, 17'-tall, 4,080 gsf automotive repair shop) would be replaced by two new buildings containing light manufacturing and accessory warehouse, accessory office, and accessory parking uses, one three stories and 45 feet tall and the other two stories and 30 feet tall, with a total of 153,571 gsf.

The urban design study area extends northward to the north side of Bulova Avenue, eastward to the properties fronting on the BQE's eastern service road, southward to 30th Avenue, and westward to the Long Island Rail Road tracks.

Pedestrian Wind Conditions

The 2021 *CEQR Technical Manual* calls for a separate preliminary assessment to determine whether an analysis of pedestrian wind conditions is appropriate, since the construction of large buildings at locations that experience high wind conditions may result in channelization or downwash effects that could affect pedestrian safety.

The proposed rezoning area is not subject to unusual wind conditions. It is not in an exposed area fronting on the waterfront, and it is not on high ground or on the upper portion of an exposed slope. More importantly, the action-induced development would consist of two- and three-story industrial buildings with 100 percent lot coverage, not freestanding towers that could cause pedestrian level vortex effects. For these reasons, the proposed action would not have a significant adverse impact on pedestrian wind conditions, and a detailed wind conditions assessment is not required.

Existing Conditions

The Affected Area

The proposed action would rezone two adjacent lots at the southern end of Block 1019 in Woodside, Queens. The two lots are in separate ownership. They have a combined area of 50,673 sf. The area is within an M1-1 light manufacturing district.

The project site (Projected Development Site 1) is Lot 2, a through lot with the addresses 26-50 Brooklyn Queens Expressway (BQE) West and 26-50 Borough Place. It has 313 feet of frontage along both the BQE West service road and Borough Place, depths that decline from 180 feet at its northern end to 98 feet at its southern end, and an area of 43,207 sf. It is occupied by a 55,550 gsf two-story building with a cellar and mezzanines (38,000 zsf, for an FAR of 0.88). The building has 20'-tall perimeter walls and a pitched roof that rises to a 35'-tall ridge line at the center of the lot. The building is divided among eight tenant spaces of varying sizes. A gym occupies the majority of the space (38,910 gsf). Next largest is a 5,000 gsf gentlemen's club (classified as an eating and drinking establishment with dancing). These two tenants occupy the portion of the building facing the highway. The smaller spaces are accessible from Borough Place. Currently, warehouse uses occupy five of the spaces, with a total of 9,790 gsf, and an auto glass shop occupies one 1,850 gsf space. To the south of the building is a paved open area providing 48 accessory parking spaces. (See Figure 6, page 2, preceding this report.)

Lot 1 (Projected Development Site 2) is a corner lot located to the south of the project site. The addresses are 26-60 BQE West and 26-60 Borough Place. The 7,466 sf lot has 86 feet of frontage along the highway service road and Borough Place and 76 feet of frontage along 27th Ave., as well as a 98'-long property line that it shares with the project site. A one-story, 17'-tall, 4,080 gsf (and zsf) white brick building occupies the property, for an FAR of 0.55. It is an automotive repair shop. (See Figure 6, page 1.)

There is a considerable difference between the streetscapes of the more visible "front" of the Affected Area facing the highway along the service road and the less visible Borough Place. The sidewalk along the service road is well maintained, but the sidewalk along Borough Place is cracked and dirty. Street trees are planted on the service road but not along Borough Place. There are two curb cuts onto the service road, for the gas station and for the parking lot, but there are numerous curb cuts onto Borough Place for the warehouse loading docks as well as for the gas station. On Projected Development Site 1, the brick façade facing the highway is painted yellow and red, with paintings of body builders adorning the portion occupied by the gym, and with sign panels, awnings, and a rooftop sign all identifying the gym and the gentlemen's club. In contrast, the Borough Place façade consists of beige siding and rolldown steel doors. The gas station, also, faces the highway with signage advertising its business hours and services (auto body repair, glass repair, and automotive painting).

Urban Design in the Study Area

The Affected Area is part of a narrow industrial strip located between a highway on the east and a surface railroad (the LIRR) on the west. (See Figure 5, Aerial Imagery.) One- and two-story warehouses and semi-industrial buildings occupy the properties to the north and south of the

Affected Area and along the west side of Borough Place (between that street and the railroad tracks). Similar buildings occupy the lots to the east of the BQE West, fronting on its eastern service road. Building heights range from approximately 9 to 40 feet. West of the highway, the buildings range in size from 3,400 to 17,100 gsf above grade. East of the highway, where the lots are larger and deeper, building sizes range from 6,000 to 96,087 sf.

The only exception is a lot in the southeast corner of the study area, Block 1016, Lot 125 (62-05 30th Avenue), which is a construction site. A 102,056 gsf two-story self-storage facility is being built on the lot.

Because the highway and the railroad cut wide swaths through the urban grid, the street system in the vicinity of the Affected Area is highly irregular. Borough Place is not part of the surrounding grid but rather a two-block-long street parallel to the railroad tracks on one side and the highway on the other. Most east-west streets are interrupted by either the railroad right-of-way or the limited access highway. Moreover, the lots to the east of the highway are part of a huge superblock bounded on the west and east by the BQE West and the BQE East, on the north by Grand Central Parkway, and on the south by 30th Avenue, which consists mainly of the 88-acre St. Michael's Cemetery to the immediate east of those lots. (The BQE consists of eastern and western branches between 32nd Avenue and Grand Central Parkway.)

The highway is flanked by low concrete walls topped by metal fencing, and beyond these barriers by the service roads. The highway is elevated above grade level to the south of the Affected Area but descends and becomes submerged alongside the northern part of Site 1 and to the north of the Affected Area. As a result, the road crosses above 30th Avenue, interrupts 27th Avenue, and crosses below Bulova Avenue. This reflects the area's topography; grade level rises by about 40 feet from 30th Avenue to 25th Avenue (that is, from the southern to the northern ends of the study area).

Visual Resources

According to the 2021 *CEQR Technical Manual*, "a visual resource is the connection from the public realm to significant natural or built features, including views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, or natural resources." No visual resources have been identified in the vicinity of the Affected Area.

The Future without the Proposed Action

Absent the proposed action, redevelopment would not occur within the Affected Area. Within the study area, the self-storage facility under construction on Block 1016, Lot 125 (62-05 30th Avenue) would be completed. It would be 30 feet in height. No other changes would occur within the vicinity of the Affected Area.

The Future with the Proposed Action

The proposed action is a zoning map amendment that would rezone the Affected Area from M1-1 to M1-2. The proposed zoning map amendment would not alter the area's use or accessory off-street parking regulations but would alter the bulk regulations. It would increase the maximum permitted FAR from 1.00 to 2.00 for commercial or manufacturing uses (ZR Section 43-12) and

from 2.40 to 4.80 for community facility uses (ZR Section 43-122) and would increase the maximum street wall height from 30 feet or two stories, whichever is less, for a commercial or manufacturing building and 35 feet or three stories, whichever is less, for a community facility building to 60 feet or four stories, whichever is less, for all uses (ZR Section 43-43). The applicable yard regulations would be unchanged.

The proposed action would thus not change the range of land uses that could be developed but would increase the permitted bulk of such developments. Within the 50,673 sf Affected Area, the permitted floor area for commercial or manufacturing uses would increase by 50,673 zsf.

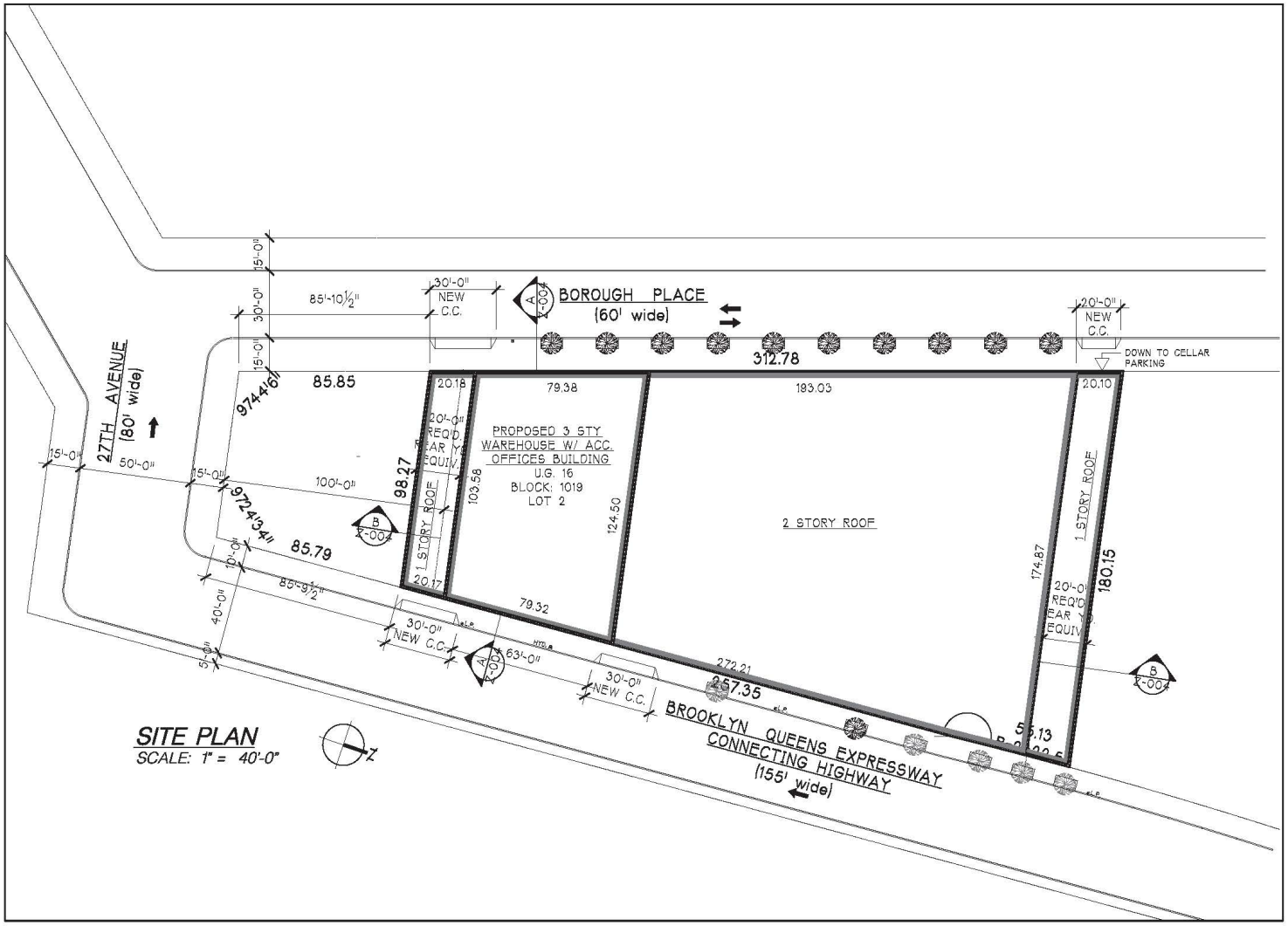
For Projected Development Site 1, the with-action scenario is the proposed project: the demolition of the existing building and the development of a 131,173 gsf building containing light manufacturing and accessory warehouse, accessory office, and accessory parking uses. Portions of the building would be one, two, and three stories (20', 35', and 45') tall. The first floor would cover the entire 43,207 sf site. The second floor would set back 20 feet from the northern and southern lot lines, with a floor plate of approximately 34,229 sf. The third floor would contain 8,970 sf, and would be located at the southern end of the building. There would be no setbacks from the street lines. (See Figures 3-1 through 3-3, the Site Plan, Schematic Section Plan, and Massing Plan.) The first two stories would contain 79,020 gsf of manufacturing and accessory warehouse space and an 1,800 gsf garage entrance ramp, the third story would contain 8,970 gsf of accessory office space, and the cellar would contain 35,000 gsf of parking and 6,383 gsf of mechanical and storage space. The garage would contain 107 accessory parking spaces. The development would contain 86,406 zsf, for an FAR of 2.00.

For Projected Development Site 2, the with-action scenario is the demolition of the existing building and the development of a light industrial building with 14,932 zsf, for an FAR of 2.00. The building would be a factory with accessory warehouse and office space. It would be two stories (30 feet) tall and would cover the entire site. There would also be a 7,466 gsf cellar with 15 accessory parking spaces and storage space. Total floor area would be 22,398 gsf.

A total of 153,571 gsf of light manufacturing and accessory warehouse, office, and garage space would be developed in the Affected Area, replacing 55,550 gsf of mixed commercial space and 4,080 gsf of auto repair space.

Tables 3-1 and 3-2 compare the development characteristics of the two sites under existing, future no-action, and future with-action conditions.

Figure 3-1: Site Plan



THE ARCHITECT SHALL NOT HAVE CONTROL OR CHARGE OF AND SHALL NOT BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, DEVIATIONS, TECHNIQUES, SEQUENCES OR PROCEDURES, OR FOR SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTIONS WITH THE WORK, FOR THE ACTS OR OMISSIONS OF THE CONTRACTOR, SUBCONTRACTORS OR ANY OTHER PERSONS PERFORMING ANY OF THE WORK, OR FOR THE FAILURE OF THEM TO CARRY OUT THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS. ALWAYS USE DIMENSIONS AS SHOWN. DRAWINGS ARE NOT TO BE SCALED. GERALD J. CALIENDO ARCHITECT, P.C. AND ITS PRINCIPALS/EMPLOYEES WERE NOT RETAINED FOR ANY CONSTRUCTION SUPERVISION.

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DRAWN BY:	N.M.H
CHECKED BY:	G.J.C
JOB No:	19007
SCALE:	AS NOTED
DATE:	10-11-19

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FOR ILLUSTRATIVE PURPOSES ONLY

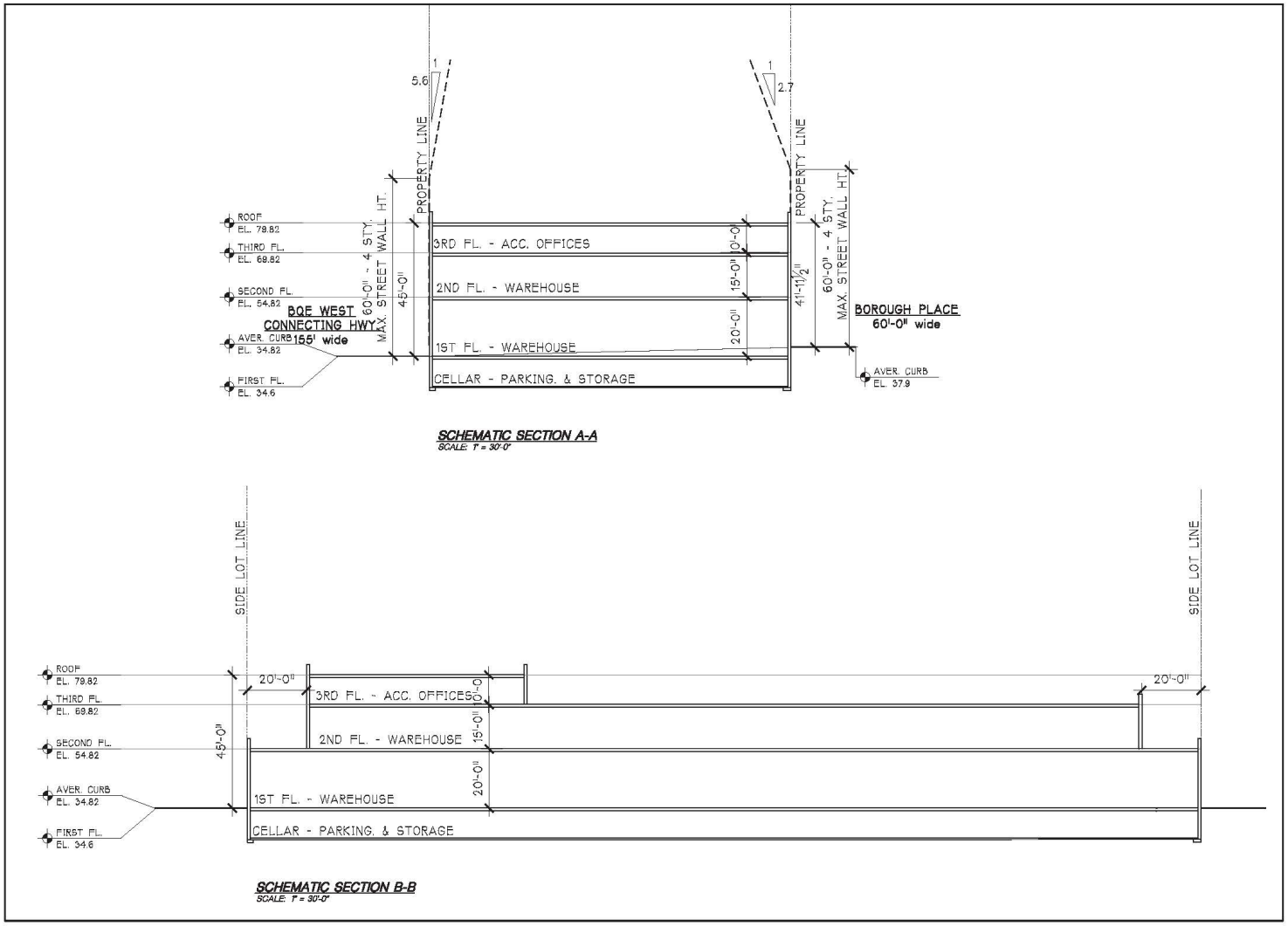
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WOODSIDE, NY

SEAL: REGISTERED ARCHITECT GERALD J. CALIENDO 020241 STATE OF NEW YORK

DRAWING No. 3 OF 6

Z-003.00

Figure 3-2: Schematic Section Plan



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SCALE: AS NOTED
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DRAWING TITLE: SECTIONS
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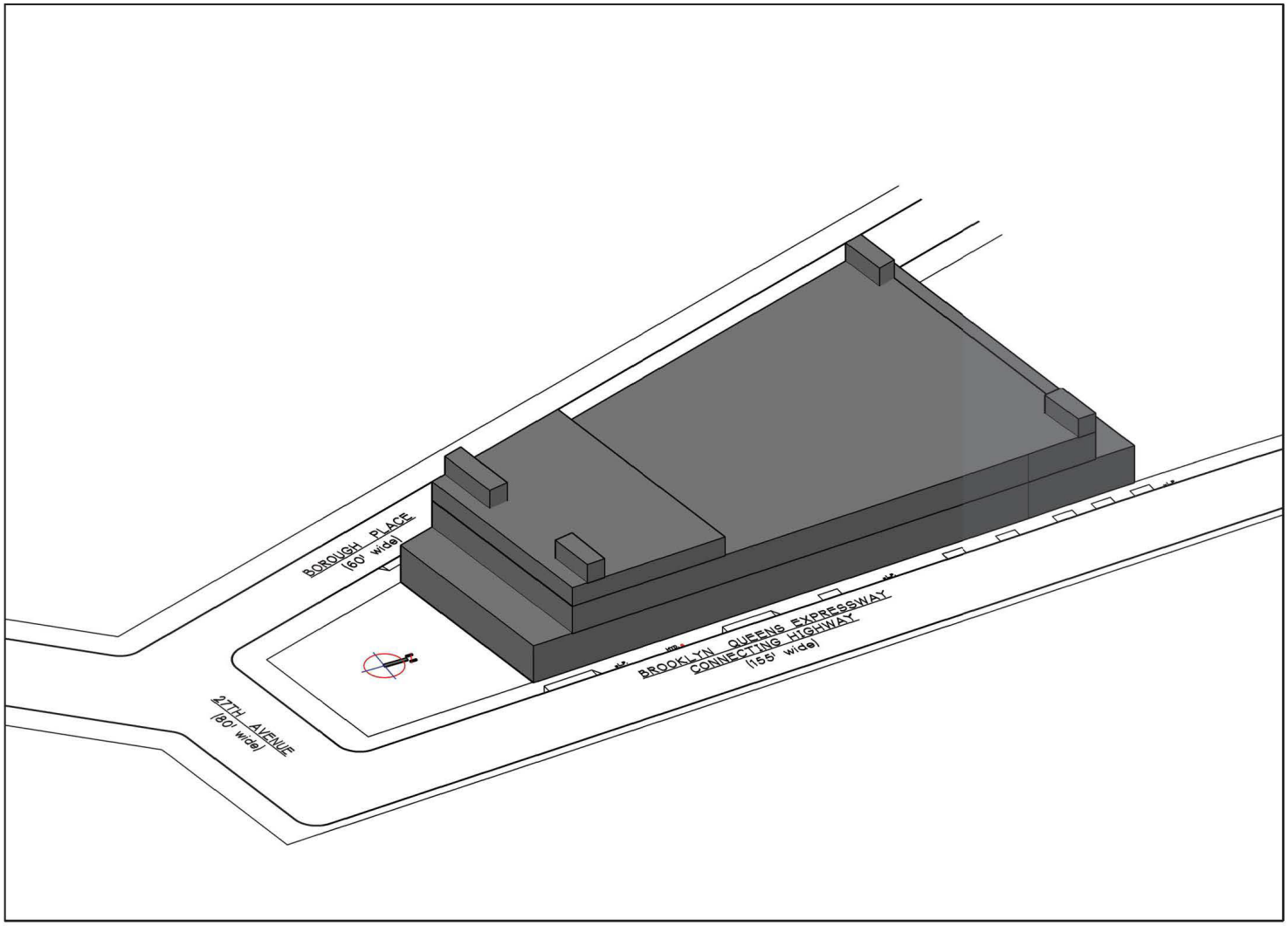
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WOODSIDE, NY

