City Environmental Quality Review
ENVIRONMENTAL ASSESSMENT STATEMENT FULL FORM

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

PART I: GENERAL INFORMATION

PROJECT NAME East Elmhurst Rezoning

1. *Reference Numbers*

CEQR REFERENCE NUMBER (To Be Assigned by Lead Agency)	BSA REFERENCE NUMBER (If Applicable)
13DCP138Q	
ULURP REFERENCE NUMBER (If Applicable))	**OTHER REFERENCE NUMBER(S) (If Applicable) (e.g. Legislative Intro, CAPA, etc)**
130344 ZMQ	

2a. *Lead Agency Information*			**2b. *Applicant Information***		
NAME OF LEAD AGENCY			NAME OF APPLICANT		
New York City Department of City Planning			New York City Department of City Planning		
NAME OF LEAD AGENCY CONTACT PERSON			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON		
Robert Dobruskin			John D. Young		
ADDRESS 22 Reade Street, Room 4E			ADDRESS 120-55 Queens Boulevard, Room 201		
CITY New York	STATE NY ZIP 10007		CITY Kew Gardens	STATE NY	ZIP 11103
TELEPHONE 212-720-3423	FAX 212-720-3495		TELEPHONE 718-286-3182	FAX 718-286-3183	
EMAIL ADDRESS RDobrus@planning.nyc.gov			EMAIL ADDRESS JYoung@planning.nyc.gov		

3. *Action Classification and Type*

SEQRA Classification

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

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

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

4. *Project Description:*

The proposed action would effect approximately 3,291 tax lots on 141 blocks in East Elmhurst and along the south side of Roosevelt Avenue in Northern Queens. The rezoning seeks to provide a framework for orderly growth while protecting residential character.

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

ADDRESS N/A	NEIGHBORHOOD NAME East Elmhurst and Corona	
TAX BLOCK AND LOT	BOROUGH Queens	COMMUNITY DISTRICT 3 & 4
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS Queens Community Districts 3 & 4, East Elmhurst and Corona		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION IF ANY:		ZONING SECTIONAL MAP NO:

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

See Project Description

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

City Planning Commission: YES ☑ NO ☐

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

ZONING SPECIAL PERMIT, SPECIFY TYPE:

- ☐ MODIFICATION OF
- ☐ RENEWAL OF
- ☐ OTHER

Board of Standards and Appeals: YES ☐ NO ☑

- ☐ SPECIAL PERMIT

EXPIRATION DATE MONTH DAY YEAR

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

SPECIFY AFFECTED SECTION(S) OF THE ZONING RESOLUTION

Department of Environmental Protection: YES ☐ NO ☑

Other City Approvals: YES ☐ NO ☑

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

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

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

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

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

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

PHYSICAL SETTING *(both developed and undeveloped areas)*

Total directly affected area (sq. ft.):	Type of waterbody and surface area (sq. ft.):	Roads, building and other paved surfaces (sq. ft.)
15,151,198	N/A	N/A

Other, describe (sq. ft.): N/A

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

Size of project to be developed: See Attachment 2: RWCDS (gross sq. ft.)

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

If 'Yes,' identify the total square feet owned or controlled by the applicant : Total square feet of non-applicant owned development: See Attachment 2

Does the proposed project involve in-ground excavation or subsurface disturbance, including but not limited to foundation work, pilings, utility lines, or grading? YES ☑ NO ☐

If 'Yes,' indicate the estimated area and volume dimensions of subsurface disturbance (if known):

Area: N/A sq. ft. (width × length) Volume: N/A cubic feet (width × length × depth)

Does the proposed project increase the population of residents and/or on-site workers? YES ☑ NO ☐ Number of additional residents? 127 Number of additional workers?

Provide a brief explanation of how these numbers were determined:

2010 Census Data

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

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

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

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

ANTICIPATED BUILD YEAR (DATE THE PROJECT WOULD BE COMPLETED AND OPERATIONAL):	ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS:
2023	

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

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:

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

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

DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS

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

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Land Use				
Residential	YES ☐ NO ☐	YES ☐ NO ☐	YES ☐ NO ☐	
If yes, specify the following				
No. of dwelling units		Refer to EAS Attach. 2	Refer to EAS Attach. 2	Refer to EAS Attach. 2
No. of low- to moderate income units				
No. of stories				
Gross Floor Area (sq.ft.)				
Describe Type of Residential Structures				
Commercial	YES ☐ NO ☐	YES ☐ NO ☐	YES ☐ NO ☐	
If yes, specify the following:				
Describe type (retail, office, other)	Refer to EAS Attach. 2	Refer to EAS Attach. 2	Refer to EAS Attach. 2	Refer to EAS Attach. 2
No. of bldgs				
GFA of each bldg (sq.ft.)				
Manufacturing/Industrial	YES ☐ NO ☐	YES ☐ NO ☐	YES ☐ NO ☐	
If yes, specify the following:				
Type of use				
No. of bldgs				
GFA of each bldg (sq.ft.)				
No. of stories of each bldg				
Height of each bldg				
Open storage area (sq.ft.)				
If any unenclosed activities, specify				
Community Facility	YES ☐ NO ☐	YES ☐ NO ☐	YES ☐ NO ☐	
If yes, specify the following:				
Type		Refer to EAS Attach. 2	Refer to EAS Attach. 2	
No. of bldgs				
GFA of each bldg (sq.ft.)				
No. of stories of each bldg				
Height of each bldg				
Vacant Land	YES ☐ NO ☐	YES ☐ NO ☐	YES ☐ NO ☐	
If yes, describe:	Refer to EAS Attach. 2			
Publicly Accessible Open Space	YES ☐ NO ☐	YES ☐ NO ☐	YES ☐ NO ☐	
If yes, specify type (mapped City, State, or Federal Parkland, wetland—mapped or otherwise known, other)				
Other Land Use	YES ☐ NO ☐	YES ☐ NO ☐	YES ☐ NO ☐	
If yes, describe				
Parking				
Garages	YES ☐ NO ☐	YES ☐ NO ☐	YES ☐ NO ☐	
If yes, specify the following:				
No. of public spaces				
No. of accessory spaces				
Operating hours				
Attended or non-attended				

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Parking *(continued)*				
Lots	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, specify the following:				
No. of public spaces				
No. of accessory spaces				
Operating hours				
Other (includes street parking)	YES ☑ NO ☐	YES ☑ NO ☐	YES ☑ NO ☐	
If yes, describe	No change to on street parking which exists on most streets			
Storage Tanks				
Storage Tanks	YES ☐ NO ☐	YES ☐ NO ☐	YES ☐ NO ☐	
If yes, specify the following:				
Gas/Service stations	YES ☐ NO ☐	YES ☐ NO ☐	YES ☐ NO ☐	
Oil storage facility	YES ☐ NO ☐	YES ☐ NO ☐	YES ☐ NO ☐	
Other, identify:	YES ☐ NO ☐	YES ☐ NO ☐	YES ☐ NO ☐	
If yes to any of the above, describe:				
Number of tanks	Refer to EAS Attach. 10	Refer to EAS Attach. 10		
Size of tanks				
Location of tanks				
Depth of tanks				
Most recent FDNY inspection date				
Population				
Residents	YES ☐ NO ☑	YES ☑ NO ☐	YES ☑ NO ☐	
If any, specify number				
Briefly explain how the number of residents was calculated:				
Businesses	YES ☐ NO ☐	YES ☐ NO ☐	YES ☐ NO ☐	
If any, specify the following:				
No. and type				
No. and type of workers by business				
No. and type of non-residents who are not workers				
Briefly explain how the number of businesses was calculated:				
Zoning*				
Zoning classification	Varies, See Attach 3	Varies, See Attach 3	Varies, See Attach 3	
Maximum amount of floor area that can be developed (in terms of bulk)	" "	" "	" "	
Predominant land use and zoning classifications within a 0.25 mile radius of proposed project	" "	" "	" "	
Attach any additional information as may be needed to describe the project. If your project involves changes in regulatory controls that affect one or more sites not associated with a specific development, it is generally appropriate to include the total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

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

PART II: TECHNICAL ANALYSES

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

- If the proposed project can be demonstrated not to meet or exceed the threshold, check the '**NO**' box.
- If the proposed project will meet or exceed the threshold, or if this cannot be determined, check the '**YES**' box.
- For each 'Yes' response, answer the subsequent questions for that technical area and consult the relevant chapter of the CEQR Technical Manual for guidance on providing additional analyses (and attach supporting information, if needed) to determine whether the potential for significant impacts exists. Please note that a 'Yes' answer does not mean that an EIS must be prepared—it often only means that more information is required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant to either provide additional information to support the Full EAS Form. For example, if a question is answered 'No,' an agency may request a short explanation for this response.

	YES	NO
1. *LAND USE, ZONING AND PUBLIC POLICY*: *CEQR Technical Manual Chapter 4*		
(a) Would the proposed project result in a change in land use or zoning that is different from surrounding land uses and/or zoning? Is there the potential to affect an applicable public policy? If "Yes", complete a preliminary assessment and attach.		✔
(b) Is the project a large, publicly sponsored project? If "Yes", complete a PlaNYC assessment and attach.		✔
(c) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries? If "Yes", complete the Consistency Assessment Form.	✔	
2. *SOCIOECONOMIC CONDITIONS*: *CEQR Technical Manual Chapter 5*		
(a) Would the proposed project:		
• Generate a net increase of 200 or more residential units?		✔
• Generate a net increase of 200,000 or more square feet of commercial space?		✔
• Directly displace more than 500 residents?		
• Directly displace more than 100 employees?		✔
• Affect conditions in a specific industry?		✔
(b) If 'Yes' to any of the above, attach supporting information to answer the following questions, as appropriate. If 'No' was checked for each category above, the remaining questions in this technical area do not need to be answered.		
(1) ***Direct Residential Displacement***		
• If more than 500 residents would be displaced, would these displaced residents represent more than 5% of the primary study area population?		✔
• If 'Yes,' is the average income of the directly displaced population markedly lower than the average income of the rest of the study area population?		✔
(2) ***Indirect Residential Displacement***		
• Would the expected average incomes of the new population exceed the average incomes of the study area populations?		✔
• If 'Yes,' would the population increase represent more than 5% of the primary study area population or otherwise potentially affect real estate market conditions?		✔
• If 'Yes,' would the study area have a significant number of unprotected rental units?		✔
Would more than 10 percent of all the housing units be renter-occupied and unprotected?		✔
Or, would more than 5 percent of all the housing units be renter-occupied and unprotected where no readily observable trend toward increasing rents and new market rate development exists within the study area?		✔

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

	YES	NO
5. *SHADOWS:* CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?		✔
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	✔	
(c) If 'Yes' to either of the above questions, attach supporting information explaining whether the project's shadow reach any sunlight-sensitive resource at any time of the year.	✔	
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for, or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; is listed or eligible for listing on the New York State or National Register of Historic Places; or is within a designated or eligible New York City, New York State, or National Register Historic District? If "Yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.		✔
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	✔	
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources that is not currently allowed by existing zoning?		✔
(c) If "Yes" to either of the above, please provide the information requested in Chapter 10.		
8. *NATURAL RESOURCES:* CEQR Technical Manual Chapter 11		
(a) Is any part of the directly affected area within the Jamaica Bay Watershed? If "Yes", complete the Jamaica Bay Watershed Form.		✔
(b) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11? If "Yes," list the resources: Attach supporting information on whether the proposed project would affect any of these resources.		✔
9. *HAZARDOUS MATERIALS:* CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential use in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?		✔
(b) Does the proposed project site have existing institutional controls (e.g. (E) designations or a Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?		✔
(c) Does the project require soil disturbance in a manufacturing zone or any development on or near a manufacturing zone or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?	✔	
(d) Does the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	✔	
(e) Does the project result in development where underground and/or aboveground storage tanks (e.g. gas stations) are or were on or near the site?	✔	
(f) Does the project result in renovation of interior existing space on a site with potential compromised air quality, vapor intrusion from on-site or off-site sources, asbestos, PCBs or lead-based paint?		✔
(g) Does the project result in development on or near a government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, municipal incinerators, coal gasification or gas storage sites, or railroad tracks and rights-of-way?		✔
(h) Has a Phase I Environmental Site Assessment been performed for the site? If 'Yes," were RECs identified? Briefly identify:		✔
(i) Based on a Phase I Assessment, is a Phase II Assessment needed?		
10. *WATER AND SEWER INFRASTRUCTURE:* CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?		✔
(b) Is the proposed project located in a combined sewer area and result in at least 1,000 residential units or 250,000 SF or more of commercial space in Manhattan or at least 400 residential units or 150,000 SF or more of commercial space in the Bronx, Brooklyn, Staten Island or Queens?		✔
(c) Is the proposed project located in a separately sewered area and result in the same or greater development than that listed in Table 13-1 in Chapter 13?		✔
(d) Does the proposed project involve development on a site five acres or larger where the amount of impervious surface would increase?		✔
(e) Would the proposed project involve development on a site one acre or larger where the amount of impervious surface would increase and is located within the Jamaica Bay Watershed or in certain specific drainage areas including: Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek?		✔
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?		✔
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a WWTP and/or generate contaminated stormwater in a separate storm sewer system?		✔
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?		✔
(i) If "Yes" to any of the above, conduct the appopriate preliminary analyses and attach supporting documentation.		✔
11. *SOLID WASTE AND SANITATION SERVICES:* CEQR Technical Manual Chapter 14		
(a) Would the proposed project have the potential to generate 1000,000 pounds (50 tons) or more of solid waste per week?		✔
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?		✔

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

		YES	NO
19.	***CONSTRUCTION IMPACTS:*** *CEQR Technical Manual Chapter 22* Would the project's construction activities involve (check all that apply):		✓
	• Construction activities lasting longer than two years;		✓
	• Construction activities within a Central Business District or along an arterial or major thoroughfare;	✓	
	• Require closing, narrowing, or otherwise impeding traffic, transit or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc);	✓	
	• Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out;		✓
	• The operation of several pieces of diesel equipment in a single location at peak construction;		✓
	• Closure of community facilities or disruption in its service;		✓
	• Activities within 400 feet of a historic or cultural resource; or		✓
	• Disturbance of a site containing natural resources.		✓

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

While the project's construction would be located along a major thoroughfare, the location is not likely to be sensitive to said construction or construction-related temporary closures, such as narrowing or otherwise impending vehicle lanes or pedestrian elements. Such activities are considered routine and are fully addressed by a permit and pedestrian access plan as required by the New York City Department of Transportation (DOT) Office of Construction Mitigation and Coordination (OCMC) at the time of the closure. This ensures that impacts are not expected to occur. Moreover, the construction is expected to occur over a 10-year period and is not expected to be concentrated during any particular two-year time frame or any specific location, which would diffuse any possible construction impact from the project.

20. *APPLICANT'S CERTIFICATION*

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

Still under oath, I further swear or affirm that I make this statement in my capacity as the

Director, Queens Office (APPLICANT/SPONSOR) of NYC Department of City Planning (NAME THE ENTITY OR OWNER)

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

Check if prepared by: ☐ APPLICANT/REPRESENTATIVE or ☑ LEAD AGENCY REPRESENTATIVE (FOR CITY-SPONSORED PROJECTS)

NYC Department of City Planning APPLICANT/SPONSOR NAME	John Young LEAD AGENCY REPRESENTATIVE NAME
 SIGNATURE	5-31-13 DATE

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

PART III: DETERMINATION OF SIGNIFICANCE (To Be Completed By Lead Agency)

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

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

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

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

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

Deputy Director, Environmental Review and Assessment Division
TITLE

NYC Department of City Planning
LEAD AGENCY

Celeste Evans
NAME

Celeste Evans
SIGNATURE

ATTACHMENT 1 – PROJECT DESCRIPTION

East Elmhurst rezoning
Environmental Assessment Statement
CEQR No. 13DCP138Q

A. Introduction

The New York City Department of City Planning (DCP) proposes a zoning map amendment to rezone approximately 141 blocks in north central Queens in the neighborhoods of East Elmhurst and Corona, Community Districts 3 and 4, Queens.

The primary rezoning area is East Elmhurst. It is comprised of 127 blocks. A secondary rezoning area of 14 blocks is located on the south side of Roosevelt Avenue. East Elmhurst is located south of LaGuardia Airport and west of Flushing Bay. It is generally bounded by the Grand Central Parkway to the north and east, 32nd Avenue to the south and to the west, by a line beginning at 91st Street and moving northwesterly to 80th Street where it meets the Grand Central Parkway. Additionally, the rezoning area includes blocks on the south side of Roosevelt Avenue between Elmhurst Avenue and 114th Street in Community District 4. Figure 1.1 depicts the areas affected by the proposed actions.

A comprehensive zoning study was undertaken at the request of Community Board 3 and local elected officials in response to concerns that existing zoning allows out-of-scale development in the area and a need to maintain the residential neighborhood character. The proposed action is intended to protect the established low density character of these residential communities and to allow for modest growth opportunities along the major corridors that have adequate mass transit.

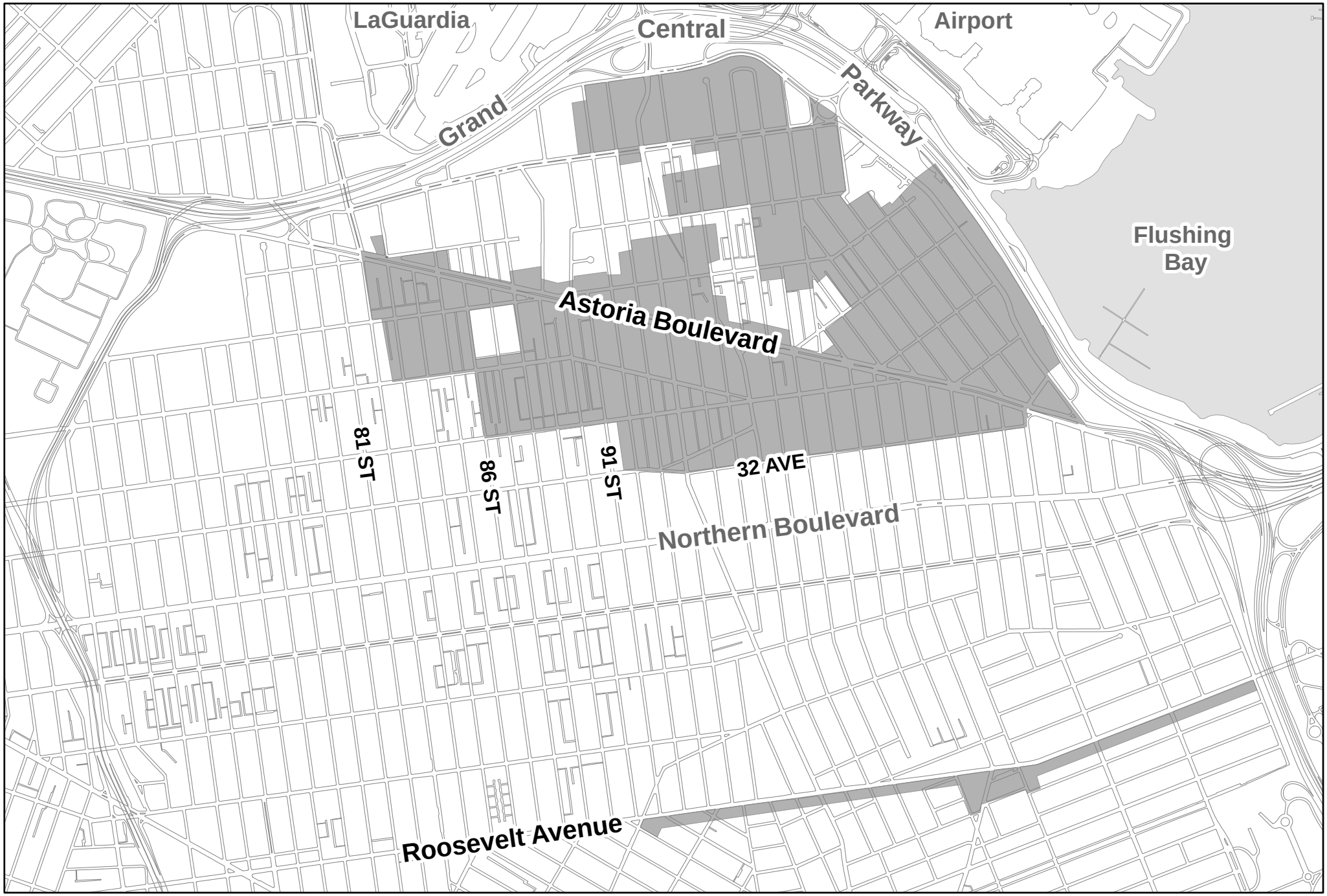
These actions would ensure that future residential development would more closely match the existing scale and character of the neighborhoods while focusing new development along wider streets. Additionally, the 150-foot depth of existing commercial overlays on Astoria Boulevard will be reduced to prevent encroachment of commercial uses on residential lots that face streets which intersect the boulevard. New commercial overlays would be placed on certain block fronts to reflect existing retail land use patterns.

The Department of City Planning produced the following zoning map amendments through close consultation with Community Boards 3 and 4, local civic organizations and local elected officials. The actions include the following:

- **Lower-density Contextual Zoning:** Rezone all or portions of approximately 102 blocks within the area bounded by the Grand Central Parkway, 32nd Avenue and a stepped line from 91st Street where it intersects with 32nd Avenue north to where it meets the GCP at 82nd Street from R3-2 and R4 to lower-density

Figure 1.1: Affected Areas

East Elmhurst Rezoning



Proposed Rezoning Area

0 600 1,200 2,400 3,600 4,800 Feet

2

contextual districts R2A, R3-1, R3A, R3X and R4B to reflect existing lower-density contexts.

- **Increase Compliance and Conformance:** Rezone all or portions of 26 blocks located between 32nd Avenue and Astoria Boulevard currently zoned R3-2 to R4 and R4-1 to reflect the existing, as-built configuration and floor area.

- **Medium-density Contextual Zoning:** Rezone all or portions of 32 blocks on both sides of Astoria Boulevard (including a portion of 25th Avenue) between 87th and 99th streets and on the south side of Astoria Boulevard between 99th and 108th streets from R3-2 and R4 to R6B to allow new moderate-density residential development and mixed-use buildings on lots with commercial overlays.

- **Commercial Overlay modifications:** Elimination of some, addition of others and reduce the depth from 150 feet to 100 feet on overlays to prevent commercial intrusion onto residential lots. Introduce new C1-3 and C2-3 overlays for East Elmhurst and C1-4 and C2-4 overlays for Roosevelt Avenue to reflect current land uses and reinforce the character of the two major thoroughfares.

In order to assess the environmental effects of the proposed action, a Reasonable Worst-Case Development Scenario (See Attachment 2) was developed and detailed below. 8 projected development sites were identified. The incremental difference between the future with-action and the future no-action development scenarios (build year 2023) for all projected development site is:

- An increase of 34 dwelling units;
- An increase of 42,080 square feet of retail or service space;
- A decrease of 17,090 square feet of community facility space.

An overview of the East Elmhurst Rezoning, the need and purpose for the actions and the specific components are discussed below.

Background

The proposed zoning changes will encompass the East Elmhurst neighborhood in Community District 3 and blocks on the south side of Roosevelt Avenue in Community District 4. The East Elmhurst Rezoning Area is generally bounded by 32nd Avenue on the south and the Grand Central Parkway on the north and east. It is diagonally bisected by Astoria Boulevard, a major east-west thoroughfare that links Astoria with Downtown Flushing. A secondary rezoning area is located on the south side of Roosevelt Avenue between Elmhurst Avenue and 114th Street in Community District 4. Access to mass transit for this area is provided by four equally spaced stations on the elevated #7 transit line above Roosevelt Avenue which connects Downtown Flushing and Manhattan. Both rezoning areas are served by several north-south bus routes that link

the airport to the bus terminal on Roosevelt Avenue and east-west bus routes on Astoria Boulevard that connect Downtown Flushing to the Steinway Street shopping area in Central Astoria.

East Elmhurst has good highway access. In addition to Astoria Boulevard, the Grand Central Parkway on the north side of East Elmhurst provides a landscaped highway dedicated to automobiles and taxis. The parkway provides area residents with a vehicular link to the Bronx, Manhattan and Southern Queens. The landscaping creates a park-like edge running between the community and the airport .

Residential development in East Elmhurst north of Astoria Boulevard is comprised primarily of lower-density detached and semi-detached 1- or 2-family buildings. Lots south of Astoria Boulevard are mostly attached, 1- or 2-family buildings located in the western portion of the rezoning area with some multi-family residential buildings located north of 32nd Avenue. Nearly all residential development in the rezoning area occurred prior to the adoption of the 1961 Zoning Resolution. There are few residentially zoned vacant lots. Recent development trends have consisted of the demolition of detached residential buildings and their being replaced with semi-detached, attached or multi-family buildings.

Existing commercial overlays allow local retail and services. These overlays are located on portions of blocks that face Astoria Boulevard and on the north side of Roosevelt Avenue within the rezoning areas. Commercial overlays on Astoria Boulevard combined with lower-density residential zoning have not supported mixed-use development. The south side of Roosevelt Avenue between Elmhurst Avenue and 114th Street is developed with retail, residential and mixed-use buildings but lacks consistent commercial overlay zoning. These Roosevelt Avenue block fronts are opposite extensive commercial overlays on the north side of the avenue that were mapped as part of the North Corona 2003 Rezoning.

The area immediately south of the airport has manufacturing and commercial districts. These are developed primarily with hotels, automobile leasing facilities, warehouse and manufacturing – uses relating to the operation of and service for the airport and are not part of the scope for this rezoning.

Existing Zoning

The area to be rezoned consists of two existing residential zoning districts: R3-2 and R4. Within the rezoning area these districts have remained unchanged since 1961. C1-2 and C2-2 overlays are mapped on a few block fronts along 25th and 31st avenues and scattered along both sides of Astoria Boulevard. The rezoning area also includes lots on the south side of Roosevelt Avenue between Elmhurst Avenue and 114th Street that have existing commercial uses. Whereas some of these lots have existing commercial overlays the majority of them do not.

Figure 1.2: Existing Zoning

East Elmhurst Rezoning



R3-2

This district is comprised of 104 full or partial blocks within the rezoning area. It is located mostly north of Astoria Boulevard and east of 94th Street extending southward to 32nd Avenue.

R3-2 zoning is a general residence district that allows all housing types. These include detached, semi-detached and attached multiple-family buildings. It is the lowest density residential district where multiple family dwelling units are allowed. The maximum floor area ratio (FAR) is 0.6 with the attic allowance. Maximum building height is 35 feet, with a perimeter wall height limited to 21 feet. Detached buildings require a minimum lot width of 40 feet, whereas semi-detached or attached lots can be as narrow as 18 feet. Lots must have a minimum area of 3,800 square feet for detached houses or 1,700 square feet for semi-detached/attached residences. A minimum 15-foot front yard is required. One parking space is required per dwelling unit. Community facility development has a maximum of 1.0 FAR.

R4

This district is comprised of 37 full or partial blocks and is defined by blocks located mostly south of Astoria Boulevard and west of 94th Street.

R4 zoning is a general residence district. It allows a full range of residential building types: detached, semi-detached and attached at a slightly higher density than is allowed for R3-2 districts. The maximum FAR is 0.9, with the attic allowance. Detached houses require a lot width of 40 feet minimum and lot area of 3,800 square feet. For all other housing types the lot width must be at least 18 feet with a minimum lot area of 1,700 square feet. A front yard of either 10 feet or 18 feet minimum is required. The maximum building height is 35 feet and 25 feet in height at the perimeter wall. One off-street parking space per dwelling unit is required. Community facility maximum FAR is 2.0.

Commercial Overlays

C1-2 and C2-2 overlays are mostly located on block fronts facing portions of Astoria Boulevard and have a depth of 150 feet. The C2-2 overlays on Astoria Boulevard are located west of 94th Street; the C1-2 overlays are to the east. Two block fronts on 31st Avenue have C1-2 overlays. C1 and C2 overlays are mapped within residential districts to allow a range of local retail and service establishments needed in residential neighborhoods. C1 overlays allow Use Groups 1 through 6, while C2 overlays allow Use Groups 1 through 9 and 14.

In the East Elmhurst portion of the rezoning area C1-2 and C2-2 overlays are mapped within R3-2 and R4 districts and allow a maximum 1.0 FAR for commercial uses for both

districts. The 150 feet depth for most of these overlays allows commercial development on some residential lots that face side streets which intersect with Astoria Boulevard.