SEAL: REGISTERED ARCHITECT GERALD J. CALIENDO 020241 STATE OF NEW YORK

DRAWING No. 4 OF 6

Z-004.00

Figure 3-3: Massing Plan



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DRAWN BY:	N.M.H
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JOB No:	19007
SCALE:	AS NOTED
DATE:	10-22-19

DRAWING TITLE: MASSING DIAGRAM - M1-5
FOR ILLUSTRATIVE PURPOSES ONLY

PREMISES: 26-50 BQE WEST
WOODSIDE, NY

DRAWING No. 5 OF 6

Z-005.00

Table 3-1
Site 1: Existing, No-Action, and With-Action Conditions

	Existing Conditions	No-Action Conditions	With-Action Conditions
Development scenario	Building with a gym, a gentlemen's club, warehouse space, and an auto glass shop, plus accessory surface parking	Building with a gym, a gentlemen's club, warehouse space, and an auto glass shop, plus accessory surface parking	Factory with accessory warehouse, office, and garage space
Gross/(net) floor area	55,550 gsf/(38,000 zsf, 0.88 FAR)	55,550 gsf/(38,000 zsf, 0.88 FAR)	131,173 gsf/(86,406 zsf, 2.00 FAR)
Lot coverage	31,073 sf (72%)	31,073 sf (72%)	43,207 sf (100%)
Building height	2 stories (35 feet)	2 stories (35 feet)	3 stories (45 feet)

Table 3-2
Site 2: Existing, No-Action, and With-Action Conditions

	Existing Conditions	No-Action Conditions	With-Action Conditions
Development scenario	Auto repair shop	Auto repair shop	Factory with accessory warehouse, office, and garage space
Gross/(net) floor area	4,080 gsf/(4,080 zsf, 0.55 FAR)	4,080 gsf/(4,080 zsf, 0.55 FAR)	22,398 gsf/(14,932 zsf, 2.00 FAR)
Lot coverage	4,080 sf (55%)	4,080 sf (55%)	7,466 sf (100%)
Building height	one story (17 feet)	one story (17 feet)	2 stories (30 feet)

The proposed action would double the permitted FAR and would increase the permitted street wall height in the Affected Area by 50 percent. Under the reasonable worst-case development scenario (RWCDS), total gross floor area would more than double, from 55,173 gsf to 131,173 gsf on Projected Development Site 1 (the project site) and from 4,080 gsf to 22,398 gsf on Projected Development Site 2. Much of the new floor area would be in the buildings' cellars, however. Above-ground floor area (within the portions of the building visible to pedestrians) would increase by 48,406 gsf on Projected Development Site 1 and by 10,852 gsf on Projected Development Site 2. To accommodate the increased bulk, the new buildings would be larger than the existing ones both horizontally and vertically. Lot coverage would increase on both sites. Whereas portions of the two lots are now paved areas devoted to surface parking and vehicular circulation, the new buildings would occupy the entire lots. The new buildings would also be somewhat taller than the existing ones. On Projected Development Site 1 the height of the tallest part of the building would increase by 10 feet, from 35 feet to 45 feet; and the street wall, which for the existing building is a uniform 20 feet in height, would vary for the new building. The

majority (58 percent) of the street wall on either street would be 30 feet tall, and the remainder would be divided equally between portions that would be 20 feet tall and one portion that would be 45 feet tall. Whereas the tallest part of the existing building is a ridge line that runs the entire length of the building, the tallest part of the proposed building would be confined to 21 percent of the building, in a portion that would be set back 20 feet from the southern lot line. On Projected Development Site 2 the change in building height would be more straightforward; a 30'-tall building would replace a 17'-tall building, resulting in a 13-foot increase in height.

The increased lot coverage would be compatible with the prevailing pattern in the study area, in which 100 percent lot coverage is typical.

The increase in building height would be modest: 10 feet on Projected Development Site 1 and 13 feet on the smaller Projected Development Site 2. The building heights would not substantially deviate from the existing range, which, as noted under Existing Conditions, is from 9 to 40 feet. This can be seen in Figure 3-4, Perspective Diagrams. The redevelopment would be in line with with the area's prevailing built character, which consists of high lot coverage, relatively low scale industrial structures.

The proposed action would not affect the topography, street system, block forms, or building arrangements within the area including and surrounding the proposed rezoning area.

The proposed action would not result in a significant adverse urban design impact, and further analysis is not warranted.

Visual Resources Assessment

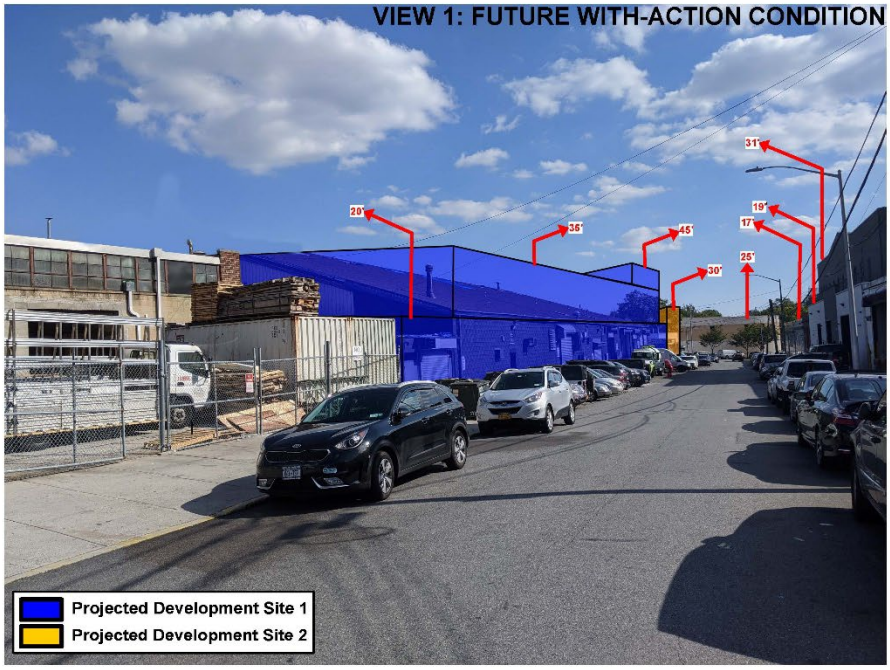
No visual resources have been identified in the vicinity of the Affected Area. The proposed action would therefore not have a significant adverse impact on visual resources.

Conclusion

The proposed action would not result in a significant adverse impact to urban design or visual resources, and no further analysis is warranted.

Figure 3-4: Perspective Diagrams (1 of 3)





VIEW 1: LOOKING SOUTH DOWN BOROUGH PLACE

Numbers in red indicate building heights.

Figure 3-4: Perspective Diagrams (2 of 3)





VIEW 2: LOOKING NORTHWEST FROM 27TH AVENUE

Figure 3-4: Perspective Diagrams (3 of 3)





VIEW 3: LOOKING SOUTHWEST DOWN BROOKLYN QUEENS EXPRESSWAY WEST

Numbers in red indicate building heights.

4. HAZARDOUS MATERIALS

Phase I Environmental Site Assessment

Introduction

Nova Geophysical Engineering performed a Phase I Environmental Site Assessment (ESA) of the properties located at 26-50 and 26-60 BQE West (Projected Development Sites 1 and 2) in 2018. The Phase I ESA was prepared in accordance with the latest ASTM Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM Designation E 1527-13). The purpose of the study was to identify any "recognized environmental conditions" through research into the history and uses of the site and surrounding area, an inspection of the subject property and a survey of adjoining and nearby uses, and a review of available regulatory agency records and environmental databases.

Site Visit

Visual observations of the site, structures, and surrounding properties were made to identify potential sources or indications of chemical and/or petroleum impacts such as underground storage tanks (USTs), aboveground storage tanks (ASTs), potential sources of polychlorinated biphenyls (PCBs), chemicals and hazardous materials, and areas with surface stains or distressed vegetation. In addition, the immediately adjacent properties were observed, without being entered, for possible sources of impacts or environmental impairment that could migrate to the site via surface water runoff, groundwater transport, or other pathways.

Block 1019, Lot 1 (26-60 BQE West) is a 7,466 sf lot developed with an auto repair garage. Lot 2 (26-50 BQE West) is an approximately 43,000 sf lot developed with a commercial building occupied by multiple tenants, including a gym and a gentleman's club, and an adjacent parking lot with no drainage system. No signs of any storage tanks were observed on either property, and both buildings are heated by natural gas. No evidence of potentially hazardous materials or perceivable signs of hazardous material discharges (e.g., stained soil, stressed vegetation, unusual odors) was observed.

Site History

Reviews of historical Sanborn fire insurance maps (Sanborn maps) for the site and adjacent properties were conducted to evaluate previous land use. Both lots appear to have been developed with the current buildings by 1982. A two-story building appears on one of the lots on the 1898 map, but it was gone by 1914, and both lots as well as all adjacent properties were vacant in 1914, 1943, and 1951. The two current buildings appear on the 1982 map, on which the building at 26-50 BQE West is shown as indoor tennis courts and the building at 26-60 BQE West is shown as a manufacturing facility. At that time warehouses, commercial and manufacturing buildings, and a lab occupied adjacent and nearby properties.

Regulatory Agency Databases

The following regulatory databases were reviewed to identify use, generation, storage, treatment, or disposal of hazardous materials, or releases of such materials that may impact the Site: United States Environmental Protection Agency's (USEPA) National Priorities List (NPL);

Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS); Resource Conservation and Recovery Information System-Treatment, Storage, and Disposal facilities (RCRISTSD) and Corrective Action Facilities (CORRACTS); RCRIS-Large Quantity Generators (RCRISLQG); RCRIS-Small Quantity Generators (RCRIS-SQG); Emergency Response Notification System (ERNS); Permitted Solid Waste/Inventory Facilities (SWF), Leaking Underground Storage Tank (LTANK); Registered Underground Storage Tank (UST); and State Superfund Registry (SHWS).

One of the two lots, 26-50 BQE West, is listed in the SWF database as an active solid facility because a warehouse tenant, Bio-Energy Development, processes used cooking oil.

The property at 66-06 27th Avenue, which is located directly south of the Affected Area on the opposite side of 27th Avenue and which was formerly occupied by the Radium Chemical Company, appears in the databases as a delisted NPL facility and as a CERCLIS facility.

Conclusions

The Phase I ESA concludes that the use of 26-60 BQE West for auto body repair and the historical manufacturing uses in the surrounding area represent recognized environmental conditions. The report recommends that recommends that a Phase II Environmental Site Assessment should be performed before redevelopment occurs on either lot.

Phase II Environmental Site Assessment

Introduction

A Phase II subsurface investigation was performed for Projected Development Site 1 (Block 1019, Lot 2), per a testing protocol approved by the NYC Department of Environmental Protection (DEP), in 2021. ESC prepared and submitted a Phase II ESA report in February 2022.

Geophysical Investigation

An electromagnetic magnetometer (EM) survey was conducted in an attempt to identify any possible unknown magnetic anomalies such as underground storage tanks (USTs) at the site, using a Fisher TW-6 magnetometer in the inductive phase mode and moving over accessible portions of the property in an overlapping grid pattern. The results of the survey indicated no evidence of any magnetic anomalies indicative of USTs.

Soil Conditions

Seven soil test borings were drilled, and two soil samples were taken from each boring location, one at a depth of 0 to 2 feet below the surface and the other at a depth of 10 to 12 feet to match the excavation depth of the proposed building foundation and elevator pit.

Urban fill disturbed soil and various fill materials such as red brick, concrete, stone fragments found intermixed with fine to coarse sand throughout the property to an average depth of 4 to 5 feet. Below this fill layer is a native brown tan fine to coarse grained sand with some gravel. No petroleum type odors were observed in the fill materials or in any soil samples observed. Results of photoionization detector (PID) field screening readings, which give an indication of whether any volatile organic compounds (VOCs) are present, generally did not detect readings above

instrument detection levels. Based on observations noted in the field (visual, olfactory and PID readings), no petroleum or chemical type impacts at the site were identified.

Soil samples were tested, and the results were compared with New York State Department of Environmental Conservation (NYSDEC) Soil Cleanup Objectives (SCOs) 6 NYCRR Subpart 375-6.8 (a): Unrestricted Use SCOs. No VOCs were identified above laboratory detection limitations or the relevant SCOs. Several semi-volatile organic compounds (SVOCs) and total metals were identified above unrestricted and restricted residential SCOs; certain pesticides and metals were identified above unrestricted SCOs; and in two samples polyvinyl chlorinated bi-phenols (PCBs) were identified above unrestricted residential SCOs (but below restricted residential SCOs). All were at concentrations that can be found in urban fill soils around the New York Metropolitan area. This contamination is not a result of historical spills, commercial or industrial process releases related to the prior site occupancy or uses. It is from historical fill placement and demolished building structures and is limited in vertical extent to only the fill soil found onsite. The underlying native soils are clean and meet NYSDEC Part 375 unrestricted soil cleanup standards.

Groundwater

Depth to groundwater is approximately 17 feet below sidewalk grade elevation.

Groundwater was sampled from three locations on the property. Total metals were found above ambient water quality (AWQ) standards. Elevated total concentrations are likely a result of sediment turbidity from grab samples collected. The samples which were filtered prior to metals analysis representing dissolved metal concentrations found Magnesium, Manganese and Sodium above AWQ standards, which is typical in the urban area of New York City and can be associated with the widespread use of de-icing salts.

Soil Vapor

Six soil vapor samples were collected at the proposed building foundation depth (10 to 12 feet), and one indoor air sample was obtained. All samples were analyzed for VOCs using EPA Method TO-15. A number of VOCs were identified, including trichloroethene above the New York State Department of Health (NYSDOH) May 2017 Guidance for Evaluating Soil Vapor Intrusion Matrix tables. The identified VOCs identified are likely the result of interchanges between the urban fill materials and the ambient air surrounding the project site and adjacent neighborhood. The soil vapor conditions at the site are consistent with what is usually measured in shallow soils in the metropolitan New York area.

Recommendations

The report made no recommendations for additional testing or remedial action. The report did recommend that any new building should be constructed with an engineered polyethylene vapor barrier under occupied areas of the building. The vapor barrier should be a minimum thickness of 20 mils under the foundation slab and foundation sidewalls to prevent any potential vapor migration into the building structure. All proposed uses in the below-grade level (cellar) of the building should be ventilated as per the NYC mechanical code. The report also recommended that a Remedial Action Plan (RAP) detailing the installation of a vapor barrier and a Construction Health and Safety Plan (CHASP) should be written.

Remedial Action Plan and Construction Health and Safety Plan

ESC prepared a Remedial Action Plan (RAP) and a Construction Health and Safety Plan (CHASP) and submitted them for review by DEP in February 2022. The proposed RAP is summarized as follows:

1. Perform a Community Air Monitoring Program (CAMP) for particulates and volatile organic carbon compounds.

2. Site mobilization involving site security setup, equipment mobilization, utility mark outs and, marking and staking excavation areas.

3. Completion of a Waste Characterization Study prior to excavation activities. Waste characterization soil samples will be collected at a frequency dictated by disposal facility(s).

4. Excavation and removal of soil/fill exceeding New York State Department of Environmental Conservation (NYSDEC) Part 375 unrestricted use (Track 4) soil cleanup objective SCOs. Areas of the property will be excavated for foundation installation to a maximum depth elevation of 10-12 feet below grade for elevator and development purposes. Any soil/fill and excavated materials removed from the site will be properly disposed at an appropriately licensed or permitted facility.

5. If de-watering into New York City sewer drains is anticipated during the proposed construction, a New York City Department of Environmental Protection (NYCDEP) Sewer Discharge Permit must be obtained prior to the start of any de-watering activities at the site.

6. Removal of underground storage tanks, if encountered, and closure of petroleum spills in compliance with applicable local, State and Federal laws and regulations.

7. The construction and maintenance cover system will consist of the 6-inch-thick concrete foundation and building slab.

8. Landscaped areas where not capped with asphalt or concrete, placement of 2-feet of certified clean soil and a demarcation barrier and will serve to prevent human exposure to any remaining residual soil/fill remaining under the Site. The clean fill/topsoil must be segregated at the source facility, have qualified environmental personnel collect representative samples at a frequency of one sample for every 250 cubic yards, analyze the samples for Target Compound List (TCL) volatile organic compounds by USEPA Method 8260, semi-volatile organic compounds by USEPA Method 8270, pesticides by USEPA Method 8081, polychlorinated biphenyls (PCBs) by USEPA 8082, and TCL metals by a New York State Department of Health (NYSDOH) Environmental Laboratory Approval Program (ELAP) certified laboratory and compared to NYSDEC 6 NYCRR Part 375 Environmental Laboratory Approval Programs (ELAP). Upon completion of the investigation the applicant shall submit a detailed clean soil report to NYCDEP for review and approval prior to importing and placement on-site. The report shall include, at a minimum, an executive summary, narrative of the filed activities, laboratory data and a comparison of soil analytical results to NYSDEC NYCRR Part 375 Environmental Remediation Programs.

9. Installation of a vapor barrier system consisting of a vapor barrier beneath the building slab, on sub-grade foundation sidewalls and the elevator pit slab and sidewalls to mitigate soil vapor migration into the building. The vapor barrier system will consist of a 20-mil Stego Wrap or

similar vapor barrier membrane protected with 6-oz/sq. per yard geotextiles below the slab throughout the full building area and a 20-mil Stego Wrap vapor barrier or similar on all sub-grade foundation and elevator pit sidewalls. All welds, seams and penetrations will be properly sealed according to manufactures specifications to prevent preferential pathways for vapor migration. If the type of vapor barrier is changed an amendment must first be approved by NYCDEP. All proposed uses in the below-grade level (cellar) of the building will be ventilated. The mechanical ventilation shall be designed to maintain a minimum ventilation rate of 0.05 cubic feet per minute (cfm) airflow rate per square foot and shall be connected for automatic operation of carbon monoxide detector to achieve 0.75 cfm per sf airflow rate upon activation, as per NYC mechanical code.

10. Transportation and off-site disposal of visually impacted soil/fill material from foundation areas at permitted facilities in accordance with applicable laws and regulations for handling, transport, and disposal. Sampling and analysis of excavated media will be performed as required by disposal facilities.

11. Screening of excavated soil/fill during intrusive work for indications of contamination by visual means, odor, and monitoring with a photo ionization detector (PID). Appropriate segregation of excavated media on-Site.

12. Management of excavated materials including temporarily stockpiling and segregating in accordance with defined material types and to prevent co-mingling of contaminated material and non-contaminated materials.

13. Collection and analysis of five post-excavation endpoint confirmation samples to determine the performance of the remedy with respect to attainment of Unrestricted Use SCOs. Post-excavation confirmation sample locations are included in Appendix 4.

14. Import of materials to be used for backfill and cover in compliance with this plan and in accordance with applicable laws and regulations.

15. Implementation of storm-water pollution prevention measures in compliance with applicable laws and regulations.

16. Performance of all activities required for the remedial action, including permitting requirements and pretreatment requirements, in compliance with applicable laws and regulations.

17. Submission of a Remedial Closure Report (RCR) that describes the remedial activities certifies that the remedial requirements have been achieved, and describes all Engineering and Institutional Controls to be implemented at the Site, and lists any changes from this Remedial Action Plan (RAP).

18. Submission of an approved Site Management Plan (SMP) in the Remedial Closure Report (RCR) for long-term management of residual contamination, including plans for operation, maintenance, monitoring, inspection and certification of Engineering and Institutional Controls, and reporting at a specified frequency.

DEP approved the RAP and CHASP in correspondence dated April 20, 2022 (reproduced in Appendix B to this EAS):

"DEP finds the February 2022 RAP and CHASP, which addresses worker and community health and safety during construction acceptable. DCP should instruct the applicant that at the completion of the project, a Professional Engineer (P.E.) certified Remedial Closure Report should be submitted for DEP review and approval for the proposed project. The P.E. certified Remedial Closure Report should indicate that all remedial requirements have been properly implemented (i.e., proper transportation/disposal manifests and certificates from impacted soils removed and properly disposed of in accordance with applicable federal, state and local laws and regulations; proof of installation of engineering control system; ventilation of the below grade level in accordance with all applicable New York City Department of Buildings Codes; and two feet of DEP approved certified clean fill/top soil capping requirement in any landscaped/grass covered areas not capped with concrete/asphalt, etc.)."

(E) Designation

A Phase II investigation has not been performed for Projected Development Site 2 (Block 1019, Lot 1), which is not owned or controlled by the Applicant. After reviewing the Phase I ESA that was prepared for both sites, DEP stated the following in correspondence dated February 5, 2021 (which is included in Appendix B):

"Projected Development Site 2: Block 1019, Lot 1 (Site not under the control or ownership of the applicant)

"Based on prior on-site and/or surrounding area land uses which could result in environmental contamination, DEP recommends that an (E) Designation for hazardous materials should be placed on the zoning map pursuant to Section 11-15 of the New York City Zoning Resolution for the subject property. The (E) Designation will ensure that testing and mitigation will be provided as necessary before any future development and/or soil disturbance. The applicant should be directed to coordinate further hazardous materials assessments through the Mayor's Office of Environmental Remediation (OER)."

An (E) designation for hazardous materials would therefore be placed on the zoning map for Projected Development Site 2. The hazardous materials text of E-683 would be as follows:

Block 1019, Lot 1
Task 1-Sampling Protocol

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

Task 2-Remediation Determination and Protocol

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

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

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

Conclusion

With the implementation of the approved RAP and CHASP, no significant adverse impact related to hazardous materials would occur, and no further analysis is warranted.

5. TRANSPORTATION

Introduction

In order to determine the potential for the proposed action to result in significant adverse transportation impacts, Level One trip generation screening analyses were performed pursuant to the methodologies identified in the 2021 *CEQR Technical Manual*.

The Affected Area consists of two adjacent lots (Block 1019, Lots 1 and 2) on the southern portion of the block bounded by Bulova Avenue, a two-way eastbound/westbound roadway, on the north; the BQE Service Road, a one-way southbound roadway, on the east; Borough Place, a two-way northbound/southbound roadway on the west, and 27th Avenue, a one-way westbound roadway on the south, as shown in Figure 5-1, Projected Sites and Traffic Direction.

The proposed action is a zoning map amendment that would rezone the Affected Area from M1-1 to M1-2.

Existing, Future No-Action, and Future With-Action Conditions

Existing Conditions

The current land uses within the Affected Area consist of an auto repair shop (4,080 gsf), several warehouses (9,790 gsf), an eating and drinking establishment (5,000 gsf), a health club (38,910 gsf), an auto glass shop (1,850 gsf), and a 48-space accessory parking lot, for a total of 59,630 gsf of mixed commercial and automotive development.

The Future without the Proposed Action

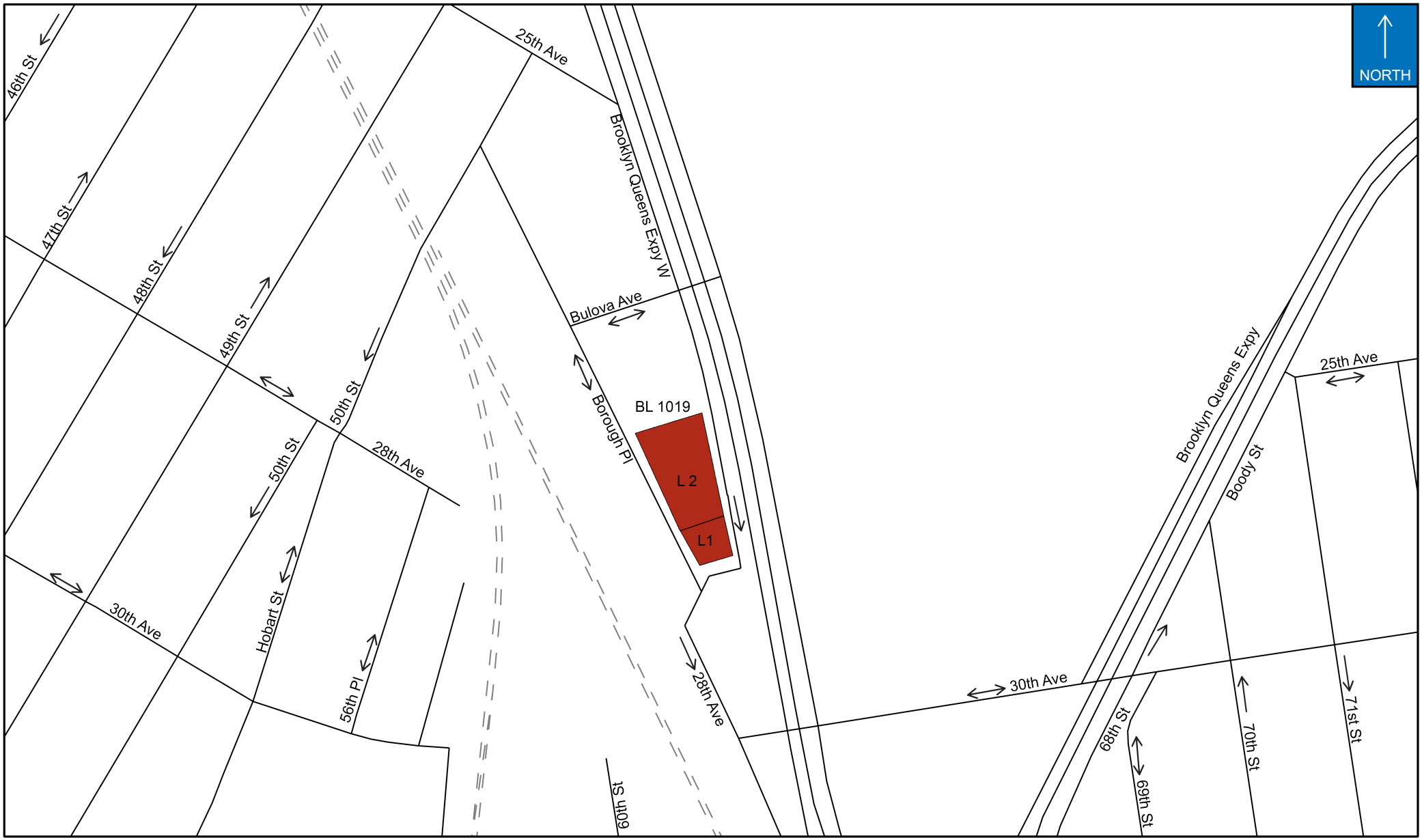
Absent the proposed action, the existing uses would continue to occupy the Affected Area.

The Future with the Proposed Action

If the proposed action is approved, the existing buildings would be demolished, and the Affected Area would be redeveloped with a total of 153,571 gsf of light manufacturing space, including accessory garages with 122 spaces.

The increment between the no-action and with-action development scenarios, as summarized in Table 5-1, is the basis for the trip generation analysis, or Level 1 screening assessment.

26-50 BQE West, Queens NY



Projected Sites

Projected Sites & Traffic Direction

Figure 1

Table 5-1: No-Action Conditions, With-Action Conditions, and Increment

	Existing/No-Action Condition	With-Action Condition	Increment
Development Sites			
26-60 BQE West Uses GSF (Lot 1):			
Auto Repair Shop	4,080	0	-4,080
Manufacturing	0	22,398	+22,398
Parking	0	15	+15
TOTAL:	4,080	22,398	+18,318
26-50 BQE West Uses GSF (Lot 2):			
Warehouse	9,790	0	-9,790
Auto Glass Shop	1,850	0	-1,850
Eating and Drinking Establishment	5,000	0	-5,000
Physical Culture Establishment	38,910	0	-38,910
Manufacturing	0	131,173	+131,173
Parking	48	107	+59
TOTAL:	55,550	131,173	+75,623

Trip Generation Rates and Other Transportation Planning Factors

The 2021 *CEQR Technical Manual* Table 5-2 and transportation analyses of environmental impact statements that have been reviewed and accepted by DCP were consulted to determine person trip generation rates per thousand square feet for each of the future no-action and with-action uses and the daily temporal distribution of those trips. The environmental impact statements and Census Bureau reverse journey to work (RJTW) data for the census tracts in the vicinity of the Affected Area were used to determine the modal splits and average vehicle occupancy for those trips. The environmental impact statements were used to determine daily truck trip generation rates and temporal distribution and the percentages of all trips that were directed in towards the sites and out from the sites. For this purpose, the auto glass shop was treated as an auto repair shop. Determinations were made for four peak travel hours (during the weekday morning, midday, and late afternoon peak travel periods and the Saturday midday period). The assumptions and their sources are shown in Table 5-2. The source materials are reproduced in Appendix C.

Person Trips

Table 5-3 applies the assumptions in Table 5-2 to the no-action and with-action scenarios to calculate the incremental number of person trips during each peak hour that would result from the projected redevelopment within the Affected Area, in total and for each travel mode. As the table shows, the redevelopment would result in net reductions in the number of person trips during all peak hours.

Table 5-2: Transportation Planning Factors

Land Use:	Auto Repair Shop	Warehouse	Eating/Drinking Establishment	Health Club (PCE)	Manufacturing
	gsf	gsf	gsf	gsf	gsf
Size/Units:	(5,930)	(9,790)	(5,000)	(38,910)	153,571
Trip Generation:	**(a)**	**(b, c)**	**(a)**	**(d)**	**(e)**
Weekday	19.42	2.36	173	51.6	5.2
Saturday	19.42	0.2	181	50.4	8.4
	per 1,000gsf	per 1,000gsf	per 1,000 gsf	per 1,000 gsf	per 1,000gsf
Linked-Trip:	0%	0%	0%	0%	0%
Temporal Distribution:	**(f)**	**(b)**	**(a)**	**(d)**	**(e, g)**
AM Peak Hour	13.2%	10%	0.9%	9%	15.8%
MD Peak Hour	11%	9%	6.2%	7.4%	13%
PM Peak Hour	14.2%	11%	8.3%	9%	17%
Sat. MD Peak Hour	9%	33%	11%	12.6%	13%
	(a)	**(h)**	**(a)**	**(k)**	**(h)**
Modal Split :	all periods	all periods	all periods	all periods	all periods
Auto	85%	59.4%	25%	4%	59.4%
Taxi	5%	0.1%	20%	9%	0.1%
Subway	1%	23.3%	30%	12%	23.3%
Bus	1%	5.2%	5%	5%	5.2%
Walk & Other	8%	12%	20%	70%	12%
Total	100%	100%	100%	100%	100%
	(a)	**(b)**	**(a)**	**(f)**	**(e)**
In/Out Splits:	In/Out	In/Out	In/Out	In/Out	In/Out
AM Peak Hour	65/35	77/23	94/6	57/43	77/23
MD Peak Hour	50/50	53/47	50/50	57/43	50/50
PM Peak Hour	50/50	27/73	67/33	52/48	31/69
Sat. MD Peak Hour	50/50	64/36	50/50	45/55	50/50
Vehicle Occupancy:	**(a)**	**(b&a)**	**(a)**	**(f)**	**(h)**
Auto	1.3	1.11	2.2	1.4	1.11
Taxi	1.3	2.0	2.3	1.4	1.11
Truck Trip Generation:	**(a)**	**(b, c & i, c)**	**(a)**	**(f)**	**(g)**
Weekday	0.89	0.91	3.6	0.04	0.52
Saturday	0.05	0.08	3.6	0.04	0.52
	per 1,000 gsf	per 1,000 gsf	per 1,000 gsf	per 1,000 gsf	per 1,000 gsf
	(a)	**(b&b&b&j)**	**(a)**	**(k)**	**(g)**
AM Peak Hour	14%	9.9%	6%	8%	14%
MD Peak Hour	9%	8%	6%	11%	8.6%
PM Peak Hour	1%	7%	1%	1%	1%
Sat. MD Peak Hour	0%	28%	6%	0.0%	8.6%
AM/MD/PM/Sat. MD	50/50	50/50	50/50	50/50	50/50

Sources:

(a)-Jerome Avenue Rezoning FEIS, Table 13.8.

(b)-ITE Trip Generation Manual, 10th Edition, Land Use 150 (Warehousing)

(c)-Trip generation rate includes a 1.51 adjustment factor per DOT Trip Generation Survey.

(d)-2021 CEQR Technical Manual, Table 16-2

(e)-ITE Trip Generation Manual, 10th Edition, Land Use 140 (Manufacturing)

(f)-Information was provided by EARD, City Planning.

(g)-MD peak hour share of trips: 2004 No. 7 Subway Extension-Hudson Yards Rezoning and Development Program FGEIS

(h)-2012-2016 (ACS)-Reverse-Journey-to-Work (RJTW)Census

Tract #'s 141, 145, 147, 163, 257, 293, 295, 297, 299 and 309.02 in Queens N.Y. (Exhibits A&B)

(i)-Adjusted per the ratio of weekday to Saturday in (b).

(j)-DOT Trip Generation Survey

(k)-Spofford Campus FEIS (2018)

Table 5-3: Estimated Person Trips

Land Use:	Auto Repair Shop	Warehouse	Eating/Drinking Establishment	Health Club (PCE)	Manufacturing	Total Net Person Trips by Mode of Transportation	
Size/Units:	gsf (5,930)	gsf (9,790)	gsf (5,000)	gsf (38,910)	gsf 153,571		
Peak hour Trips							
AM Peak Hour	-15	-2	-8	-181	126	-80	
Midday Peak Hour	-13	-2	-54	-149	104	-113	
PM Peak Hour	-16	-3	-72	-181	136	-136	
Saturday Midday Peak Hour	-10	-1	-100	-247	168	-190	
Person Trips:							
AM Peak Hour							
Auto	-13	-1	-2	-7	75	51	
Taxi	-1	0	-2	-16	0	-18	
Subway	0	-1	-2	-22	29	5	5
Bus	0	0	0	-9	7	-3	-3
Walk & Other	-1	0	-2	-126	15	-114	-114
Total	-15	-2	-8	-181	126	-80	-113
Midday Peak Hour							
Auto	-11	-1	-13	-6	62	30	
Taxi	-1	0	-11	-13	0	-25	
Subway	0	0	-16	-18	24	-10	-10
Bus	0	0	-3	-7	5	-5	-5
Walk & Other	-1	0	-11	-104	12	-104	-104
Total	-13	-2	-54	-149	104	-113	-119
PM Peak Hour							
Auto	-14	-2	-18	-7	81	40	
Taxi	-1	0	-14	-16	0	-31	
Subway	0	-1	-22	-22	32	-12	-12
Bus	0	0	-4	-9	7	-6	-6
Walk & Other	-1	0	-14	-126	16	-126	-126
Total	-16	-3	-72	-180	136	-136	-144
Saturday Midday Peak Hour							
Auto	-9	0	-25	-10	100	56	
Taxi	-1	0	-20	-22	0	-42	
Subway	0	0	-30	-30	39	-21	-21
Bus	0	0	-5	-12	9	-9	-9
Walk & Other	-1	0	-20	-173	20	-174	-174
Total	-10	-1	-100	-247	168	-190	-203

Vehicle Trips

Table 5-4 translates the number of person trips by car and taxi into the number of vehicle trips (by dividing the number of persons traveling by vehicle by the average number of persons traveling together in a vehicle, and in the case of taxis doubling that number because, for every taxi trip to or from the site, the cab driver makes two trips (one to the site and the other from the site). Table 5-4 also calculates the number of truck trips to or from the site during each peak hour and adds the truck, taxi, and car trips to determine the number of vehicle trips per hour. The estimated number of vehicle trips to and from the Affected Area would increase under the with-action scenario by 39 during the weekday morning peak hour, by 17 during the weekday midday peak hour, by 9 during the weekday evening peak hour, and by 27 during the Saturday midday peak hour.

Level One Preliminary Assessment

Vehicle Trips

According to the criteria specified in the 2021 *CEQR Technical Manual*, the potential for a significant traffic impact exists, and traffic analysis may be required, if at least 50 new vehicle trips would be generated by a proposed action during an individual peak hour, the trip generation (Level One preliminary assessment) threshold has been reached, and a trip assignment (Level Two) assessment must be performed to determine whether at least 50 additional vehicles would pass through any one intersection during a single peak hour. If that threshold is reached, a detailed analysis is required.

As shown in Table 5-4, the proposed action would result in totals of 39, 17, 9, and 27 vehicle trip ends more than the no-action land uses during the weekday morning, midday, and evening peak hours and the Saturday midday peak hour respectively (40 more inbound trips and one less outbound trip during the morning peak hour, 8 more inbound and 9 more outbound trips during the midday peak hour, 17 fewer inbound trips and 21 more outbound trips during the evening peak hour, and 13 more inbound trips and 14 more outbound trips during the Saturday peak hour). That is below the CEQR Level One traffic threshold of 50 vehicle trip ends. The redevelopment would result in net decreases in the number of vehicle trip ends during all other peak hours. Therefore, a detailed traffic and parking analysis would not be required.

Bus Trips

As is shown in Table 5-3, the projected redevelopment would result in net decreases in the number of bus trips during all peak hours. Project-generated trip generation would not meet or exceed the 2021 *CEQR Technical Manual* thresholds of at least 200 total additional bus trips per peak hour and at least 50 additional passengers on a single bus line traveling in one direction during any peak hour. In accordance with the 2021 *CEQR Technical Manual* criteria, the project-generated bus trips would not result in any conditions that would typically trigger the need for a detailed assessment of bus impacts.

Subway Trips

As is shown in Table 5-3, the projected redevelopment would result in net decreases in the number of subway trips during all peak hours except for the weekday morning peak hour, when the number of subway trips would increase by 5. Project-generated trip generation would not meet or exceed the 2021 *CEQR Technical Manual* threshold of at least 200 subway trips during any peak hour. In accordance with the 2021 *CEQR Technical Manual* criteria, the project-generated

subway trips would not result in any conditions that would typically trigger the need for a detailed assessment of subway impacts.

Table 5-4: Estimated Vehicular Trips

Land Use:	Auto Repair Shop	Warehouse	Eating/Drinking Establishment	Health Club (PCE)	Manufacturing	Total Net Vehicle Trips by Mode of Transportation
Size/Units:	gsf (5,930)	gsf (9,790)	gsf (5,000)	gsf (38,910)	gsf 153,571	
Vehicular Trips						
AM Peak Hour						
Auto (Total)	-10	-1	-1	-5	68	51
Taxi	-1	0	-1	-12	0	-14
Taxi (Balanced)	-2	0	-2	-24	0	-28
Truck	-1	-1	-1	0	11	8
Truck(Balanced)	-2	-2	-2	0	22	16
Total	-14	-3	-5	-29	90	39
In/Out Trips	***-9/-5***	***-2/-1***	***-3/-2***	***-15/-14***	***69/21***	***40/-1***
Midday Peak Hour						
Auto (Total)	-8	-1	-6	-4	56	37
Taxi	0	0	-5	-10	0	-15
Taxi (Balanced)	0	0	-10	-20	0	-30
Truck	0	-1	-1	0	7	5
Truck(Balanced)	0	-2	-2	0	14	10
Total	-8	-3	-18	-24	70	17
In/Out Trips	***-4/-4***	***-2/-1***	***-9/-9***	***-12/-12***	***35/35***	***8/9***
PM Peak Hour						
Auto (Total)	-11	-2	-8	-5	73	47
Taxi	-1	0	-6	-12	0	-19
Taxi (Balanced)	-2	0	-12	-24	0	-38
Truck	0	-1	0	0	1	0
Truck(Balanced)	0	-2	0	0	2	0
Total	-13	-4	-20	-29	75	9
In/Out Trips	***-7/-6***	***-2/-2***	***-11/-9***	***-15/-14***	***23/52***	***-12/+21***
Saturday Midday Peak Hour						
Auto (Total)	-7	0	-11	-7	90	65
Taxi	0	0	-9	-16	0	-25
Taxi (Balanced)	0	0	-18	-32	0	-50
Truck	0	0	-1	0	7	6
Truck(Balanced)	0	0	-2	0	14	12
Total	-7	0	-31	-39	104	27
In/Out Trips	***-4/-3***	***0/0***	***-16/-15***	***-19/-20***	***52/52***	***13/14***

Pedestrian Trips

As in the case of vehicular traffic, the 2021 *CEQR Technical Manual* outlines a two-tiered screening process for pedestrian conditions. The Level One screening assessment determines whether developments resulting from an action would generate at least 200 pedestrian trips in any peak hour. If not, then the proposed action would not cause a significant adverse pedestrian impact, and no further analysis is needed. Conversely, if that threshold is reached or exceeded, then a Level Two screening assessment must be performed, using trip assignments to determine whether the projected developments would generate at least 200 pedestrian trips along any one pedestrian element (sidewalk, corner, or crosswalk) during any peak hour. If that threshold is not reached or exceeded at any location during any peak hour, no further analysis is needed to determine that the proposed action would not have a significant adverse pedestrian impact. If the Level 2 threshold is reached or exceeded, detailed analysis is needed.