The south side of Roosevelt Avenue between Elmhurst Avenue and 114th Street has a mixture C1-2, C1-3, and C2-2 overlays. These overlays generally have a depth of 100 feet. The C1-2, C1-3, and C2-2 overlays are mapped within R5, R6 and R6B districts. Within the R5 district, the maximum commercial FAR is 1.0, while within the R6 and R6B districts the maximum commercial FAR is 2.0.

Parking requirements for commercial use with C1 and C2 overlays is indicated by the overlay suffix numeral. For most C1-2 and C2-2 overlays the required parking for retail use is one accessory parking space per 300 square feet of floor area. C1-3 overlays have a parking requirement of one-space per 400 square feet of floor area.

Purpose and Need for the Proposed Action

The proposed action is intended to maintain the existing character of the East Elmhurst neighborhoods by establishing new contextual and lower-density zoning districts that will ensure new development is more consistent with surrounding built contexts. The proposed action would also allow for some modest residential growth along Astoria Boulevard, upgrade commercial zoning to reflect the existing retail character and prevent commercial intrusion into residential side streets by tailoring commercial overlays to reflect existing land uses.

Recently, community concerns focused on current development that has not been consistent with the existing lower density residential character typically found on East Elmhurst's residential blocks. Additionally, the need for encouraging new moderate-density residential and mixed-use development along portions of Astoria Boulevard has been discussed by community leaders.

The existing general residential districts do not promote development that closely reflects the existing 1- and 2-family residential density and building types on residential blocks within the rezoning area (see Figure 1.2). Recent building trends have assembled lots and demolished single-family homes replacing them with attached, multi-family buildings that are inconsistent with the existing character of one- and two-family detached houses. Additionally, block fronts facing Astoria Boulevard, the primary shopping corridor within the rezoning area, do not have commercial overlays for all existing retail uses and have the same lower-density residential zoning as other blocks within the rezoning area. These lower density residential districts limit opportunity for new housing along this wide thoroughfare which is well-served by bus transit. Conversely, many of the existing overlays are mapped to a depth of 150 feet and allow commercial developments on residential lots facing side streets off of the boulevard. The proposed action addresses these concerns about recent out-of-character development trends through the proposed lower density and contextual zoning districts (R2A, R3A, R3-1, R3X and R4B), which will more closely reflect the existing contexts and

encourage future development that would reinforce the established character. Recognizing the existing R3-2 zoning does not adequately reflect the built FAR on some sites, the Department is proposing R4 and R4-1 zoning to improve both conformance and compliance. Additionally, along Astoria Boulevard, an R6B District is proposed to provide a moderate increase in residential density; under this proposed zone future development would be regulated with new maximum base and building heights and street wall continuity provisions.

The proposed R6B District will be mapped in most cases with C1-3 and C2-3 overlays which reflect current land use patterns and will support future mixed-use development. Some existing commercial overlays on Astoria Boulevard will be eliminated reflecting existing residential land use while others that have commercial uses but are without overlays will be mapped with them. Additional C1-3 overlays will be placed on certain block fronts along 23rd and 31st avenues that have existing retail and commercial uses but currently lack overlays.

The commercial overlays proposed for blocks on the south side of Roosevelt Avenue will reinforce existing land use patterns and match the overlay zoning pattern on the northern blocks ensuring the consistent support of mixed-use development along this well-established shopping corridor. The commercial overlays on the north side of the avenue were established as a component of the 2003 North Corona Rezoning.

The proposed actions, detailed below and depicted in Figure 1.3, are the result of close consultation with Community Boards 3 and 4, local elected officials and community organizations. The actions are intended to preserve the established scale and lower-density character of East Elmhurst while providing opportunities and predictability for mixed-use development for Astoria Boulevard and Roosevelt Avenue.

Proposed Zoning

The proposed zoning map amendments would affect 141 blocks (approximately 3,777 lots). The rezoning area covers portions of Zoning Map sections 9c, 9d, 10a and 10b. The proposed zoning replaces all or portions of existing R3-2 and R4 districts with R2A, R3-1, R3A, R3X, R4, R4-1, R4B and R6B. The proposed actions would also replace C1-2 and C2-2 overlays with C1-3 and C2-3 overlays, reduce the overlay depth in most cases from 150 feet to 100 feet, add commercial overlays to reflect existing commercial use and establish new C1-4 and C2-4 overlays on the south side of Roosevelt Avenue.

Proposed R2A

Existing: R4

R2A zoning is proposed on three block portions south of Astoria Boulevard and north of 30th Avenue on 84th and 90th streets.

R2A zoning limits development to single-family detached residential buildings. It allows a maximum 0.5 FAR, requires a minimum lot width of 40 feet and minimum lot area of

Figure 1.3: Proposed Zoning

East Elmhurst Rezoning



3,800 square feet. The maximum perimeter wall height is 21 feet, and the maximum building height is 35 feet. The front yard of a new building must be at least as deep as an adjacent front yard up to 20 feet, with a minimum depth of 15 feet. One off-street parking space is required. Community facilities are permitted at an FAR of 0.5, and up to 1.0 FAR by special permit.

Proposed R3A

Existing: R3-2 & R4

R3A districts are proposed in three areas on all or portions of 11 blocks. Two are located south of Astoria Boulevard between 91st and 94 the streets; the third area is located north of the boulevard between 100th and Curtis streets.

The R3A district allows one- and two-family detached only residences on lots that have a minimum area of 2,375 square feet and a minimum lot width of 25 feet. The maximum FAR is 0.6, which includes a 0.1 attic allowance. The maximum building height is 35 feet, with a maximum perimeter wall height of 21 feet. The front yard of a new building must be at least as deep as an adjacent front yard with a minimum depth of 10 feet and a maximum depth of 20 feet. Community facilities are permitted at a maximum FAR of 1.0. One parking space is required for each dwelling unit.

Proposed: R3X

Existing: R3-2 & R4

R3X districts are proposed for three areas located north of Astoria Boulevard between 92nd Street and the Grand Central Parkway on all or portions of 44 blocks.

The R3X district allows one- and two-family detached residences on lots that have a minimum area of 3,325 square feet and a minimum lot width of 35 feet. The maximum FAR is 0.6, which includes a 0.1 attic allowance. The maximum building height is 35 feet, with a maximum perimeter wall height of 21 feet. The front yard of a new building must be at least as deep as an adjacent front yard with a minimum depth of 10 feet and a maximum depth of 20 feet. Community facilities are permitted at a maximum FAR of 1.0. One parking space is required for each dwelling unit.

Proposed R3-1

Existing: R3-2

R3-1 districts are proposed for 19 blocks in two areas located north of Astoria Boulevard and between 92nd Street and 101st Street.

The R3-1 district allows one- and two-family detached or semi-detached residences. The maximum FAR is 0.6, which includes a 0.1 attic allowance. The minimum lot width and lot area depend upon the housing configuration: detached residences require a minimum 40-foot lot width and 3,800 square feet of lot area; semi-detached residences require at least 18 feet of width and 1,700 square feet of lot area. The maximum

building height is 35 feet, with a maximum perimeter wall height of 21 feet. Community facilities are permitted at a maximum FAR of 1.0. One parking space is required for each dwelling unit.

Proposed: R4B

Existing: R3-2 & R4

R4B zoning is proposed for all or portions of 26 blocks south of Astoria Boulevard between 82nd and 95th streets.

The R4B district allows one- and two-family detached, semi-detached and attached residences. For detached buildings, lot width must be at least 25 feet, for all others the lot width must be a minimum of 18 feet. A lot area minimum of 2,375 square feet for detached residences or 1,700 square feet for other types is required. The front yard can be 5 feet but must be as deep as one adjacent front yard. The maximum building height is 24 feet. The maximum FAR is 0.9. One off-street parking space per dwelling unit is required. Parking must be accessed from the rear of the site for lots at least 40 feet in width.

Proposed: R4

Existing: R3-2

R4 zoning is proposed for ten blocks in two areas south of Astoria Boulevard between 86th and 100th streets to more closely reflect the density of development in this portion of the rezoning area.

The R4 zone is a general residential district which permits a full range of residential building types: detached, semi-detached and attached at a slightly higher density than is allowed for R3-2 districts. The maximum allowable FAR is 0.9, which includes a 0.15 attic allowance. Detached residences require a minimum lot area of 3,800 square feet and a minimum lot width of 40 feet. Semi-detached and attached residences require a minimum lot area of 1,700 square feet and a minimum lot width of 18 feet. The maximum building height is 35 feet, with a maximum perimeter wall height of 25 feet. In a predominantly built up area, a maximum FAR of 1.35 is permitted with the R4 infill provision. Front yards must be 10 feet deep or, if deeper, a minimum of 18 feet. Community facilities are permitted at an FAR of 2.0. One parking space is required for each dwelling unit.

Proposed: R4-1

Existing R3-2

R4-1 zoning is proposed for 16 full and partial blocks north of 32nd Avenue and south of Astoria Boulevard between 94th and 108th streets to reinforce the semi-detached configuration and greater density of existing residences in this portion of the rezoning area.

The R4-1 District allows one- and two-family detached or semi-detached residences. The maximum FAR is 0.9, which includes a 0.15 attic allowance. The minimum lot width and lot area depend upon the housing type: Detached residences require a minimum 25-foot lot width and 2,375 square feet of lot area. Semi-detached residences require a minimum 18-foot lot width and 1,700 square feet of lot area. The maximum building height is 35 feet, with a maximum perimeter wall height of 25 feet. Community facilities are permitted at a maximum FAR of 2.0. One parking space is required for each dwelling unit.

Proposed: R6B

Existing: R3-2 & R4

R6B zoning is proposed for all or portions of 32 blocks. The proposed zoning will be mapped to a depth of 100 feet in most cases on both sides of Astoria Boulevard between 87th and 99th streets including a portion of 25th Avenue. R6B is proposed for the south side of Astoria Boulevard between 99th and 108th streets. The R6B district typically fosters development of three- to five-story buildings. Such buildings would reinforce an appropriate scale of development along Astoria Boulevard, which is very wide street that is well-served by City bus service.

R6B zoning allows all housing types. The maximum FAR for residential and community facilities is 2.0 FAR. New buildings would have a minimum base height of 30 feet and a maximum base height of 40 feet. Above this height any portion would be required to set back at least 10 feet from a wide street and 15 feet from a narrow street, and maximum building height is limited to 50 feet. Off-street parking would be required for 50 percent of dwelling units, but this requirement may be waived if five or fewer spaces are required.

C1-3, C1-4, C2-3 and C2-4 Overlays

Existing: C1-2, C1-3, and C2-2

The proposed changes to the existing commercial zoning would replace C1-2 and C2-2 overlays in East Elmhurst with C1-3 and C2-3 and generally reduce the depth of commercial overlays from 150 feet to 100 feet to prevent commercial uses from encroaching onto residential side streets. New C1-3 and C2-3 commercial overlays are proposed in certain locations along Astoria Boulevard and 23rd and 31st avenues to recognize existing commercial uses. Along Roosevelt Avenue, C1-4 and C2-4 commercial overlays are proposed along most block fronts between Elmhurst Avenue and 114th Street to reflect existing commercial uses and provide new business location opportunities. The proposal will also eliminate C1-2 overlays currently mapped on two block fronts on the north side of Astoria Boulevard between 29th and 31st avenues that have existing residential development.

C1 and C2 overlays are generally mapped within residential districts and allow a range of local retail and service establishments needed in residential neighborhoods. C1 districts permit Use Groups 1 through 6, while C2 districts permit Use Groups 1 through 9 and

14. In the proposed rezoning area, C1 and C2 districts will be mapped within R3-2, R4-1, R4B and R4 districts and be allowed a maximum commercial FAR of 1.0. A maximum community facility FAR of 1.0 is allowed in these overlays when mapped in R3-2 districts and an FAR of 2.0 is allowed when mapped in R4 districts. Along Astoria Boulevard in the proposed R6B district and along Roosevelt Avenue in an existing R6B district, the proposed C1 and C2 overlays will allow a maximum FAR of 2.0 for either commercial and community facility use.

Changing the existing C1-2 and C2-2 commercial overlays to C1-3 and C2-3 commercial overlays would reduce the parking from generally one parking space per 300 square feet of commercial floor area to one space per 400 square feet of commercial floor area. In the proposed C1-4 and C2-4 overlay zones, most retail uses would require one accessory parking space per 1,000 square feet of commercial floor area.

ATTACHMENT 2 – REASONABLE WORST DEVELOPMENT CASE SCENARIO

SOFT SITE SELECTION METHODOLOGY

In order to assess the possible effects of the proposed action, a reasonable worst case development scenario was developed for both the current zoning (Future No-Action) and proposed zoning (Future With-Action) conditions for a ten-year period (build year 2023). The incremental difference between the Future No-Action and Future With-Action conditions will serve as the basis for the impact analyses of the Environmental Assessment Statement. For area-wide rezoning not associated with a specific development, a ten-year period is typically the length of time over which developers would act on the area-wide zoning map changes such as those proposed.

To determine the With-Action and No-Action conditions, standard methodologies have been used following the *CEQR Technical Manual* guidelines employing reasonable assumptions. These methodologies have been used to identify the amount and location of future development. In projecting the amount and location of new residential development, several factors have been considered in identifying likely development sites. These include known development proposals, past development trends, and the development site criteria described below. Generally, for area-wide rezoning which create a broad range of development opportunities, new development can be expected to occur on selected, rather than all, sites within the rezoning area. The first step in establishing the development scenario was to identify those sites where new development could be reasonably expected to occur.

Development sites were identified based on the following criteria:

- Lots located in areas where an increase in permitted Floor Area Ratio (FAR) is proposed; AND
- with a total size of 4,000 square feet or larger (may include potential assemblages totaling 4,000 square feet, respectively, if assemblage seems probable); AND
- constructed to less than or equal to half of the proposed FAR under the proposed zoning; AND
- lots which are located in areas where changes in use would be permitted.

The development scenario's universe of sites was further refined by eliminating sites with the following conditions:

- Schools (public and private), municipal libraries, government offices, and houses of worship;
- Recent major investment, including new construction, conversion, or renovation;
- Buildings with six or more residential units, due to required relocation of tenants in rent-stabilized units;

- Highly irregular lots or otherwise encumbered parcels that would make development difficult.

PROJECTED AND POTENTIAL DEVELOPMENT SITES

To produce a reasonable, conservative estimate of future growth, the development sites were further divided into two categories: projected development sites and potential development sites. The projected development sites are considered more likely to be developed within the ten-year analysis period. Potential sites are considered less likely to be developed over the approximately ten-year analysis period. Potential development sites were indentified based on the following criteria:

- Active businesses which have undergone extensive investment, which provide unique services, or which are prominent and successful neighborhood businesses or organizations unlikely to move;
- Lots with several commercial tenants which may be difficult to dislodge due to long term leases;
- Sites in need of environmental remediation;
- Sites divided between disparate zoning districts.

In the future without the proposed action, the identified projected and potential development sites are assumed to either remain unchanged from existing conditions, or become occupied by uses that are as-of-right under existing zoning and reflect current trends if they are vacant, occupied by vacant buildings, or occupied by low intensity uses that are deemed likely to support more active uses.

Based on the above criteria, 8 projected and 7 potential (15 total) sites have been identified. The incremental difference between the Future No-Action and Future With-Action for all projected development sites is:

• An increase of 34 dwelling units;
• An increase of 42,080 square feet of retail or service space;
• A decrease of 17,090 square feet of community facility space.

DEVELOPMENT SCENARIO PARAMETERS

East Elmhurst – Roosevelt Avenue will provide greater opportunities for mixed commercial and residential development to locations along the rezoning area's main corridors and near mass transit resources while protecting the character of the residential side streets. The proposed zoning will mainly encourage mixed-use buildings with commercial uses on the ground floor and residential units above.

On Astoria Boulevard the existing combination of commercial overlays on lots with low-density residential zoning that allows a maximum of 0.6 or 0.9 FAR does not provide sufficient floor area for mixed-use development.

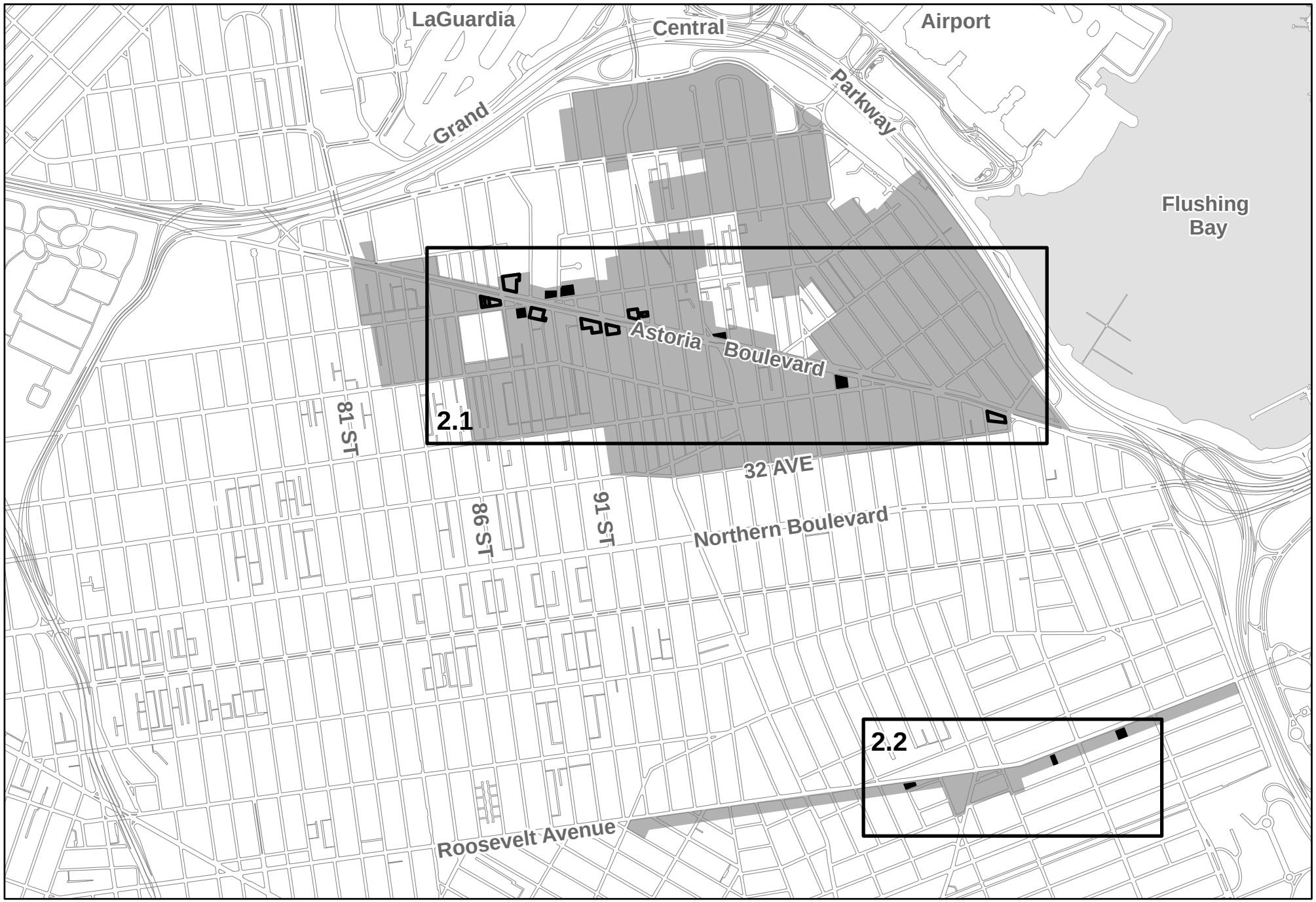
Whereas on Roosevelt Avenue the absence of commercial overlays limits mixed-use development for a major thoroughfare that provides local retail uses.

The number of projected dwelling units in apartment buildings was determined by dividing the total amount of residential floor area by 1,000 and rounding to the nearest whole number. Residences in single-family districts are expected to have slightly greater unit area.

The reasonable worst-case development scenarios (RWCDS) for each of the projected sites are summarized in Table 2.1. Complete descriptions are provided in sections D and E of this attachment. Figures 2.1, 2.1A and 2.1B show the locations of the development sites within the project area.

Figure 2: Projected and Potential Development Site Key

East Elmhurst Rezoning



Proposed Rezoning Area

Projected Sites

Potential Sites

0 600 1,200 2,400 3,600 4,800 Feet

Figure 2.1: Projected and Potential Development Sites

East Elmhurst Rezoning

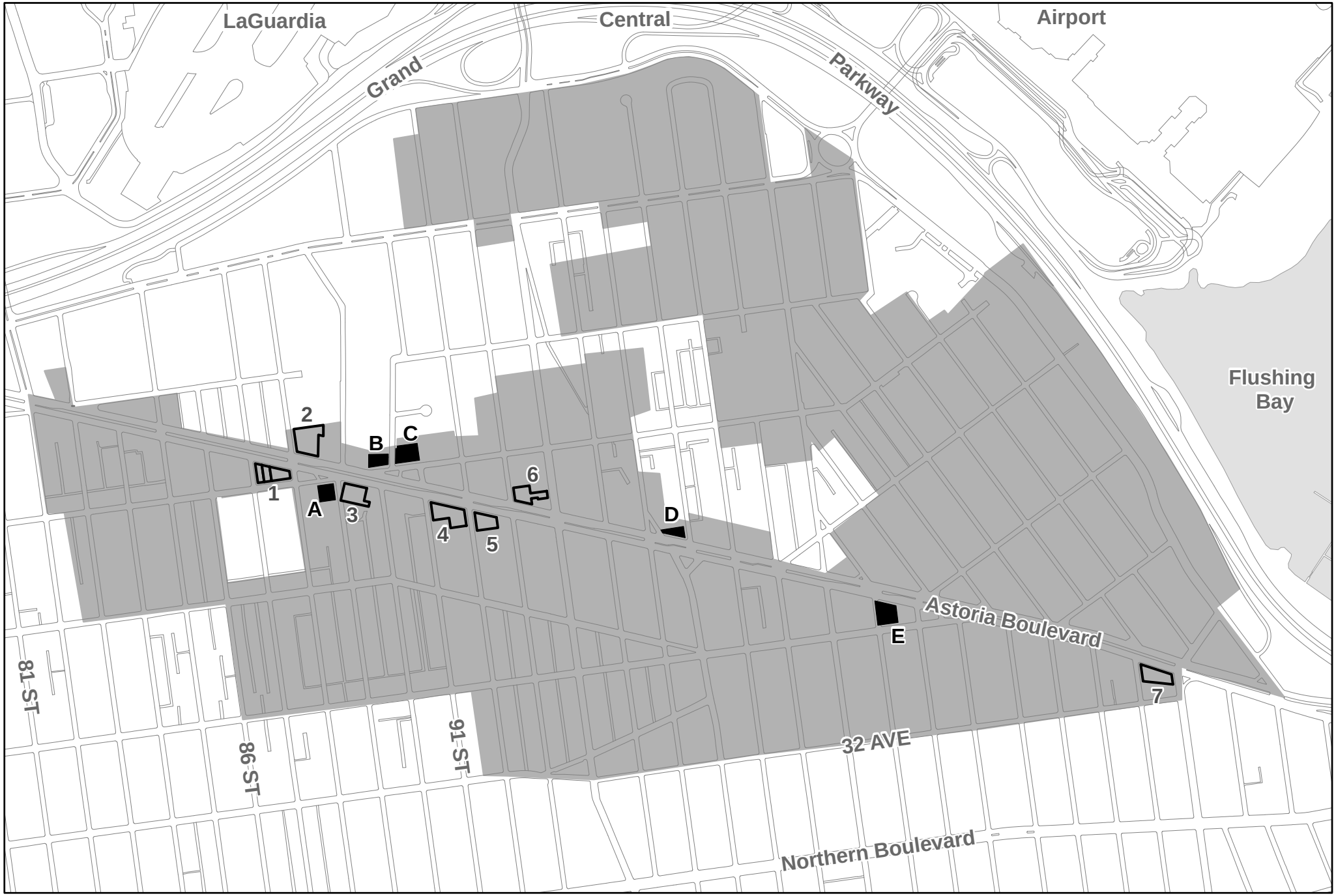
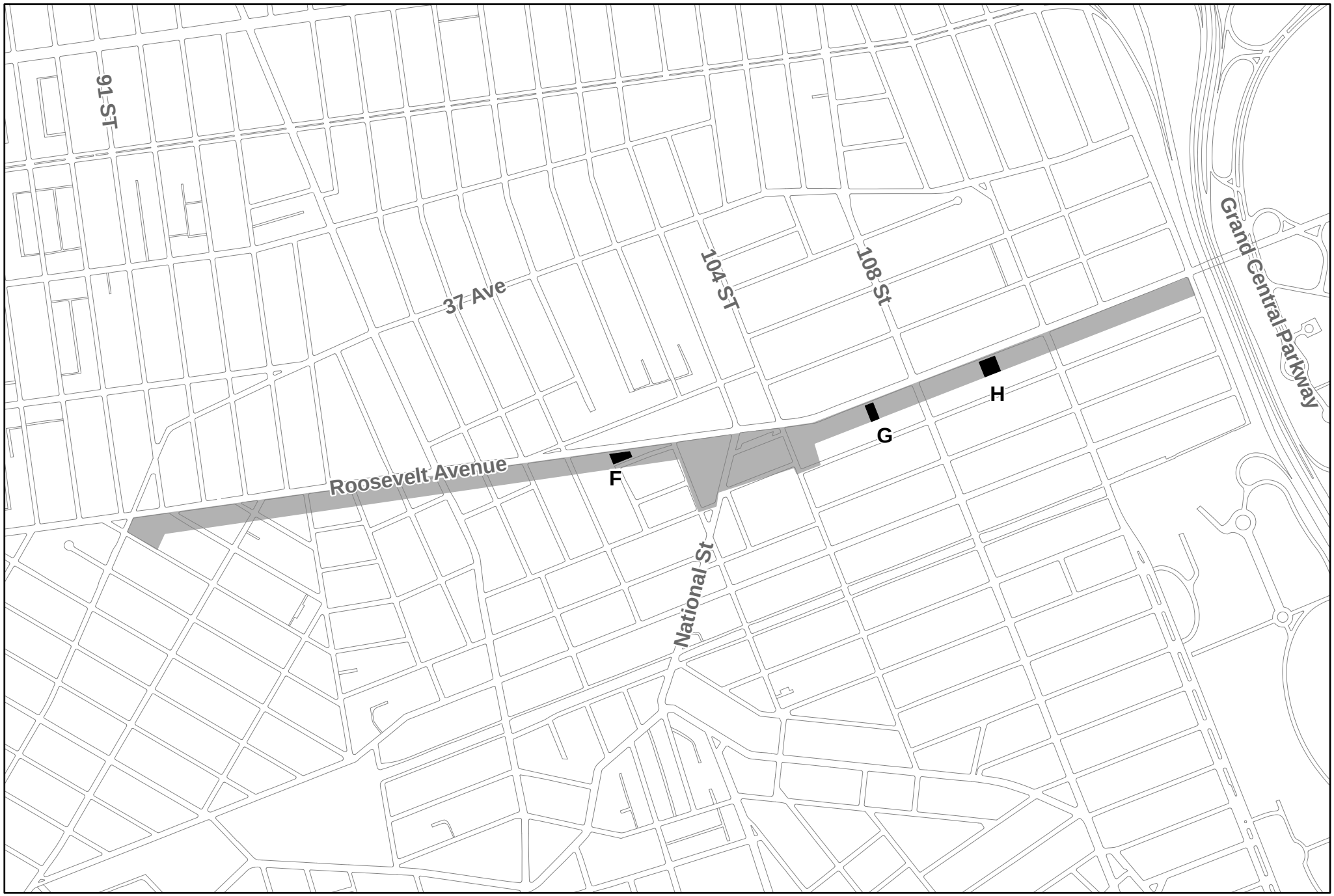


Figure 2.2: Projected and Potential Development Sites

East Elmhurst Rezoning



Proposed Rezoning Area

Projected Sites

Potential Sites

0 250 500 1,000 1,500 2,000 Feet

D. PROJECTED DEVELOPMENT SITES

Site A
Block 1362, Lot 6
88-20 25th Avenue
Existing R4/C2-2, Proposed R6B/C1-3



Site A is a corner lot with a total area of 10,000 square feet. The site is currently used as a service station and car repair garage. Under the current zoning the site would be developed with 9 dwelling units and a retail component of 1,000 square feet.

Under the proposed zoning, Site A would be developed with a three-story mixed-use residential and retail building that would have 13 dwelling units and 5,655 square feet of ground floor retail. At grade parking for 7 spaces are required for the residential units. The commercial parking requirement is waived.