The number of project-generated pedestrian trips includes not just those made entirely on foot, but also those made between a projected development site and a bus stop or subway station and those characterized as being made by "other" means. As is shown in Table 5-3, the projected redevelopment would result in net decreases in the number of pedestrian trips during all peak hours. Project-generated trip generation would not meet or exceed the 2021 *CEQR Technical Manual* threshold of at least 200 pedestrian trips during any peak hour. In accordance with the 2021 *CEQR Technical Manual* criteria, the project-generated pedestrian trips would not result in any conditions that would typically trigger the need for a detailed assessment of future pedestrian conditions.

Conclusion

In accordance with the threshold guidelines detailed in the 2021 *CEQR Technical Manual*, the proposed action is not expected to result in significant adverse impacts related to traffic flow, parking, transit services, pedestrian flow, or traffic and pedestrian safety. Further analysis is not warranted.

6. AIR QUALITY

Analysis Framework

Ambient air quality, or the quality of the surrounding air, may be affected by air pollutants produced by motor vehicles, referred to as "mobile sources"; by fixed facilities, usually referenced as "stationary sources"; or by a combination of both. Under CEQR, an air quality assessment determines both a proposed project's effects on ambient air quality as well as the effects of ambient air quality on the project. The analysis followed the 2021 *New York City Environmental Quality Review Technical Manual*.

The proposed action is a zoning map amendment that would rezone two adjacent lots containing a total of 50,673 sf from M1-1 to M1-2. The rezoning would affect two contiguous lots on the southern portion of Queens Block 1019 (bounded by the western service road of the Brooklyn Queens Expressway West, 27th Avenue, Borough Place, and Bulova Avenue). It is anticipated that the Affected Area would be redeveloped with two buildings containing a total of 153,571 gsf of light manufacturing and accessory warehouse, office, and garage space.

Mobile Source

Projects may result in significant mobile source air quality impacts when they increase or cause a redistribution of traffic, create any other mobile sources of pollutants (e.g., diesel trains, helicopters, boats), or add new uses near mobile sources (e.g., roadways, garages, parking lots). Detailed analysis is required to predict whether a proposed action could potentially result in significant adverse air quality impact if certain threshold criteria are met or exceeded. Proposed actions that do not meet or exceed the threshold criteria (i.e., that screen out) are not expected to result in mobile source impacts.

Screening Analysis

Parking Facilities

Based on CEQR guidance, the incremental capacity of parking facilities are evaluated with a threshold capacity to determine whether a detailed analysis is required. The threshold increment, per the NYC Department of City Planning (DCP), is an increment of 85 off-street parking spaces. A detailed analysis is required if the threshold is met or exceeded. The Proposed Actions facilitates a 59 accessory parking spaces increment, which is less than the threshold that requires a detailed analysis. As such, a detailed parking facility air quality analysis is not required.

Project-Generated Traffic

Screening analyses for the project's peak hour auto traffic and peak hour heavy-duty diesel vehicle (HDDVs) traffic were conducted. Per the 2021 *CEQR Technical Manual*, a detailed analysis for carbon monoxide (CO) is required if the generated peak hour auto traffic or diversion of existing peak hour traffic would result in an increment of 170 auto trips (in this area of the city). A detailed analysis for particles with an aerodynamic diameter of less than or equal to 2.5 micrometers ($PM_{2.5}$) is required if the generated peak hour HDDVs traffic or its equivalent in vehicular emissions, depending on the type of road, would be met or exceeded.

According to the transportation analysis for this project, the Proposed Actions would generate a total of 39, 17, 9, and 27 net vehicle trip ends during the Weekday AM, Midday, PM, and Saturday Midday peak hours, respectively. These peak-hours project generated traffic would not exceed the threshold of 170 vehicular trips (condition outlined in Sections 210 of Chapter 17 of *the 2021 CEQR Technical Manual*). Therefore, detailed CO analysis is not required.

The number of incremental vehicular trips generated by the Proposed Actions would not exceed the threshold of 12 HDDV trips per hour. Therefore, detailed PM analysis is not required.

Existing Mobile Source of Pollutants

The Affected Area is located approximately 50 feet west of the Brooklyn Queens Expressway West I-278 highway. The proposed action is a zoning map amendment to change the Affected Area from an M1-1 zoning district to an M1-2 zoning district. Therefore, the highway is not a potential issue of concern, based on the 2021 *CEQR Technical Manual* Table 17-2, Potential Pollutants of Concern for Typical Kinds of Projects or Uses Surrounding Those Projects. Therefore, no analysis required.

Stationary Source

HVAC Screening Analysis

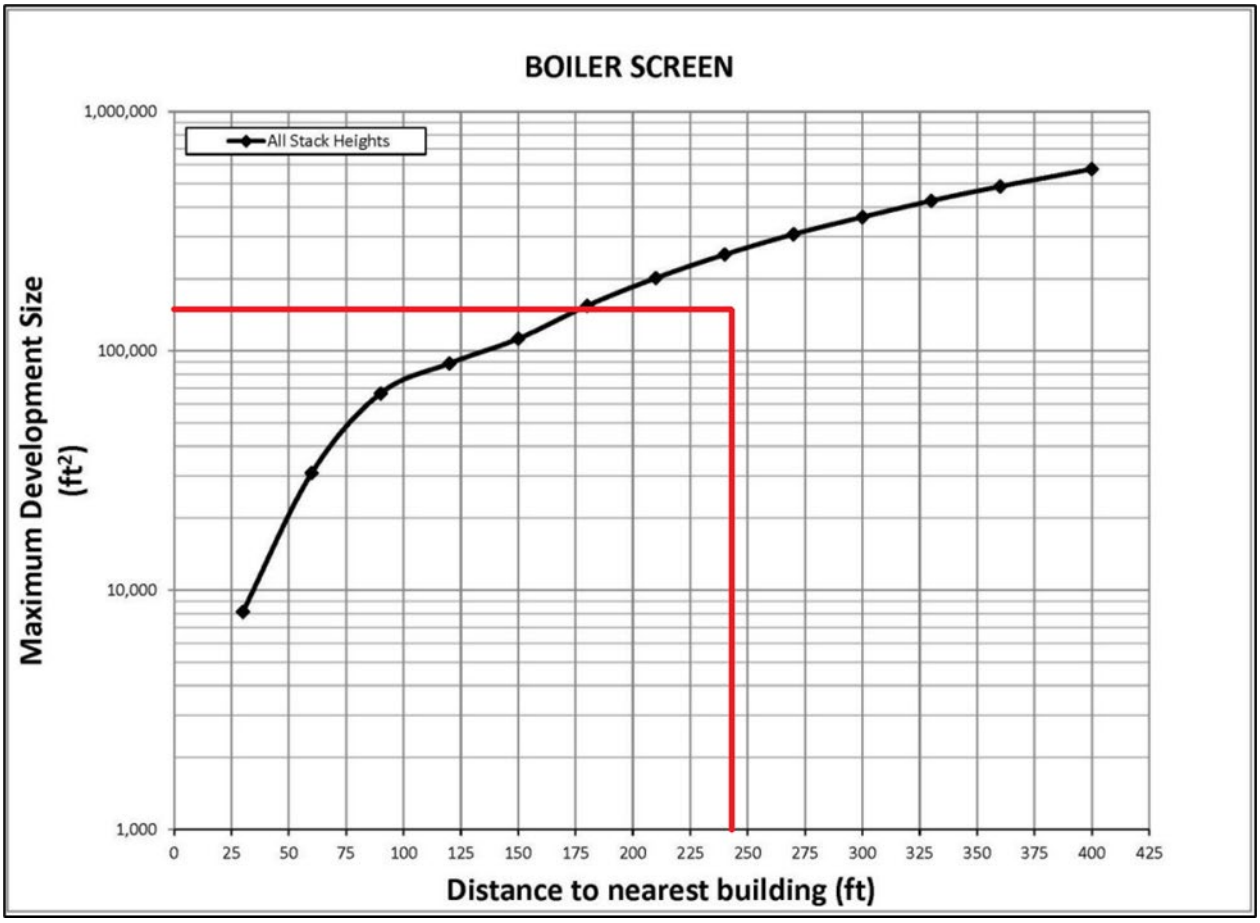
The potential for the heat and hot water system(s) to have a significant adverse impact on nearby receptors depends on the type of fuel that would be used by the heating ventilation, and air conditioner (HVAC) and hot water system, the height of the stack venting the emissions, the distance to the nearest building of similar or greater height, the building's use, and the square footage of the development that would be served by the system. The 2021 *CEQR Technical Manual* provides a screening analysis based on these factors. This CEQR screening procedure is applicable to buildings that are not less than 30 feet from the nearest building of similar or greater height.

The proposed action is a zoning map amendment to change the proposed Affected Area from an M1-1 zoning district to an M1-2 zoning district. As such, the Development Sites would not be considered sensitive receptors. Therefore, a project-on-project analysis is not required.

For Projected Development Site 1, the with-action scenario is the development of a 45 feet high light manufacturing building, containing 131,173 gross square feet (gsf). For Projected Development Site 2, the with-action scenario is the development of a 30 feet high light industrial building, containing 22,398 gsf. The nearest 30 feet or higher building, which is also a sensitive receptor, is the new storage facility located at 62-05 30 Avenue (Block 1016, Lot 125). This 30-foot high storage facility[3] is located 240 feet south-east of Projected Development Site 2. As the CEQR screening analysis is only applicable to a single building, the combined gsf of Projected Development Sites 1 and 2 (combined gsf of 153,571) was used in the screening analysis. Figure 6-1 (using Figure 17-3 of the 2021 *CEQR Technical Manual*) shows the screening analysis.

[3] New York City Department of Building. Zoning Diagram (November, 2020).

Figure 6-1: The Proposed Project on Existing Land Uses – HVAC Screen



As seen in Figure 6-1 (using Figure 17-3 of the 2021 *CEQR Technical Manual*), the line corresponding to the proposed project floor area is below the curve. Therefore, the proposed project passes the screening analysis on existing land uses.

(E) Designation

The HVAC restrictions for the Proposed Actions are specified in the air quality (E) designation that would be placed on the Development Site(s). The hazardous materials text of E-683 would be as follows:

<u>Block 1019, Lot 2 (Projected Development Site 1):</u> Any new light manufacturing, accessory warehouse, accessory office and/or accessory parking development must ensure the heating, ventilating, and air conditioning (HVAC) system and hot water equipment stack is located on the highest tier and at least 33 feet above grade to avoid any potential significant adverse air quality impacts.

<u>Block 1019, Lot 1 (Projected Development Site 2):</u> Any new accessory warehouse and/or office space development must ensure the heating, ventilating, and air conditioning (HVAC) system and hot water equipment stack is located on the highest tier and at least 33 feet above grade to avoid any potential significant adverse air quality impacts.

Industrial Source

Per the 2021 *CEQR Technical Manual*, projects that would result in new uses (particularly schools, hospitals, parks, and residences) within 400 feet of manufacturing or processing facilities, or projects that would include operation(s) of manufacturing or processing facilities, may result in potentially significant adverse impacts related to stationary sources.

Existing industrial processing emission sources located in the 400-foot-radius study area were identified through fieldwork observation, which took place on Nov. 9, 2020, and a search of the New York City Department of Environmental Protection (DEP) online Clean Air Tracking System (CATS) database. The results of the study are as follows:

- Three DEP permit applications for engine-generators are registered to the Time Warner Cable facility, located at 25-20 Borough Place (Block 1018, Lot 2). The DEP permit applications PB007807, PB007907, PR007716 are for oil No. 2 fueled 14.63, 14.63, and 9.76, respectively, heat input in million Btu/hr generators. The generators were observed to be in the facility's parking lot and adjacent to the building. The shortest distance between the generators and the Development Sites is greater than 400 feet.

- A DEP permit application PA022499, registered to Master Metal Polishing Co., is associated with the property located at 25-66 Borough Place (Block 1017, Lot 54). Permit PA022499 expired in 2000. No ironworks or metal processing facility occupies the property, based on the fieldwork observation / site investigation.

- An ironworks facility (with no DEP permit application) is located at 27-07 Brooklyn Queens Expressway (Block 1016, lot 115), based on the fieldwork observation / site investigation. The facility is located approximately 200 feet east of Projected Development Site 2.

- A stack protruding out of the northern façade of the facility located at 26-10 Borough Place (Block 1019, Lot 46) was identified in the fieldwork observation / site investigation. The stack is situated approximately 245 feet north of Projected Development Site 1. Smoke was observed to be emitted from the stack. No DEP permit application is registered to the facility. The facility has a job filing application 421537698 with the New York City Department of Building for the installation of new unit heaters in existing warehouse. As the facility has no DEP permit application (for processing emission source), the unit was assumed to be exempt (combustion units with heat input of less than 0.3 million Btu/hr are exempt).

Based on the study, only the ironworks facility located at 27-07 Brooklyn Queens Expressway (Block 1016, lot 115) is an existing industrial processing emission source. However, since the proposed project is a light industrial use, it is not considered a sensitive receptor, and a quantitative analysis is not warranted.

The with-action reasonable worst-case development scenario is for light manufacturing or processing facilities (Use Group 17) to occupy Projected Development Sites 1 and 2. Use Group 17 consists primarily of manufacturing uses that: (1) can conform to high performance standards

by controlling objectionable influences; (2) in so doing, can limit their impact on adjacent residential areas; and (3) normally generate a great deal of traffic, both pedestrian and freight.

Major and Large Source

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

No existing large combustion source(s), such as power plants, cogeneration facilities, etc., located within 1,000 feet of the proposed project, was identified in the database.[4,5] In addition, no odor producing facility was identified in the 1,000-foot study area. As such, no analysis is warranted.

Conclusion

No significant adverse air quality impact was predicted in the analysis. Therefore, there is no reason to believe that the Proposed Actions would result in any potentially significant adverse stationary or mobile source air quality impacts, and further assessment is not warranted.

[4] New York State Department of Environmental Conservation, "DECInfo Locator," https://gisservices.dec.ny.gov/gis/dil/, November 2020.

[5] New York City Department of City Planning, "Air Quality: Light Industrial, NYS DEC Large, and Major Source," https://www.ceqr.app/data/air-quality, August 2020.

7. NOISE

Introduction

The purpose of a noise assessment under CEQR is to determine whether an action would (1) raise noise levels significantly at existing or anticipated sensitive noise receptors (such as residences or schools) or (2) introduce new sensitive uses (such residential buildings or schools) at locations subject to unacceptably high ambient noise levels.

The assessment is concerned with both mobile and stationary noise sources. Mobile sources are those that move in relation to a noise-sensitive receptor. They include automobiles, buses, trucks, aircraft, and trains. Stationary sources of noise do not move in relation to a noise-sensitive receptor. Typical stationary noise sources of concern include machinery or mechanical equipment associated with industrial and manufacturing operations; building heating, ventilating, and air conditioning (HVAC) systems; speakers for public address and concert systems; playground noise; and spectators at concerts or sporting events. An action could raise noise levels either by introducing new stationary noise sources (such as outdoor playgrounds or rooftop air conditioning compressors) or by increasing mobile source noise (generally by generating additional traffic). Similarly, an action could introduce new residences or other sensitive receptors that would be subject to noise from either stationary or mobile sources.

The proposed action is a zoning map amendment that would rezone two adjacent lots containing a total of 50,673 sf from M1-1 to M1-2. The rezoning would affect two contiguous lots on the southern portion of Queens Block 1019 (bounded by the western service road of the Brooklyn Queens Expressway West, 27th Avenue, Borough Place, and Bulova Avenue). It is anticipated that the Affected Area would be redeveloped with two buildings containing a total of 153,571 gsf of light manufacturing and accessory warehouse, office, and garage space. The proposed action would thus result in new industrial development, which could potentially generate either stationary or mobile source noise.

Noise Fundamentals

Noise is defined as any unwanted sound, and sound is defined as any pressure variation that the human ear can detect. Humans can detect a large range of sound pressures, from 20 to 20 million micropascals, but only those air pressure variations occurring within a particular set of frequencies are experienced as sound. Air pressure changes that occur between 20 and 20,000 times a second, stated as units of Hertz (Hz), are registered as sound.

Because the human ear can detect such a wide range of sound pressures, sound pressure is converted to sound pressure level (SPL), which is measured in units called decibels (dB). The decibel is a relative measure of the sound pressure with respect to a standardized reference quantity. Because the dB scale is logarithmic, a relative increase of 10 dB represents a sound pressure that is 10 times higher. However, humans do not perceive a 10-dB increase as 10 times louder. Instead, they perceive it as twice as loud.

Sound is often measured and described in terms of its overall energy, taking all frequencies into account. However, the human hearing process is not the same at all frequencies. Humans are less sensitive to low frequencies (less than 250 Hz) than mid-frequencies (500 Hz to 1,000 Hz) and are

most sensitive to frequencies in the 1,000- to 5,000-Hz range. Therefore, noise measurements are often adjusted, or weighted, as a function of frequency to account for human perception and sensitivities. The most common frequency weightings used are the A- and C-weightings. These weight scales were developed to allow sound level meters, which use filter networks to approximate the characteristic of the human hearing mechanism, to simulate the frequency sensitivity of human hearing. The A-weighting is the most commonly used for environmental measurements, and sound levels measured using this weighting are denoted as dBA. The letter "A" indicates that the sound has been filtered to reduce the strength of very low and very high frequency sounds, much as the human ear does. C-weighting gives nearly equal emphasis to sounds of most frequencies. Mid-range frequencies approximate the actual (unweighted) sound level, while the very low and very high frequency bands are significantly affected by C-weighting.

Table 7-1: Noise Levels of Common Sources

Sound Source	**SPL(dB(A))**
Air Raid Siren at 50 feet	120
Maximum Levels at Rock Concerts (Rear Seats)	110
On Platform by Passing Subway Train	100
On Sidewalk by Passing Heavy Truck or Bus	90
On Sidewalk by Typical Highway	80
On Sidewalk by Passing Automobiles with Mufflers	70
Typical Urban Area	60-70
Typical Suburban Area	50-60
Quiet Suburban Area at Night	40-50
Typical Rural Area at Night	30-40
Isolated Broadcast Studio	20
Audiometric (Hearing Testing) Booth	10
Threshold of Hearing	0
Notes: A change in 3dB(A) is a just noticeable change in SPL. A change in 10 dB(A)Is perceived as a doubling or halving in SPL.	
Source: 2021 CEQR Technical Manual	

The following is typical of human response to relative changes in noise level:

- 3-dBA change is the threshold of change detectable by the human ear;
- 5-dBA change is readily noticeable; and
- 10-dBA change is perceived as a doubling or halving of the noise level.

The SPL that humans experience typically varies from moment to moment. Therefore, various descriptors are used to evaluate noise levels over time. Some typical descriptors are defined below.

- L_{eq} is the continuous equivalent sound level. The sound energy from the fluctuating SPLs is averaged over time to create a single number to describe the mean energy, or intensity, level. High noise levels during a measurement period will have a greater effect on the L_{eq} than low noise levels. L_{eq} has an advantage over other descriptors because L_{eq} values from various noise sources can be added and subtracted to determine cumulative noise levels.
- $L_{eq(24)}$ is the continuous equivalent sound level over a 24-hour time period.

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

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

Impact Determination and Noise Standards and Guidelines

In 1983, the New York City Department of Environmental Protection (NYCDEP) adopted the City Environmental Protection Order - City Environmental Quality Review (CEPO-CEQR) noise standards at the exterior façade to achieve interior noise levels of 45 dB(A) or below. CEPO-CEQR Noise Exposure Guidelines classify noise exposure into four categories: Acceptable, Marginally Acceptable, Marginally Unacceptable and Clearly Unacceptable. The ranges for each category vary by type of use. The standards are presented in Table 7-2.

Table 7-2

CEQR Noise Exposure Guidelines for Use in City Environmental Impact Review[1]

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

Notes:

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

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

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

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

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

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

For sensitive receptors introduced by the proposed action, the L_{10} noise levels measured directly outside the projected development site are compared with the values in the Noise Exposure Guidelines. If the measured noise levels exceed those in the Marginally Acceptable range, a sufficient level of window/wall noise attenuation is required to prevent a significant adverse impact. The minimum attenuation requirements are presented in Table 7-3.