Site B
Block 1101, lots 40 & 144
- Astoria Boulevard
Existing R3-2/C2-2, Proposed R6B/C1-3



Site B consists of two lots with a common ownership. The combined lot area is 9,180 square feet. The contiguous lots have an irregular shape. The un-built site is currently used for vehicle storage. Under the current zoning, the site would be developed with a mixed-use building having five dwelling units and 3,702 square feet of retail space. Five at-grade or garage spaces are required for the residences.

Under the proposed zoning, Site B would be developed with a three-story mixed-use building with 10 dwelling units and 7,803 square feet of retail space at street level. The five required residential parking spaces would be waived.

Site C
Block 1102, Lot 47
90-05 25th Avenue
Existing R3-2/C2-2, Proposed R6B/C1-3



Site C is comprised of a single large lot with an area of 14,384 square feet. The site is currently used for a car rental operation that includes an office and outdoor parking. Under the current zoning, the site would be developed with a three-story 9 residential units and 4,500 square feet of retail space. Nine residential, off-street parking spaces would be required.

Under the proposed zoning, Site C would be developed with a three-story, mixed-use building having 19 dwelling units and 9,500 square feet of street level retail space. Ten off-street parking spaces for the residences would be required.

Site D
Block 1370, Lot 39
25-62 Astoria Boulevard (96-17 97th Street)
Existing R3-2, Proposed R6B/C1-3



Site D is an irregular single large lot with an area of 6,816 square feet. The site is currently used office space for a dental practice. Under the current zoning, the site would be developed as a two-story community facility building with 6,816 square feet of floor area.

Under the proposed zoning, Site D would be developed with a two-story community facility building having a total floor area of 13,632 square feet.

Site E
Block 1688, Lot 30
101-08 Astoria Boulevard
Existing R3-2, Proposed R6B/C1-3



Site E is a large corner lot that extends to the center line of 101st Street – an improved and functioning City right-of-way that extends 101st Street from the south and intersects with Astoria Boulevard. As a result the lot area available for floor area calculation is 15,215 square feet. The site is currently used as a service station. Under the current zoning, the site would be developed with a three-story building consisting of 9 residential units and would require 9 off-street parking spaces.

Under the proposed zoning, Site E would be developed with a five-story mixed-use building consisting of 24 dwelling units and 6,598 square feet of ground floor retail. Twelve off-street parking spaces for the residences would be required.

Site F
Block 1608, Lot 13
Block 1609, lots 1, 2, 3 & 5
100-02 to 10 Roosevelt Avenue
Existing R6B, Proposed R6B/C1-4



Site F is comprised of five small, irregular lots with a single owner. They are developed with retail on Roosevelt Avenue. The combined site area is 5,900 square feet. Currently, the site contains two dwelling units and 2,995 square feet of retail. In the future without the proposed action, the site would be redeveloped with a two-story, 11,800 square feet community facility.

Under the proposed zoning, Site F would be developed with a two-story 11,800 square feet commercial building.

Site G
Block 1984, lots 22 & 23
104-54 & 56 Roosevelt Avenue
Existing R6B, Proposed R6B/C1-4



Site G is comprised of two lots with a single owner with a combined total lot area of 5,000 square feet. The site has been developed with two 4 story mixed-use apartment buildings containing 10 dwelling units and 2,106 square feet of office space on the ground floor. In the future without the proposed action, the 10 dwelling units would remain and the 2,106 square feet ground floor space would be converted to community facility use.

Under the proposed zoning, the existing building and 10 dwelling units would remain and the 2,106 square feet ground floor space would be converted to retail space.

Site H
Block 1996, Lot 25
108-40 Roosevelt Avenue
Existing R6B, Proposed R6B/C2-4



Site H is a single tax lot of 10,000 square feet. The site currently contains a buildings materials distribution warehouse. Under the current zoning this lot would be developed with a three-story, mixed-use building that would have 10,000 square feet of community facility use on the ground floor and with 10 residential units on the floors above. The residential parking requirement would be waived.

Under the proposed zoning, Site H would be developed with a three-story mixed-use building with 7,820 square feet of retail space on the ground floor and 10 residential units on the floors above. The residential parking requirement would be waived.

TABLE 2.1 PROJECTED SITES

Site Data						Existing Condition					Future w/o Action Condition						Future w/ Action Condition						Increment				
Site	Blk	Lot	Lot Area	Existing District	Prop. District	DU	Res SF	Com SF	Retail SF	Office SF	DU	Res SF	Req. Pkg.	Retail SF	CF SF	Build. Height	DU	Res SF	Req. Pkg.	Retail/ Com SF	CF SF	Build. Height	DU	Res SF	Req. Pkg.	Retail/ COM SF	CF SF
A	1362	6	10,000	R4/C2-2	R6B/CI-3	0	0	2,379		0	9	9,000	9	1,000		35 ft.	13	13,300	7	5,655		35ft.	4	4,300	-2	4,655	0
B	1101	40	5,692	R3-2/C2-2	R6B/CI-3	0		0	0	0	3	3,415	3	2,300													
		144	3,488	R3-2/C2-2	R6B/CI-3	0		0	0	0	2	2,085	2	1,400													
B			9,180								5	5,508	5	3,702		35 ft.	10	10,000	0	7,803		35 ft.	5	4,492	-5	4,101	0
C	1102	47	14,384	R3-2/C2-2	R6B/CI-3	0	0	0	0	1,410	9	8,630	9	4,500		35 ft.	19	19,268	10	9,500		35ft.	10	10,638	1	5,000	0
D	1370	39	6,816	R3-2	R6B/CI-3	0		0		2,024	0				6,816	25 ft.					13,632	25 ft.	0	0	0	0	6,816
E	1688	30	15,215	R3-2	R6B/CI-3	0		1,325		0	9	9,129	9	0		35 ft.	24	23,832	12	6,598		50 ft.	15	14,703	3	6,598	0
F	1608	13	1,481	R6B	R6B/CI-4	0	0	0	0						2,962					2,962							
	1609	1	1,331	R6B	R6B/CI-4	2	1,838								2,662					2,662							
	1609	2	1,180	R6B	R6B/CI-4	0			1,100						2,360					2,360							
	1609	3	1,029	R6B	R6B/CI-4	0			1,020						2,058					2,058							
	1609	5	879	R6B	R6B/CI-4	0			875						1,758					1,758							
F			5,900			2	1,838		2,995						11,800	25 ft.			0	11,800		25 ft.	0	0	0	11,800	-11,800
G	1984	22	2,500	R6B	R6B/CI-4	5	3,762	0	1,053		5	3,762	0		1,053		5	3,762	0	1,053							
	1984	23	2,500	R6B	R6B/CI-4	5	3,762	0	1,053		5	3,762	0		1,053		5	3,762	0	1,053							
G			5,000			10	7,524		2,106		10	7,524	0		2,106	40 ft.	10	7,524	0	2,106		40 ft.	0	0	0	2,106	-2,106
H	1996	25	10,000	R6B	R6B/C2-4	0		5,216			10	10,000	0		10,000	35 ft.	10	10,000	0	7,820		35 ft.	0	0	0	7,820	-10,000
																					PROJ	TOTAL	**34**	**34,133**	**-3**	**42,080**	**-17,090**

E. POTENTIAL DEVELOPMENT SITES

Site 1
Block 1099, lots 50, 55 & 60
87-06 thru 87-16 Astoria Boulevard
Existing R3-2/C2-2, Proposed R6B/C1-3

Site 1 is comprised of three lots with single-story retail buildings that were developed in 1989. It has a single owner with a combined lot area of 16,241 square feet. Under the current zoning, the three lots could be developed as a mixed-use building containing 10 dwelling units with 9,745 sq. ft. of residential floor area and 6,515 sq. ft. of commercial floor area. Off-street parking for 10 cars would be required.

With the proposed zoning, Site 1 would be developed with three, three-story mixed-use buildings having a total of 9,500 square feet of retail floor area and a combined total of 23 residential units. Off-street parking for 12 cars would be provided.

Site 2
Block 1100, Lot 43
80-05 Astoria Boulevard
Existing R3-2/C2-2, Proposed R6B/C1-3

Site 2 has a lot area of 24,480 square feet. The site has been developed with a national chain fast food store. Only a small portion of the lot area is developed by an enclosed building. The majority of the lot is dedicated to off-street parking and vehicular circulation for customers. Under current zoning the site would be developed with a mixed-use building having a maximum floor area of 14,688 square feet. The building would be three stories and have 15 dwelling units. Off-street parking for 15 cars would be required. Retail space at street level would have 9,500 square feet.

With the proposed zoning, Site 2 would be developed with a three-story mixed-use building containing 9,500 square feet of retail space and 39 residential units. Off-street parking for 20 cars would be provided.

Site 3
Block 1363, Lot 5
89-08 Astoria Boulevard
Existing R4/C2-2, Proposed R6B/C1-3

Site 3 has a lot area of 16,044 square feet. The site has been developed with a service station. Under current zoning the site would be developed with a total of 14 dwelling units that would require 14 off-street parking spaces. A total of 1,604 square feet of retail space would be included.
With the proposed zoning, Site 3 would be developed with a four-story mixed-use building containing 23 residential units and 8,657 square feet of retail space. Off-street parking for 12 cars would be provided.

Site 4
Block 1365, Lot 22
91-20 Astoria Boulevard
Existing R4/C2-2, Proposed R6B/C1-3

Site 4 has a lot area of 20,553 square feet. The site is developed with a one-story, national chain, fast-food restaurant. Most of the lot area is dedicated to customer parking and vehicular circulation. Under current zoning the site would have a total of 18 dwelling units that would require 18 off-street parking spaces. A total of 2,055 square feet of retail space would be included.

With the proposed zoning, Site 4 would be developed with a four-story mixed-use building containing 29 residential units and 11,767 square feet of retail space at street level. Off-street parking for 14 cars would be provided.

Site 5
Block 1366, Lot 32
92-10 Astoria Boulevard
Existing R4, Proposed R6B/C1-3

Site 5 is developed with a one-story service station and has a lot area of 11,656 square feet. Under the current zoning the site would be developed with 10 dwelling units and would require 10 off-street parking spaces. The site has no commercial overlay.

With the proposed zoning, Site 5 would be developed with a four-story mixed-use building containing 16 residential units and 6,962 square feet of retail space at street level. Off-street parking for 7 cars would be provided.

Site 6
Block 1367, Lot 25
93-01 Astoria Boulevard
Existing R4, Proposed R6B/C1-3

Site 6 is an irregular lot facing Astoria Boulevard that is developed with a restaurant and accessory parking lot. The site has an area of 13,502 square feet. Under the current zoning 12 dwelling units would be developed with 12 required off-street parking spaces. The site has no commercial overlay.

With the proposed zoning, Site6 would be developed with a three-story mixed-use building containing 16 residential units and 6,549 square feet of retail space at street level. Off-street parking for 6 cars would be provided.

Site 7

Block 1694, Lot 1
197-10 Astoria Boulevard
Existing R3-2, Proposed R6B/C1-3

Site 7 is developed with a one-story service station and has a lot area of 14,720 square feet. Under the current zoning the site would be developed with 9 dwelling units and would require 9 off-street parking spaces. The site has no commercial overlay.

With the proposed zoning, Site 7 would be developed with a three-story mixed-use building containing 21 residential units and 8,366 square feet of retail space at street level. Off-street parking for 11 cars would be provided.

ATTACHMENT 3 – LAND USE, ZONING AND PUBLIC POLICY

Under *CEQR Technical Manual* guidelines, an assessment of zoning is performed in conjunction with a land use analysis when an action would change the zoning on the site or result in the loss of a particular use. Similar to zoning, assessment of public policy typically accompanies an assessment of land use. Under CEQR, a land use analysis characterizes the uses and development trends in the study area that may be affected by a proposed action, and determines whether the action is compatible with or may affect those conditions. The analysis considers the proposed action's compliance with, and effect on, the area's zoning and any applicable public policies.

This section will describe the diversity and concentration of activities and services in the area, the zoning regulations that govern them and other relevant data regarding the future of the affected area. Specifically, the section will describe the existing built conditions, land use trends and the anticipated changes likely to occur by the year 2023 due to the proposed action.

As noted in Attachment 1, Project Description, the East Elmhurst Rezoning consists of two areas. The primary area is a zoning map change containing four major components: a lower-density contextual rezoning applied to residential streets, rezoning to increase compliance and conformance for lots which substantially exceed the existing zoning, a medium-density contextual rezoning applied to a wide street and primary commercial corridor in East Elmhurst, and commercial overlay modifications to better reflect existing land use patterns in the neighborhood. The secondary area is located on the south side of Roosevelt Avenue between Elmurst Avenue and 114th Strret where commercial overlays are proposed to reflect existing land uses and allow potential mixed-use commercial development.

Since these two rezoning actions would have different geographic scopes and different effects on land use, zoning, and public policy, primary and secondary study areas were established. Pursuant to the *CEQR Technical Manual*, the study areas include the area within 400 feet of the areas affected by the proposed zoning map changes (primary + secondary). These study areas are depicted in Figure 3.1, East Elmhurst Land Use Study Area and Figure 3.2, Roosevelt Avenue Land Use Study Area.

No significant adverse impacts related to land use, zoning, or public policy are anticipated. In general, the proposed actions are expected to result in changes that are compatible with and supportive of the current land use trends, zoning, and public policies.

Figure 3.2: Land Use

East Elmhurst Rezoning

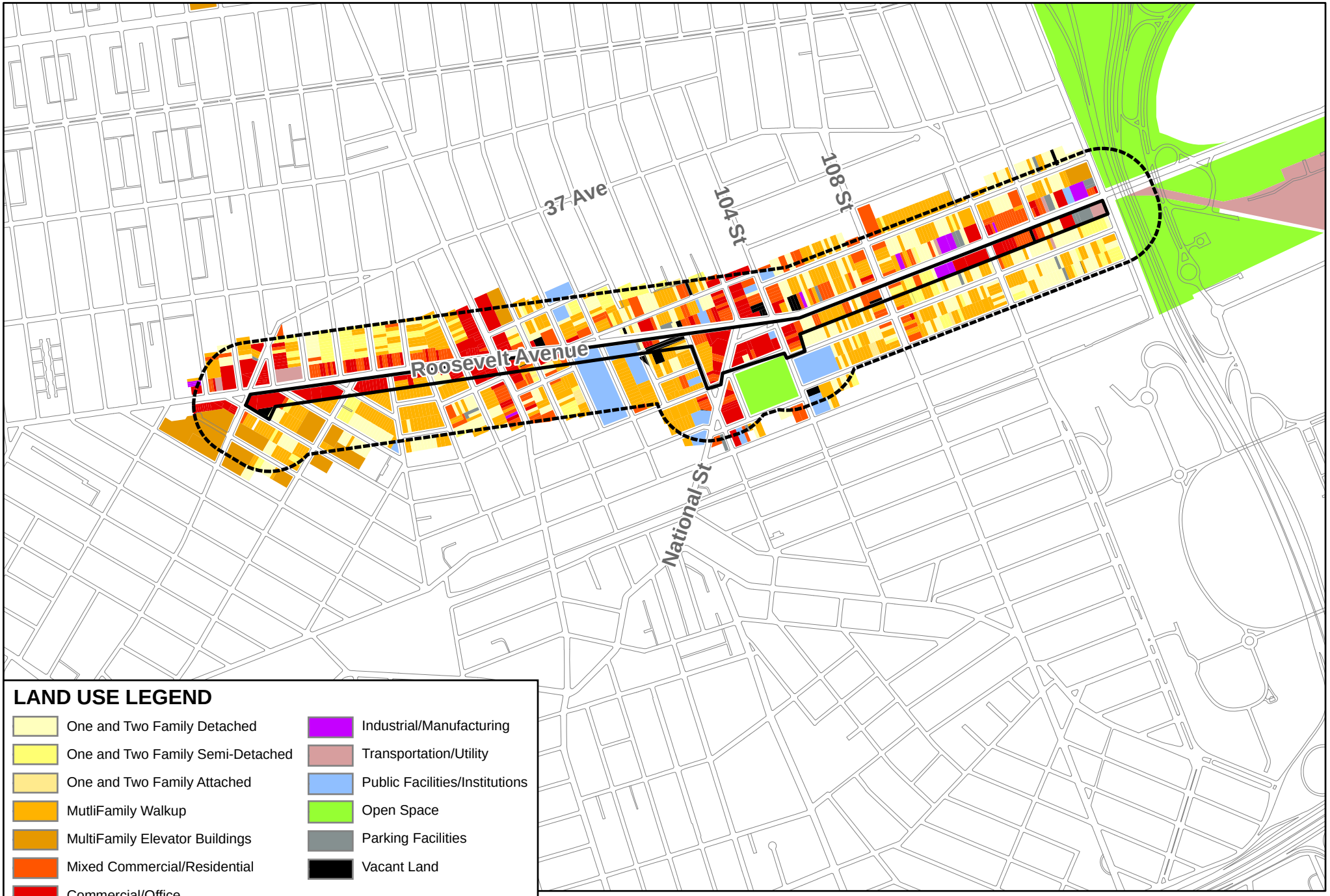


Figure 3.1: Land Use

East Elmhurst Rezoning

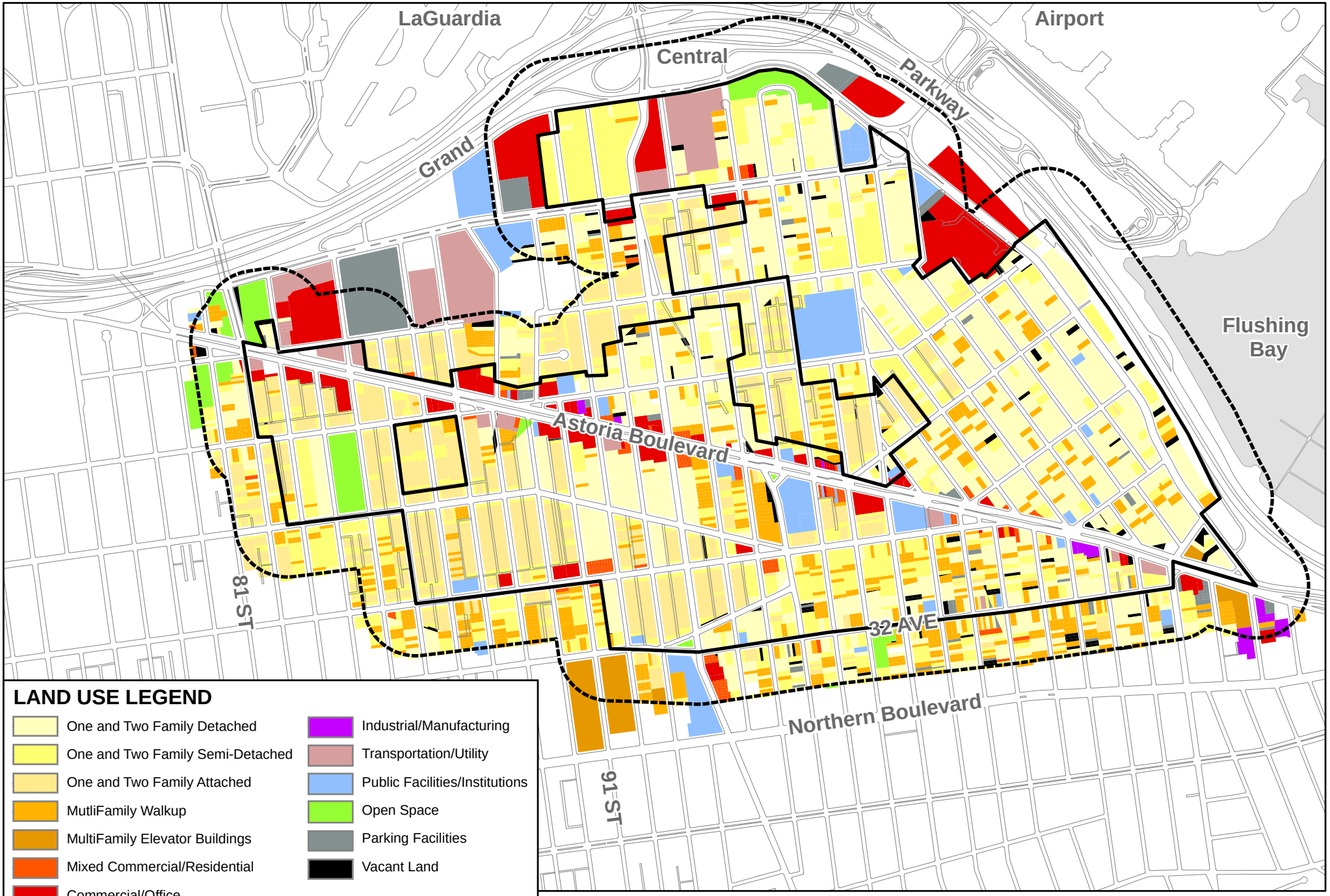
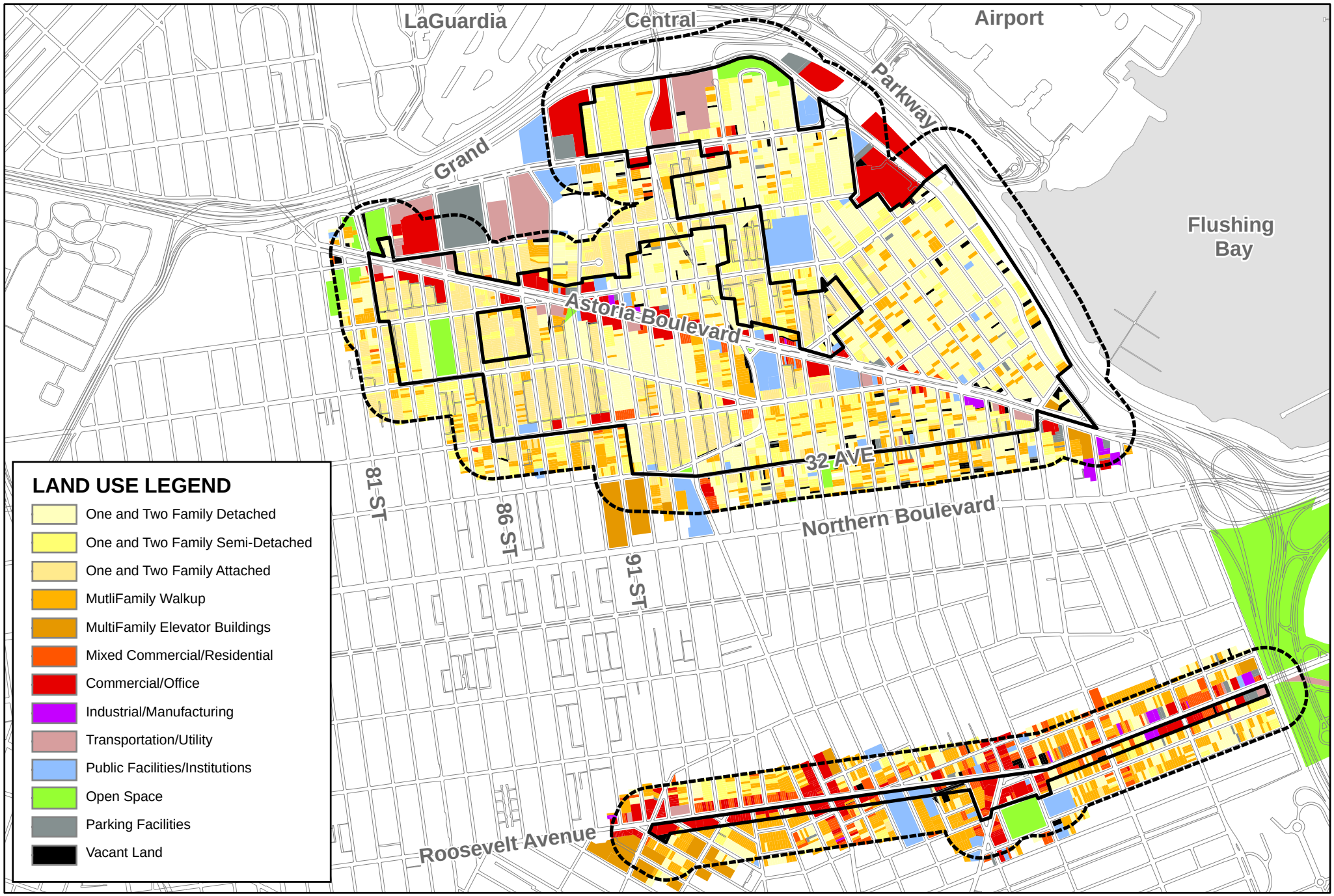


Figure 3: Land Use

East Elmhurst Rezoning



Land Use

Existing Conditions

Table 3.A.1 and Table 3.A.2 show the proportion of land and the proportion of tax lots devoted to various uses within the primary and secondary study areas. A broad mix of uses is represented in both study areas, including residential, institutional, commercial, manufacturing, recreation, and transportation. The primary study area is predominantly characterized by lower-density residential development divided by Astoria Boulevard, a major vehicular thoroughfare. The secondary study area for Roosevelt Avenue contains a mix of residential, commercial and institutional uses somewhat similar to those found in East Elmhurst but at mostly higher densities and with a distinctly higher ratio of multifamily buildings.

EAST ELMHURST

Table 3.A.1: Land Use within 400 Feet of Rezoning Area

Use	Lots	% of Total Lots	Area (acres)	% of Land Area
Residential				
One-and Two- Family Detached	1,538	27.0%	122.2	26.5%
One-and Two- Family Semi-detached	1,501	26.3%	86.55	18.8%
One-and Two- Family Attached	1,592	27.9%	70.11	15.2%
Multi-Family Building	652	11.4%	62.06	13.5%
Mixed Residential and Commercial	80	1.4%	4.17	0.9%
Commercial and Office	65	1.1%	32.2	7.0%
Industrial and Manufacturing	9	0.2%	1.94	0.4%
Transportation and Utility	21	0.4%	19.93	4.3%
Public Facilities and Institutions	43	0.8%	30.84	6.7%
Open Space and Recreation	15	0.3%	12.28	2.7%
Parking/Open Auto Use	49	0.9%	11.6	2.5%
Vacant	133	2.3%	6.96	1.5%
Total	5,698	100%	460.84	100%

The primary study area consists of 5,698 tax lots covering 460.84 acres in East Elmhurst. Approximately 94% of these tax lots contain residential buildings. Of the 5,283 lots with residential use (Table 3.B.1) approximately 29.1% are developed with one- or two-family detached residences, 28.4% are developed with one- or two-family semi-detached homes, and 30.1% are developed with attached one- or two-family homes. Multifamily buildings make up approximately 12.3% of all residential lots.

EAST ELMHURST
Table 3.A.2: Residential Building Types within 400 Feet of Rezoning Area

Building Type	Lots	% of Res. Lots
One-and Two- Family Detached	1,538	29.1%
One-and Two- Family Semi-detached	1,501	28.4%
One-and Two- Family Attached	1,592	30.1%
Multi-Family Building	652	12.3%
Total	5,283	100%

The secondary study area consists of lots within 400 feet of the south side of Roosevelt Avenue between Elmhurst Avenue and 114th Street in Community District 4. These lots are mostly developed with residential and commercial uses. Table 3.B.1 shows the proportion of tax lots and area to land uses. The 400 feet radius survey area consists of 1,593 tax lots covering 120.31 acres. Approximately 83% of these tax lots contain residential buildings. Of the 1,123 lots with residential use (Table 3.B.2) approximately 30.9% are developed with one- or two-family detached residences, 14.3% are developed with one- or two-family semi-detached homes, while only 1.4% is developed with attached one- or two-family homes. Multifamily buildings make up more than half of the residential lot total (53.3%).

Non-residential (includes mixed-use commercial & residential) lots account for approximately 29.6% of the total number of lots within a 400 foot radius of the rezoning area. Mixed residential and commercial uses make up 12.6% of the total lots. Lots developed with commercial and office uses comprise approximately 11.9%. Remaining land use categories (0.8%) industrial, (0.4%) transportation and utilities, (1.1%) public facilities, (0.1%) open space and recreation and (1.2%) parking. Vacant land accounts for 1.5% of the total lots.

ROOSEVELT AVENUE
Table 3.B.1: Land Use within 400 Feet of Rezoning Area

Use	Lots	% of Total Lots	Area (acres)	% of Land Area
Residential				
One-and Two- Family Detached	347	21.8%	22.28	18.5%
One-and Two- Family Semi-detached	161	10.1%	9.28	7.7%
One-and Two- Family Attached	16	1.0%	0.74	0.6%
Multi-Family Building	599	37.6%	43.84	36.4%
Mixed Residential and Commercial	201	12.6%	12.24	10.2%
Commercial and Office	190	11.9%	16.02	13.3%
Industrial and Manufacturing	12	0.8%	1.4	1.2%
Transportation and Utility	6	0.4%	1	0.8%
Public Facilities and Institutions	17	1.1%	7.48	6.2%
Open Space and Recreation	1	0.1%	3.08	2.6%
Parking/Open Auto Use	19	1.2%	1.43	1.2%
Vacant	24	1.5%	1.52	1.3%
Total	1,593	100%	120.31	100%

ROOSEVELT AVENUE
Table 3.B.2: Residential Building Types within 400 Feet of Rezoning Area

Building Type	Lots	% of Res. Lots
One-and Two- Family Detached	347	30.9%
One-and Two- Family Semi-detached	161	14.3%
One-and Two- Family Attached	16	1.4%
Multi-Family Building	599	53.3%
Total	1,123	100%

Future No-Action

In order to assess the incremental difference in land use that would result from the proposed actions, a Reasonable Worst-Case Development Scenario (RWCDS) was prepared. The RWCDS is contained in Attachment 2 of this Environmental Assessment Statement. A summary of land use scenarios for the projected and potential development sites can be found in Table 2.1.

Absent the proposed actions, land use in the rezoning area would retain many of the same general patterns found in the existing conditions. In addition to the changes expected on the projected development sites without the proposed actions, redevelopment of the rezoning area is expected to follow the same pattern as it has experienced over the past ten years. This includes 52 dwelling units, 9,202 square feet of commercial space and 30,722 square feet of community facility space.

Land use in the study area would retain many of the same general patterns found in the existing conditions. In addition, redevelopment of the lower-density residential portions of the study area is expected to continue following a pattern similar to that established over the past ten years; the construction of out-of-character, attached and multifamily developments in areas currently defined by existing detached one- and two-family homes. Within the R4 district, construction of attached, multifamily development with higher density can replace certain low-rise one- and two-family attached buildings. Additionally, the two principal commercial corridors within the study areas will be limited to generally retail development only along Astoria Boulevard due to the currently inadequate FAR to support mixed residential-commercial development, while the limited extent of commercial overlays along the south side of Roosevelt Avenue limits this stretch to future development of medium-denisty residential and/or community facility buildings.

Future With-Action

The intent of the proposed rezoning is to reinforce current land uses and building patterns while fostering new residential and commercial development along the area's major corridors. Modest increases in commercial and residential densities are therefore expected on projected development sites in the Future With-Action condition relative to the Future Without-Action condition. The With Action condition contains a total of 87 dwelling units, 51,282 square feet of commercial space, and 13,632 square feet of community facility area. The increment relative to the Future Without-Action conditions are an increase of 34 dwelling units and 42,080 square feet of commercial space, and a decrease of 17,090 square feet of community facility space.

A key factor in predicting this modest increase in new residential development (or any development) includes the type of rezoning being proposed. A rezoning from a general residential district to a comparable contextual residential district would not create substantial incremental increases in development. The incremental increase would be greater for areas being rezoned from a non-residential district to a residential district. Therefore, a rezoning from one similar residential district to another generally will not cause significant changes or impacts. As noted in the RWCDS, the majority of the expected development is anticipated for soft sites on Astoria Boulevard where R6B zoning is proposed, and for new retail and mixed-use development on Roosevelt Avenue where commercial overlays are recommended.

On the projected development sites on Astoria Boulevard, the With-Action scenario is expected to produce an increase in dwelling units relative to the No-Action scenario. Residential and mixed-use development does not represent an introduction of

incompatible land uses. Furthermore, the projected increase as a proportion of the total number of existing dwelling units in the rezoning area is relatively small.

The incremental differences would not result in substantial changes in land use in the study area. The small amount of change would consist only of land uses that are compatible and consistent with land uses in and around the rezoning area. The incremental residential and commercial uses will blend harmoniously with existing uses, support area land use trends, and not introduce incompatible uses.

Furthermore, in the Future With-Action condition, existing land use patterns in residential areas would be reinforced by the proposed zoning. Fewer of the detached one- and two-family homes would be replaced with attached and multifamily apartment buildings, and new construction in districts permitting only single-family and one- and two-family residences would be consistent with the prevailing neighborhood contexts.

ZONING

The proposed actions would not result in significant adverse impacts on zoning.

Existing Conditions/Future Without-Action

There are no concurrent plans by any City agency for area-wide zoning changes in the study area. Therefore, in the No-Action scenario, it is assumed that the zoning would not change from the existing conditions. Descriptions of the existing zoning districts are provided below:

Existing Zoning

The rezoning area consists of two existing districts in East Elmhurst: R3-2 and R4. No change to the residential zoning (R5, R6 & R6B) on Roosevelt Avenue is proposed. C1-2 and C2-2 commercial overlay districts are mapped on Astoria Boulevard, 25th and 31st avenues. Within the East Elmhurst study area 400 feet radius, some lots located to the south of the Grand Central Parkway were rezoned to C4-1, C4-2 and R6 under previously approved rezoning actions. However, most of the area's zoning has remained unchanged since 1961.

R3-2

The R3-2 district, the largest zone found within the East Elmhurst Rezoning area, is generally mapped east of 94th Street extending south to 32nd Avenue and westward to the north of Astoria Boulevard to 85th Street. It is comprised of all or portions of 104 blocks.

The R3-2 district is the lowest-density general residence district in which multi-family structures are permitted. A variety of housing types are permitted including garden apartments, row houses, semi-detached and detached houses. The maximum FAR is 0.6, which includes a 0.1 attic allowance. Minimum lot width and lot area depend upon the housing configuration: detached residences require a 40-foot lot width and 3,800

square feet of lot area; other housing types require lots that have at least 18 feet of width and 1,700 square feet of lot area. The maximum building height is 35 feet, with a maximum perimeter wall height of 21 feet. Front yards must be at least 15 feet deep. Community facilities are permitted at an FAR of 1.0. One parking space is required for each dwelling unit.

R4

The R4 district encompasses all or portions of 37 blocks located west of 94th Street and south of Astoria Boulevard.

The R4 district is a general residence district that allows the same variety of housing types as the R3-2 district but at a slightly higher density. The maximum allowable FAR is 0.9, which includes a 0.15 attic allowance. Detached residences require a minimum lot area of 3,800 square feet and a minimum lot width of 40 feet. Semi-detached and attached residences require a minimum lot area of 1,700 square feet and a minimum lot width of 18 feet. The maximum building height is 35 feet, with a maximum perimeter wall height of 25 feet. In a predominantly built up area, a maximum FAR of 1.35 is permitted with the R4 infill provision. Front yards must be 10 feet deep or, if deeper, a minimum of 18 feet. Community facilities are permitted at an FAR of 2.0. One parking space is required for each dwelling unit.

Commercial Overlays

C1-2 and C2-2 overlays are mostly located on block fronts facing portions of Astoria Boulevard and have a depth of 150 feet. The C2-2 overlays on Astoria Boulevard are located west of 94th Street; the C1-2 overlays are to the east. Two block fronts on 31st Avenue have C1-2 overlays. C1 and C2 overlays are mapped within residential districts to allow a range of local retail and service establishments needed in residential neighborhoods. C1 overlays allow Use Groups 1 through 6, while C2 overlays allow Use Groups 1 through 9 and 14.

In the East Elmhurst portion of the rezoning area C1-2 and C2-2 overlays are mapped within R3-2 and R4 districts and allow a maximum 1.0 FAR for commercial uses for both districts. The 150 feet depth for most of these overlays allows commercial development on some residential lots that face side streets which intersect with Astoria Boulevard.

The south side of Roosevelt Avenue between Elmhurst Avenue and 114th Street has a mixture C1-2, C1-3, and C2-2 overlays. These overlays generally have a depth of 100 feet. The C1-2, C1-3, and C2-2 overlays are mapped within R5, R6 and R6B districts. Within the R5 district, the maximum commercial FAR is 1.0, while within the R6 and R6B districts the maximum commercial FAR is 2.0.

Parking requirements for commercial use with C1 and C2 overlays is indicated by the overlay suffix numeral. For most C1-2 and C2-2 overlays the required parking for retail

use is one accessory parking space per 300 square feet of floor area. C1-3 overlays have a parking requirement of one-space per 400 square feet of floor area.

Future With-Action

The proposed action is intended to maintain the existing lower-density character of residential blocks in the East Elmhurst neighborhood by establishing contextual zoning districts with height limits and thereby ensure new development will be consistent with surrounding contexts, while creating some modest new development opportunities along the major corridors. In general, the existing zoning regulations in the rezoning area have predominantly been in place since 1961, allowing new development that is out-of-character.

The proposed action within the **East Elmhurst** Rezoning Area affects all or portions of approximately 127 blocks (3,557 lots). The rezoning area covers portions of Zoning Map sections 9c, 9d, 10a and 10b. The proposed rezoning replaces existing R3-2 and R4 districts with R2A, R3A, R3X, R3-1, R4-1, R4B, R4 and R6B districts. The proposed actions would also replace and remove certain C1-2 and C2-2 overlays with C1-3 and C2-3 overlays and reduce the depth of most of the overlays from 150 feet to 100 feet. New C1-3 overlays would be established on certain block fronts along 23rd and 31st avenues to reflect existing land uses.

The proposed action for the south side of **Roosevelt Avenue** affects all or portions of 14 block fronts (220 lots). The rezoning area covers portions of Zoning Map sections 9d and 10b. Along the portion of Roosevelt Avenue, C1-4 and C2-4 commercial overlays are proposed along most block fronts to reflect existing commercial uses and provide new business location opportunities.
The proposed contextual zoning strategy is intended to reinforce the character of the East Elmhurst and the commercial use of Roosevelt Avenue and ensure future residential and commercial development will be more consistent with the surrounding neighborhood building patterns.

Zoning Map Changes

Proposed R2A
Existing: R4

R2A zoning is proposed on all or portions of three blocks south of Astoria Boulevard on 84th and 90th streets (north of 30th Avenue).

The R2A district permits only single-family, detached residences on lots that have a minimum area of 3,800 square feet and a minimum lot width of 40 feet. The maximum FAR is 0.5. The maximum building height is 35 feet, with a maximum perimeter wall height of 21 feet. The front yard of a new building must be at least as deep as an adjacent front yard with a minimum depth of 15 feet. Community facilities are

permitted at an FAR of 0.5, and up to 1.0 FAR by special permit. One parking space is required.

Proposed R3A

Existing: R3-2 & R4

R3A districts are proposed in three areas on all or portions of 11 blocks. Two are located south of Astoria Boulevard between 91st and 94 the streets; the third area is located north of the boulevard between 100th and Curtis streets.

The R3A district allows one- and two-family detached only residences on lots that have a minimum area of 2,375 square feet and a minimum lot width of 25 feet. The maximum FAR is 0.6, which includes a 0.1 attic allowance. The maximum building height is 35 feet, with a maximum perimeter wall height of 21 feet. The front yard of a new building must be at least as deep as an adjacent front yard with a minimum depth of 10 feet and a maximum depth of 20 feet. Community facilities are permitted at a maximum FAR of 1.0. One parking space is required for each dwelling unit.

Proposed: R3X

Existing: R3-2 & R4

R3X districts are proposed for three areas located north of Astoria Boulevard between 92nd Street and the Grand Central Parkway on all or portions of 44 blocks.

The R3X district allows one- and two-family detached residences on lots that have a minimum area of 3,325 square feet and a minimum lot width of 35 feet. The maximum FAR is 0.6, which includes a 0.1 attic allowance. The maximum building height is 35 feet, with a maximum perimeter wall height of 21 feet. The front yard of a new building must be at least as deep as an adjacent front yard with a minimum depth of 10 feet and a maximum depth of 20 feet. Community facilities are permitted at a maximum FAR of 1.0. One parking space is required for each dwelling unit.

Proposed R3-1

Existing: R3-2

R3-1 districts are proposed for 19 blocks in two areas located north of Astoria Boulevard and between 92nd Street and 101st Street.

The R3-1 district allows one- and two-family detached or semi-detached residences. The maximum FAR is 0.6, which includes a 0.1 attic allowance. The minimum lot width and lot area depend upon the housing configuration: detached residences require a minimum 40-foot lot width and 3,800 square feet of lot area; semi-detached residences require at least 18 feet of width and 1,700 square feet of lot area. The maximum building height is 35 feet, with a maximum perimeter wall height of 21 feet. Community facilities are permitted at a maximum FAR of 1.0. One parking space is required for each dwelling unit.

Proposed: R4B

Existing: R3-2 & R4

R4B zoning is proposed for all or portions of 26 blocks south of Astoria Boulevard between 82nd and 95th streets.

The R4B district allows one- and two-family detached, semi-detached and attached residences. For detached buildings, lot width must be at least 25 feet, for all others the lot width must be a minimum of 18 feet. A lot area minimum of 2,375 square feet for detached residences or 1,700 square feet for other types is required. The front yard can be 5 feet but must be as deep as one adjacent front yard. The maximum building height is 24 feet. The maximum FAR is 0.9. One off-street parking space per dwelling unit is required. Parking must be accessed from the rear of the site for lots at least 40 feet in width.

Proposed: R4

Existing: R3-2

R4 zoning is proposed for ten blocks in two areas south of Astoria Boulevard between 86th and 100th streets to more closely reflect the density of development in this portion of the rezoning area.

The R4 zone is a general residential district which permits a full range of residential building types: detached, semi-detached and attached at a slightly higher density than is allowed for R3-2 districts. The maximum allowable FAR is 0.9, which includes a 0.15 attic allowance. Detached residences require a minimum lot area of 3,800 square feet and a minimum lot width of 40 feet. Semi-detached and attached residences require a minimum lot area of 1,700 square feet and a minimum lot width of 18 feet. The maximum building height is 35 feet, with a maximum perimeter wall height of 25 feet. In a predominantly built up area, a maximum FAR of 1.35 is permitted with the R4 infill provision. Front yards must be 10 feet deep or, if deeper, a minimum of 18 feet. Community facilities are permitted at an FAR of 2.0. One parking space is required for each dwelling unit.

Proposed: R4-1

Existing R3-2

R4-1 zoning is proposed for 16 full and partial blocks north of 32nd Avenue and south of Astoria Boulevard between 94th and 108th streets to reinforce the semi-detached configuration and greater density of existing residences in this portion of the rezoning area.

The R4-1 District allows one- and two-family detached or semi-detached residences. The maximum FAR is 0.9, which includes a 0.15 attic allowance. The minimum lot width and lot area depend upon the housing type: Detached residences require a minimum 25-foot lot width and 2,375 square feet of lot area. Semi-detached residences require a minimum 18-foot lot width and 1,700 square feet of lot area. The maximum building height is 35 feet, with a maximum

perimeter wall height of 25 feet. Community facilities are permitted at a maximum FAR of 2.0. One parking space is required for each dwelling unit.

Proposed: R6B

Existing: R3-2 & R4

R6B zoning is proposed for all or portions of 32 blocks. The proposed zoning will be mapped to a depth of 100 feet in most cases on both sides of Astoria Boulevard between 87th and 99th streets including a portion of 25th Avenue. R6B is proposed for the south side of Astoria Boulevard between 99th and 108th streets. The R6B district typically fosters development of three- to five-story buildings. Such buildings would reinforce an appropriate scale of development along Astoria Boulevard, which is very wide street that is well-served by City bus service.

R6B zoning allows all housing types. The maximum FAR for residential and community facilities is 2.0 FAR. New buildings would have a minimum base height of 30 feet and a maximum base height of 40 feet. Above this height any portion would be required to set back at least 10 feet from a wide street and 15 feet from a narrow street, and maximum building height is limited to 50 feet. Off-street parking would be required for 50 percent of dwelling units, but this requirement may be waived if five or fewer spaces are required.

C1-3, C1-4, C2-3 and C2-4 Overlays

Existing: C1-2, C1-3, and C2-2

The proposed changes to the existing commercial zoning would replace C1-2 and C2-2 overlays in East Elmhurst with C1-3 and C2-3 and generally reduce the depth of commercial overlays from 150 feet to 100 feet to prevent commercial uses from encroaching onto residential side streets. New C1-3 and C2-3 commercial overlays are proposed in certain locations along Astoria Boulevard and 23rd and 31st avenues to recognize existing commercial uses. Along Roosevelt Avenue, C1-4 and C2-4 commercial overlays are proposed along most block fronts between Elmhurst Avenue and 114th Street to reflect existing commercial uses and provide new business location opportunities. The proposal will also eliminate C1-2 overlays currently mapped on two block fronts on the north side of Astoria Boulevard between 29th and 31st avenues that have existing residential development.

C1 and C2 overlays are generally mapped within residential districts and allow a range of local retail and service establishments needed in residential neighborhoods. C1 districts permit Use Groups 1 through 6, while C2 districts permit Use Groups 1 through 9 and 14. In the proposed rezoning area, C1 and C2 districts will be mapped within R3-2, R4-1, R4B and R4 districts and be allowed a maximum commercial FAR of 1.0. A maximum community facility FAR of 1.0 is allowed in these overlays when mapped in R3-2 districts and an FAR of 2.0 is allowed when mapped in R4 districts. Along Astoria Boulevard in the proposed R6B district and along Roosevelt Avenue in an existing R6B district, the proposed C1 and C2 overlays will allow a maximum FAR of 2.0 for either commercial and community facility use.

Changing the existing C1-2 and C2-2 commercial overlays to C1-3 and C2-3 commercial overlays would reduce the parking from generally one parking space per 300 square feet of commercial floor area to one space per 400 square feet of commercial floor area. In the proposed C1-4 and C2-4 overlay zones, most retail uses would require one accessory parking space per 1,000 square feet of commercial floor area.

PUBLIC POLICY

A portion of the rezoning area is within the Coastal Zone boundary. A NYC WRP Consistency Assessment Form (CAF, (see appendix) was completed for the proposed action. The proposed action is consistent with the Waterfront Revitalization Plan, since the action will not induce new development within the coastal zone area of Flushing Bay. Furthermore, the proposed action would support PlaNYC's initiatives by shifting growth toward areas with more public transportation options, while preserving the character of the neighborhoods.

There are no other known public policies that govern the rezoning area under the existing conditions. Without the proposed action, it is not expected that any new public policies would be put in place in the rezoning area.

The proposed actions are based on a fine-grained rezoning approach that has been employed in neighborhood rezonings that the Department of City Planning (DCP) has pursued since 2001. The proposed rezoning identifies and supports the existing built character, while specified areas have been identified as appropriate locations for a moderate increase in density. These changes are consistent with the city-wide policy of promoting growth and density on wide streets and major corridors.

Given the consistency of the proposed actions with established policies of the DCP and the City of New York, it is anticipated that the proposed actions would not result in a significant adverse impact on public policy.

SUSTAINABILITY AND PLANYC

PlaNYC, the City's long-term sustainability plan, was adopted in 2007 and updated in April 2011. It contains policy initiatives that relate to the city's land use, open space, brownfields, energy use and infrastructure, transportation systems, water quality and infrastructure, and air quality, and aim to prepare the city for projected climate change impacts. Its structure sets broad based targets to be reached by 2030. To execute the strategic vision, PlaNYC adopts 10 goals to be achieved through 132 separate initiatives and a number of subsidiary plans. Many of these goals are to be realized through public sector projects, local laws or the City's regulatory frameworks governing both private and public actions. The 2012 CEQR Technical Manual requires the evaluation of large

publicly sponsored zonings to ensure the proposed action(s) align with the broad priorities espoused by the PlaNYC initiatives.

While the proposed action is not directly implementing a PlaNYC initiative, such as replacing aging infrastructure, the rezoning, as aforementioned, is intended to promote medium density mixed-use development along a major corridor in Queens and around mass-transit while protecting the existing neighborhood character of targeted residential areas. Shifting population growth to mass-transit nodes and providing new development opportunities are in line with the purpose of PlaNYC's many initiatives' and the goal to provide adequate housing for New Yorkers around sustainable forms of transportation. Moreover, as discussed below and elsewhere in the EAS, the proposed action will not adversely affect Open Space, Natural Resources, Infrastructure, Energy, Construction, Transportation, Greenhouse Gas Emissions, and Air Quality, which are areas that relate to PlaNYC initiatives. Therefore, the proposed action is consistent with the overall strategy of PlaNYC's initiatives.

CONCLUSION

The proposed rezoning would establish contextual zoning districts in East Elmhurst to protect and maintain the built character of the neighborhood's residential blocks, while also providing moderate growth opportunities along major corridors. Accordingly, the proposed actions would result in changes that would be compatible with and supportive of land use trends, zoning, and public policy. In effect, the proposed actions would bear a positive impact on preserving neighborhood character while encouraging redevelopment of underutilized properties on wide streets and around mass transit. Consequently, no significant adverse impacts related to land use, zoning or public policy are anticipated.

Attachment 4 - Shadows

INTRODUCTION

No significant adverse shadow impacts on open spaces or light-sensitive architectural resources are anticipated as of the result of the proposed action.

The *CEQR Technical Manual* defines a shadow as the circumstance in which a building or other built structure blocks the sun from the land. An incremental shadow is an additional or new shadow that a building or other built structure resulting from a proposed project would cast on a sunlight-sensitive resource during the year. Shadows can have impacts on publicly accessible open spaces or natural features by adversely affecting their use and important landscaping and vegetation. In general, increases in shadow coverage make parks feel darker and colder, affecting the experience of park patrons. Shadows can also have impacts on historic resources whose features are sunlight-sensitive, such as stained-glass windows, by obscuring the features or details which make the resources significant.

Sunlight-sensitive resources of concern are those resources that depend on sunlight or for which direct sunlight is necessary to maintain the resource's usability or architectural integrity. Such resources generally include: a) publicly accessible open spaces, b) architectural resources with shadow sensitive features such as stained glass windows and façade elements that depend on direct sunlight for visual character, and c) natural resources such as wetland and surface water bodies that are the habitat of vegetation or animals that depend on direct sunlight to live and/or grow.

In general, shadows on city streets and sidewalks or on other buildings are not considered significant. Some open spaces contain facilities that are not sensitive to sunlight. These are usually paved such as handball or basketball courts, contain no seating areas and no vegetation, no unusual or historic plantings, or contain only unusual or historic plantings that are shade tolerant. These types of facilities do not need to be analyzed for shadow impacts. Additionally, it is generally not necessary to assess resources located to the south of development sites as shadows cast by the action-generated development would not be cast in the direction of these resources. Furthermore, shadows occurring within one and one-half hour of sunrise or sunset generally are not considered significant in accordance with the *CEQR Technical Manual*.

To determine whether new shadows could adversely affect open spaces, screening analyses are necessary. The first step is to calculate the heights of structures or additions resulting from the proposed action and compare them to the heights of the structures or additions in the future without the proposed action. Pursuant to guidelines in the *CEQR Technical Manual*, a shadow assessment is generally necessary if the proposed actions would result in new structures of greater than 50 feet in height, or if any of the development sites is adjacent to, or across the street from, a sunlight-sensitive park, historic resource, or other important natural feature.

Tier 1 Screening Assessment

Height increments were calculated between the Future With No-Action and the Future With Action scenarios. Under the With No-Action scenario, building heights on development sites could range between 21 feet (R3-2) or 25 feet (R4) at the building perimeter and 35 feet overall (the 35 feet height is allowed at the building perimeter as a dormer as illustrated in Attachment 7 – Urban design sites A and E With No-Action perspectives). Under the With Action scenario, building heights on projected and potential development sites range between 35 feet and 50 feet. The largest height increment between these two scenarios is 29 feet on Projected Site E.

Following the procedure from the *CEQR Technical Manual*, the longest shadow study area was determined by drawing a radius equal to 4.3 times the maximum with-action height of a building for each development site (Figure 4.1). This distance represents the longest shadow that could be cast by the building on the shortest day of the year, December 21. Sunlight-sensitive resources that are located outside the longest shadow study area are therefore exempt from further analysis. At this step in the analysis it was determined that projected sites A, C, and D as well as potential sites 1, 2, 4, 5, 6, and 7 could not cast shadows on any sunlight sensitive receptors. However two sunlight-sensitive resources were identified that could possibly be reached by shadows: Barclay Triangle and the One Room Schoolhouse Park. Therefore, further assessment is required and a Tier 2 screening assessment was performed.

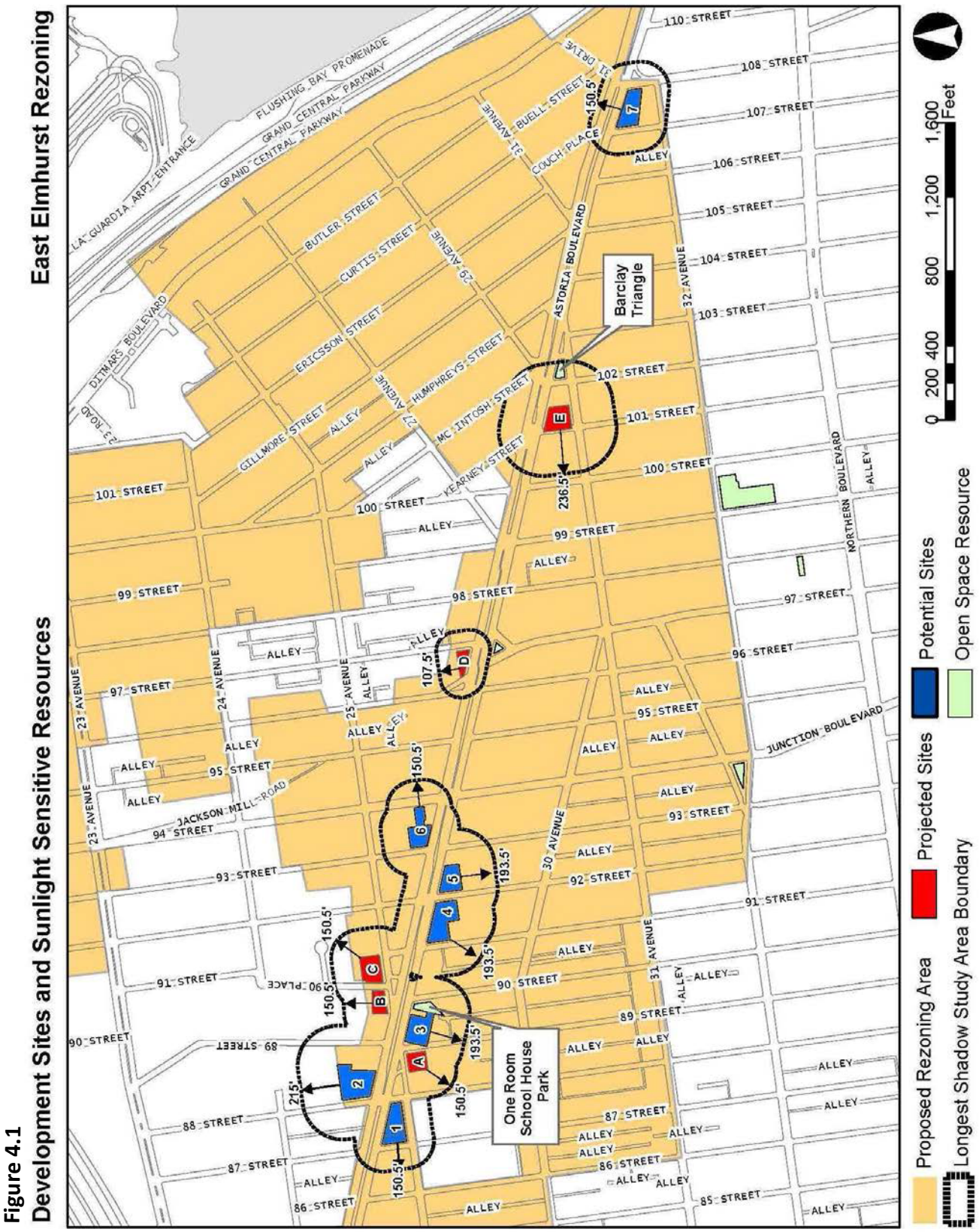
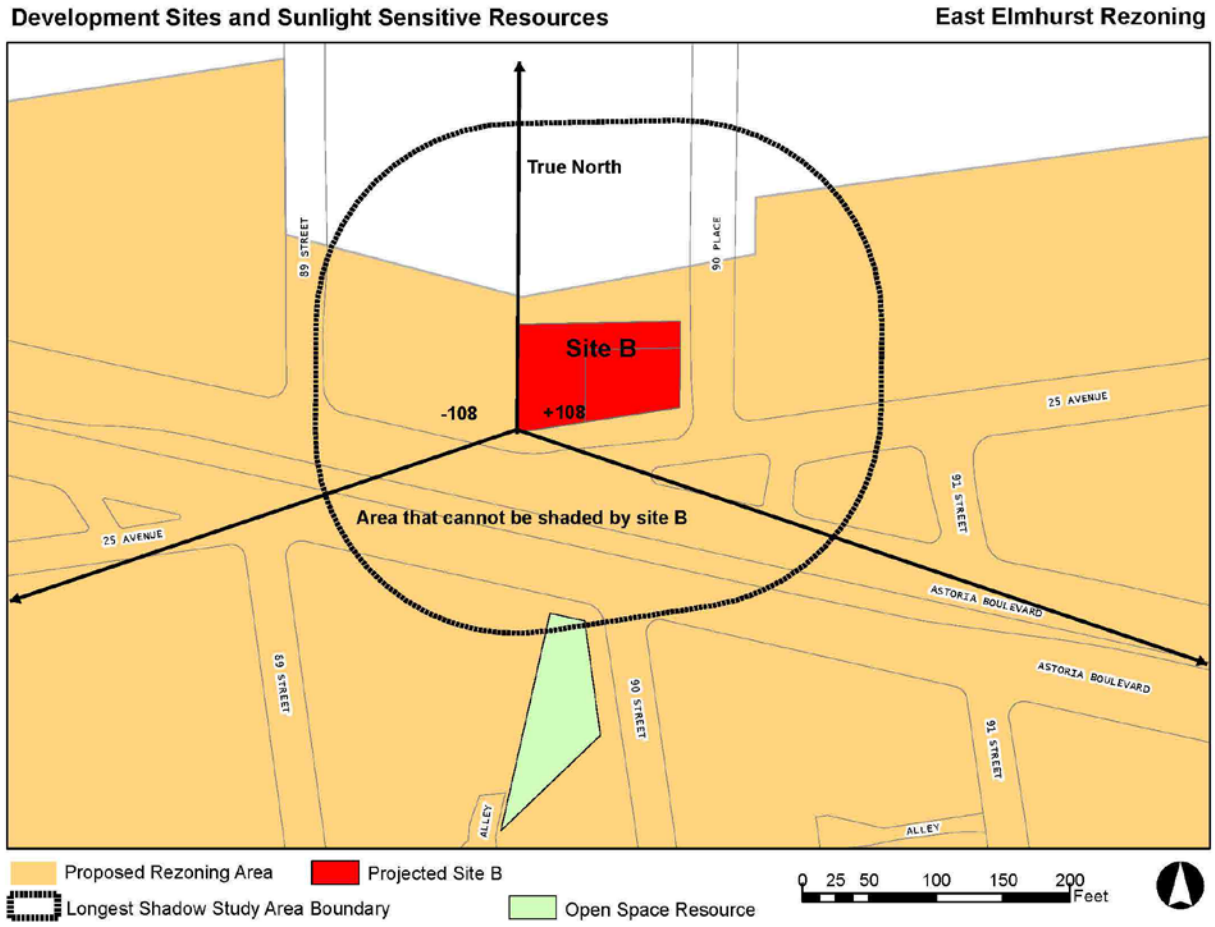

East Elmhurst Rezoning
Development Sites and Sunlight Sensitive Resources
Barclay Triangle
One Room School House Park
Proposed Rezoning Area
Projected Sites
Potential Sites
Open Space Resource
Longest Shadow Study Area Boundary
0 200 400 800 1,200 1,600 Feet

Figure 4.1

Tier 2 Screening Assessment

A further screen was then applied to these sites to determine whether the buildings in the with-action condition were capable of casting a shadow on the nearby sun-sensitive open spaces. According to the *CEQR Technical Manual*, buildings in New York City are not capable of casting a shadow in the triangle between -108 degrees and +108 degrees relative to true north. At this step in the analysis it was shown that shadows from projected site B could not reach the One Room Schoolhouse Park (Figure 4.2). It was determined that Potential Site 3 and Projected Site E needed further analysis.