Table 7-3
Required Attenuation Values to Achieve Acceptable Interior Noise Levels

	Marginally Unacceptable				**Clearly Unacceptable**
Noise level with proposed action	$70 < L_{10} \leq 73$	$73 < L_{10} \leq 76$	$76 < L_{10} \leq 78$	$78 < L_{10} \leq 80$	$80 < L_{10}$
Attenuation[A]	(I) 28 dBA	(II) 31 dBA	(III) 33 dBA	(IV) 35 dBA	$36 + (L_{10} - 80)$[B] dBA

Note: [A]The above composite window-wall attenuation values are for residential dwellings and community facility development. Commercial office spaces and meeting rooms would be 5 dBA less in each category. All the above categories require a closed window situation and hence alternate means of ventilation.
[B]Required attenuation values increase by 1 dBA increments for L_{10} values greater than 80 dBA.
Source: New York City Department of Environmental Protection, 2012.

New Stationary Noise Sources

The proposed action would result in the redevelopment of the projected development sites with two buildings containing a total of 153,571 gsf of light manufacturing and accessory warehouse, office, and garage space. Mechanical equipment associated with industrial and manufacturing operations is a potential stationary noise source. All equipment and activity would be located within the building, however, and would be subject to the Zoning Resolution's performance standards for manufacturing uses. Zoning Resolution (ZR) Section 42-21, Performance Standards Regulating Noise, specifies that in all Manufacturing Districts, the sound pressure level resulting from any activity, whether open or enclosed, shall not exceed, at any point on or beyond any lot line, the maximum permitted decibel levels for the designated octave band as set forth in the table in ZR Section 42-213, Maximum permitted decibel levels. For M1 districts the maximum permitted levels range from 39 decibels for the highest octave band (above 4,800 cycles per second) to 79 decibels for the lowest octave band (20 to 75 cycles per second).

The 2021 *CEQR Technical Manual* presents a screen to determine whether a detailed noise analysis is necessary. Figure 19-1 (reproduced below) shows noise levels in sound power levels versus distance. If the sound power level exceeds the curve shown in Figure 7-1 at a given distance, then a detailed analysis is necessary.

Figure 7-1: CEQR Stationary Source Noise Screen

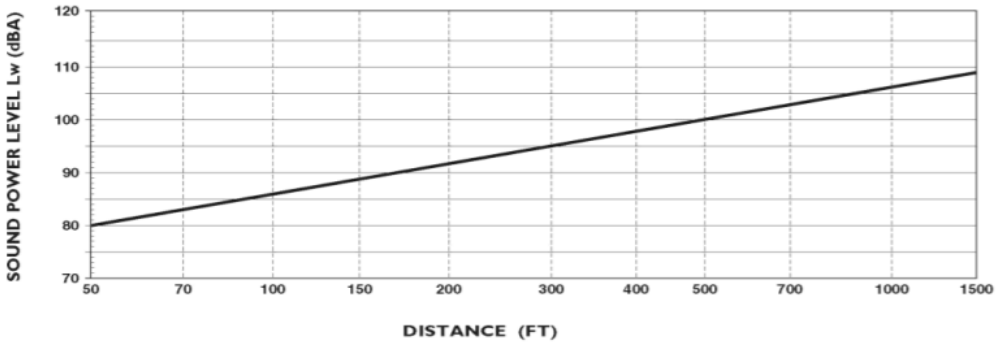


Figure 19-1
Curve for Estimating Lw vs. Distance in Screening Noise Analysis

Noise at a level of 80 dBA at the property line would not have a significant adverse impact on any receptor more than 50 feet from the property. As noted above, the maximum permitted noise level at the property line would be 79 decibels. The streets abutting the Affected Area are all 60 feet wide. The only lot within 50 feet of either projected development site is the one directly north of the Affected Area (Block 1019, Lot 46, or 26-10 BQE West), which is occupied by a warehouse. A warehouse is not considered a sensitive noise receptor for CEQR purposes. It is assumed that the building mechanical systems (i.e., HVAC systems) would be designed to meet all applicable noise regulations (i.e., Subchapter 5, §24-227 of the New York City Noise Control Code, the New York City Department of Buildings Code) and to avoid producing levels that would result in any significant increase in ambient noise levels. Therefore, the proposed action would not result in any significant adverse noise impacts related to building mechanical equipment. The proposed action would therefore not have the potential to cause a significant adverse stationary source noise impact.

New Mobile Noise Sources

According to the trip generation analysis in Section 5, Transportation, the projected action-generated redevelopment within the Affected Area would result in a net reduction in vehicle trips relative to no-action volumes during the weekday midday and late afternoon peak hours and the Saturday midday peak hour and would result in a net addition of four vehicle trips during the weekday morning peak hour. Furthermore, the land uses in the immediate vicinity of the Affected Area are all warehouses and other light industrial or semi-industrial buildings, which are not considered sensitive noise receptors for CEQR purposes. The proposed action would therefore not have the potential to cause a significant adverse mobile source noise impact.

Existing Ambient Noise Levels

An action can cause a significant adverse noise impact if it introduces new noise-sensitive uses in an area characterized by high ambient noise levels. The proposed action would lead to the development of new light manufacturing facilities, which are not sensitive receptors for CEQR noise assessment purposes. The proposed action would therefore not have the potential to cause a significant adverse noise impact as a result of existing ambient noise levels.

Conclusion

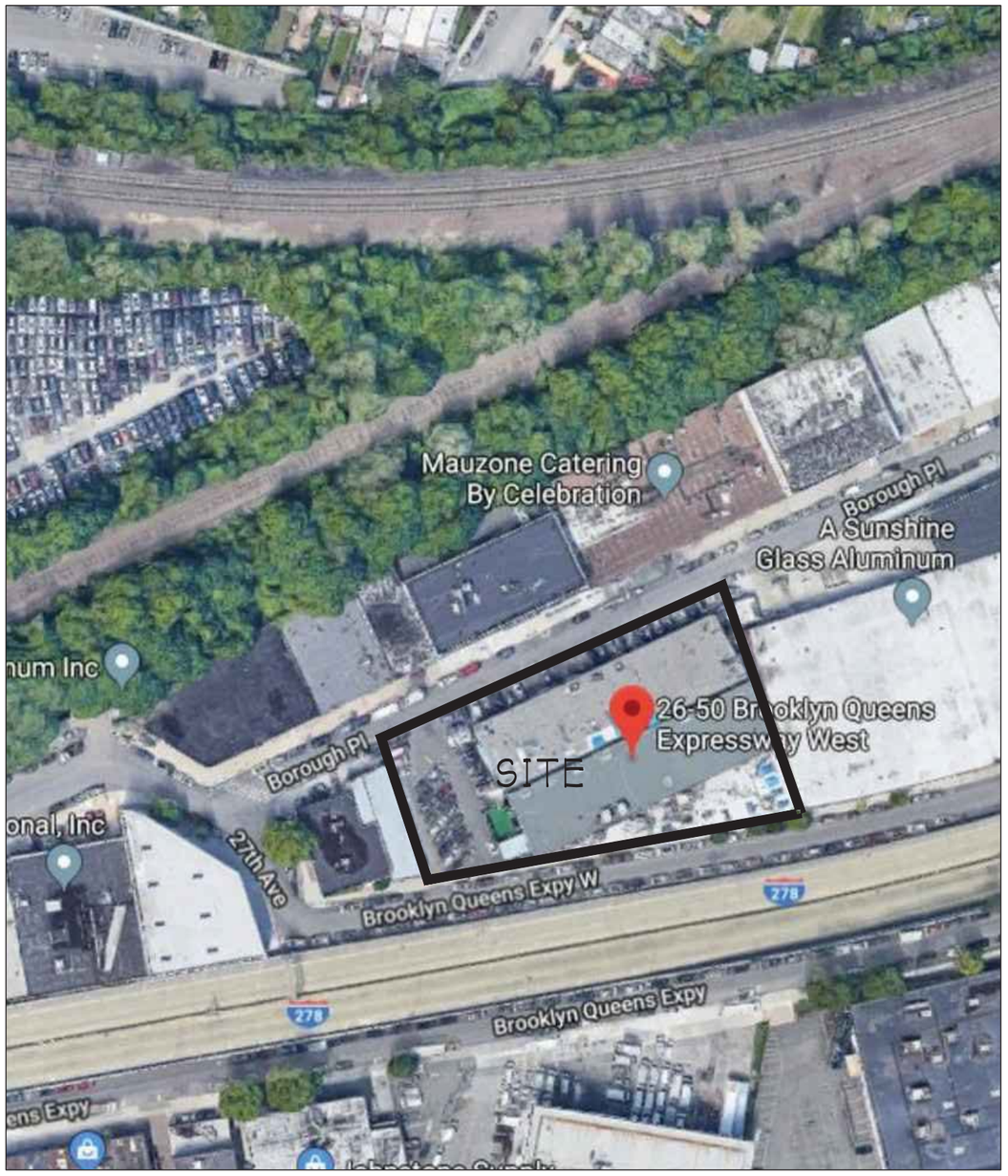
The proposed action would not cause a significant adverse noise impact, and further analysis is not warranted.

APPENDIX A: ARCHITECTURAL PLANS

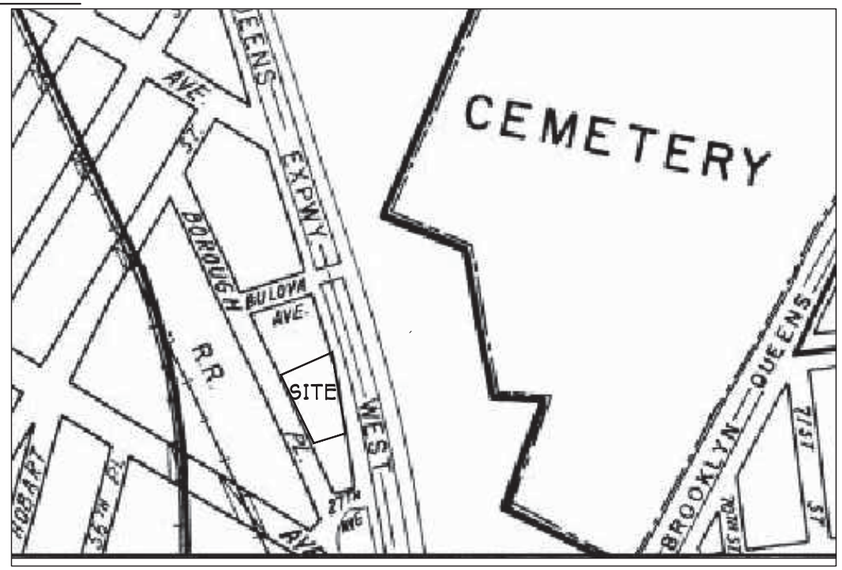
Architectural plans are for illustrative purposes only.

ZONING ANALYSIS

26-50 BQE WEST
WOODSIDE, NY



AERIAL PHOTO



ZONING MAP No. 9C



AREA MAP

THE ARCHITECT SHALL NOT HAVE CONTROL OR CHARGE OF AND SHALL NOT BE RESPONSIBLE FOR CONSTRUCTION MEANS, METHODS, DEVIATIONS, TECHNIQUES, SEQUENCES OR PROCEDURES, OR FOR SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTIONS WITH THE WORK, FOR THE ACTS OR OMISSIONS OF THE CONTRACTOR, SUBCONTRACTORS OR ANY OTHER PERSONS PERFORMING ANY OF THE WORK, OR FOR THE FAILURE OF THEM TO CARRY OUT THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS. ALWAYS USE DIMENSIONS AS SHOWN. DRAWINGS ARE NOT TO BE SCALED. GERALD J. CALIENDO ARCHITECT, P.C. AND ITS PRINCIPAL/EMPLOYEES WERE NOT RETAINED FOR ANY CONSTRUCTION SUPERVISION.

Gerald J. Caliendo, R.A., A.I.A.
Architect, P.C.
Architecture
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Code Consultant
Building Dept. Expediting
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Briarwood N.Y. 11435
Tel. (718) 268-9098
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www.caliendoarchitects.com

DRAWING TITLE: ZONING ANALYSIS - M1-2
FOR ILLUSTRATIVE PURPOSES ONLY

PREMISES: 26-50 BQE West
WOODSIDE, NY

DRAWN BY:	N.M.H.	JOB No:	19007	SCALE: AS NOTED
CHECKED BY:	GJC			DATE: 10-22-19

REGISTERED ARCHITECT
GERALD J. CALIENDO
020241
STATE OF NEW YORK

DRAWING No: 1 OF 6

Z-001.00

ZONING ANALYSIS

Site Data		List of Required Actions
Block(s)	1019	1. Zoning map amendment
Lot(s)	2	
Street Address(es)	26-50 BQE West	
Existing Zoning: M1-1	M1-2	
Community District	401	
Zoning Section Map No.	9c	
Zoning Lot Area	43,206.58 sf	

Item	Zoning Section	Permitted/Required in M1-1	Permitted/Required in M1-2	Proposed	Compliance in M1-2
Uses Permitted	42-00	4 -14, 16 & 17		9, 12 & 16	yes
Max. F.A.R.					
Commercial / Manufacturing	43-12	1.00	2.00	2.00	yes
Max. Floor Area					
Commercial / Manufacturing	43-12	43,206.58 sf	86,413.16 sf	*86,406.3 sf	yes
Acc. Offices				8,970.36 sf	
Warehouse				77,435.94 sf	
Yards					
Side	43-25	0 or 8'-0" min.		0	yes
Rear Yard Equivalent	43-28	20 ft. along both side lot lines (1st floor/20 ft. h. permitted obstruction)		20 ft. along both side lot lines	yes
Max. Height & Setback -					
Initial setback distance - Narrow St	43-44	15'-0"	15'-0"	17'-0"	yes
Initial setback distance - Wide St		10'-0"	10'-0"	10'-0"	
Front wall above curb level		30'-0" or 2 Stories	60'-0" or 4 Stories	45 ft. - 3 stories	
Sky Exposure Plane - Narrow St.		1.4 to 1	2.7 to 1	2.7 to 1	
Sky Exposure Plane - Wide St.		1.4 to 1	5.6 to 1	5.6 to 1	
Req'd. Parking					
General Retail or Service uses,	44-21	1 per 300 sf = 30 spaces		30 spaces	yes
Semi-industrial uses		1 per 1,000 sf = 77 spaces		77 spaces	
Req'd. Bicycle Parking					
General Retail & Service uses	44-60	1 per 10,000 sf		9 bike spaces	yes
Req'd. Loading					
General Retail or Service uses	44-52	First 8,000 = 0 Next 17,000 = 1 Next 15,000 = 1		4	yes
Manufacturing & storage uses		Next 20,000 = 1 Next 40,000 = 1			

*denotes total Zoning Floor Area after applicable deductions

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DRAWING TITLE: ZONING ANALYSIS - M1-2 FOR ILLUSTRATIVE PURPOSES ONLY

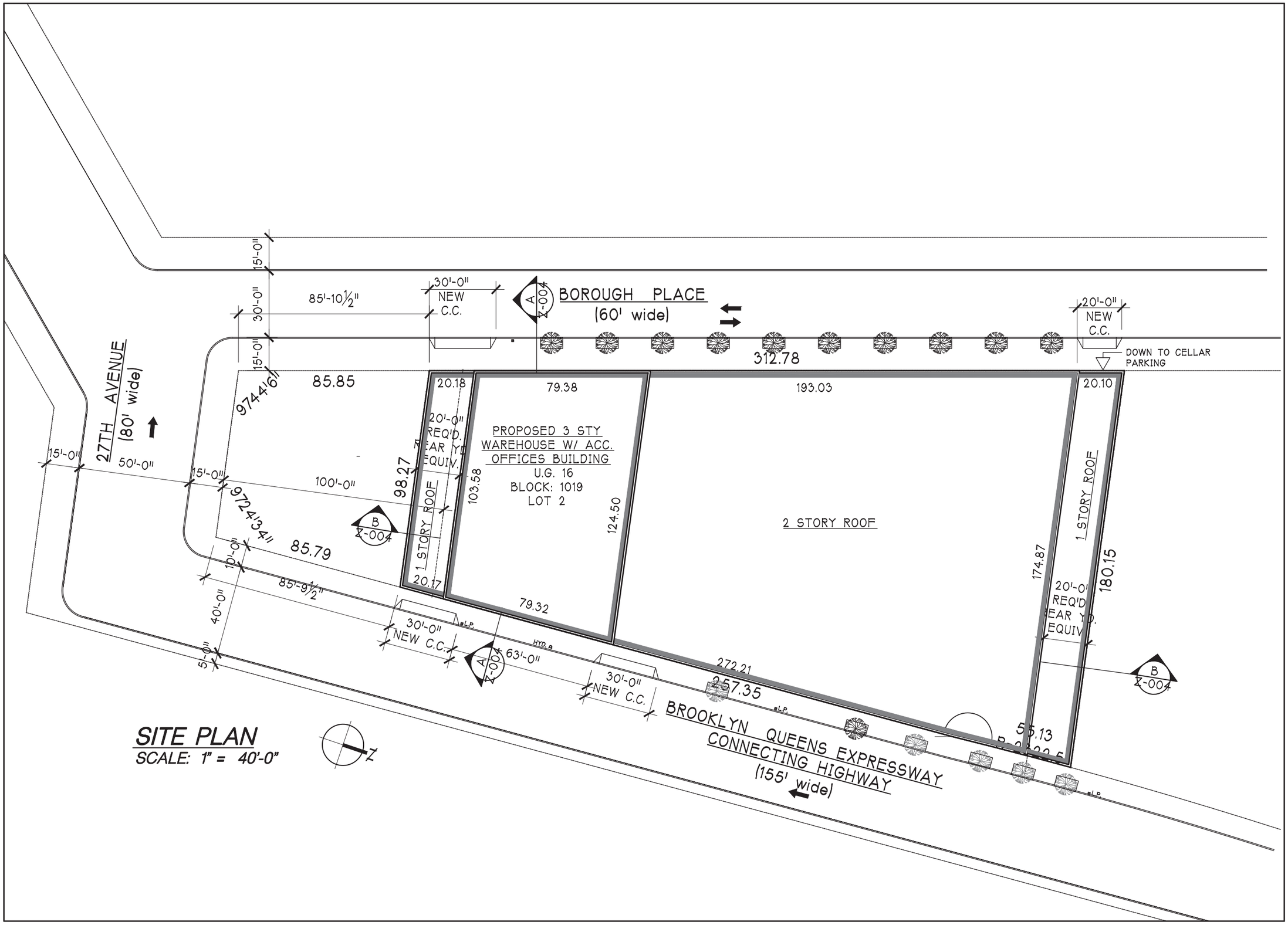
PREMISES: 26-50 BQE West WOODSIDE, NY

DRAWN BY:	CHECKED BY:	JOB No:	SCALE:	DATE:
N.M.H.	GJC	19007	AS NOTED	10-22-19

REGISTERED ARCHITECT GERALD J. CALIENDO 020241 STATE OF NEW YORK

DRAWING No: 2 OF 6

Z-002.00



SITE PLAN
SCALE: 1" = 40'-0"