Figure 4.2



Tier 3 Screening Assessment

In order to determine the extent of shadows from potential and projected development sites, three-dimensional models of the area were created pursuant to guidelines in the *CEQR Technical Manual*. The "worst-case" envelopes of potential and projected developments were constructed so as to approximate the scenarios in the project's RWCDS.

In order to predict the extent of potential shadows, assessments of the shadows cast during four representative dates were then made in accordance with the *CEQR Technical Manual* to encompass the growing season (April through October) and December, representing a cold-weather month (and the longest shadow of the year). Three dates represent the growing season (March 21st, May 6th, and June 21st) and one date represents the winter months (December 21st). The timeframe window of analysis was set to consider shadows occurring between 1.5 hours after sunrise and 1.5 hours before sunset on each of the representative dates.

Tier 3 screening showed that shadows cast by projected developments on sites 3 and E could reach sunlight sensitive resources, and therefore a detail assessment has been conducted.

Detailed Assessment

Because shadows from one projected site and one potential site could possibly reach the sunlight-sensitive resources identified above, further assessment is warranted. The purpose of the further assessment is to determine the degree to which the sun-sensitive features of these open spaces would be affected by the incremental shadows beyond those that would be cast in the existing or future no-action condition. In order to measure the incremental shadows, buildings representing the future without-action conditions were added to the three-dimensional model created for the tier 3 screening assessment (Table 4.1).

Table 4.1: Shadow Analysis Summary				
Analysis Day	**December 21**	**March 21 / September 21**	**May 6 / August 6**	**21-Jun**
Timeframe Window	**8:51 a.m. - 2:53 p.m.**	**7:36 a.m. - 4:29 p.m.**	**6:27 a.m. - 5:18 p.m.**	**5:57 a.m. - 6:01 p.m.**
One Room Schoolhouse Park				
Shadow Enter-Exit Times	**Site 3: (---)**	**Site 3: (---)**	**Site 3: (---)**	**Site 3: 5:52 p.m. to 6:01 p.m.**
Incremental Shadow Duration	**Site 3: (---)**	**Site 3: (---)**	**Site 3: (---)**	**Site 3: 9 minutes**
Barclay Triangle				
Shadow Enter-Exit Times	**Site E: (---)**	**Site E: (---)**	**Site E: (---)**	**Site E: (---)**
Incremental Shadow Duration	**Site E: (---)**	**Site E: (---)**	**Site E: (---)**	**Site E: (---)**

(---) ***Incremental shadow does not reach sunlight-sensitive receptors.***

The One Room Schoolhouse Park



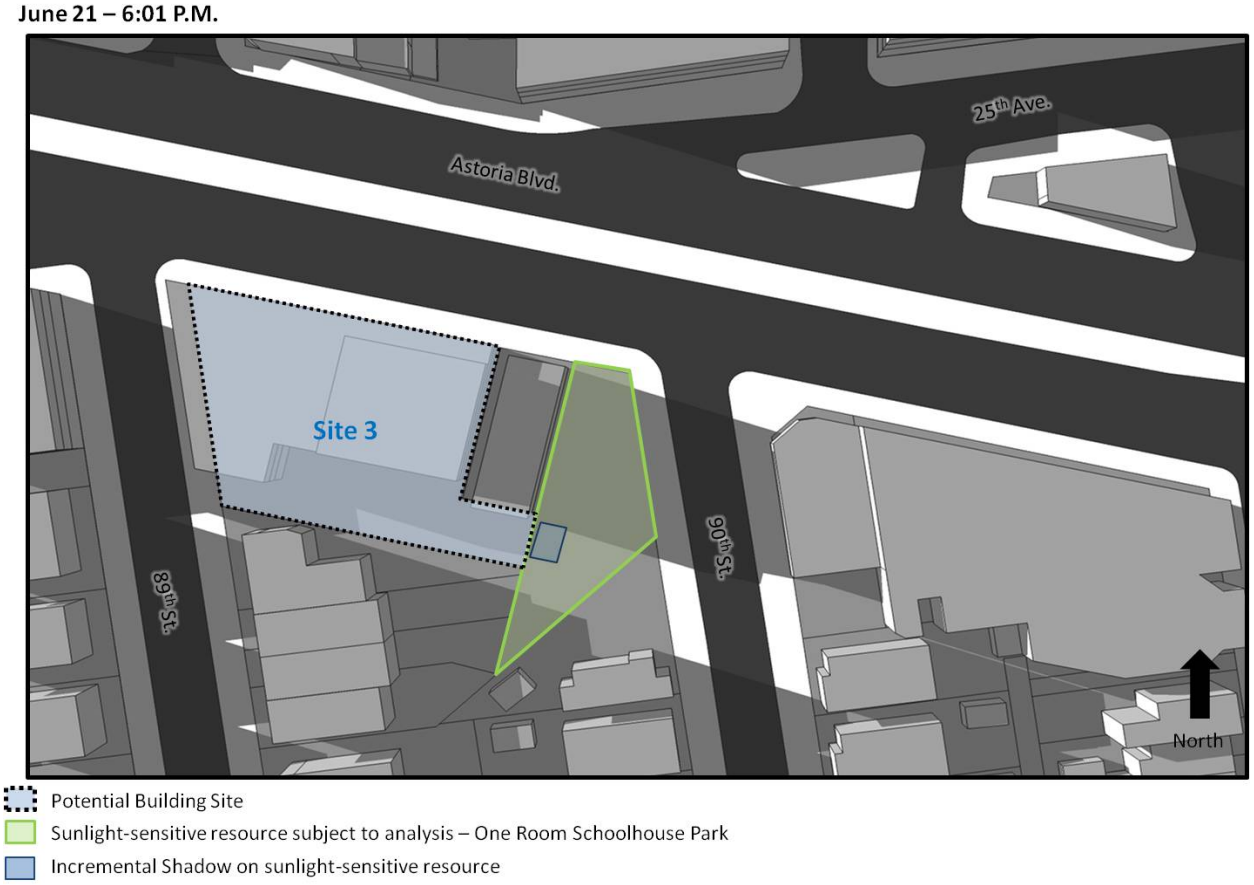
One Room Schoolhouse Park looking south

The One Room Schoolhouse Park is a triangular park parcel located on the south west corner of Astoria Boulevard and 90th Street. Queen's last one-room schoolhouse occupied this site from the time of its construction in 1879 until its demolition to allow the site to be used for a public park in 1934. Compulsory school was first required by legislation in New York State in 1874 – five years before the one room schoolhouse opened. Last called P.S. 10, the school was also known as a Frogtown School, the name applied to a poor community near a swamp north of Astoria Boulevard. The surrounding neighborhoods were largely rural and sparsely settled during the school's early existence. Many of the pupils were children of nearby farmers. By 1910 the one-room schoolhouse was considered antiquated. The building was closed by 1925 and the Department of Parks acquired the property from the Board of Education in 1934. New buildings and increased population in the surrounding neighborhoods necessitated construction of a new playground. Subsequent decades saw the playground transformed into a sitting area that was popular with patrons of the public library once located across the street. Rejuvenation of the park as a garden has been accomplished through a partnership between Parks and the Jackson Heights Neighborhood Association.

Incremental shadows from a worst-case building on potential site 3 would only reach the One Room Schoolhouse Park on the evening of June 21st for a period of nine minutes. Figure 4.3.1 depicts the largest shadow on this date. On the June 21st analysis day, incremental shadows could overlap with One Room Schoolhouse Park at the end of the day. The incremental shadow is present and at their greatest extent in the park at the end of the analysis period (5:52 PM to 6:01 PM). Incremental shadows cast by Site 3 enter the park at 5:52 PM and exit the park at 6:01 PM, a duration of 9 minutes. (See Figure 4.3.1)

During the analysis timeframe for all growing season representative days, the affected vegetation would receive well over six hours of direct sunlight regardless of the incremental shadows. Moreover, the incremental shadow which touches the park at the end of the day happens only around summer solstice when temperatures would be warmer, and not being able to receive direct sunlight would not significantly affect the usability of such areas. Given the factors stated above, it was concluded that the incremental shadows that could result from this action would not adversely impact the usability of the One Room Schoolhouse Park.

Figure 4.3.1



Barclay Triangle

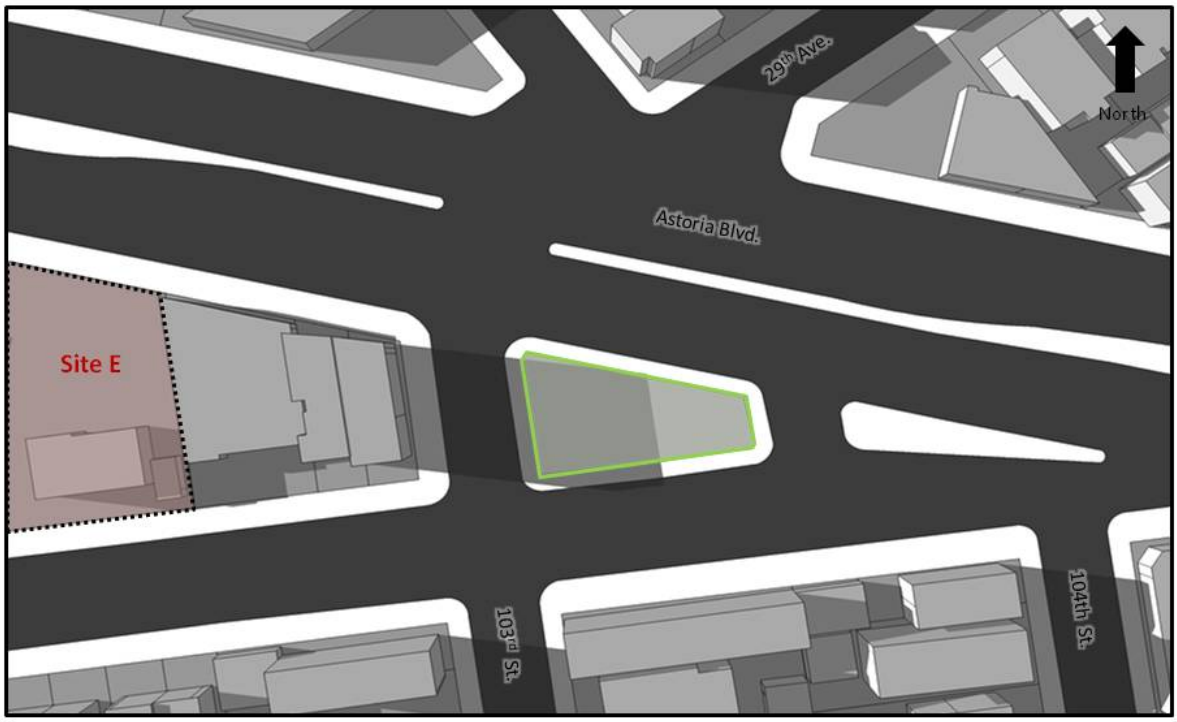


Barclay Triangle looking westBarclay Triangle is defined by the intersections of Astoria Boulevard, 31st Avenue and 102nd Street. The triangle pays tribute to Live Barclay, a 20 year old Queen's native, an aviator who served in the First World War and was killed in action over the skies of France. Following growth and development in East Elmhurst and with highway improvements to Astoria Boulevard, the triangle was acquired by the Department of Parks in 1939 and named in his honor. The park area, framed by three concrete sidewalks is paved with red bricks. It contains several benches and five Pin Oaks (Quercus palustris) surround its perimeter.

Incremental shadows from a worst-case building on Site E would not reach Barclay Triangle at the afternoon/evening time frame window of analysis as the existing three-story full block buildings on west side of 102nd Street would serve to block them. As a result the side is without any incremental shadow duration at any time (See Figures 4.4.1- 4.4.3) Since the detailed analysis shows that there would be no incremental shadows on the Barclay Triangle, it was concluded that the proposed action would not adversely impact the usability of the triangle.

Figure 4.4.1

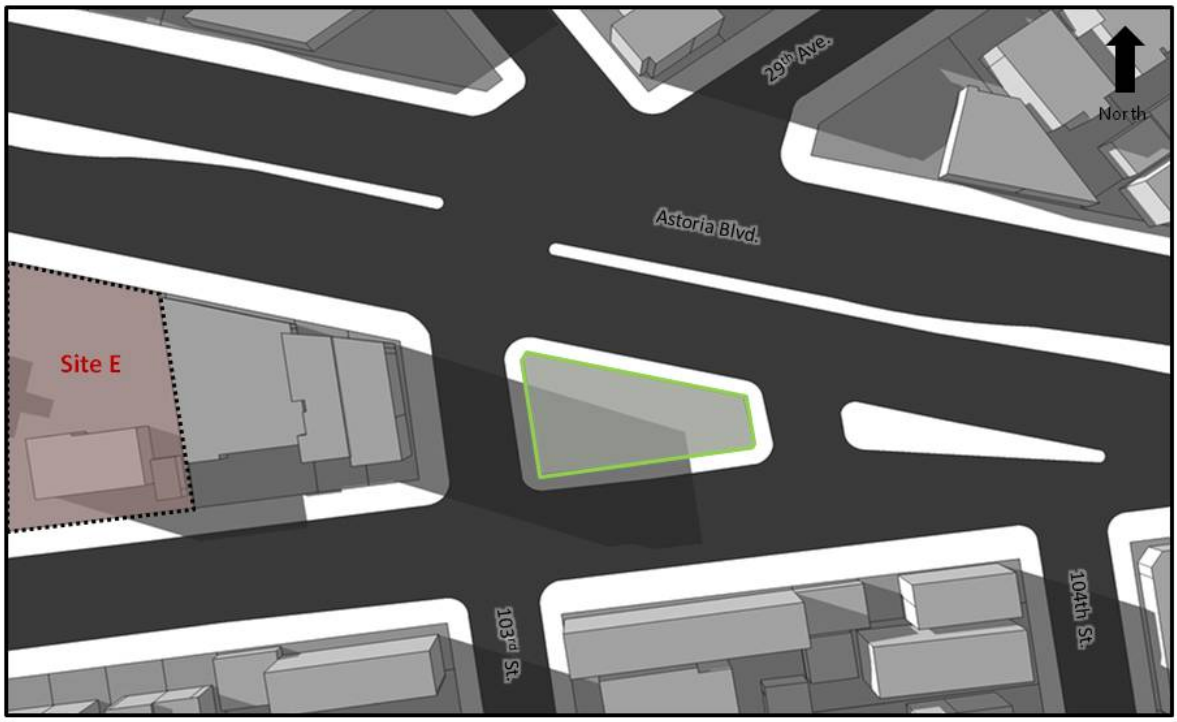
May 6 – 5:18 P.M.



Potential Building Site
Sunlight-sensitive resource subject to analysis – Barclay Triangle
Incremental Shadow on sunlight-sensitive resource

Figure 4.4.2

June 21 – 6:01 P.M.



Potential Building Site
Sunlight-sensitive resource subject to analysis – Barclay Triangle
Incremental Shadow on sunlight-sensitive resource

Figure 4.4.3



CONCLUSION

As discussed in previous sections, any incremental shadows created by the projected and potential full build-out of the proposed action would not result in any significant adverse shadow impacts on open space resources. No natural resource including a water body and a wild habitat was identified within the study area. Therefore, no significant adverse shadows impacts are anticipated as a result of the proposed action.

ATTACHMENT 5 – URBAN DESIGN AND VISUAL RESOURCES

INTRODUCTION

This section considers the potential of the Proposed Action to affect urban design and visual resources. As defined in the 2012 *City Environmental Quality Review (CEQR) Technical Manual*, urban design is the totality of components that may affect a pedestrian's experience of public space. A visual resource can include views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings, and natural resources. Since the Proposed Action could result in the potential for a pedestrian to observe, from the street level, a physical alteration beyond what is allowed by existing zoning, a preliminary assessment of urban design and visual resources is warranted. The purpose of the preliminary assessment is to determine whether physical changes proposed by the project may raise the potential to significantly and adversely affect elements of urban design.

Per the *2012 CEQR Technical Manual*, the following analysis focuses on where the Proposed Action would be most likely to influence land use patterns and the built environment. This analysis addresses the urban design and visual resources of the study area for existing conditions, the future without the Proposed Action (the No-Action condition) and the future with the Proposed Action (With-Action condition) in the 2023 analysis year when the full build-out pursuant to the Proposed Action is expected to be completed.

The proposed contextual zoning strategy is intended to reinforce the character of residential blocks and ensure future development is more consistent with surrounding neighborhood building patterns. The proposed rezoning would also target select areas where small increases to the maximum allowable building bulk would be introduced. These increases consist entirely of lower medium-density zoning changes and would be limited to block fronts on Astoria Boulevard, a wide street, between 87th Street and 108th Street. Additionally, the proposed action would introduce new C1-4 and C2-4 overlays along Roosevelt Avenue between Elmhurst Avenue and 114th Street to reflect current land uses and reinforce the vibrant shopping character of this major thoroughfare. The proposed action along Roosevelt Avenue would not have the potential for significant adverse urban design impacts since the there would be no physical alteration that could be observed from the pedestrians view between the no-action and with-action scenarios. Therefore, the study area for the preliminary assessment is limited to the Astoria Boulevard corridor (See Figure 2.1 Projected and Potential Sites).

Existing zoning provides a limited opportunity for new mixed-use development along Astoria Boulevard. The moderate increase in floor area ratio (FAR) that would be generated by the proposed zoning is expected to support the development of mixed-use buildings that have retail storefronts on the ground floor and residential units above, while imposing firm building height limits.

No significant adverse impacts related to urban design and visual resources are anticipated as the proposed rezoning action would not result in buildings or structures that would be significantly different in height, bulk, form, setback, size, use, or arrangement than possible under existing zoning. The proposed action would promote new development that is consistent with existing uses, density, scale and bulk.

METHODOLOGY

As defined in the *CEQR Technical Manual*, urban design is the totality of components that may affect a pedestrian's experience of public space and this analysis considers the effects of the Proposed Action on the experience of a pedestrian in the rezoning and study areas. Urban Design assessments focus on those project elements that have the potential to alter the built environment, or urban design, of the rezoning area, which is collectively formed by the following components:

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

However, the rezoning area does not have natural features, or built or natural visual resources, according to the definitions in the *CEQR Technical Manual*. Moreover, the proposed action would not affect the street hierarchy or reconfigure blocks. Therefore, this chapter will analyze the urban design characteristics of the Astoria Boulevard study area, which include the streetscape, buildings, open spaces.

Study Areas

In accordance with the *2012 CEQR Technical Manual*, the analysis begins with a preliminary assessment to determine whether the changes to the pedestrian environment are sufficiently significant to require greater explanation and further study in the form of a detailed analysis. Examples include projects that would potentially obstruct view corridors, compete with icons in

the skyline, or make substantial alterations to the streetscape of an area by noticeably changing the scale of buildings.

The proposed action would permit moderate FAR increases to the allowable residential, commercial, and community facility bulk in limited areas. These increases in density will be direct to block fronts along Astoria Boulevard and in most locations they will consist of a moderate increase in residential density in combination with commercial overlays (see Figure 5.1). The focus for the preliminary assessment was therefore limited to these sites within the East Elmhurst Rezoning along Astoria Boulevard. The Astoria Boulevard study area was selected on the basis that the proposed zoning would allow an increase in density, which could have the potential for a pedestrian to observe, from the street level, a physical alteration beyond what is allowed by existing zoning. The study area was chosen in order to examine the effects that the proposed action would have on the urban design character of the boulevard from the pedestrian's vantage point.

As aforementioned, the proposed action along Roosevelt Avenue would not have the potential for significant adverse urban design impacts since the there would be no physical alteration that could be observed from the pedestrian's view between the no-action and with-action scenarios.

Since the urban design and visual resources analysis is a site specific-based technical analysis, the anticipated development on projected development sites forms the basis for this preliminary assessment. As discussed in Attachment 2, a reasonable worst-case development scenario (RWCDS) has been developed to represent the potential development that could result from the proposed action. Projected Development sites A and E were chosen to illustrate the effects of the proposed action on the urban design characteristics for Astoria Boulevard within the existing zoning districts, R4 and R3-2 respectively. These two projected sites were identified in Attachment 2 and are more likely to be redeveloped under the proposed actions.

EXISTING CONDITIONS

Astoria Boulevard is a major east to west corridor that connects Downtown Flushing with Astoria. Physically, it is an exceptionally wide (130 feet) thoroughfare that slices diagonally through the East Elmhurst study area. The roadway contains three lanes in each direction for vehicles, with curbside parking lanes and center medians, many of which are planted with small trees. Recent development is characterized along by single-story retail buildingd, service stations, fast food franchises and community facilities. There are no recent residential developments on Astoria Boulevard within the rezoning area.

The portion of Astoria Boulevard where the action is proposed is zoned R4 between 82nd and 85th streets, R3-2 between 85th and 89th streets, R4 between 89th and 94th streets, and again, R3-2 east of 94th Street to the study area's boundary at 108th Street. R3-2 zoning has a maximum residential FAR of 0.6, with a 0.1 attic allowance, and R4 zoning has a maximum 0.9

FAR, with a 0.15 attic allowance, and both zones have a maximum building height of 35 feet. Many of the block fronts within the Astoria Boulevard study area have existing C1-2 or C2-2 overlays. Commercial uses are permitted a maximum FAR of 1.0 in both residential districts. Commercial building height is determined by a sky exposure plane, which begins at a height of 30 feet above the street line.



Projected Site A
Existing Zoning: R4/C2-2



Projected Site E
Existing Zoning: R3-2

FUTURE WITHOUT ACTION

The existing R3-2 and R4 districts in the rezoning area have remained unchanged since 1961. This zoning has produced a variety of mixed building forms in the area, ranging from detached, semi-detached and attached residential buildings. Additionally, as general residence districts that allow all building types, the current pattern of development is comprised of assembling lots which have one- or two-family detached homes, replacing them with attached or multifamily buildings that have higher density. It is expected that in the Future Without the Proposed Action the pattern of replacement development would persist and new buildings would continue to be out-of-character with surrounding developments creating an inconsistent streetscape.

It is expected that in the Future Without the Proposed Action, development along Astoria Boulevard would continue to be generally single-story retail buildings in locations that have

commercial overlays or two- to three-story residential buildings or one- to two-story community facility buildings in other locations.

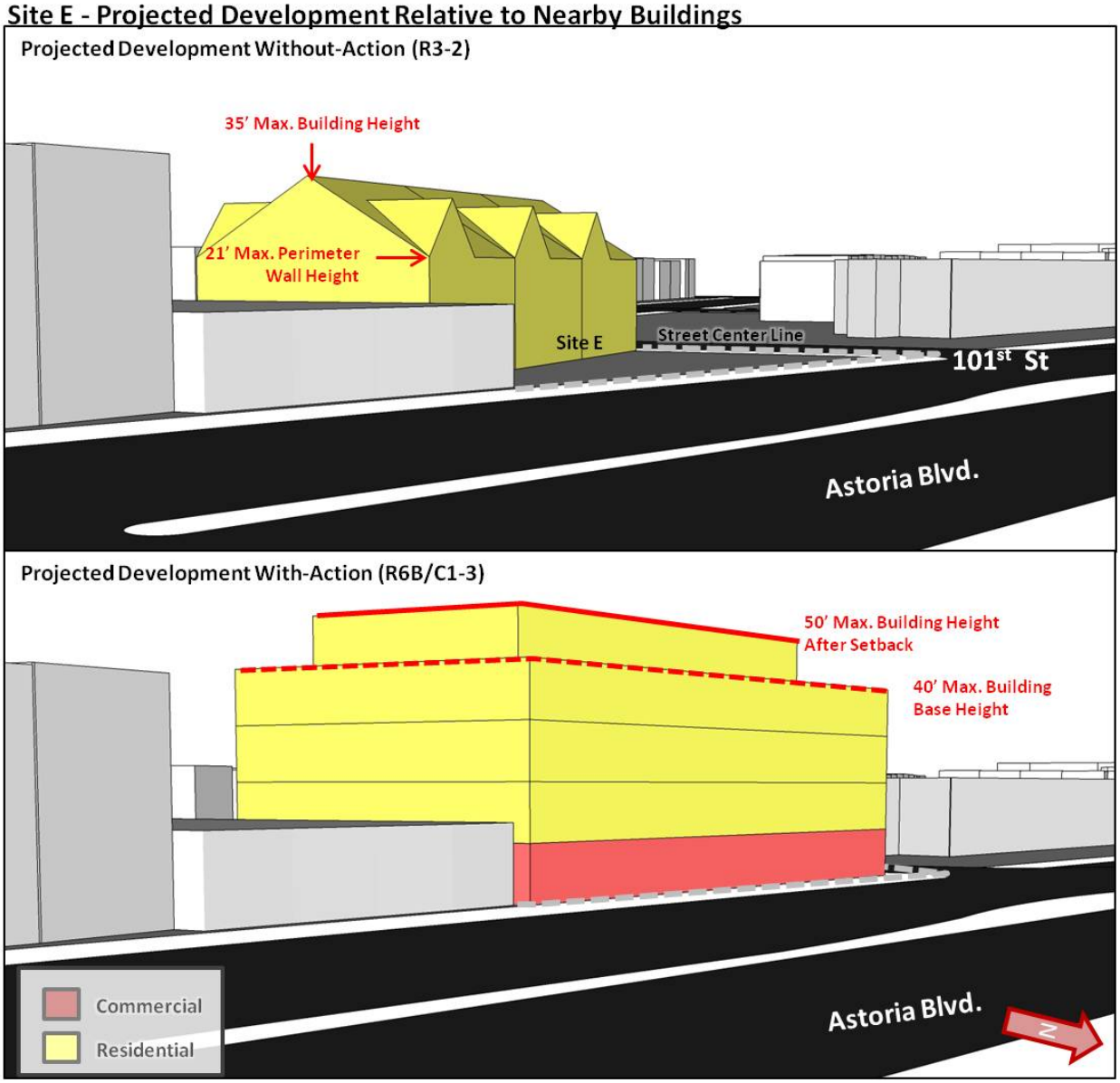
As mentioned, two Projected Development sites have been selected to illustrate the effects of the proposed action within the Astoria Boulevard study area. The without-action scenario for projected development on Site A, located at the intersection of 89th Street, Astoria Boulevard and 25th Avenue, combines the existing R4 zoning's residential FAR of 0.9 with the C2-2 FAR to produce three, attached, three-story buildings with 9 dwelling units and 9 off-street parking spaces as well as a separate, 1,000 square foot retail building which would not require parking.

The without-action scenario for projected development on Site E, located at Astoria Boulevard and 101st Street, is for three, attached, three-story buildings with 9 dwelling units and 9 off-street parking spaces based upon the site's R3-2 zoning and lack of a commercial overlay. The upper illustration in each of the following diagrams depicts these without-action scenarios.

Site A - Projected Development Relative to Nearby Buildings



Site E - Projected Development Relative to Nearby Buildings



FUTURE WITH ACTION

Properties are proposed to be rezoned from existing R3-2 and R4 districts to an R6B district along Astoria Boulevard between 87th and 108th streets. The proposed R6B zoning will encourage new residential and community facility developments in locations without commercial overlays and new mixed-use commercial and residential buildings in locations where new C1-3 and C2-3 overlays are proposed. The proposed R6B district requires new buildings to have a base building height of 30 to 40 feet and a maximum building height of no

more than 50 feet. A 10-foot building wall setback is required for floors above a 40-foot base height for portions facing a wide street and a 15-feet setback is required for building walls above 40 feet facing narrow streets.

The RWCDS for Projected Development Site A would produce a mixed-use building with 5,655 square feet of retail space on the ground floor and 13 residential units on the two floors above. A total of 7 off-street parking spaces would be required for the residential units. The retail space would not require parking. The projected building would have three floors and a height of 35 feet. The projected building would be at least a full story taller than detached and attached residential buildings south and west of the site on the same block.

The RWCDS for Projected Site E would produce a mixed-use building with 6,598 square feet of retail space on the ground floor and 24 dwelling units in the four floors above. A fifth floor with setbacks from each street frontage would be provided as the top floor. The building height would be 50 feet. No parking would be required for the retail space, but 12 off-street parking spaces would be provided for the residential units.

ANALYSIS

Within the East Elmhurst Rezoning area the combination of the existing low-density R3-2 and R4 districts with C1-2 and C2-2 overlays, an inheritance of zoning which has remained unchanged since 1961, limits the development of mixed-use commercial and residential buildings that would strengthen the character of its primary street, Astoria Boulevard. Existing development consists of service stations, surface parking lots, one-story drive-thru fast food establishments, one-story retail buildings, automotive, contractor and repair shops and two four-story apartment buildings built prior to 1961. Additionally, the 150-foot depth of most of the commercial overlays allows retail and other commercial uses to be developed on lots facing residential side streets. Recent development along the Astoria Boulevard corridor has usually consisted of one-story retail structures usually surrounded by paved accessory parking areas. This development pattern in combination with the diagonal geometry of the boulevard within an otherwise rectangular street-grid has creates a challenging and unappealing pedestrian environment that is difficult to navigate.

The proposed R6B zoning allows a maximum of 2.0 FAR for residential or community facility uses, and up to 2.0 FAR for commercial use when combined with proposed C1-3 or C2-3 overlays. By more modestly increasing the allowable FAR along Astoria Boulevard, sites with commercial overlays will have a greater opportunity for mixed-use development. The Projected Sites on Astoria Boulevard are expected to be developed with retail at street level and generally two or three floors of residential units above. Such resulting development would improve the pedestrian environment by encouraging new buildings with their facades placed near sidewalks on either side of the boulevard and their site frontages activiated with street level store fronts. A more appealing street character would also be fostered by the requirement that new buildings in R6B districts shall provide a street tree for every 25 feet of its street frontage.

CONCLUSION

As described above, the current streetscapes, existing buildings and land uses on Astoria Boulevard are irregular and indistinct in urban character. The pedestrian environment is unappealing and challenging, especially given the automobile-oriented placement of more recently built retail buildings away from sidewalks and surrounded by paved parking areas. Overall, there is no one predominant urban form or context along the corridor and the existing built environment along Astoria Boulevard is not unique in terms of Urban Design character.

As analyzed in previous sections, existing buildings and land uses in the study area are not unique in terms of urban design character. New development under the proposed action would not alter an entrenched, consistent urban context, obstruct a natural or built visual corridor or be inconsistent with the existing character and building forms typically seen in the area. Moreover, the proposed action would not alter topography, natural features, street hierarchy, block shapes, or building arrangements.

The potential new development would encourage greater streetscape continuity by allowing new buildings to more fully frame sites along Astoria Boulevard with more consistent three- to four-story street walls and provide the opportunity for retail storefronts to line the boulevard's sidewalks. Additionally, new buildings would be required to provide new street trees for every 25 feet of street frontage. These changes would enhance a pedestrian's experience of the area. The proposed action seeks to create a consistent, predictable and vibrant urban fabric with appropriate building heights and forms that would unify the otherwise haphazard built context and streetscapes. Therefore, the proposed action is not expected to have a significant adverse impact on urban design and no further analysis is necessary.

ATTACHMENT 6 - HAZARDOUS MATERIALS

Introduction

This chapter assesses the potential for impacts from an increased exposure to hazardous materials and/or contaminants that could be encountered in the soil and/or groundwater during construction on the sites included within the rezoning area. Potential effects from hazardous materials could result when on-site contaminants at concentrations above regulatory standards or guidance values are disturbed during construction activities, or when a new use is introduced that would increase the risk of human exposure to hazardous materials or contaminants.

The 2012 CEQR manual defines a hazardous material as any substance that poses a threat to human health or the environment. Potential hazardous materials include: heavy metals; volatile organic compounds (VOCs); semi-volatile organic compounds (SVOCs); polychlorinated biphenyls (PCBS); pesticides; and hazardous wastes as defined under the Federal Resource Conservation and Recovery Act. Substances used in building materials and fixtures, such as asbestos-containing materials (ACM), lead-based paint, and mercury are also considered hazardous materials.

The presence of hazardous materials on site does not necessarily indicate a threat to human health or the environment. Rather, a means of exposure, presence of a receptor, and an unacceptable dose amount must be present to cause a threat. During construction on a development site, hazardous materials could be distributed through the excavation of soil and bedrock, extraction of groundwater, or the demolition and renovation of existing structures. Likely routes of human exposure to hazardous materials are the inhalation of VOCs, the ingestion of particulate matter containing SVOCs or metals, or skin contact with hazardous materials released during soil-disturbing activities.

The purpose of the CEQR regulations for hazardous materials is to determine whether proposed actions would cause the increased exposure of people or the environment to hazardous materials, and, if so, whether that increased exposure would result in significant environmental or public health impacts. According to the 2012 CEQR Technical Manual guidance, significant impacts related to hazardous materials may occur when:

- Elevated levels of hazardous materials exist on a site and the project would increase human or environmental exposure;
- A project would introduce new activities or processes using hazardous materials and increase the risk of human or environmental exposure;

- The project would introduce a population to potential human or environmental exposure from off-site sources.

A preliminary assessment of potential hazardous material impacts is warranted for the proposed actions. This is due to the expected redevelopment of a number of sites where elevated levels of hazardous materials could be currently present and will be disturbed due to:

- Development within an area close to a manufacturing zone and/or existing facilities;
- Rezoning to a residential or mixed-use district, in an area that has historically stored, used, disposed of or generated hazardous materials, such as an area in a C8 zoning district;
- Development on a vacant or underutilized site where there is a reason to suspect contamination.

This chapter assesses the potential presence of subsurface contamination (soil, soil gas, groundwater, and bedrock) and the possible presence of hazardous materials in surface structures for all projected and potential development sites identified by the reasonable worst-case development scenario (RWCDS).

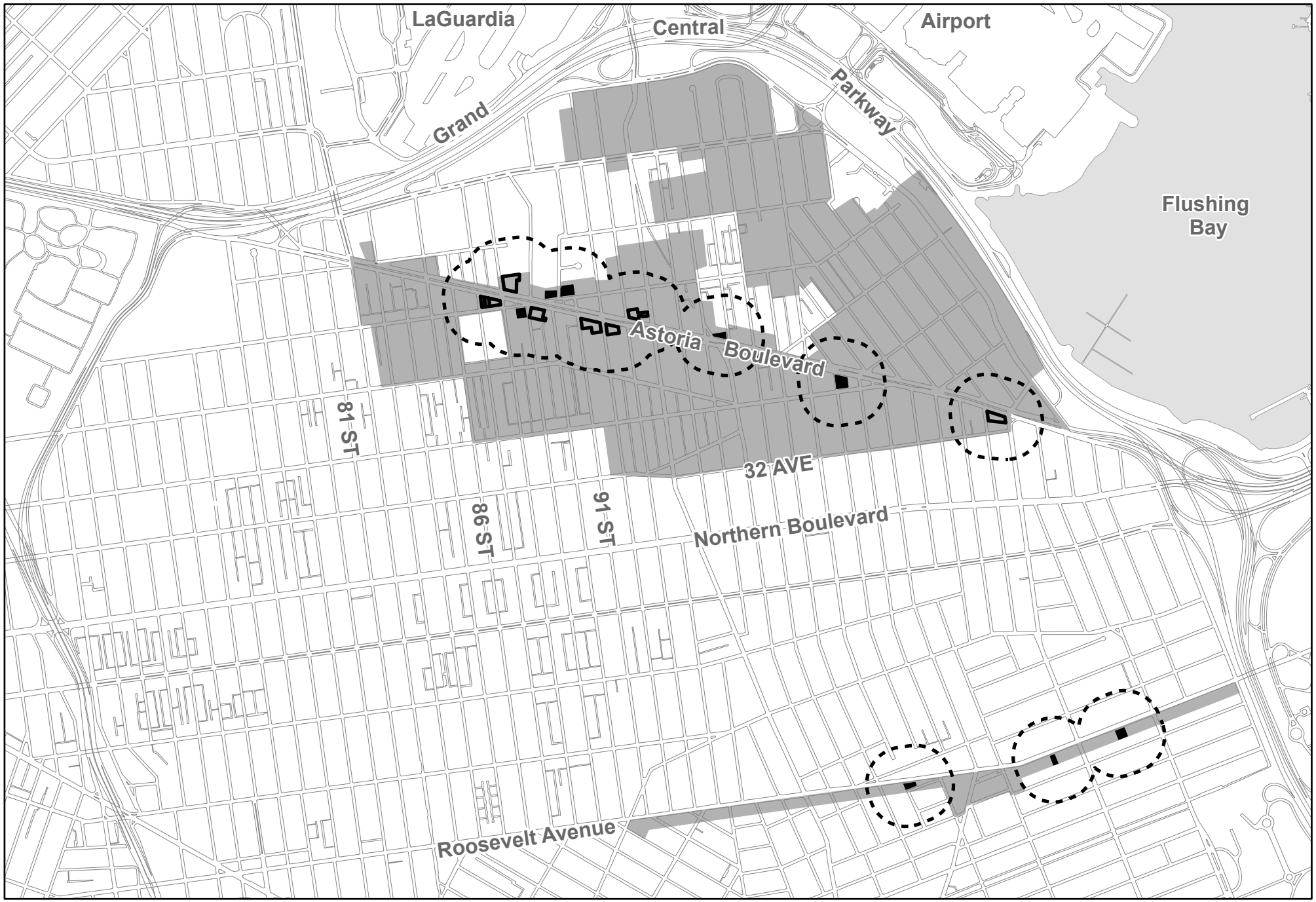
Hazardous Materials Screening Methodology

Hazardous material screening seeks to evaluate the potential for contamination on development sites. The objective of this analysis is to determine if any of the projected and potential development sites identified as part of the RWCDS could be adversely affected by current or historical uses on-site, adjacent to or within 400 feet of the site. If contamination on a site is suspected or known through documentation, an (E) designation will be assigned. The (E) designation helps to guarantee that an appropriate level of site investigation and remediation is completed before development so that a zoning map amendment does not introduce new pathways for contamination. It ensures that the public, and any construction workers involved in developing the sites, are not exposed to contamination risk. On sites where contamination has been found, regulations stipulate that (E) designations be assigned to make sure that the appropriate level of site investigation and any necessary remediation occur prior to redevelopment actions.

A screening methodology was implemented to evaluate the applicability of assigning an (E) designation to privately-owned projected and potential development sites that have been identified by the RWCDS for proposed action. The first part of the screening involved the creation of a study area, which includes the following (as per 2012 CEQR guidelines): the four projected development sites, two potential development sites, and the area within a 400-foot

Figure 6: Hazardous Materials Screening Study Area

East Elmhurst Rezoning



Proposed Rezoning Area

400 Feet Buffer Around Development Sites

Projected Sites

Potential Sites

0 600 1,200 2,400 3,600 4,800 Feet

buffer of each development site (see Figure 6.1). A list of all potential and projected development sites is provided in Table 6.1.

TABLE 6.1: Potential and Projected Development Sites

	Site	Address	County	Zip Code
Projected Sites	A	88-20 25 Avenue	Queens	11369
	B	N/A	Queens	11369
	C	90-05 25th Avenue	Queens	11369
	D	25-62 Astoria Boulevard	Queens	11369
	E	101-08 Astoria Boulevard	Queens	11369
	F	100-02-100-10 Roosevelt Avenue	Queens	11368
	G	100-02 thru 100-10 Roosevelt Avenue	Queens	11368
	H	108-40 Roosevelt Avenue	Queens	11368
Potential Sites	1	87-06 thru 87-16 Astoria Boulevard	Queens	11369
	2	80-05 Astoria Boulevard	Queens	11369
	3	89-08 Astoria Boulevard	Queens	11369
	4	91-20 Astoria Boulevard	Queens	11369
	5	92-10 Astoria Boulevard	Queens	11369
	6	93-10 Astoria Boulevard	Queens	11369
	7	107-10 Astoria Boulevard	Queens	11369

The next step in the screening process was a site history investigation and a land use survey of the study area. The site history investigation involved a review of documentation of both past and present uses to determine if any of the land uses of the sites were consistent with those identified on the *List of Facilities, Activities or Conditions Requiring Assessment* in the Hazardous Materials Appendix of the 2012 CEQR Technical Manual. Historical sources included, but were not limited to: Sanborn Fire Insurance Maps, business atlases, and United States Geological Survey (USGS) topographic maps.

The visual component of the assessment involved inspection of the study area parcels from the public right of way to determine current land uses. The visual inspection for the hazardous materials study area was conducted on April 2, 2013 and included an inspection of the entire area from areas accessible to the public. Information on site conditions was obtained from these vantage points and the observed site conditions were noted.

If projected and potential development parcels were not assigned an (E) designation after this initial screening, adjacent parcels or nearby parcels within 400 feet were assessed using the same sources. If land use determined through visual inspection or review of historical

documentation was consistent with those uses identified in the Hazardous Materials Appendix, affected parcels were given an (E) designation.

Field Survey

The results of the land use survey and site history investigations indicate that portions of the study area were developed as residential and industrial uses, and that some of the sites within the study area including some vacant buildings. Based on the methodology from *CEQR Technical Manual*, of the 23 tax lots that have been examined, 20 lots qualify for (E) designations.

TABLE 6.2: Hazardous Materials Screening

Projected Sites

Site Description			**Hazardous Materials Screening**	
Site	**Block**	**Lot(s)**	**Existing Land Use**	**Within 400 ft:**
A	1362	6	Gas station; Auto repair	Gas station; Auto repair
B	1101	40, 144	Commercial Parking Lot	Gas station; Auto repair
C	1102	47	Car Rental	Gas station; Auto repair
D	1370	39	Doctor office	
E	1688	30	Gas Station; Auto Repair	Gas station; Auto repair
F	1608; 1609	13, 1, 2, 3, 5	Retail	MTA Transit Substation
G	1984	22, 23	Residential; Community Facility	
H	1996	25	Contractor Showroom/ Yard	Auto Repair: PBS #2-610385

Potential Sites

			Hazardous Materials Screening	
Site	**Block**	**Lot(s)**	**Existing Land Use**	**Within 400 ft:**
1	1099	50, 55, 60	Retail	Gas station
2	1100	43	Restaurant	Gas station
3	1363	5	Gas station	Gas station
4	1365	22	Restaurant	Gas station
5	1366	32	Gas station	Gas station
6	1367	25	Restaurant	Gas station
7	1694	1	Gas station	Gas station

TABLE 6.3: (E) Designation Screening Details

Site	Block	Lot(s)	Preliminary Screening	Hazardous Materials Conditions	(E) Designation?
A	1362	6	Petroleum & Possible Non-Petroleum Protocol	Current use: Gas Station and Auto Repair	Yes
B	1101	40, 144	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of a Gas Service Station	Yes
C	1102	47	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of a Gas Service Station	Yes
D	1370	39	Petroleum & Possible Non-Petroleum Protocol	None Identified	No
E	1688	30	Petroleum & Possible Non-Petroleum Protocol	Current use: Gas Station and Auto Repair	Yes
F	1608; 1609	13, 1, 2, 3, 5	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of a MTA Transit Substation	Yes
G	1984	22, 23	Petroleum & Possible Non-Petroleum Protocol	None Identified	No
H	1996	25	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of an Auto Repair shope and documented Petroleum Bulk Storage (#2-610385)	Yes
1	1099	50, 55, 60	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of a Gas Service Station	Yes
2	1100	43	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of a Gas Service Station	Yes
3	1363	5	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of a Gas Service Station	Yes
4	1365	22	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of a Gas Service Station	Yes
5	1366	32	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of a Gas Service Station	Yes
6	1367	25	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of a Gas Service Station	Yes
7	1694	1	Petroleum & Possible Non-Petroleum Protocol	Within 400 feet of a Gas Service Station	Yes

Future Without the Proposed Action

In the future without the proposed action new development might occur on all of the tax lots that warrant an (E) designation. Without the proposed action, development of these sites would occur without the restrictions of the (E) designation. Without the proposed action the risks for potential exposure to hazardous and/or contaminated materials at these sites may increase.

Future With the Proposed Action

In the future with the proposed action, all of the lots that qualify for (E) designation have the potential to be redeveloped. The environmental impacts due to the possible presence of hazardous material at the projected and potential sites relate to the potential for impacts to the health and safety of workers during demolition of existing structures and construction, transportation of contaminated soil, or impacts to future residents or employees of individual buildings on these sites. These adverse impacts are principally associated with the following uses and concerns:

- Former or current gasoline filling stations or automotive service centers on a development site or an adjacent site
- Auto-related or "transportation" uses on the development site or an adjacent site (e.g., garage, filling station, auto repair, service or painting)
- Records of industrial/ manufacturing activities on the development site or adjacent sites
- Documented petroleum/waste oil spills on site or within 400 feet of a development site.

As stated above, the eligible sites recommended for (E) designations are based on whether the sites may have been adversely affected by existing or historical uses at, or adjacent to, these sites. By placing (E) designations on sites where there is a known or suspected environmental concern allows the possible avoidance of an adverse impact to human health and the environment resulting from the proposed action. (E) designations provide the City with a mechanism to prevent significant adverse impacts from occurring on possible development sites.

Placing an (E) designation on the seven projected and potential tax lots would eliminate the potential for significant adverse impacts from hazardous materials due to development on these sites under the proposed action. The (E) designation places regulatory oversight on these sites so that any potential environmental impacts and/or exposures can be mitigated.

Conclusion

As referenced above, an (E) designation will be placed on the sites identified in Table 6.3 as part of the proposed zoning. Recommendations for (E) designations are based on whether the projected and potential development sites may have been adversely affected by current or historical uses at, adjacent to, or within 400 feet of all projected and potential development sites. In determining (E) designations, current site conditions were given priority consideration followed by adjacent site use or history, and finally followed by current and historical conditions within a 400-foot radius of all development sites.

Receiving an (E) designation requires that the property owner must conduct a Phase I Environmental Site Assessment (ESA) in accordance with the American Society of Testing Materials (ASTM) E1527-05, a soil and groundwater testing protocol, and remediation where appropriate so as to satisfy the New York City Office of Environmental Remediation (OER), prior to any new development. All testing and remediation measures must be completed before the issuance of construction-related New York City Department of Buildings (DOB) permits pursuant to Section 11-15 of the Zoning Resolution, Environmental Requirements. The (E) designation also requires mandatory construction-related health and safety plans, which must be approved by OER.

Under the (E) designation, the following tasks must be undertaken:

Task 1 – The applicant submits to OER, for review and approval, a Phase 1A of the site along with a soil and groundwater testing protocol, including a description of methods and a site map with all sampling locations clearly and precisely represented. If site sampling is necessary, no sampling should begin until written approval of a protocol is received from OER. The number and location of sample sites should be selected to adequately characterize the site, the specific source of suspected contamination (i.e., petroleum based contamination and non-petroleum based contamination), and the remainder of the site's condition. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of sampling data. Guidelines and criteria for selecting sampling locations and collecting samples are provided by OER upon request.

Task 2 – A written report with findings and a summary of the data must be submitted to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such results, a determination is made by OER if the results indicate that remediation is necessary. If OER determines that no remediation is necessary, written notice shall be given by OER. If remediation is indicated from the test results, a proposed remediation plan must be submitted to OER for review and

approval. The applicant must complete such remediation as determined necessary by OER. The applicant should then provide proper documentation that the work has been satisfactorily completed.

An OER-approved construction-related health and safety plan would be implemented during evacuation and construction and activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil and/or groundwater. This plan would be submitted to OER for review and approval prior to implementation. All demolition or rehabilitation would be conducted in accordance with applicable requirements for disturbance, handling and disposal of suspect lead-paint and asbestos-containing materials. Development of a site with an (E) designation would require that a Phase I Environmental Site Assessment be conducted, and if necessary, a sampling and remediation protocol be developed and implemented to the satisfaction of OER prior to issuance of a building permit.

Regardless of the proposed action, the conditions in the future would be the same for the development of the sites qualifying for an (E) designation. Within the proposed rezoning area, 5 projected and 7 potential development sites are potentially contaminated as a result of historical and/or current land use activity, the presence of fuel storage tanks, or some other condition identified in the *CEQR Technical Manual*. As such, these locations would receive an (E) designation pursuant to the proposed action (Table 6.3).

With the incorporation of the hazardous materials (E) designations no significant adverse impacts related to hazardous materials are expected. No further analysis is necessary. (E) designations for hazardous materials would be incorporated as part of the proposed action for the following properties:

ATTACHMENT 7 - TRANSPORTATION

Introduction

According to the *CEQR Technical Manual*, interrelationships between the key technical areas of the transportation system – traffic, transit, pedestrians, and parking – should be taken into account in any assessment. Furthermore, the individual technical areas should be separately assessed to determine whether a project has the potential to adversely and significantly affect a specific area of the transportation system. The *CEQR Technical Manual* states that a preliminary trip generation assessment should be prepared to determine whether a quantified analysis of any technical areas of the transportation system is necessary. Except in unusual circumstances, a further quantified analysis would typically not be needed for a technical area if the proposed development would result in fewer than the following increments:

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

The *CEQR Technical Manual* also states that if the threshold for traffic is not surpassed, it is likely that further parking assessment is also not needed.

To determine the potential for the proposed action to result in significant adverse impacts to traffic and parking, screening analyses were performed pursuant to the methodologies identified in the 2012 CEQR Technical Manual. A total net increase of 34 dwelling units, 42,080 square feet of local retail space, and a net decrease of 17,090 square feet of community facility space (professional medical office) was projected as part of the proposed action in the East Elmhurst neighborhood of Queens. It was determined that the proposed action would not result in significant adverse impacts as described below.

Methodology

To assess the potential effects of the proposed action on traffic and parking conditions, the appropriate screening analyses have been performed pursuant to the methodologies identified in the 2012 CEQR Technical Manual.

Level One Screening

The proposed action generates 42,080 square feet of local retail space which is more than the 10,000 square feet Level One screening threshold in Table 16-1. Further, as the proposed project involves a mix of land uses, it is appropriate to conduct a preliminary trip generation assessment for each land use. Therefore, a Level Two screening trip generation analysis has been performed, as described below.

Since the proposed rezoning area is spread-out over a relatively large number of acres and

projected sites are dispersed throughout the areas receiving medium increases in allowable density, the projected sites were grouped into two area clusters based on their proximity to each other and major traffic corridors to better analyze the likely effects of the proposed action. The clusters are shown on Figures 7.1.1 and 7.1.2. The first cluster, along Astoria Boulevard, contains 31 blocks subject to the rezoning action and five projected development sites. The second cluster, along Roosevelt Avenue, contains 17 blocks subject to the rezoning action and three projected development sites. Each cluster could only affect the immediately surrounding traffic networks and would have minimum effect, if any, on any other cluster analyzed as part of this proposed action. The proposed action would generate fewer than 50 net vehicle trip ends during the AM, Midday, PM and Saturday Midday peak hours for any of the clusters analyzed, and based upon the 2012 CEQR Technical Manual Guidelines, no further traffic or parking analysis is required. The resulting conclusions are summarized below.

Level Two Screening

Trip Generation Characteristics

The following assumptions were utilized in estimating likely future trips from each of the land uses resulting from the proposed action as summarized in Tables 7.T.1a and 7.T.1b.

Residential

A rate of 8.075 daily person trips per dwelling unit combined with the temporal distribution from the 2012 CEQR Technical Manual, Table 16-2 was assumed for the project's residential component. The mode of transportation (modal split) was estimated based on Journey-To-Work (JTW) data from the 2007-2011 American Community Survey for the census tracts, 329, 347, 353, 361, 363, 365, and 367 in Queens, directly affected by the proposed action. The modal splits and auto vehicle occupancy rates used for each of the two development clusters are summarized in Tables 7.T.1a and 7.T.1b.

Local Retail

A rate of 205 daily person trips per 1,000 square feet combined with the temporal distribution from the 2012 CEQR Technical Manual, Table 16-2 was assumed for the project's local retail component. It was assumed that 25% of the project’s generation of person trips produced by the local retail development would be considered linked trips. Person linked trips are trips that have multiple destinations, either within the proposed development site or between the development site and existing adjacent sites. The mode of transportation (modal split) was estimated based on the 2001 CEQR Technical Manual, Table 3O-3, as summarized in Table 7.T.1b for each local retail development.

Community Facility (Medical Office)

The medical office trip generation rates, peak hour temporal distribution and modal split information were all based on the 400 East 61st Street FEIS (CEQR # 85-212M) and Forest Hills Special District (CEQR No. 09DCP013Q). The mode of transportation (modal split) was estimated based on Reverse Journey-To-Work (RJTW) data from the 2000 Census, as

summarized in Table 7.T.1a for each medical office development.

Delivery Vehicles

The rates of 0.06 per dwelling unit, 0.35 per 1,000 square feet for retail, and 0.32 per 1,000 square feet for office space, as reported in the 2012 CEQR Technical Manual, were used to estimate daily delivery vehicles for the proposed action as summarized in Tables 7.T.1a and 7.T.1b.

Astoria Cluster - Sites A - E

Projected Sites A, B, C, D, and E in the Astoria Cluster would be located along Astoria Boulevard between 88th and 102nd Streets and would include a total net increase of 34 dwelling units, 20,354 square feet of local retail space, and 6,816 square feet of community facility (professional medical office) space. Based on trip generation analysis, the Astoria Cluster would generate 151, 641, 371, and 406 person trips and 28, 45, 36, and 28 vehicle trip ends in the AM, Midday, PM, and Saturday Midday peak hours, respectively. The Astoria Cluster would generate fewer than 50 vehicle trip ends in any peak hour, and based upon the 2012 CEQR Technical Manual Guidelines, no further traffic or parking analysis is required as summarized in Tables 7.T.2a and 7.T.3a.