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DRAWING TITLE: SITE PLAN - M1-2
FOR ILLUSTRATIVE PURPOSES ONLY

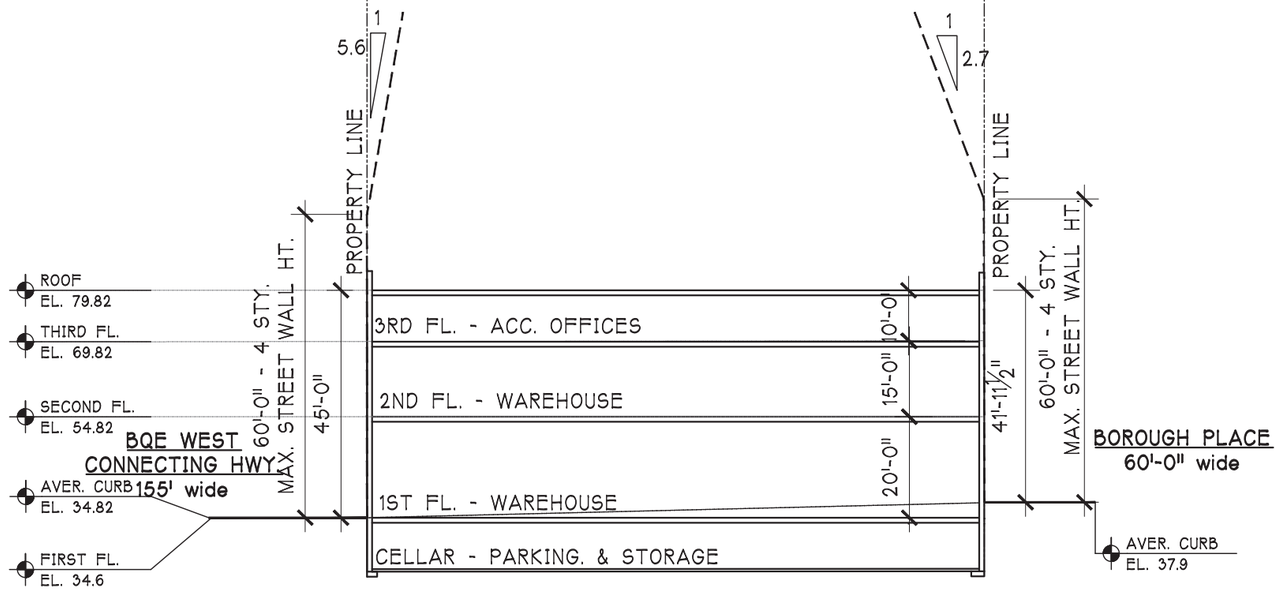
PREMISES: 26-50 BQE WEST
WOODSIDE, NY

DRAWN BY:	N.M.H.
CHECKED BY:	GJC
JOB No:	19007
SCALE:	AS NOTED
DATE:	10-11-19

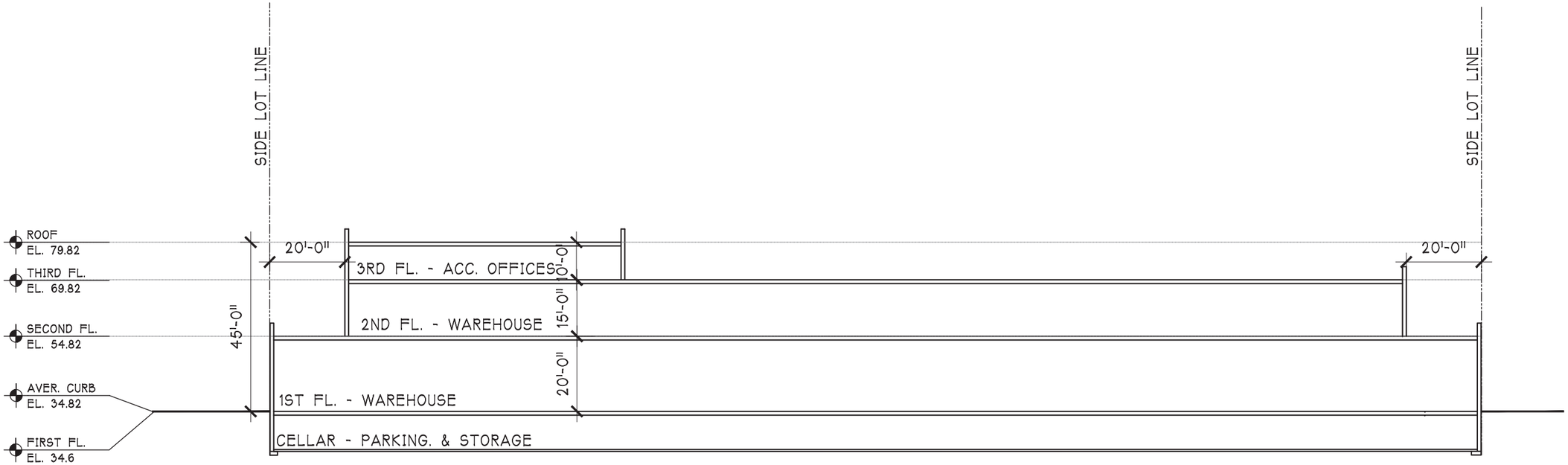
SEAL: REGISTERED ARCHITECT GERALD J. CALIENDO 020241 STATE OF NEW YORK

DRAWING No: 3 OF 6

Z-003.00



SCHEMATIC SECTION A-A
SCALE: 1" = 30'-0"



SCHEMATIC SECTION B-B
SCALE: 1" = 30'-0"

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DRAWING TITLE: SECTIONS
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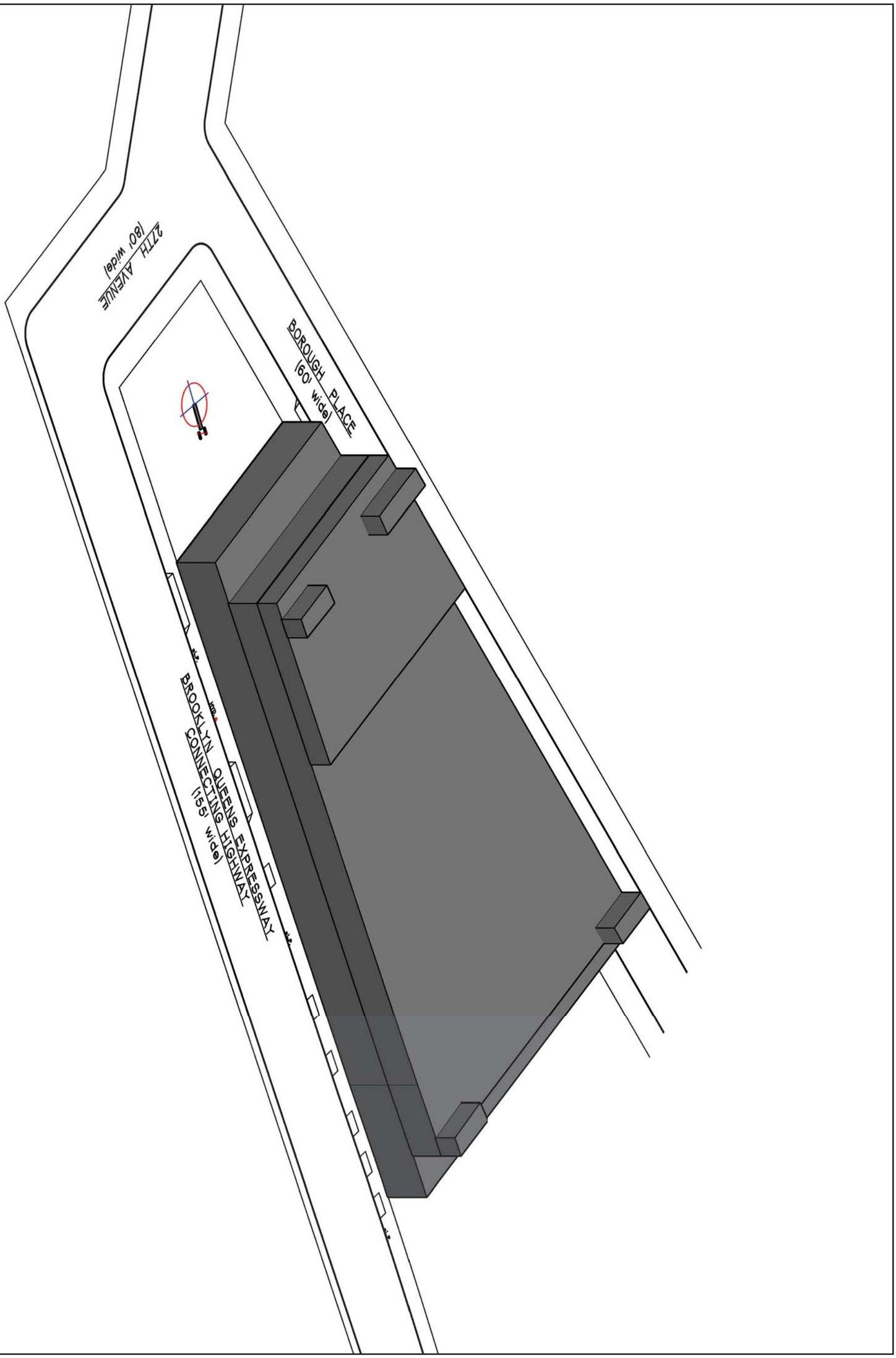
PREMISES: 26-50 BQE WEST
WOODSIDE, NY

DRAWN BY:	CHECKED BY:	JOB No:	SCALE:	DATE:
N.M.H.	GJC	19007	AS NOTED	10-22-19

SEAL: REGISTERED ARCHITECT GERALD J. CALIENDO 020241 STATE OF NEW YORK

DRAWING No.: 4 OF 6

Z-004.00



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Z-005.00

DRAWING No: 5 OF 6

SEAL: REGISTERED ARCHITECT GERALD J. CALIENDO 020241 STATE OF NEW YORK

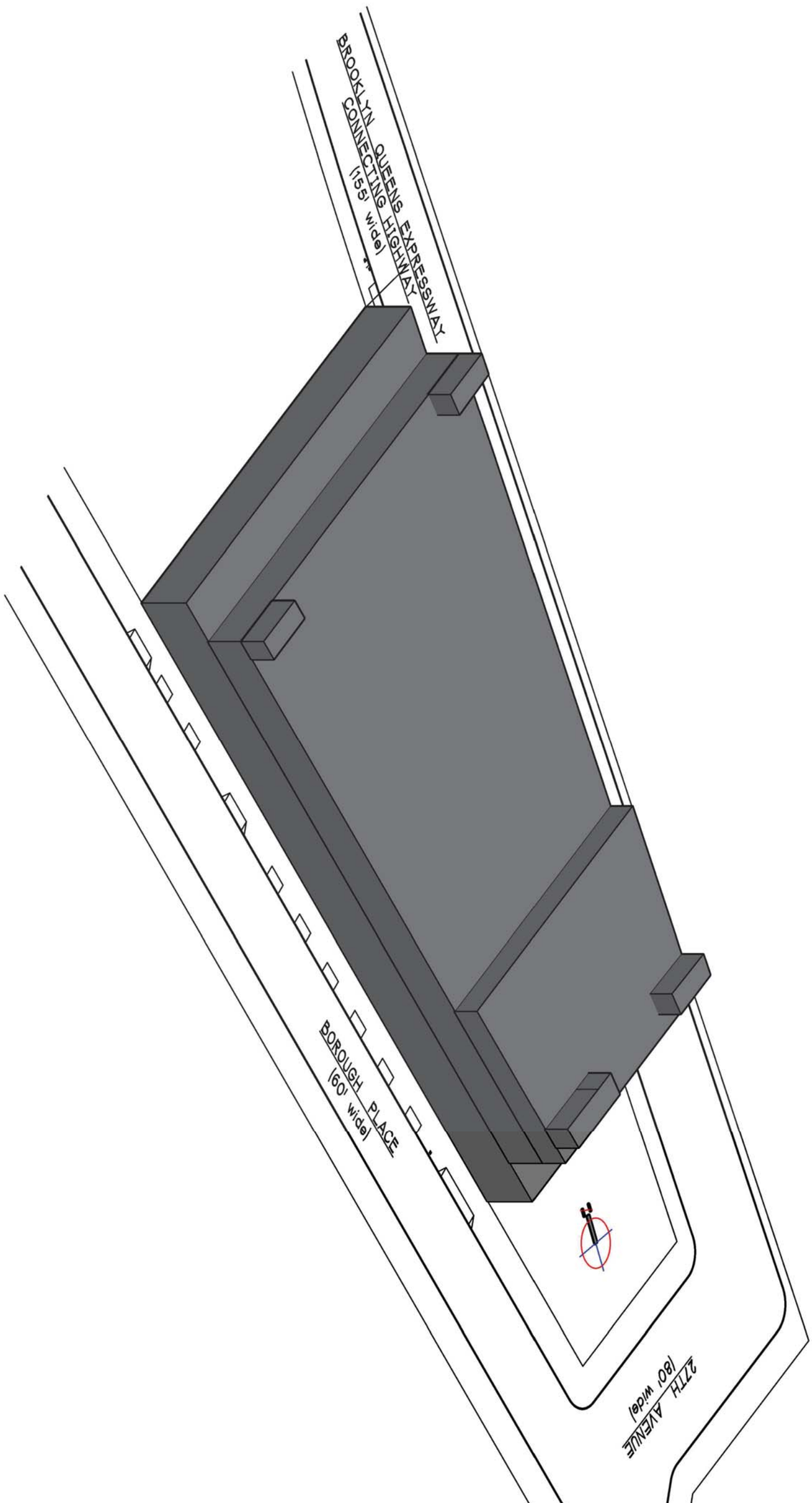
DRAWN BY:	N.M.H.
CHECKED BY:	GJC
JOB No:	19007
SCALE:	AS NOTED
DATE:	10-22-19

DRAWING TITLE: MASSING DIAGRAM - M1-5
FOR ILLUSTRATIVE PURPOSES ONLY

PREMISES:

26-50 BQE WEST
WOODSIDE, NY

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Z-006

DRAWING No: 6 OF 6

SEAL: REGISTERED ARCHITECT GERALD J. CALIENDO 020241 STATE OF NEW YORK

DRAWN BY:	N.M.H.
CHECKED BY:	GJC
JOB No:	19007
SCALE:	AS NOTED
DATE:	10-22-19

DRAWING TITLE: MASS DIAGRAM - M1-5
FOR ILLUSTRATIVE PURPOSES ONLY

PREMISES:

26-50 BQE WEST
WOODSIDE, NY

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Expediting

APPENDIX B: AGENCY CORRESPONDENCE

Landmarks Preservation Commission

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

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

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / LA-CEQR-Q
Project:
Date Received: 11/23/2020

Properties with no Architectural or Archaeological significance:
1) 26-60 BOROUGH PLACE, BBL: 4010190001
2) 26-50 BOROUGH PLACE, BBL: 4010190002

Gina Santucci 12/4/20

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 35292_FSO_DNP_11302020.docx

Vincent Sapienza, P.E.
Commissioner

Angela Licata
Deputy Commissioner of Sustainability

59-17 Junction Blvd.
Flushing, NY 11373

Tel. (718) 595-4398
Fax (718) 595-4422
alicata@dep.nyc.gov

February 5, 2021

George Todorovic
Associate Borough Planner
New York City Department of City Planning
Staten Island Office
130 Stuyvesant Place
Staten Island, New York 10301

Re: 26-50 Brooklyn Queens Expressway West Rezoning
Block 1019, Lots 1 and 2
CEQR # 21DCP133Q

Dear Mr. Todorovic:

The New York City Department of Environmental Protection, Bureau of Sustainability (DEP) has reviewed the December 2020 Environmental Assessment Statement prepared by Environmental Studies Corporation and the April 2018 Phase I Environmental Site Assessment (Phase I) prepared by Nova Geophysical Engineering Subsurface Mapping Solutions on behalf of 2650 BQE LOR, LLC., (applicant), for the above referenced project located along the Brooklyn Queens Expressway West between Bulova Avenue and 27th Avenue in the Woodside neighborhood of Queens Community District 1. It is our understanding that the applicant is seeking a zoning map amendment from the New York City Department of City Planning (DCP) to rezone Block 1019, Lots 1 and 2 from a M1-1 zoning district to a M1-2 zoning district, to facilitate the redevelopment of Block 1019, Lot 2 (Projected Development Site 1) with a new 3-story, 131,173 gross square feet (gsf), building containing light manufacturing, accessory warehouse, accessory office and accessory parking uses. The applicant-owned Projected Development Site 1 is currently developed with two commercial buildings, while the remainder of the project area not controlled by the applicant, Projected Development Site 2 (Block 1019, Lot 1), is currently developed with one commercial building. It should also be noted that in the Future With-Action Scenario, it is assumed that Projected Development Site 2 (Block 1019, Lot 1) would be redeveloped with a new 2-story, 22,398 gsf building containing light manufacturing, accessory warehouse, accessory office, and accessory parking uses.

Projected Development Site 1: Block 1019, Lot 2

The April 2018 Phase I report revealed that historical on-site and surrounding area land uses consists of manufacturing, commercial and residential uses including Ultimate Fitness Gym, NYC gentleman's club, an auto glass shop, an auto repair shop, a paper packaging company, a machine shop, a metal finishing facility, an iron works facility, U-Haul Moving and Storage, Stone Boss Industries Incorporated, Seoul Metal and Glass Incorporated, Seoul Aluminum Incorporated, as well as several residential buildings. Regulatory databases such as the New York State Department of Environmental Conservation SPILLS, Leaking Underground Storage Tank, Leaking Storage Tanks (LTANKS), Resource Conservation and Recovery Act Generators, and Petroleum Bulk Storage (PBS) Underground Storage Tanks (USTs) and PBS Aboveground Storage Tanks (ASTs) identified several sites in close proximity to the project site. The SPILLS database reported six SPILLS within a 1/8-mile radius of the

project site and the LTANKS database reported 24 LTANKS within a 1/2-mile radius of the project site. The PBS USTs and the PBS ASTs databases reported 14 USTs and 12 ASTs within a 1/4-mile radius of the project site.

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

Projected Development Site 1: Block 1019, Lot 2 (Site under the control or ownership of the applicant)

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

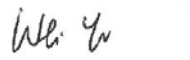
- DCP should also instruct the applicant that the Phase II Work Plan and HASP should be submitted for DEP review and approval prior to the start of any fieldwork.

Projected Development Site 2: Block 1019, Lot 1 (Site not under the control or ownership of the applicant)

- Based on prior on-site and/or surrounding area land uses which could result in environmental contamination, DEP recommends that an (E) Designation for hazardous materials should be placed on the zoning map pursuant to Section 11-15 of the New York City Zoning Resolution for the subject property. The (E) Designation will ensure that testing and mitigation will be provided as necessary before any future development and/or soil disturbance. The applicant should be directed to coordinate further hazardous materials assessments through the Mayor's Office of Environmental Remediation (OER).

Future correspondence and submittals related to this project should include the following CEQR # **21DCP133Q**. If you have any questions, you may contact Ms. Cassandra Scantlebury at (718) 595-6756.

Sincerely,



Wei Yu
Deputy Director, Hazardous Materials

cc: R. Weissbard
T. Estesen
C. Scantlebury
M. Wimbish
R. Lucas
O. Abinader – DCP
M. Bertini – OER

Environmental Protection

Rohit T. Aggarwala
Commissioner

Angela Licata
Deputy Commissioner
Sustainability

59-17 Junction Blvd.
Flushing, NY 11373

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

April 20, 2022

Stacey Barron
Associate Project Manager
New York City Department of City Planning
120 Broadway, 31st Floor
New York, New York 10271

Re: 26-50 Brooklyn Queens Expressway West Rezoning
Block 1019, Lots 1 and 2
CEQR # 21DCP133Q

Dear Ms. Barron:

The New York City Department of Environmental Protection, Bureau of Sustainability (DEP) has reviewed the Revised February 2022 Phase II Environmental Site Assessment (Phase II), the February 2022 Remedial Action Plan (RAP) and the February 2022 Construction Health and Safety Plan (CHASP) prepared by Environmental Studies Corporation on behalf of 2650 BQE LOR, LLC., (applicant), for the above referenced project located along the Brooklyn Queens Expressway West between Bulova Avenue and 27th Avenue in the Woodside neighborhood of Queens Community District 1. It is our understanding that the applicant is seeking a zoning map amendment from the New York City Department of City Planning (DCP) to rezone Block 1019, Lots 1 and 2 from a M1-1 zoning district to a M1-2 zoning district. The proposed action would facilitate the expansion of a commercial building located on Block 1019, Lot 2 (Projected Development Site 1) with a new 3-story, 131,173 gross square feet (gsf), building containing light manufacturing, accessory warehouse, accessory office and accessory parking uses. The first two stories would contain 79,020 gsf of manufacturing and accessory warehouse space and an 1,800 gsf garage entrance ramp, the third story would contain 8,970 gsf of accessory office space, and the cellar would contain 35,000 gsf of parking and 6,383 gsf of mechanical and storage space. The cellar garage would contain 107 accessory parking spaces. The applicant-owned Projected Development Site 1 is currently developed with two commercial buildings, while the remainder of the project area not controlled by the applicant, Projected Development Site 2 (Block 1019, Lot 1), is currently developed with one commercial building. It should also be noted that in the Future With-Action Scenario, it is assumed that Projected Development Site 2 would be redeveloped with a new 2-story, 22,398 gsf building containing light manufacturing, accessory warehouse, accessory office, and accessory parking uses.