Roosevelt Cluster - Sites F - H

Projected Sites F, G, and H in the Roosevelt Cluster would all be located along Roosevelt Avenue between 99th and 111th Streets and would include a total net increase of 21,726 square feet of local retail space, and a total net decrease of 23,906 square feet of community facility (professional medical office) space. Based on trip generation analysis, the Roosevelt Cluster would generate -5, 522, 237, and 342 person trips and -35, -13, -24, and 1 vehicle trip ends in the AM, Midday, PM, and Saturday Midday peak hours, respectively. The Roosevelt Cluster would generate fewer than 50 vehicle trip ends in any peak hour, and based upon the 2012 CEQR Technical Manual Guidelines, no further traffic or parking analysis is required as summarized in Tables 7.T.2b and 7.T.3b.

Transit and Pedestrians

To determine the potential for the proposed action to result in significant adverse impacts to transit and pedestrians, screening analyses were performed pursuant to the methodologies identified in the 2012 CEQR Technical Manual. Based on the trip generation estimates, summarized in Table 7.T.1, and the results of person trip analysis for each cluster, shown in Tables 7.T.2a and 7.T.2b, it was determined that the proposed action would not result in significant adverse impacts as described below.

Transit Trips

Subway

Astoria Cluster - Sites A - E

Based on trip generation analysis, the Astoria Cluster One would generate 30, 126, 74, and 83 subway trips in the AM, Midday, PM, and Saturday Midday peak hours, respectively. The Astoria Cluster would generate fewer than 200 subway trips in any peak hour, and based upon the 2012 CEQR Technical Manual Guidelines, no further subway analysis is required as summarized in Table 7.T.2a.

Roosevelt Cluster – Sites F - H
Based on trip generation analysis, the Roosevelt Cluster would generate 1, 106, 49 and 69 subway trips in the AM, Midday, PM, or Saturday Midday peak hours, respectively. The Roosevelt Cluster would generate fewer than 200 subway trips in any peak hour, and based upon the 2012 CEQR Technical Manual Guidelines, no further subway analysis is required as summarized in Table 7.T.2b.

Bus

Astoria Cluster - Sites A - E
Based on trip generation analysis, the Astoria Cluster would generate 44, 162, 99, and 109 bus trips (including subway transfers) in the AM, Midday, PM, and Saturday Midday peak hours, respectively. Within a half mile of the cluster, there are a total of eight (8) buses that make local stops in the vicinity of the development sites including the Q19, Q23, Q33, Q48, Q49, Q66, Q72, and M60. The Astoria Cluster would generate fewer than 200 total bus trips and fewer than 50 bus trips in any one direction for any one bus line along Astoria Boulevard or Junction Boulevard in any peak hour, and based upon the 2012 CEQR Technical Manual Guidelines, no further bus analysis is required as summarized in Table 7.T.2a.

Roosevelt Cluster – Sites F - H
Based on trip generation analysis, the Roosevelt Cluster would generate -6, 20, 7, and 15 bus trips in the AM, Midday, PM, and Midday peak hours, respectively. Within a half mile of the cluster, there are a total of four (4) buses that make local stops in the vicinity of the development sites including the Q23, Q48, Q58 and Q72. The Roosevelt Cluster would generate fewer than 200 total bus trips and fewer than 50 bus trips in any one direction for any one bus line in any peak hour, and based upon the 2012 CEQR Technical Manual Guidelines, no further bus analysis is required as summarized in Table 7.T.2b.

Pedestrian Trips

Level One Screening

Astoria Cluster - Sites A - E
Based on trip generation analysis, the Astoria Cluster would generate 117, 584, 326, and 369 pedestrian (subway, bus, walk, and other) trips in the AM, Midday, PM, and Saturday Midday peak hours, respectively. The Astoria Cluster would generate more than 200 pedestrian trips in the Midday, PM, and Saturday Midday peak hours. Therefore a Level Two screening trip generation analysis has been performed as described below.

Roosevelt Cluster – Sites F - H

Based on trip generation analysis, the Roosevelt Cluster would generate 40, 543, 266, and 346 pedestrian (subway, bus, walk, and other) trips in the AM, Midday, PM, and Saturday Midday peak hours, respectively. The Roosevelt Cluster would generate more than 200 pedestrian trips in the Midday, PM, and Saturday Midday peak hours. Therefore, a Level Two screening trip generation analysis has been performed as described below.

Level Two Screening

Astoria Cluster – Sites A - E

The sites in the Astoria Cluster are located along a major thoroughfare providing ample pedestrian access. In each case, project-generated inbound/outbound pedestrian trips would be well distributed among the project entrances/exits and/or pedestrian routes. As such, the Astoria Cluster would generate fewer than 200 pedestrian trips at any pedestrian element along Astoria Avenue in any peak hour, and based upon the 2012 CEQR Technical Manual Guidelines, no further pedestrian analysis is required as summarized in Table 7.T.2a.

Roosevelt Cluster – Sites F - H

The sites in the Roosevelt Cluster are located along a major thoroughfare providing ample pedestrian access. In each case, project-generated inbound/outbound pedestrian trips would be well distributed among the project entrances/exits and/or pedestrian routes. As such, the Roosevelt Cluster would generate fewer than 200 pedestrian trips at any pedestrian element along Roosevelt Avenue in any peak hour, and based upon the 2012 CEQR Technical Manual Guidelines, no further pedestrian analysis is required as summarized in Table 7.T.2b.

Figure 7.1: Cluster 1 - Astoria Boulevard

East Elmhurst Rezoning

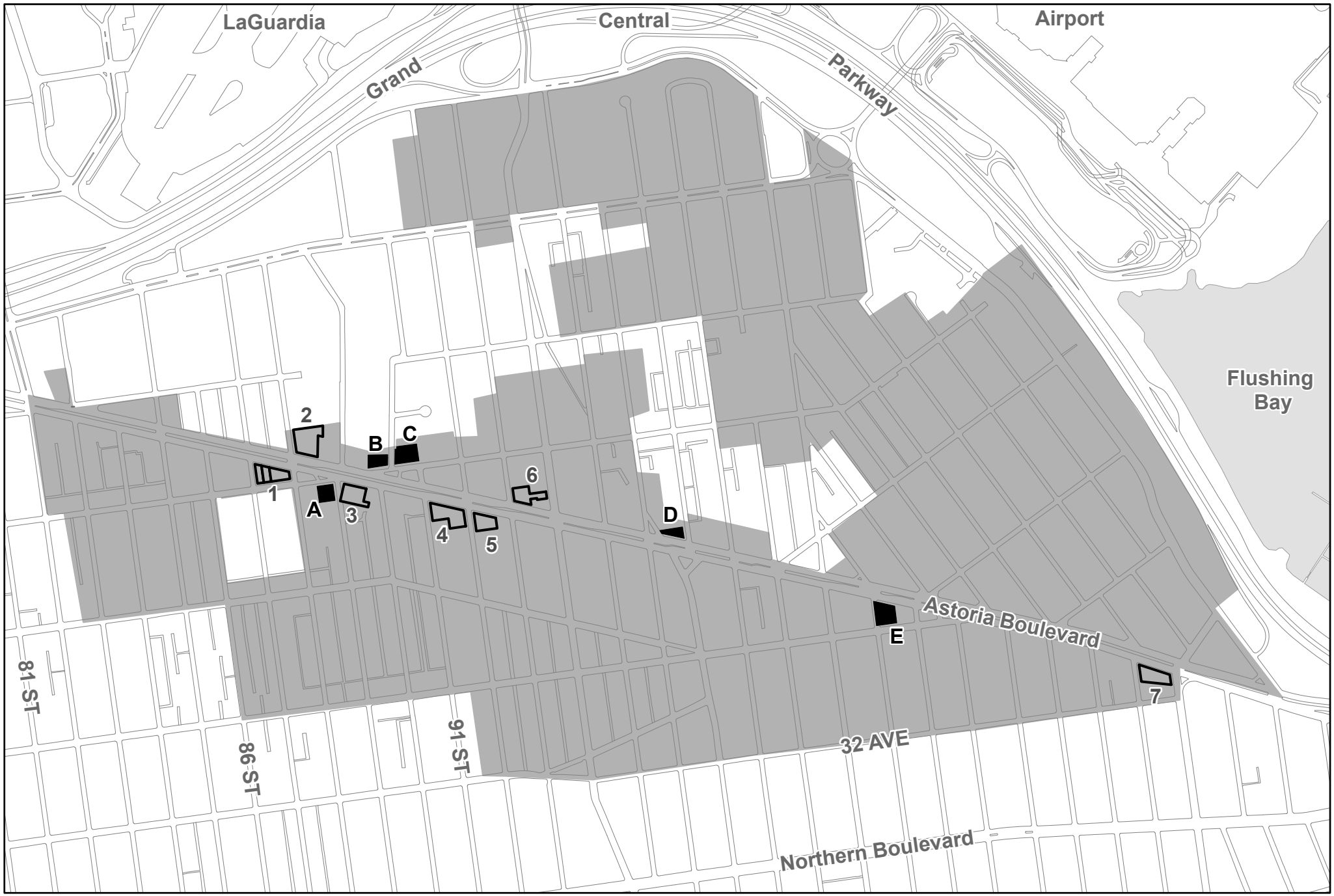


Figure 7.2: Cluster 2 - Roosevelt Avenue

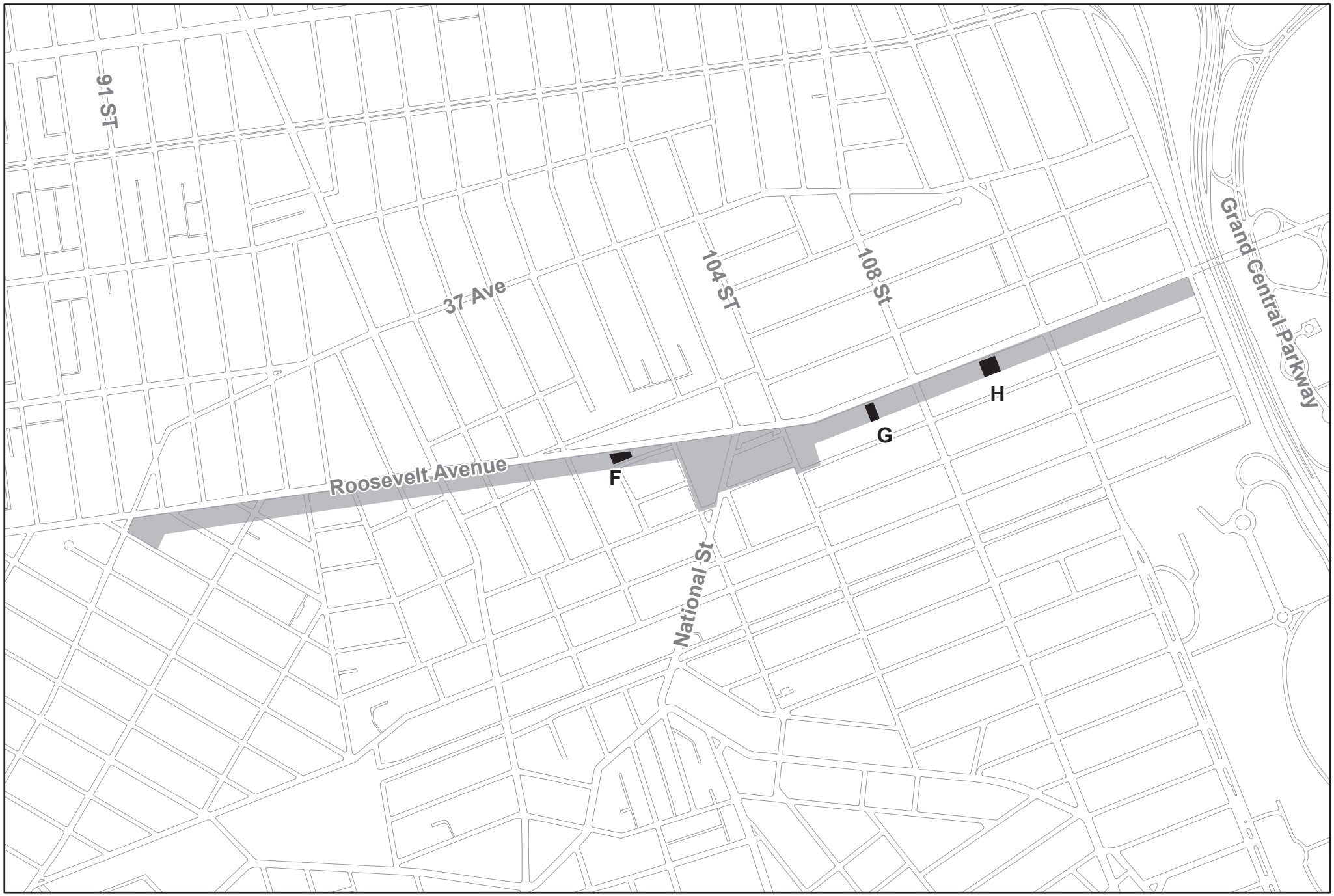


Table 7.T.1a

Trip Generation Assumptions - Astoria Boulevard Cluster

East Elmhurst Rezoning-Queens, NY

Project Components:	Residential Units	Local Retail	Medical	
		Retail	Office	
Trip Generation Rates:			Staff	Visitors
(Person-trip/d.u. or 1,000 gsf)	***(1)***	***(1)***	***(3)***	***(3)***
Weekday	8.075	205	10	33.6
Saturday	9.6	240	4.3	14.5
Peak Hours Trips:	***(1)***	***(3)***	***(3)***	***(3)***
(8-9) AM	10.00%	3.00%	24.00%	6.00%
(12-1) PM	5.00%	19%	17.00%	9.00%
(5-6) PM	11.00%	10.00%	24.00%	5.00%
(1-2) Saturday MD	8.00%	10.00%	17.00%	9.00%
Peak Hours	***(2)***	***(3)***	***(4)***	***(4)***
Modal Split (%):				
Auto	35.21%	2%	65.29%	65.29%
Taxi	1.35%	3%	1.83%	1.83%
Bus	22.68%	5%	10.59%	10.59%
Subway	31.59%	20%	7.66%	7.66%
Walk	7.94%	70%	12.46%	12.46%
Other	1.23%	0%	2.16%	2.16%
Total	100.00%	1	100.00%	100.00%
Vehicle Occupancy:	***(2, 3)***	***(3)***	***(3, 4)***	***(3)***
Auto	1.17	2	1.12	1.65
Taxi	1.4	2	1.4	1.2
Linked Trips:		***(5)***		
	n/a	25%	n/a	n/a
Truck Trip Generation:	***(1)***	***(1)***	***(3)***	
(Per / d.u. or 1,000 gsf)	0.06	0.35	0.32	
AM	12.00%	8.00%	10.00%	
Midday	9.00%	11.00%	11.00%	
PM	2.00%	2.00%	2.00%	
Directional Splits	***(1)***	***(1)***	***(1)***	
(Truck Trips)	In% Out %	In% Out %	In% Out %	
AM/MD/PM	50 50	50 50	50 50	

Sources:

(1) *- 2012 CEQR Techincal Table 16-2*

(2) *- 2007-2011 American Community Survey, Journey-to-Work, Census tracts numbers 329, 347, 353, 361, 363, 365, 367 Queens, New Yo*

(3) *- 400 East 61st Street FEIS (CEQR # 85-212M) and Forest Hills Special District CEQR No. 09DCP013Q*

(4) *- 2000 US Census, Reverse Journey-to-work (RJTW), Census tracts numbers 329, 347, 353, 361, 363, 365, 367 Queens, New York*

(5)- *Assumed 25% Linked Person Trips for Retail Land Use*

Table 7.T.1b

Trip Generation Assumptions - Roosevelt Avenue Cluster

East Elmhurst Rezoning-Queens, NY

Project Components:	Local Retail	Medical	
	Retail	Office	
Trip Generation Rates:		Staff	Visitors
(Person-trip/d.u. or 1,000 gsf)	***(1)***	***(3)***	***(3)***
Weekday	205	10	33.6
Saturday	240	4.3	14.5
Peak Hours Trips:	***(3)***	***(3)***	***(3)***
(8-9) AM	3.00%	24.00%	6.00%
(12-1) PM	19%	17.00%	9.00%
(5-6) PM	10.00%	24.00%	5.00%
(1-2) Saturday MD	10.00%	17.00%	9.00%
Peak Hours	***(3)***	***(4)***	***(4)***
Modal Split (%):			
Auto	2%	45.53%	45.53%
Taxi	3%	1.74%	1.74%
Bus	5%	10.10%	10.10%
Subway	20%	18.13%	18.13%
Walk	70%	22.26%	22.26%
Other	0%	2.25%	2.25%
Total	100.00%	100.00%	100.00%
Vehicle Occupancy:	***(3)***	***(3, 4)***	***(3)***
Auto	2	1.18	1.65
Taxi	2	1.4	1.2
Linked Trips:	***(5)***		
	25%	n/a	n/a
Truck Trip Generation:	***(1)***	***(3)***	
(Per / d.u. or 1,000 gsf)	0.35	0.32	
AM	8.00%	10.00%	
Midday	11.00%	11.00%	
PM	2.00%	2.00%	
Directional Splits	***(1)***	***(1)***	
(Truck Trips)	In% Out %	In% Out %	
AM/MD/PM	50 50	50 50	

Sources:

(1) *- 2012 CEQR Techincal Manual, Table 16-2*

(2) *- 2007-2011 American Community Survey, Journey-to-Work, Census tracts numbers 401, 403, 405, 407 Queens, N*

(3) *- 400 East 61st Street FEIS (CEQR # 85-212M) and Forest Hills Special District CEQR No. 09DCP013Q*

(4) *- 2000 US Census, Reverse Journey-to-work (RJTW), Census tracts numbers 401, 403, 405, 407 Queens, New York*

(5)- *Assumed 25% Linked Person Trips for Retail Land Use*

Table 7.T.2a

Project Person Trips by Mode of Transportation
Astoria Boulevard Cluster

Project	Auto	Taxi	Bus	Subway	Walk	Other	Total
Residential Developments							
AM Peak Hour	10	0	6	9	2	0	27
Midday Peak Hour	5	0	3	4	1	0	14
PM Peak Hour	11	0	7	10	2	0	30
Saturday	9	0	6	8	2	0	26
Local Retail							
AM Peak Hour	2	3	5	19	66	0	94
Midday Peak Hour	12	18	30	119	416	0	595
PM Peak Hour	6	9	16	63	219	0	313
Saturday	7	11	18	73	256	0	366
Medical Office (Staff)							
AM Peak Hour	11	0	2	1	2	0	16
Midday Peak Hour	8	0	1	1	1	0	12
PM Peak Hour	11	0	2	1	2	0	16
Saturday	3	0	1	0	1	0	5
Medical Office (Visitor)							
AM Peak Hour	9	0	1	1	2	0	14
Midday Peak Hour	13	0	2	2	3	0	21
PM Peak Hour	7	0	1	1	1	0	11
Saturday	6	0	1	1	1	0	9
Total							
AM Peak Hour	**31**	**4**	**14**	**30**	**72**	**1**	**151**
Midday Peak Hour	**38**	**19**	**36**	**126**	**421**	**1**	**641**
PM Peak Hour	**35**	**10**	**25**	**74**	**225**	**1**	**371**
Saturday	**26**	**12**	**26**	**83**	**260**	**1**	**406**

Table 7.T.3a

Project Vehicle Trips by Type
Astoria Boulevard Cluster

Project	Auto	Taxi	Truck	Total
Residential Developments				
AM Peak Hour	8	0	0	8
Midday Peak Hour	4	0	0	4
PM Peak Hour	9	0	0	9
Saturday	8	0	0	8
Local Retail				
AM Peak Hour	1	2	2	5
Midday Peak Hour	6	18	2	26
PM Peak Hour	3	10	0	13
Saturday	4	10	0	14
Medical Office (Staff)				
AM Peak Hour	10	0	0	10
Midday Peak Hour	7	0	0	7
PM Peak Hour	10	0	0	10
Saturday	3	0	0	3
Medical Office (Visitors)				
AM Peak Hour	5	0	0	5
Midday Peak Hour	8	0	0	8
PM Peak Hour	5	0	0	5
Saturday	4	0	0	4
Total				
AM Peak Hour	**24**	**2**	**2**	**28**
Midday Peak Hour	**25**	**18**	**2**	**45**
PM Peak Hour	**26**	**10**	**0**	**36**
Saturday	**18**	**10**	**0**	**28**

Table 7.T.2b

Project Person Trips by Mode of Transportation
Roosevelt Avenue Cluster

Project	Auto	Taxi	Bus	Subway	Walk	Other	Total
Local Retail							
AM Peak Hour	2	3	5	20	70	0	100
Midday Peak Hour	13	19	32	127	444	0	635
PM Peak Hour	7	10	17	67	234	0	334
Saturday	8	12	20	78	274	0	391
Medical Office (Staff)							
AM Peak Hour	-26	-1	-6	-10	-13	-1	-57
Midday Peak Hour	-19	-1	-4	-7	-9	-1	-41
PM Peak Hour	-26	-1	-6	-10	-13	-1	-57
Saturday	-8	0	-2	-3	-4	0	-17
Medical Office (Visitor)							
AM Peak Hour	-22	-1	-5	-9	-11	-1	-48
Midday Peak Hour	-33	-1	-7	-13	-16	-2	-72
PM Peak Hour	-18	-1	-4	-7	-9	-1	-40
Saturday	-14	-1	-3	-6	-7	-1	-31
Total							
AM Peak Hour	**-46**	**1**	**-6**	**1**	**47**	**-2**	**-5**
Midday Peak Hour	**-39**	**17**	**20**	**106**	**419**	**-3**	**522**
PM Peak Hour	**-38**	**8**	**7**	**49**	**212**	**-2**	**237**
Saturday	**-14**	**11**	**15**	**69**	**263**	**-1**	**342**

Table 7.T.3b

Project Vehicle Trips by Type
Roosevelt Avenue Cluster

Project	Auto	Taxi	Truck	Total
Local Retail				
AM Peak Hour	1	4	2	7
Midday Peak Hour	6	20	2	28
PM Peak Hour	3	10	0	13
Saturday	4	12	0	16
Medical Office (Staff)				
AM Peak Hour	-22	-2	-2	-26
Midday Peak Hour	-16	-2	-2	-20
PM Peak Hour	-22	-2	0	-24
Saturday	-7	0	0	-7
Medical Office (Visitors)				
AM Peak Hour	-13	-2	0	-15
Midday Peak Hour	-20	-2	0	-22
PM Peak Hour	-11	-2	0	-13
Saturday	-9	0	0	-9
Total				
AM Peak Hour	**-35**	**0**	**0**	**-35**
Midday Peak Hour	**-29**	**16**	**0**	**-13**
PM Peak Hour	**-30**	**6**	**0**	**-24**
Saturday	**-11**	**12**	**0**	**1**

Attachment 8 – Air Quality

Introduction

To determine the potential for the proposed action to result in significant adverse impacts to both mobile and stationary source air quality, screening analyses were performed pursuant to the methodologies identified in the *CEQR Technical Manual, January 2012 Edition*. Based on the results presented below, the proposed action would not result in any significant adverse air quality impacts.

Mobile Sources

In general, projects may result in significant mobile source air quality impacts when they increase or cause a redistribution of traffic, create any other mobile source pollutants such as, diesel trains and helicopters, or add new uses near mobile sources such as, roadways, garages, and parking lots. Potential pollutants of concern from induced traffic including trucks and buses are Carbon Monoxide (CO) and Particulate Matter (PM).

Based on the projected development scenario of a total net increase of 34 dwelling units and a total net increase of 42,080 square feet of local retail space and a net decrease of 17,090 square feet of community facility space (professional medical office), it was determined that the proposed action would not generate peak hour auto trips above the CEQR threshold of 170 in this area of Queens. The proposed action is also not projected to generate peak hour heavy-duty diesel vehicular trips above threshold of 12 HDDV vehicles. Therefore, the potential for significant adverse air quality impacts related to mobile sources would not be anticipated to occur, and a detailed analysis is not warranted.

Stationary Sources

In general, projects may result in significant stationary source air quality impacts when they create new stationary sources such as new fossil-fuel fired heat and hot water systems. Additionally, stationary source impacts may also result when proposed projects introduce new uses within close proximity of existing stationary sources such as industrial facilities and power plants. Potential pollutants of concern from stationary sources include Sulfur Dioxide (SO_2), Nitrogen Oxides (NO_x) and Particulate Matter (PM).

A stationary source screening analysis was performed using CEQR nomographs (Figures 17-5 and 17-7) for both Fuel Oil No. 2 and Natural Gas fuel type. A study was also conducted to identify sensitive land uses within 400 feet of the projected and potential development sites to perform the screening analysis. EPA's AERSCREEN was then used to predict the maximum short-term and annual impacts from sources which failed the above mentioned screening analysis. A cluster analysis for HVAC emissions was not warranted because the proposed action would not generate two or more buildings of the same height, within the same block, and without any streets in between.

EPA recently promulgated a new 1-hour standards for SO_2 and NO_2 and revoked 24-hour and annual standards for SO_2. However, according to page 17-7 of the *CEQR Technical Manual, January 2012 Edition*, at this time and for the purposes of CEQR, it is premature to conduct a quantitative assessment of a project's potential SO_2 and NO_2 emissions' effect on the new 1-hour standards. Therefore, a quantitative discussion/analysis of a project's SO_2 and NO_2 emissions in terms of the new 1-hr standard is not required.

To determine the potential for significant adverse air quality impacts on the proposed action related to existing manufacturing or processing facilities, an industrial source screening analysis was conducted. A study was conducted to identify manufacturing, industrial, and commercial uses within 400 feet of projected and potential development sites. Table 17-3 was then used to predict short-term and annual impacts for each pollutant from the identified sources. The screening procedure used to estimate the emissions from identified sources is based on information contained in the operation permits obtained from NYCDEP Bureau of Environmental Compliance (BEC) and NYSDEC.

Heat and Hot Water Systems

A screening analysis was performed to determine whether emissions from development sites could potentially impact other development sites or existing buildings. The analysis was performed assuming both Fuel Oil No. 2 and Natural Gas as the boiler systems' fuel type. A total of eight (8) projected development sites and seven (7) potential development sites were analyzed using the Stationary Source Screen nomographs (Figures 17-5 and 17-7). Table 8.1 details the results of the screening analysis.

Table 8.1: Screening Results for Projected and Potential Development Sites

	Site #	Block	Lot	Proposed		Total Floor Area (ft^2)	Building Height (ft)	Distance (ft) [(1)]	Impacted		Screen	
				Zoning	Land Use				Block	Lot	SO_2	NO_2
Projected	A	1362	6	R6B/ C1-3	Residential /Retail	18,955	35ft.	60	1363	5	Pass	Pass
	B	1101	40, 144	R6B/ C1-3	Residential /Retail	17,803	35 ft.	45	1102	47	Fail	Pass
	C	1102	47	R6B/ C1-3	Residential /Retail	28,768	35ft.	45	1101	40, 144	Fail	Pass
	D	1370	39	R6B/ C1-3	Community Facility	13,632	25 ft.	10	1370	38	Fail	Fail
	E	1688	30	R6B/ C1-3	Residential /Retail	30,430	50 ft.	860	1377	16	Pass	Pass
	F	1608; 1609	13; 1,2, 3,5	R6B/ C1-4	Retail	11,800	25 ft.	105	1770	43	Pass	Pass
	G	1984	22, 23	R6B/ C1-4	Residential /Retail	9,630	40 ft.	246	1776	16	Pass	Pass

	Site #	Block	Lot	Proposed		Total Floor Area (ft^2)	Building Height (ft)	Distance (ft) [(1)]	Impacted		Screen	
				Zoning	Land Use				Block	Lot	SO_2	NO_2
	H	1996	25	R6B/ C2-4	Residential /Retail	17,820	35 ft.	48	1996	63	Pass	Pass
Potential	1	1099	50, 55, 60	R6B/ C1-3	Residential /Retail	32,482	35 ft.	123	1099	50, 55, 60	Pass	Pass
	2	1100	43	R6B/ C1-3	Residential /Retail	48,960	50 ft.	1150	1064	2	Pass	Pass
	3	1363	5	R6B/ C1-3	Residential /Retail	32,088	45 ft.	128	1101	40, 144	Pass	Pass
	4	1365	22	R6B/ C1-3	Residential /Retail	41,104	45 ft.	61	1366	32	Fail	Pass
	5	1366	32	R6B/ C1-3	Residential /Retail	23,312	45 ft.	20	1366	39	Fail	Fail
	6	1367	25	R6B/ C1-3	Residential /Retail/ Community Facility	25,657	35 ft.	10	1366	14	Pass	Pass
	7	1694	1	R6B/ C1-3	Residential /Retail	29,439	35 ft.	86	1693	17	Pass	Pass

Note: (1) Distance to Nearest Building of similar height or greater (ft)

A total of three sites (2 projected development sites and 1 potential development site) failed the screening analysis for boiler systems with No. 2 fuel oil, but passed the screening analysis for boiler systems with natural gas as the fuel type. Therefore, these sites would require an (e) designation with the use of natural gas only. The sites are B, C and 4.