During the September 2021 and January 2022 fieldwork, seven soil borings (B-1 through B-7), three temporary groundwater monitoring wells (B-1GW, B-4GW and B-7GW), six soil vapor probes (SV-1 through SV-6) and one indoor ambient air monitor (IA-1) were installed at the project site. Two soil samples were collected from borings B-2, B-3, B-5, B-6 and B-7; one surface sample taken from 0 - 2 feet below grade surface (bgs) and a second subsurface sample taken from 10 - 12 feet bgs. Borings B-1 and B-4 were installed in the existing basement, which is 10 feet bgs, therefore only one soil sample was collected from each boring from 0 - 2 feet below the basement floor slab. Twelve soil samples and three groundwater samples were collected and

analyzed for volatile organic compounds (VOCs) via United States Environmental Protection Agency (EPA) Method 8260, semi-volatile organic compounds (SVOCs) via EPA Method 8270BN, pesticides via EPA Method 8081, polychlorinated biphenyls (PCBs) via EPA Method 8082 and Target Analyte List metals (filtered and unfiltered for groundwater samples). Six soil vapor samples and one indoor ambient air sample were also collected and analyzed for VOCs via EPA Method TO-15.

The soil analytical results revealed VOCs were either non-detect (ND) or below New York State Department of Environmental Conservation (NYSDEC) 6 NYCRR Part 375 Unrestricted Use Soil Cleanup Objectives (SCOs). Seven SVOCs (benzo(a)anthracene, benzo(a)pyrene, benzo(b)fluoranthene, benzo(k)fluoranthene, chrysene, dibenzo(a,h)anthracene and indeno(1,2,3-cd)pyrene), three pesticides (4,4-DDE, 4,4-DDD and 4,4-DDT), two PCBs (aroclor-1254 and aroclor-1260) and six metals (barium, chromium, copper, lead, mercury and zinc) were detected above NYSDEC Unrestricted Use and/or Restricted Residential Use SCOs. The groundwater analytical results revealed SVOCs, PCBs and pesticides were either ND or below NYSDEC Division of Water Technical Operational Guidance Series 1.1.1 Ambient Water Quality Standards and Guidance Values and Groundwater Effluent Limitations for Class GA standards (Water Quality Guidance Values). One VOC (trichloroethene) and sixteen metals (aluminum, arsenic, barium, beryllium, chromium, cobalt, copper, iron, lead, magnesium, manganese, nickel, selenium, sodium, vanadium and zinc) were detected above NYSDEC Water Quality Guidance Values. The soil vapor and indoor air analytical results revealed several VOCs including acetone, benzene, 2-butanone, 2-hexanone, 2-methyl-2-pentanone, carbon tetrachloride, chloroform, chloromethane, cyclohexane, dichlorodifluoromethane, ethyl acetate, ethylbenzene, isopropanol, methyl methacrylate, methylene chloride, n-heptane, n-hexane, tetrachloroethylene (PCE), toluene, 1,2,4-trimethylbenzene, 1,3-butadiene, 1,3,5-trimethylbenzene, m-&p-xylenes, o-xylene, p-ethyltoluene, styrene, tetrahydrofuran, trichloroethylene (TCE), trichlorofluoromethane and propylene were detected. It should be noted that the PCE and TCE concentrations detected in one of the soil vapor samples were above the Air Guideline Values (September 2013 and August 2015 updates) in New York State Department of Health's October 2006 Guidance for Evaluating Soil Vapor Intrusion in the State of New York.

The February 2022 RAP proposes proper handling, transportation and disposal of excavated materials from the site in accordance with applicable laws and regulations; dust suppression procedures; air monitoring procedures; stockpiling of excavated soils on double layers of 6-mil minimum sheeting and covered with appropriately anchored plastic tarps; stormwater pollution prevention measures; all found underground storage tanks will be properly removed and closed in accordance with applicable federal, state and local regulations; dewatering, if necessary, conducted in accordance with a New York City Department of Environmental Protection Sewer Discharge Permit; the installation of a cover system consisting of a 6-inch thick concrete foundation and building slab; the installation of a 20-mil Stego Wrap vapor barrier, or equivalent, beneath the building slab, on sub-grade foundation sidewalls and the elevator pit slab and sidewalls; ventilation of the below-grade level (cellar) in accordance with the New York City Mechanical Code; as well as the installation of two feet of DEP approved clean soil in any landscaped/grass covered areas of the site not capped with concrete/asphalt. The February 2022 CHASP addresses worker and community health and safety during redevelopment.

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

DEP finds the February 2022 RAP and CHASP, which addresses worker and community health and safety during construction acceptable. DCP should instruct the applicant that at the completion of the project, a Professional Engineer (P.E.) certified Remedial Closure Report should be submitted for DEP review and approval for the proposed project. The P.E. certified Remedial Closure Report should indicate that all remedial requirements have been properly implemented (i.e., proper

transportation/disposal manifests and certificates from impacted soils removed and properly disposed of in accordance with applicable federal, state and local laws and regulations; proof of installation of engineering control system; ventilation of the below grade level in accordance with all applicable New York City Department of Buildings Codes; and two feet of DEP approved certified clean fill/top soil capping requirement in any landscaped/grass covered areas not capped with concrete/asphalt, etc.).

Future correspondence and submittals related to this project should include the following CEQR number **21DCP133Q**. If you have any questions, you may contact Ms. Cassandra Scantlebury at (718) 595-6756.

Sincerely,

Wei Yu
Deputy Director, Hazardous Materials

cc: R. Weissbard
T. Estesen
C. Scantlebury
M. Wimbish
S. Shellooe - DCP

APPENDIX C: TRANSPORTATION

Table 2: Transportation Planning Factors

Land Use:	Auto Repair Shop	Warehouse	Eating/Drinking Establishment	Health Club (PCE)	Manufacturing
	gsf	gsf	gsf	gsf	gsf
Size/Units:	(5,930)	(9,790)	(5,000)	(38,910)	153,571
Trip Generation:	**(a)**	**(b, c)**	**(a)**	**(d)**	**(e)**
Weekday	19.42	2.36	173	51.6	5.2
Saturday	19.42	0.2	181	50.4	8.4
	per 1,000gsf	per 1,000gsf	per 1,000 gsf	per 1,000 gsf	per 1,000gsf
Linked-Trip:	0%	0%	0%	0%	0%
Temporal Distribution:	**(f)**	**(b)**	**(a)**	**(d)**	**(e, g)**
AM Peak Hour	13.2%	10%	0.9%	9%	15.8%
MD Peak Hour	11%	9%	6.2%	7.4%	13%
PM Peak Hour	14.2%	11%	8.3%	9%	17%
Sat. MD Peak Hour	9%	33%	11%	12.6%	13%
	(a)	**(h)**	**(a)**	**(k)**	**(h)**
Modal Split :	all periods	all periods	all periods	all periods	all periods
Auto	85%	59.4%	25%	4%	59.4%
Taxi	5%	0.1%	20%	9%	0.1%
Subway	1%	23.3%	30%	12%	23.3%
Bus	1%	5.2%	5%	5%	5.2%
Walk & Other	8%	12%	20%	70%	12%
Total	100%	100%	100%	100%	100%
	(a)	**(b)**	**(a)**	**(f)**	**(e)**
In/Out Splits:	In/Out	In/Out	In/Out	In/Out	In/Out
AM Peak Hour	65/35	77/23	94/6	57/43	77/23
MD Peak Hour	50/50	53/47	50/50	57/43	50/50
PM Peak Hour	50/50	27/73	67/33	52/48	31/69
Sat. MD Peak Hour	50/50	64/36	50/50	45/55	50/50
Vehicle Occupancy:	**(a)**	**(b&a)**	**(a)**	**(f)**	**(h)**
Auto	1.3	1.11	2.2	1.4	1.11
Taxi	1.3	2.0	2.3	1.4	1.11
Truck Trip Generation:	**(a)**	**(b, c & i, c)**	**(a)**	**(f)**	**(g)**
Weekday	0.89	0.91	3.6	0.04	0.52
Saturday	0.05	0.08	3.6	0.04	0.52
	per 1,000 gsf	per 1,000 gsf	per 1,000 gsf	per 1,000 gsf	per 1,000 gsf
	(a)	**(b&b&b&j)**	**(a)**	**(k)**	**(g)**
AM Peak Hour	14%	9.9%	6%	8%	14%
MD Peak Hour	9%	8%	6%	11%	8.6%
PM Peak Hour	1%	7%	1%	1%	1%
Sat. MD Peak Hour	0%	28%	6%	0.0%	8.6%
AM/MD/PM/Sat. MD	50/50	50/50	50/50	50/50	50/50

Sources:

(a)-Jerome Avenue Rezoning FEIS, Table 13.8.

(b)-ITE Trip Generation Manual, 10th Edition, Land Use 150 (Warehousing)

(c)-Trip generation rate includes a 1.51 adjustment factor per DOT Trip Generation Survey.

(d)-2021 CEQR Technical Manual, Table 16-2

(e)-ITE Trip Generation Manual, 10th Edition, Land Use 140 (Manufacturing)

(f)-Information was provided by EARD, City Planning.

(g)-MD peak hour share of trips: 2004 No. 7 Subway Extension-Hudson Yards Rezoning and Development Program FGEIS

(h)-2012-2016 (ACS)-Reverse-Journey-to-Work (RJTW)Census

Tract #'s 141, 145, 147, 163, 257, 293, 295, 297, 299 and 309.02 in Queens N.Y. (Exhibits A&B)

(i)-Adjusted per the ratio of weekday to Saturday in (b).

(j)-DOT Trip Generation Survey

(k)-Spofford Campus FEIS (2018)

Table 3: Estimated Person Trips

Land Use:	Auto Repair Shop	Warehouse	Eating/Drinking Establishment	Health Club (PCE)	Manufacturing	Total Net Person Trips by Mode of Transportation	
	gsf	gsf	gsf	gsf	gsf		
Size/Units:	(5,930)	(9,790)	(5,000)	(38,910)	153,571		
Peak hour Trips							
AM Peak Hour	-15	-2	-8	-181	126	-80	
Midday Peak Hour	-13	-2	-54	-149	104	-113	
PM Peak Hour	-16	-3	-72	-181	136	-136	
Saturday Midday Peak Hour	-10	-1	-100	-247	168	-190	
Person Trips:							
AM Peak Hour							
Auto	-13	-1	-2	-7	75	51	
Taxi	-1	0	-2	-16	0	-18	
Subway	0	-1	-2	-22	29	5	5
Bus	0	0	0	-9	7	-3	-3
Walk & Other	-1	0	-2	-126	15	-114	-114
Total	-15	-2	-8	-181	126	-80	-113
Midday Peak Hour							
Auto	-11	-1	-13	-6	62	30	
Taxi	-1	0	-11	-13	0	-25	
Subway	0	0	-16	-18	24	-10	-10
Bus	0	0	-3	-7	5	-5	-5
Walk & Other	-1	0	-11	-104	12	-104	-104
Total	-13	-2	-54	-149	104	-113	-119
PM Peak Hour							
Auto	-14	-2	-18	-7	81	40	
Taxi	-1	0	-14	-16	0	-31	
Subway	0	-1	-22	-22	32	-12	-12
Bus	0	0	-4	-9	7	-6	-6
Walk & Other	-1	0	-14	-126	16	-126	-126
Total	-16	-3	-72	-180	136	-136	-144
Saturday Midday Peak Hour							
Auto	-9	0	-25	-10	100	56	
Taxi	-1	0	-20	-22	0	-42	
Subway	0	0	-30	-30	39	-21	-21
Bus	0	0	-5	-12	9	-9	-9
Walk & Other	-1	0	-20	-173	20	-174	-174
Total	-10	-1	-100	-247	168	-190	-203

Table 4: Estimated Vehicular Trips

Land Use:	Auto Repair Shop	Warehouse	Eating/Drinking Establishment	Health Club (PCE)	Manufacturing	Total Net Vehicle Trips by Mode of Transportation
	gsf	gsf	gsf	gsf	gsf	
Size/Units:	(5,930)	(9,790)	(5,000)	(38,910)	153,571	
Vehicular Trips						
AM Peak Hour						
Auto (Total)	-10	-1	-1	-5	68	51
Taxi	-1	0	-1	-12	0	-14
Taxi (Balanced)	-2	0	-2	-24	0	-28
Truck	-1	-1	-1	0	11	8
Truck(Balanced)	-2	-2	-2	0	22	16
Total	-14	-3	-5	-29	90	39
In/Out Trips	***-9/-5***	***-2/-1***	***-3/-2***	***-15/-14***	***69/21***	***40/-1***
Midday Peak Hour						
Auto (Total)	-8	-1	-6	-4	56	37
Taxi	0	0	-5	-10	0	-15
Taxi (Balanced)	0	0	-10	-20	0	-30
Truck	0	-1	-1	0	7	5
Truck(Balanced)	0	-2	-2	0	14	10
Total	-8	-3	-18	-24	70	17
In/Out Trips	***-4/-4***	***-2/-1***	***-9/-9***	***-12/-12***	***35/35***	***8/9***
PM Peak Hour						
Auto (Total)	-11	-2	-8	-5	73	47
Taxi	-1	0	-6	-12	0	-19
Taxi (Balanced)	-2	0	-12	-24	0	-38
Truck	0	-1	0	0	1	0
Truck(Balanced)	0	-2	0	0	2	0
Total	-13	-4	-20	-29	75	9
In/Out Trips	***-7/-6***	***-2/-2***	***-11/-9***	***-15/-14***	***23/52***	***-12/+21***
Saturday Midday Peak Hour						
Auto (Total)	-7	0	-11	-7	90	65
Taxi	0	0	-9	-16	0	-25
Taxi (Balanced)	0	0	-18	-32	0	-50
Truck	0	0	-1	0	7	6
Truck(Balanced)	0	0	-2	0	14	12
Total	-7	0	-31	-39	104	27
In/Out Trips	***-4/-3***	***0/0***	***-16/-15***	***-19/-20***	***52/52***	***13/14***

Table 13-8: Transportation Planning Factors

Land Use	Local Retail	Regional Retail	Office	Residential	Restaurant (sit-down)	Light Industrial	Auto Repair	Auto Dealership	Warehouse
Trip Generation	(1)	(1)	(1)	(1)	(17)	(10, 11)	(2)	(18)	(19)
Weekday	205	78.2	18	8.075	173	11.5	19.42	45.6	4.9
Saturday	240	92.5	3.9	9.6	181	1.7	19.42	28.8	1.7
	per 1,000 sf	per 1,000 sf	per 1,000 sf	per DU	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf
Temporal Distribution	(1)	(1)	(1)	(1)	(17)	(10, 12)	(2)	(7,18)	(9,19)
AM	3.0%	3.0%	12.0%	10.0%	0.9%	13.0%	13.2%	6.1%	8.4%
MD	19.0%	9.0%	15.0%	5.0%	6.2%	10.0%	11.0%	12.0%	14.0%
PM	10.0%	9.0%	14.0%	11.0%	8.3%	14.0%	14.2%	7.8%	8.9%
Sat MD	10.0%	11.0%	17.0%	8.0%	11.0%	10.0%	11.0%	14.1%	10.6%
Modal Splits	(2)	(4)	(4)	(5)	(17)	(4)	(2)	(7)	(4)
Auto	3.0%	37.0%	37.0%	19.3%	25.0%	37.0%	85.0%	100.0%	37.0%
Taxi	2.0%	2.0%	2.0%	1.8%	20.0%	2.0%	5.0%	0.0%	2.0%
Bus	10.0%	21.0%	21.0%	15.4%	5.0%	21.0%	1.0%	0.0%	21.0%
Subway	5.0%	21.0%	21.0%	49.2%	30.0%	21.0%	1.0%	0.0%	21.0%
Railroad	0.0%	1.0%	1.0%	2.9%	0.0%	1.0%	0.0%	0.0%	1.0%
Walk/Other	80.0%	18.0%	18.0%	11.4%	20.0%	18.0%	8.0%	0.0%	18.0%
	(2)	(3)	(2)	(2)	(2,17)	(10, 12)	(2)	(7,18)	(9,19)
In/Out Splits	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
AM	50% 50%	52% 48%	96% 4%	15% 85%	94% 6%	88% 12%	65% 35%	74% 26%	79% 21%
MD	50% 50%	52% 48%	39% 61%	50% 50%	50% 50%	50% 50%	50% 50%	50% 50%	50% 50%
PM	50% 50%	52% 48%	5% 95%	70% 30%	67% 33%	12% 88%	50% 50%	39% 61%	25% 75%
Sat MD	50% 50%	52% 48%	60% 40%	50% 50%	50% 50%	50% 50%	50% 50%	51% 49%	64% 36%
				(2, 5, 6)					
Vehicle Occupancy	(2)	(3)	(2,4)	AM/PM MD/Sat	(17)	(10)	(2)	(7)	(9,19)
Auto	1.60	2.20	1.13	1.21 1.69	2.20	1.65	1.30	1.30	1.30
Taxi	1.20	2.00	1.40	1.4 1.4	2.30	1.40	1.30	1.50	2.00
Truck Trip Generation	(1)	(3)	(1)	(1)	(17)	(10, 13)	(2)	(7)	(9)
Weekday	0.35	0.35	0.32	0.06	3.60	0.52	0.89	0.15	0.67
Saturday	0.04	0.35	0.01	0.02	3.60	0.03	0.05	0.15	0.03
Temporal Distribution	(1)	(3)	(1)	(1)	(2,17)	(10, 12)	(2)	(7)	(9)
AM	8.0%	8.0%	10.0%	12.0%	6.0%	12.0%	14.0%	9.6%	14.0%
MD	11.0%	11.0%	11.0%	9.0%	6.0%	9.0%	9.0%	11.0%	9.0%
PM	2.0%	2.0%	2.0%	2.0%	1.0%	2.0%	1.0%	1.0%	1.0%
Saturday	11.0%	11.0%	11.0%	9.0%	6.0%	9.0%	9.0%	11.0%	9.0%
In/Out Splits	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
AM/MD/PM/Sat	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%

Table 13-8 (continued): Transportation Planning Factors

Land Use	FRESH (Supermarket)	Pre-K (Student)	Pre-K (Staff)	Pre-K (Parent)	Day Care Center	Community Center	Medical Office (Clinic)	Gas Station (With Store)	Transitional Housing (Shelter)	House of Worship
Trip Generation	(7)	(7)	(7)	(7)	(7)	(2)	(7)	(9)	(15, 16)	(7)
Weekday	205	2	2	4	33	48	127	90	4.75	19.18
Saturday	271	0	0	0	2	19	127	90	5.65	21.83
	per 1,000 sf	per student	per staff	per parent	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf
Temporal Distribution	(7)	(7)	(7)	(7)	(7)	(2)	(7)	(9)	(15, 16)	(7)
AM	3.0%	50.0%	50.0%	50.0%	16.0%	7.1%	4.0%	6.2%	7.0%	7.9%
MD	12.0%	0.0%	0.0%	0.0%	5.0%	10.0%	11.0%	5.5%	3.0%	4.0%
PM	10.0%	5.0%	5.0%	5.0%	19.0%	7.2%	12.0%	8.2%	10.0%	7.2%
Sat MD	12.0%	0.0%	0.0%	0.0%	12.0%	14.2%	11.0%	5.5%	4.8%	15.8%
Modal Splits	(7)	(5)	(4)	(5)	(7)	(2)	(7)	(9)	(15)	(7)
Auto	4.0%	18.6%	37.0%	18.6%	5.0%	5.0%	30.0%	100.0%	2.0%	5.0%
Taxi	3.0%	1.6%	2.0%	1.6%	1.0%	1.0%	2.0%	0.0%	1.0%	1.0%
Bus	5.0%	15.3%	21.0%	15.3%	6.0%	6.0%	18.0%	0.0%	1.0%	3.0%
Subway	5.0%	50.7%	21.0%	50.7%	3.0%	3.0%	33.0%	0.0%	2.0%	6.0%
Railroad	0.0%	2.5%	1.0%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Walk/Other	83.0%	11.3%	18.0%	11.3%	85.0%	85.0%	17.0%	0.0%	94.0%	85.0%
	(7)	(7)	(7)	(7)	(7)	(2)	(7)	(9)	(15)	(7)
In/Out Splits	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
AM	45% 55%	100% 0%	100% 0%	50% 50%	53% 47%	61% 39%	89% 11%	50% 50%	15% 85%	54% 46%
MD	46% 54%	0% 0%	0% 0%	0% 0%	50% 50%	55% 45%	51% 49%	50% 50%	50% 50%	50% 50%
PM	47% 53%	0% 100%	0% 100%	50% 50%	47% 53%	29% 71%	48% 52%	50% 50%	70% 30%	52% 48%
Sat MD	46% 54%	0% 0%	0% 0%	0% 0%	47% 53%	49% 51%	41% 59%	50% 50%	50% 50%	71% 29%
							(7)	(9)	(9)	(7)
Vehicle Occupancy	(7)	(5, 7)	(4, 7)		(7)	(2)	Weekday Sat	Weekday Sat	Weekday Sat	Weekday Sat
Auto	1.65	1.22	1.13	N/A	1.65	1.65	1.50 1.50	1.00 1.00	1.50 1.50	1.65 1.65
Taxi	1.40	1.30	1.40	N/A	1.40	1.40	1.50 1.50	1.00 1.00	1.50 1.50	1.40 1.40
Truck Trip Generation	(7)	(7)			(7)	(2)	(7)	(9)	(9)	(7)
Weekday	0.35	0.03	N/A	N/A	0.07	0.29	0.29	0.35	0.06	0.29
Saturday	0.04	0.03	N/A	N/A	0.00	0.01	0.29	0.02	0	0.29
Temporal Distribution	(7)	(7)			(7)	(2)	(7)	(9)	(9)	(7)
AM	10.0%	9.6%	N/A	N/A	9.6%	9.6%	3.0%	7.7%	12.2%	9.6%
MD	8.0%	11.0%	N/A	N/A	11.0%	11.0%	11.0%	11.0%	8.7%	11.0%
PM	5.0%	1.0%	N/A	N/A	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Saturday	10.0%	0.0%	N/A	N/A	0.0%	11.0%	0.0%	11.0%	0.0%	0.0%
In/Out Splits	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
AM/MD/PM/Sat	50.0% 50.0%	50.0% 50.0%	N/A N/A	N/A N/A	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%

Notes:

(1) Based on data from *City Environmental Quality Review (CEQR) Technical Manual*.
(2) Based on data from *Webster Avenue Rezoning EIS*, 2011.
(3) Based on data from *East Fordham Road Rezoning EIS*, 2013.
(4) RJTW based on CTTP 2006-2010 data for census tracts 197, 199, 209, 211, 213.02, 217, 219, 221.01, 223, 227.01, 227.02, 233.01, 239, 241, 243, and 251.
(5) JTW based on CTTP 2010-2014 data for census tracts 197, 199, 209, 211, 213.02, 217, 219, 221.01, 223, 227.01, 227.02, 233.01, 239, 241, 243, and 251.
(6) Midday and Saturday auto occupancy determined by applying a multiplier (1.4) to the AM/PM rate based on *East New York Rezoning EIS*, 2015.
(7) Based on data from *East New York Rezoning EIS*, 2015.
(8) Based on ITE's *Trip Generation Manual* rate for High-Turnover (Sit-Down) Restaurant (932) & Fast-Food Restaurant with Drive-Through (934).
(9) Based on data from *Lower Concourse Rezoning EIS*, 2009.
(10) *Crotona Park East / West Farms Rezoning EIS*, 2011.
(11) Saturday rate based on ITE's *Trip Generation Manual* (8th Edition) average rate proportion between weekday and
(12) Assumes weekday midday temporal distribution and in/out splits for Saturday
(13) Assumes 5 percent of weekday truck trip generation rate (consistent with Lower Concourse Rezoning EIS assumptions for Manufacturing and Warehousing land
(14) Assumed to be the same as Restaurant land use for *Webster Avenue Rezoning EIS*, 2011.
(15) Based on data for Covenant House from *NYCT - Number 7 Extension Project EIS*, 2003.
(16) Saturday trip rate based on ration between Saturday and weekday rates for Residential lane use. Similarly, Saturday temporal distribution based on weekday versus Saturday midday Residential proportion.
(17) Based on data from *Pier 57 Redevelopment Project EIS*, 2013.
(18) Based on ITE's *Trip Generation Manual* rate for Auto Dealership (841).
(19) Based on ITE's *Trip Generation Manual* rate for Warehousing (150).

Source: STV Incorporated, 2017.

Exhibit A

Modal Split Information

2012-2016 ACS 5-YEAR Reverse- Journey-to-Work (RJTW) for tract numbers 141, 145, 147, 163, 257, 293, 295, 297, 299 and 309.02 in Queens

26-50 BQE West, Queens New York

Census Tract	Total Workers	Car or Van Drive-Alone	Car Pool	Bus	Street Car	Subway	R.R.	Ferry	Taxi	Motor cycle	Bi cycle	Walk	Other Means	Worked @ Home	Total
141	750	455	65	35	0	105	0	0	20	0	0	55	0	15	750
145	94	60	0	0	0	0	0	0	0	0	0	15	4	15	94
147	294	120	20	30	0	30	4	0	10	0	0	50	0	30	294
163	645	220	35	45	0	235	25	0	0	0	0	15	0	70	645
257	529	230	50	25	0	100	35	0	0	0	4	55	0	30	529
293	504	310	70	35	0	50	20	0	4	0	0	15	0	0	504
295	380	105	15	40	0	80	0	0	0	0	0	60	0	80	380
297	1344	605	205	85	0	340	10	0	0	0	4	70	0	25	1,344
299	310	175	0	0	0	135	0	0	0	0	0	0	0	0	310
309.02	495	275	75	0	0	45	15	0	0	0	0	70	0	15	495
Total	3,562	1,700	415	185	0	750	80	0	4	0	8	270	0	150	3,562
		0.477	*0.117*	*0.052*	*0.00*	*0.211*	*0.022*	*0.00*	*0.00*	*0.00*	*0.00*	*0.076*	*0.00*	*0.042*	*1.00*

Modal Split summary

Auto	**0.594**
Taxi	**0.001**
Bus	**0.052**
Subway	**0.233**
Walk	**0.076**
Other	**0.044**
Total	**1.000**

Exhibit B

Vehicle Occupancy Information

2012-2016 ACS 5-YEAR Reverse- Journey-to-Work (RJTW) for tract numbers 141, 145, 147, 163, 257, 293, 295, 297, 299 and 309.02 in Queens

2012-2016 ACS-5 Year, Vehicle Occupancy Rate:

Census Tract	Total	Drove alone	Total carpool	2person	3 Person	4 Person	5 or 6 Persor	7 or more Person	Total
141	520	455	65	30	15	20	0	0	65
145	60	60	0	0	0	0	0	0	0
147	140	120	20	0	0	10	10	0	20
163	255	220	35	25	0	0	0	10	35
257	280	230	50	50	0	0	0	0	50
293	380	310	70	60	10	0	0	0	70
295	120	105	15	15	0	0	0	0	15
297	810	605	205	140	45	20	0	0	205
299	175	175	0	0	0	0	0	0	0
309.02	350	275	75	75	0	0	0	0	75
Persons	3,090	2,555	535	395	70	50	10	10	535
Cars		2,555		198	23	13	2	1	2,792

Vehicle Occupancy = **1.107**

Table 16-2
Examples of Previously Approved and Researched Trip Generation Rates (Weekday and Saturday)

		Weekday Peak Hour Percentage				
Land Use	**Weekday Daily Person Trips**	**AM**	**Mid-day**	**PM**	**Saturday Daily Person Trips**	**Saturday Peak Hour Percentage**
Office (multi-tenant type building)	18.0 per 1,000 sf	12.4	11	10.5	3.9 per 1000 sf	14.1
Residential (3 or more floors)	8.18 per DU	9.3	5.6	8.5	9.08 per DU	8.4
Residential (2 floors or less)	12.6 per DU	9.3	5.6	8.5	13.7 per DU	8.4
Residential (NYCHA)	16.3 per DU	10	9	7	15.3 per DU	10.4
Hotel[1]	10.9 per room	7.5	6	8	12.7 per room	8
Home Improvement Store	72 per 1,000 sf	7	7	8	96.4 per 1,000 sf	10
Supermarket[1]	256 per 1,000 sf	4	7	10.6	300 per 1,000 sf	9.5
Supermarket (Staten Island only)[1]	150 per 1,000 sf	5.4	8	10	180 per 1,000 sf	9.7
Museum	27 per 1,000 sf	1	16	13	20.6 per 1,000 sf	17
Passive Park Space[2]	44 per acre	3	14	14	62 per acre	16
Active Park Space[2]	139 per acre	3	14	14	196 per acre	16
Local Retail[1]	329 per 1,000 sf	4.8	8	10.9	358 per 1,000 sf	11.7
Destination Retail[3]	78.2 per 1,000 sf	3	9	9	92.5 per 1,000 sf	11
Fast Food Restaurant[4] with Drive Through Window	987 per 1,000 sf	5	9	7	1,092 per 1,000 sf	9
Fast Food Restaurant without Drive Through Window	825 per 1,000 sf	5.6	10.4	7.4	808 per 1,000 sf	9
Sit Down/High Turnover Restaurant	246 per 1,000 sf	1	10.8	10.6	358 per 1,000 sf	13
Public School (Students)[5,6]	2 per student	49.5	N/A	49.5	N/A	N/A
Public School (Parents)	4 per student	49.5	N/A	49.5	N/A	N/A
Public School (Staff)	2 per student	40	N/A	40	N/A	N/A
Daycare (Children)	22 per 1,000 sf	25	0	25	N/A	N/A
Daycare (Parents)	44 per 1,000 sf	25	0	25	N/A	N/A
Daycare (Staff)	6 per 1,0000 sf	25	2.5	25	N/A	N/A
Academic University	26.6 per 1,000 sf	16	NA	26	13.5 per 1,000 sf	16
Cineplex	3.26 per seat	1	3	8	6.25 per seat	5
Health Club	51.6 per 1,000 sf	9	7.4	9	50.4 per 1,000 sf	12.6
Health Club with Preschool/Guest Room Service	74.4 per 1,000 sf	8.4	6.7	9.6	56.8 per 1,000 sf	11.5
Television Studio	10 per 1,000 sf	12	15	11	NA	NA
Medical Office[1,5]	74.6 per 1,000 sf	11	12.6	8.5	37 per 1,000 sf	16.6
Senior Center[7]	34.8 per 1,000 sf	13.6	13	4	26.2 per 1,000 sf	26.4

Table 13-5 (cont'd)
Transportation Planning Assumptions

Use		Daily Trip Rate [14] (per 1,000 SF)		Peak Hour	Person Trips [14]				Delivery Trips [14]			
		Person	Delivery		Temporal	In	Out	Total	Temporal	In	Out	Total
Professional School	Weekday											
	Initial	26.6	-	AM	7.2%	94.0%	6.0%	100.0%	9.6%	50.0%	50.0%	100.0%
	Link Credit	0%	-	MD	10.7%	46.0%	54.0%	100.0%	11.0%	50.0%	50.0%	100.0%
	Final	26.6	0.29	PM	12.6%	44.0%	56.0%	100.0%	1.0%	50.0%	50.0%	100.0%
	Saturday											
	Initial	10.87	-									
	Link Credit	0%	-	MD	12.6%	57.0%	43.0%	100.0%	0.0%	50.0%	50.0%	100.0%
	Final	10.87	0.29									

	Peak Hour	Mode of Transportation [8]							Vehicle Occupancy [8, 14]		
		Auto	Taxi	Subway	Bus	School Bus	Walk	Total	Auto	Taxi	School Bus
Weekday	AM	19.0%	3.0%	61.0%	8.0%	0.0%	9.0%	100.0%	1.19	1.40	-
	MD	19.0%	3.0%	61.0%	8.0%	0.0%	9.0%	100.0%	1.19	1.40	-
	PM	19.0%	3.0%	61.0%	8.0%	0.0%	9.0%	100.0%	1.19	1.40	-
Saturday	MD	19.0%	3.0%	61.0%	8.0%	0.0%	9.0%	100.0%	1.19	1.40	-

Use		Daily Trip Rate [7] (per 1,000 SF)		Peak Hour	Person Trips [1,15]				Delivery Trips [15]			
		Person	Delivery		Temporal	In	Out	Total	Temporal	In	Out	Total
Health Club	Weekday											
	Initial	44.7	-	AM	4.0%	41.0%	59.0%	100.0%	6.0%	50.0%	50.0%	100.0%
	Link Credit	0%	-	MD	9.0%	54.0%	46.0%	100.0%	11.0%	50.0%	50.0%	100.0%
	Final	44.7	0.19	PM	5.0%	75.0%	25.0%	100.0%	1.0%	50.0%	50.0%	100.0%
	Saturday											
	Initial	26.1	-									
	Link Credit	0%	-	MD	9.0%	54.0%	46.0%	100.0%	7.6%	50.0%	50.0%	100.0%
	Final	26.1	0.01									

	Peak Hour	Mode of Transportation [16]							Vehicle Occupancy [16]		
		Auto	Taxi	Subway	Bus	School Bus	Walk	Total	Auto	Taxi	School Bus
Weekday	AM	2.0%	2.0%	12.0%	4.0%	0.0%	80.0%	100.0%	1.00	1.00	-
	MD	2.0%	2.0%	12.0%	4.0%	0.0%	80.0%	100.0%	1.00	1.00	-
	PM	2.0%	2.0%	12.0%	4.0%	0.0%	80.0%	100.0%	1.00	1.00	-
Saturday	MD	2.0%	2.0%	12.0%	4.0%	0.0%	80.0%	100.0%	1.00	1.00	-

Sources and Notes:
1. *CEQR Technical Manual.*
2. *Western Rail Yard FEIS*, 2009.
3. U.S. Census Bureau 2005-2009 American Community Survey 5-Year Estimates.
4. *Western Rail Yard FEIS*, 2009. Walk-only mode adjusted by 2% to account for work at home percentage.
5. 2000 U.S. Census Transportation Planning Package Reverse Journey-to-Work Data. 2% of work at home.
6. Assume the same delivery trip factors as local retail.
7. *NYU Core Draft EIS (DEIS)*, 2011.
8. 2000 U.S. Census Transportation Planning Package Reverse Journey-to-Work Data. Excludes work at home mode.
9. *Battery Maritime Building Redevelopment EAS*, 2008.
10. Modal split factors were adjusted to account for local travel patterns (ferry trips [5%] were added to the bus mode and all the PATH trips [5%] were added to the subway mode).
11. *Brooklyn Bridge Park FEIS*, 2005.
12. *Western Rail Yard FEIS*, 2009. Modal splits assumed the same as the Destination Retail land use.
13. *Domino Sugar Rezoning FEIS*, 2010.
14. *Jamaica Plan Rezoning FEIS*, 2007.
15. *770 Eleventh Avenue Mixed-Use Development Rezoning EIS*, 2009.
16. *Equinox - 344 Amsterdam Avenue EAS*, 2008.
17. Delivery trips not expected to occur during event peak hours.

OFFICE

For office space, daily trip generation rates of 18 person trips per 1,000 square feet per weekday and 3.9 daily person trips per 1,000 square feet per Saturday, and a temporal distribution of 12 percent for the weekday AM peak hour, 15 percent for the midday peak hour, 14 percent for the PM peak hour, and 17 percent for the Saturday peak hour were obtained from the *CEQR Technical Manual*. Directional distributions of 96 percent "in" during the weekday AM peak hour, 48 percent "in" during the midday peak hours, 5 percent "in during the PM peak hour, and 57 percent "in" during the Saturday peak hour were obtained from the *Western Rail Yard FEIS*. Weekday AM and PM peak hour modal splits of 18 percent by auto, 3 percent by taxi, 60 percent by subway, 8 percent by bus, 9 percent by walk, and 2 percent working at home (not an external trip) were obtained from 2000 U.S. Census reverse journey-to-work data. Weekday midday and Saturday peak hour modal splits of 2 percent by auto, 3 percent by taxi, 6 percent by subway, 6 percent by bus, and 81 percent by walk were obtained from the *Western Rail Yard FEIS*, and reflect a substantially higher walk share and

Table 4-2 Travel Demand Assumptions

Rates	Office	Local Retail	Destination Retail	Medical Office	Academic Space	Manufacturing
Person Trip Gen Rate (Weekday/Saturday)	18.0/3.9[1] *per 1,000 SF*	205.0/240.0[1] *per 1,000 SF*	78.2/92.5[1] *per 1,000 SF*	See Note /39.0[5] *per 1,000 SF*	26.6/13.5[1] *per 1,000 SF*	5.2[9]/8.4[9] *per 1,000 SF*
Linked Trip Credit	0%	25%	0%	0%	0%	0%
Peak Temporal Distribution (%)						
Weekday AM	12.0[1]	3.0[1]	3.0[1]	11.0[5]	16.0[1]	15.8[9]
Weekday Midday	15.0[1]	19.0[1]	9.0[1]	13.0[5]	9.0[7]	13.0[10]
Weekday PM	14.0[1]	10.0[1]	9.0[1]	9.0[5]	26.0[1]	17.0[9]
Saturday	17.0[1]	10.0[1]	11.0[1]	17.0[5]	16.0[1]	13.0[11]
Modal Split (%)						
	AM & PM/ MD & SAT	**All Periods**	**AM & PM/ MD & SAT**	**All Periods**	**AM & PM/ MD & SAT**	**AM & PM/ MD & SAT**
Auto	12.6[3]/2.0[2]	6.0[4]	9.0/9.0[2]	1.0[5]	2.4/7.5[8]	12.6[3]/2.0[12]
Taxi	1.5[3]/3.0[2]	1.0[4]	4.0/4.0[2]	5.0[5]	3.6/6.3[8]	1.5[3]/3.0[12]
Bus	10.5[3]/6.0[2]	1.0[4]	8.0/8.0[2]	5.0[5]	8.6/7.5[8]	10.5[3]/6.0[12]
Subway	53.3[3]/6.0[2]	1.0[4]	26.5/20.0[2]	60.0[5]	59.9/61.6[8]	53.3[3]/6.0[12]
Rail	11.2[3]/0.0[2]	0.0[4]	2.0/0.0[2]	0.0[5]	0.0/0.0[8]	11.2[3]/0.0[12]
Walk	10.9[3]/83.0[2]	91.0[4]	50.5/59.0[2]	29.0[5]	25.5/17.1[8]	10.9[3]/83.0[12]
Vehicle Occupancy						
	All Periods	**All Periods**	**Weekday/ Saturday**	**All Periods**	**All Periods**	**All Periods**
Auto	1.12[3]	1.65[2]	1.40[2]/1.72[2]	1.53[5]	1.20[7]	1.12[3]
Taxi	1.40[2]	1.40[2]	1.65[2]/1.75[2]	1.53[5]	1.30[7]	1.40[12]
Directional Distribution (In/Out%)						
Weekday AM	96/4[2]	50/50[2]	61/39[2]	62/38[5]	95/5[7]	77/23[9]
Weekday Midday	48/52[2]	50/50[2]	55/45[2]	47/53[5]	50/50[7]	50/50[10]
Weekday PM	5/95[2]	50/50[2]	47/53[2]	35/65[5]	10/90[7]	31/69[9]
Saturday	57/43[2]	50/50[2]	52/48[2]	49/51[5]	50/50[7]	50/50[11]
Delivery Trip Directional Split (In/Out %) - 50/50						
Delivery Trip Gen Rate (Weekday/Saturday)	0.32/0.01[1] *per 1,000 SF*	0.35/0.04[1] *per 1,000 SF*	0.35/0.02[2] *per 1,000 SF*	0.4/0.0[6] *per 1,000 SF*	0.1/0.1[7] *per 1,000 SF*	0.52[10]/0.52[11] *per 1,000 SF*
Delivery Temporal Distribution (%)						
Weekday AM	10.0[1]	8.0[1]	8.0[2]	9.7[6]	9.7[7]	14.0[10]
Weekday Midday	11.0[1]	11.0[1]	11.0[2]	7.8[6]	9.1[7]	8.6[10]
Weekday PM	2.0[1]	2.0[1]	2.0[2]	5.1[6]	5.1[7]	1.0[10]
Saturday	11.0[1]	11.0[1]	11.0[2]	0.0[6]	9.1[7]	8.6[11]

[1] *2020 CEQR Technical Manual*

[2] *2015 Vanderbilt Corridor and One Vanderbilt FEIS*

[3] AASHTO CTPP reverse journey-to-work (2012-2016) data for Manhattan Census Tracts 79, 83, 89, 93, 97, 99, 103, 111, 115 and 117

[4] NYCDOT Manhattan transit-zone local retail survey data

[5] NYCDOT Trip Generation Rate and Mode Choice Survey – medical office in Manhattan transit zone. Weekday trips are calculated based on the following equation: 66.626X + 141.77 (where X represents size in gsf per 1,000 sq. ft.)

[6] *2017 East Harlem Rezoning FEIS*

[7] *2019 Industry City Redevelopment FEIS*

[8] *2013 Pier 57 Redevelopment Project FEIS* - Pier 57 Technical Arts School weekday PM modal split was applied to the Academic Space for weekday AM and PM; Technical Arts School weekday midday modal split applied to Academic Space for weekday midday and Saturday

[9] *ITE Trip Generation Manual, 10th Edition*; Land Use 140 (Manufacturing).

[10] *2004 No. 7 Subway Extension-Hudson Yards Rezoning and Development Program FGEIS*

[11] Assumed to be similar to rates applied to weekday midday peak hour

[12] Assumed to be similar to rates applied to the office use