Two sites (1 projected development site and 1 potential development site) failed the screening analysis for boiler systems with both No. 2 fuel oil and natural gas as the fuel type. As a result, EPA's AERSCREEN was used to analyze these two (2) development sites for boiler systems with natural gas. The analysis was performed by utilizing a unitary emission factor (1 gram/second). Multiple receptors were analyzed with an impact distance from one (1) meter to 100 meters. The source elevation was projected to be three (3) feet higher than the projected building heights as per CEQR guidance. Other source parameters were based on DEP's Boiler Database combustion application (CA) information for boilers between the size of one (1) and five (5) MMBtu/hr. The source parameters are presented in Table 8.2 below.

Table 8.2: Source Parameters

Stack Parameters	Units	Site D	Site 5
Development Size[4]	sqft	13,632	23,312
Projected Boiler size	MMBtu/hr	Between 1 and 5	
Annual consumption	gal/yr	5,180	8,859
Stack Height[4]	(m)	8.5	14.6
Stack Diameter[5]	(m)	0.15	0.15
Velocity[5]	(m/s)	3.9	3.9
Temperature[6]	(K)	293	293
(4) Development size and height as projected due to rezoning (5) Based on DEP Boiler Database average of boilers less than 5 MMBtu/hr (6) Ambient temperature assumed as recommended in the CEQR Technical Manual (2012) Air Quality Chapter			

The resulted emission concentrations were added to the background concentrations and then compared to the National Ambient Air Quality Standards (NAAQS) in order to determine any significant impact. Table 8.3 details the results of the AERSCREEN analysis for natural gas.

Table 8.3: AERSCREEN Results with Background Concentrations for Projected Development Sites

SITE #	NO_2 Annual Background ($\mu g/m^3$)	Project Increment ($\mu g/m^3$)	NO_2 Annual concentration + Background ($\mu g/m^3$)	NAAQS NO_2 Annual Standard ($\mu g/m^3$)	EPA AERSCREEN Result for Natural Gas Boiler
D	40.7	5.5	46.2	100	Pass
5	40.7	9.5	50.2	100	Pass

The results of the analysis show that no significant adverse air quality impact is anticipated from Sites D and 5 using Natural Gas as the boiler system's fuel type. Therefore, additional detailed analysis would not be warranted.

The results of the AERSCREEN analysis found that to preclude the potential for significant adverse air quality impacts related to HVAC emissions, an (E) designation would need to be incorporated into the rezoning proposal for three (3) projected development sites and two (2) potential sites as follows.

- Block 1101, Lot 40, 144 (Projected Site B)
- Block 1102, Lot 47 (Projected Site C)
- Block 1370, Lot 39 (Projected Site D)
- Block 1365, Lot 22 (Potential Site 4)

- Block 1365, Lot 32 (Potential Site 5)

The text for the (E) designations for each of the above sites is as follows:

Any new residential and/or commercial development on the above-referenced properties must ensure that the heating, ventilating and air conditioning stack(s) use exclusively Natural Gas as the type of fuel for space heating and hot water (HVAC) systems, to avoid any potential significant adverse air quality impacts.

With the placement of the (E) designations on the above blocks and lots, no significant impacts related to stationary source air quality would be expected as the result of the proposed action.

Industrial Sources

An industrial source screening analysis was performed to determine the potential for any significant adverse impact from existing manufacturing or processing facilities on the development sites under the proposed action. A study was conducted to identify manufacturing, industrial, and commercial uses within 400 feet of the projected and potential development sites. Table 8.4 shows the land uses that were identified to possibly hold air permits.

NYCDEP-BEC (Air, Noise, Asbestos and Hazardous Materials) and NYSDEC permit records were used to determine permitted processes and emissions from the identified land uses. The permits issued describe potential contaminants emitted by the permitted processes, emission rates, and emission exhaust system characteristics, such as, stack height, inside diameter, exit temperature, and exit velocity. Permit search request for these sites determined only one (1) existing active permit (Permit No. PB090703R) for Sunil Cleaners at 93-13 Astoria Boulevard (Block 1367, Lot 20). As a result, the screening analysis was performed based on its permit data and the distance from the exhaust location to the nearest development site under the proposed action.

The screening analysis for the pollutant tetrachloroethylene determined that the maximum 1-hour concentration would be 60.76 $\mu g/m^3$, which is below the DAR-1 SGC of 1000 $\mu g/m^3$, and the maximum annual concentration would be 0.51 $\mu g/m^3$, which is below the DAR-1 AGC of 1 $\mu g/m^3$. As such, no potential for significant adverse impacts from existing industrial sources on to the development sites under the proposed action is anticipated and a detailed analysis is not warranted.

Table 8.4: Manufacturing, Industrial, and Commercial Use Sites for which Air Permit Records were requested

Block	Lot	Address	Use
1365	6	911 25th Avenue	Warehouse/Industrial Use
1366	16	92-15 Astoria Boulevard	Warehouse/Industrial Use
1372	52	98-07 Astoria Boulevard	Warehouse/Industrial Use
1368	30	94-19 Astoria Boulevard	Laundromat
1368	35	94-15 Astoria Boulevard	Laundromat
1658	9	100-11 Astoria Boulevard	Signs
1658	14	100-15 Astoria Boulevard	Signs
1692	1	105-02 Astoria Boulevard	Warehouse/Industrial Use
1692	3	105-14 Astoria Boulevard	Warehouse/Industrial Use
1367	20	93-13 Astoria Boulevard	Dry Cleaners
1609	12	100-10 Spruce Street	NYC Transit Substation
1770	47	102-11 Roosevelt Avenue	Medical Center
1770	54	101-11 Roosevelt Avenue	Medical Center
1770	53	102-03 Roosevelt Avenue	Medical Center
1776	60	104-23 Roosevelt Avenue	Warehouse/Industrial Use
1986	36	42-04 108 Street	Laundromat
1780	95	108-06 39 Avenue	Printing
1996	31	108-50 Roosevelt Avenue	Warehouse/Industrial Use
1996	34	108-56 Roosevelt Avenue	Warehouse/Industrial Use
1780	61	108-53 Roosevelt Avenue	Warehouse/Industrial Use
1780	58	108-59 Roosevelt Avenue	Warehouse/Industrial Use
1784	32	111-07 Roosevelt Avenue	Warehouse/Industrial Use
1780	65	108-49 Roosevelt Avenue	Transportation/Utility

Attachment 9 – NOISE

Introduction

A noise analysis was conducted to evaluate the potential noise impacts of the Proposed Action. Screening analyses for both mobile and stationary source noise impacts were performed in accordance with the procedures of the 2012 *CEQR Technical Manual*. Based on the results presented below, the proposed action would not result in significant adverse noise impacts from either mobile or stationary sources.

According to the 2012 *CEQR Technical Manual*, detailed noise analysis may be warranted if the proposed action would add new or additional sensitive receptors. A sensitive receptor screening determines whether a proposed action would introduce new or additional noise-sensitive location, known as a receptor, in an area with high ambient noise levels, which typically include those sites near highly-trafficked thoroughfares, airports, rail, or other loud activities. Receptors are defined as an area where human activity may be adversely affected when noise levels exceed predefined thresholds of acceptability or when noise levels increase by an amount exceeding a predefined threshold of change.

Mobile Sources

To determine the potential for the proposed action to result in significant noise impacts related to mobile sources, screening analyses were performed pursuant to the methodologies identified in the 2012 *CEQR Technical Manual.*

Based on the Reasonable Worst Case Development Scenario (RWCDS) of a total net increase of 34 dwelling units, and 42,080 square feet of local retail space and a net decrease of 17,090 square feet of community facility space were projected as part of the proposed action in the East Elmhurst neighborhood of Queens. It was determined that the number of vehicular trips projected to be generated by the proposed action is below the 2012 *CEQR Technical Manual* traffic threshold of 50 peak hour vehicle trip ends for this area of the city. This increase does not double the PCE (Passenger Car Equivalent) between the no action and with action scenarios (3 dBA threshold). Therefore, the proposed action would not be expected to cause a significant noise impact on any sensitive receptor.

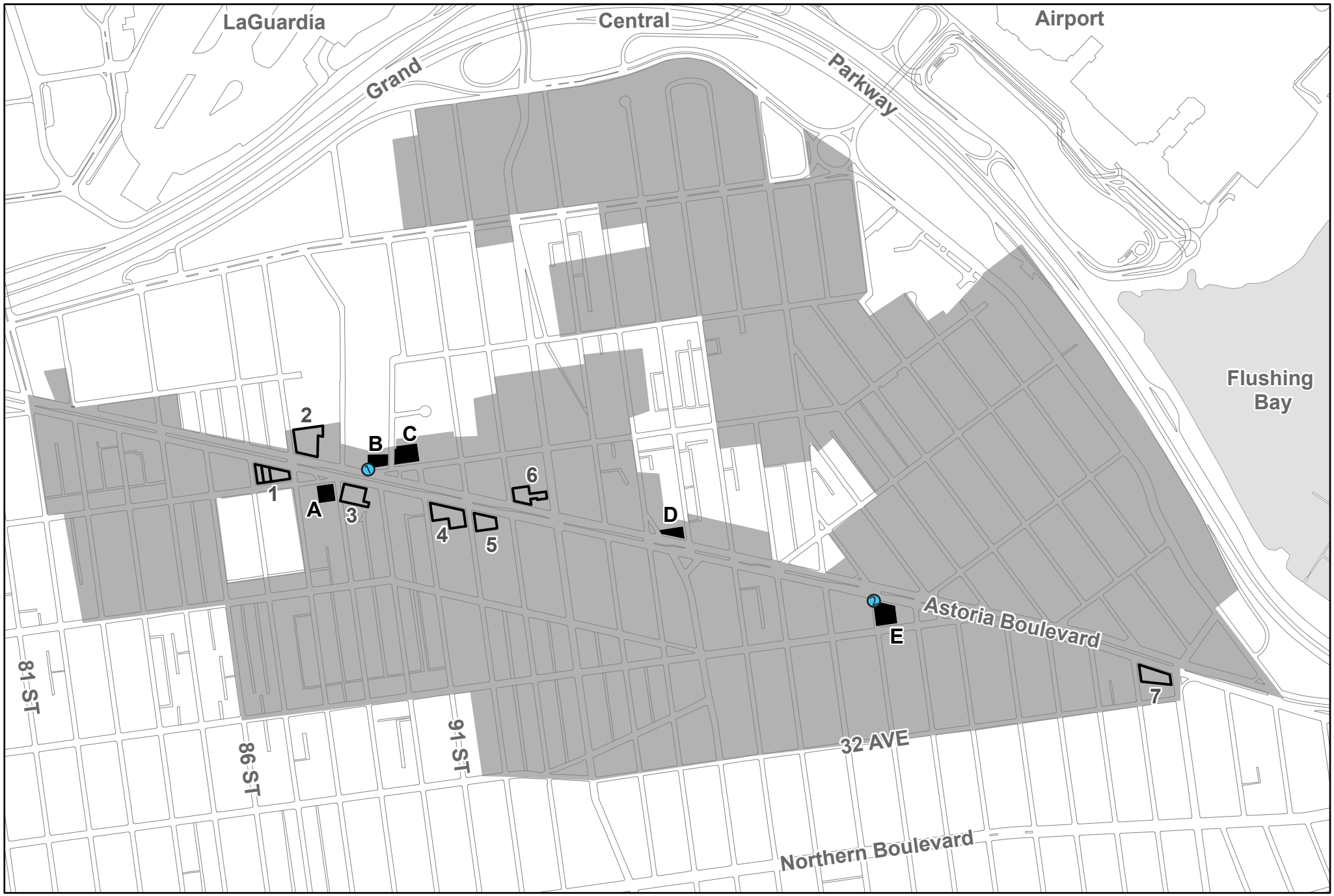
The existing ambient noise levels within the project area were measured at two locations during the morning (7:00-9:00 AM), midday (12:00-2:00 PM) and evening (4:00-6:00 PM) peak hours in the following locations:

1) Northwest Corner of Astoria Blvd and 90th Street (in front of Projected Site B)
2) Southeast Corner of Astoria Blvd and 101 Street (in front of the Projected Site E),

These locations were selected based on the RWCDS that projects would add new and/or additional sensitive receptors along Astoria Boulevard. These locations are representative of the noise levels that projected and potential residential/commercial development sites would be exposed to under build conditions and they are illustrated on Figure 9.1.

Figure 9.1: Noise Reading Locations

East Elmhurst Rezoning



The measured noise levels at these sites are tabulated in Table 9.1 below:

Table 9.1: Measured Noise Levels at Mobile Source Analysis Sites

Site ID	Location	Time	L_{eq}	L_{10}	L_{50}	L_{90}	L_{min}	L_{max}
S1	West Side of Astoria Blvd and 90th Street in front of Projected Site B	AM	74.7	**78.2**	72.1	62.6	55.8	86.3
		MD	72.5	75.9	67.6	59.4	52.7	90.1
		PM	71.3	74.0	69.2	63.1	55.9	89.9
S2	SE Corner of Astoria Blvd and 101 Street, in front of the Projected Site E	AM	75.3	77.4	71.3	70.2	54.7	93.5
		MD	72.1	75.8	67.2	61.3	55.4	72.1
		PM	74.4	**77.9**	71.8	62.6	53.7	88.4

For projected development sites along Roosevelt Avenue, the proposed action would change the allowed uses from community facilities under the No Action scenario to local retail under the With Action scenario. Since the window/wall attenuation for retail uses is 5dBA lower than community facilities, no additional attenuation would be required for the ground floor retail for these sites under the With Action scenario. The proposed action would not change the height of the buildings and the residential uses on the second floor or above would also remain the same as the No Action scenario. Therefore, the proposed action would not add new sensitive receptors to development sites along Roosevelt Avenue and noise analysis for these sites along Roosevelt Avenue is not necessary.

Proportional analysis was used to determine locations with the potential for having significant noise impacts. Proportional modeling is one of the techniques recommended in the *CEQR Technical Manual* for mobile source analysis for attenuation purposes for no action and with action scenarios. Based on the *CEQR Technical Manual*, all vehicular traffic volumes are converted into Passenger Car Equivalence (PCE) values. PCE values are derived using the following guideline:

1 Passenger Car = 1 PCEs
1 Medium Truck = 13 PCEs
1 Heavy Truck = 47 PCEs
1 Bus = 18 PCEs

Based on the *CEQR Technical Manual*, the following equation was used in determining the no action and with action L_{10}.

$$\text{Future Noise Level} = 10 \times \log_{10} \frac{\text{Future PCE}}{\text{Existing PCE}} + \text{Existing Noise Level}$$

Depicted on Table 9.2 are the results of the PCE calculation and the CEQR impact criteria for the Existing condition, No Action and With Action Scenario.

The measured ambient noise levels are within the **Marginally Unacceptable levels II, III, and IV** categories as per 2012 *CEQR Technical Manual.* Table 9.3 shows the required Attenuation Values to Achieve Acceptable Interior Noise Levels.

Table 9.2: Proportional Analysis for Mobile Noise Impact							
Site	**Location**	**Time**	**Existing L_{eq}**	**Existing L_{10}**	**No Action L_{10}**	**With Action L_{10}**	**With Action CEQR Category**
S1	West Side of Astoria Blvd and 90th Street in front of Projected Site B	AM	74.7	78.2	78.4	**78.4**	MARGINALLY UNACCEPTABLE IV
		MD	72.5	75.9	76.1	76.1	MARGINALLY UNACCEPTABLE III
		PM	71.3	74	74.2	74.2	MARGINALLY UNACCEPTABLE II
S2	SE Corner of Astoria Blvd and 101 Street, in front of the Projected Site E	AM	75.3	77.4	77.6	77.6	MARGINALLY UNACCEPTABLE III
		MD	72.1	75.8	76.0	76.0	MARGINALLY UNACCEPTABLE III
		PM	74.4	77.9	78.1	**78.1**	MARGINALLY UNACCEPTABLE IV

Table 9.3: Required Attenuation Values for Projected and Potential Development Sites							
Site #	**Block**	**Lot**	**Projected Zoning**	**Governing Noise Monitoring Site**	**Maximum Build L_{10} at Governing Monitoring Site (dBA)**	**CEQR Categories**	**Recommended Window Attenuation (dBA)**
A	1362	6	R6B/C1-3	S1	78.4	MARGINALLY UNACCEPTABLE IV	35
B	1101	40, 144	R6B/C1-3	S1	78.4	MARGINALLY UNACCEPTABLE IV	35
C	1102	47	R6B/C1-3	S1	78.4	MARGINALLY UNACCEPTABLE IV	35
D	1370	39	R6B/C1-3	S2	78.1	MARGINALLY UNACCEPTABLE IV	35
E	1688	30	R6B/C1-3	S2	78.1	MARGINALLY UNACCEPTABLE IV	35
1	1099	50, 55, 60	R6B/C1-3	S1	78.4	MARGINALLY UNACCEPTABLE IV	35
2	1100	43	R6B/C1-3	S1	78.4	MARGINALLY UNACCEPTABLE IV	35
3	1363	5	R6B/C1-3	S1	78.4	MARGINALLY UNACCEPTABLE IV	35
4	1365	22	R6B/C1-3	S1	78.4	MARGINALLY UNACCEPTABLE IV	35
5	1366	32	R6B/C1-3	S1	78.4	MARGINALLY UNACCEPTABLE IV	35
6	1367	25	R6B/C1-3	S1	78.4	MARGINALLY UNACCEPTABLE IV	35
7	1694	1	R6B/C1-3	S2	78.1	MARGINALLY UNACCEPTABLE IV	35

As a result of the proposed action, five (5) Projected Development sites and seven (7) Potential Development sites would be mapped with an (E) designation for noise to preclude the potential of significant impacts. Table 9.3 summarizes the windows attenuation requirements for the projected and potential developments.

There is one level of required noise attenuation based on the With-Action Category of Table 9.3 above.

The following sites require 35 dBA of noise attenuation in order to avoid the potential for significant adverse impacts related to noise. The proposed action includes (E) designations on the following properties which include five (5) projected development sites and seven (7) potential development sites:

Projected Development Sites
Block 1362, Lot 6, Site A
Block 1101, Lots 40, 144, Site B
Block 1102, Lot 47, Site C
Block 1370, Lot 39, Site D
Block 1688, Lot 30, Site E

Potential Development Sites
Block 1099, Lots 50, 55, 60, Site 1
Block 1100, Lot 43, Site 2
Block 1363, Lot 5, Site 3
Block 1365, Lot 22, Site 4
Block 1366, Lot 32, Site 5
Block 1367, Lot 25, Site 6
Block 1694, Lot 1, Site 7

The text of the (E) designation for noise for the above properties is as follows:

> **In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 35 dB(A) window/wall attenuation in all façades in order to maintain an interior noise level of 45 dB(A). In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation include, but are not limited to, central air conditioning.**

Stationary Sources

It is assumed that the building mechanical system (i.e., HVAC systems) would be designed to meet all applicable noise regulations (i.e., Subchapters 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 is not expected to result in any significant, adverse noise impacts related to stationary sources, and a detailed assessment is not warranted.

Conclusion

Analysis of future noise levels shows that the Proposed Action would not cause significant adverse impacts to the surrounding community. The maximum projected L_{10} noise levels would be 78.4 dBA. The development sites would fall into the Marginally Unacceptable IV category per the CEQR Noise Exposure Guidelines. The unacceptable categories would require a minimum window/wall attenuation of 35. In areas with an exterior L_{10} of 70 dBA or more, the building must provide alternate means of ventilation so that residents may keep their windows closed in warm weather. A noise (E) Designation would be placed on the aforementioned properties to ensure that no noise impacts would occur to future residents. The (E) Designation includes specifications such as the provision of a closed-window condition with a minimum window/wall attenuation to maintain an interior noise level of 45 dBA. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation include, but are not limited to, air conditioning. With the (E) Designation specified on the above properties, the proposed action would not result in any significant adverse noise impacts, and no further analysis is warranted.

APPENDIX 1 –

LPC CORRESPONDENCE LETTER

NYC 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 / 77DCP102Q
Project: EAST ELMHURST REZONING
Date received: 4/11/2013

Properties with no Architectural or Archaeological significance:

1) ADDRESS: 101-08 ASTORIA BOULEVARD, BBL: 4016880030
2) ADDRESS: ROOSEVELT AVENUE, BBL: 4016080013
3) ADDRESS: 100-02 ROOSEVELT AVENUE, BBL: 4016090001
4) ADDRESS: 100-04 ROOSEVELT AVENUE, BBL: 4016090002
5) ADDRESS: 100-08 ROOSEVELT AVENUE, BBL: 4016090003
6) ADDRESS: 100-10 ROOSEVELT AVENUE, BBL: 4016090005
7) ADDRESS: 104-54 ROOSEVELT AVENUE, BBL: 4019840022
8) ADDRESS: 104-56 ROOSEVELT AVENUE, BBL: 4019840023
9) ADDRESS: 108-40 ROOSEVELT AVENUE, BBL: 4019960025
10) ADDRESS: 87-06 ASTORIA BOULEVARD, BBL: 4010990050
11) ADDRESS: 87-10 ASTORIA BOULEVARD, BBL: 4010990055
12) ADDRESS: 87-16 ASTORIA BOULEVARD, BBL: 4010990060
13) ADDRESS: 88-20 25 AVENUE, BBL: 4013620006
14) ADDRESS: ASTORIA BOULEVARD, BBL: 4011010040
15) ADDRESS: ASTORIA BOULEVARD, BBL: 4011010144
16) ADDRESS: 90-05 25 AVENUE, BBL: 4011020047
17) ADDRESS: 25-62 ASTORIA BOULEVARD, BBL: 4013700039
18) ADDRESS: 80-05 ASTORIA BOULEVARD, BBL: 4011000043
19) ADDRESS: 89-08 ASTORIA BOULEVARD, BBL: 4013630005
20) ADDRESS: 91-20 ASTORIA BOULEVARD, BBL: 4013650022
21) ADDRESS: 92-10 ASTORIA BOULEVARD, BBL: 4013660032
22) ADDRESS: 93-01 ASTORIA BOULEVARD, BBL: 4013670025
23) ADDRESS: 107-10 ASTORIA BOULEVARD, BBL: 4016940001

Gina Santucci 4/18/2013

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 28427_FSO_DNP_04182013.doc

APPENDIX 2 –

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM
Consistency Assessment

CONSISTENCY WITH THE WRP POLICIES
Attachment to New York City Waterfront Revitalization Program Form
Astoria Rezoning and Related Actions

In accordance with the guidelines of the *CEQR Technical Manual*, a preliminary evaluation of the proposed actions' potential for inconsistency with the new Waterfront Revitalization Program (WRP) policies was undertaken. This preliminary evaluation requires completion of the Consistency Assessment Form (CAF), which was developed by the Department of City Planning to help applicants identify which WRP policies apply to a specific action. The questions in the CAF are designed to screen out those policies that would have no bearing on a consistency determination for a proposed action.

For any questions that warrant a "yes" answer or for which an answer is ambiguous, an explanation should be provided to assess the consistency of the proposed action with the noted policy or policies. A CAF was prepared for the proposed actions, and is appended to this chapter. As indicated in the form, the proposed action warrants assessment of its consistency is limited to Policy 1.1 discussed in detail below.

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

Policy 1.1: *Encourage commercial and residential development in appropriate coastal zone areas.*

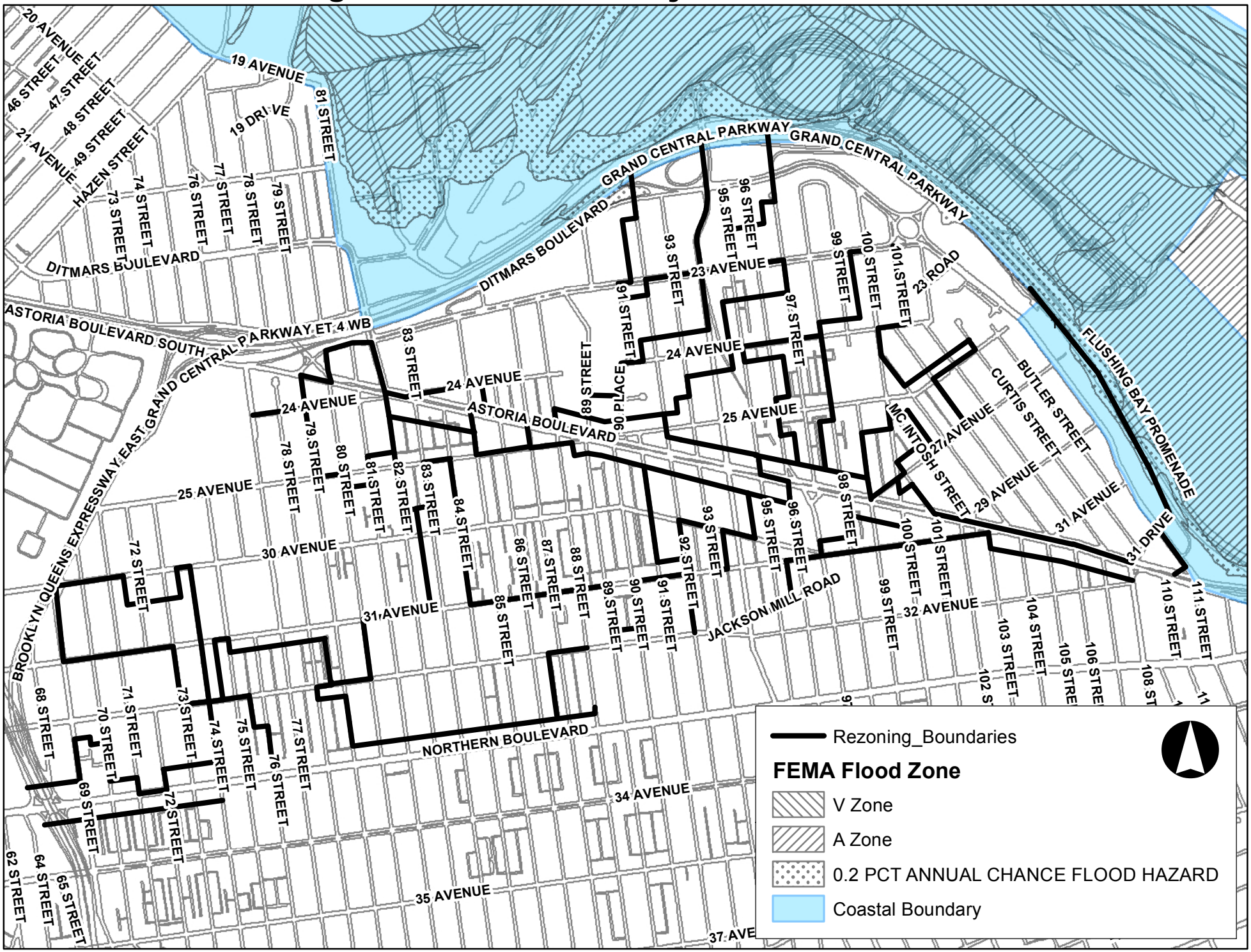
Development of the waterfront is not a goal of the proposed action nor is it expected to lead to an increase in the intensity of use and a change in the types of use on certain properties within the coastal zone. There is no change attributable to the proposed zoning from R3-2 to R3X for 55 lots (Block 1657) entirely within the north side of Ditmars Boulevard as defined by the coastal zone boundary.

None of the projected or potential development sites are located within the coastal zone boundary.

The proposed rezoning area is appropriate for redevelopment because it is not in a special Natural Waterfront Area or Significant Maritime and Industrial Area. The East Elmhurst rezoning area does not contain significant natural features.

See attached East Elmhurst Rezoning Coastal Zone Boundary

East Elmhust Rezoning Coastal Zone Boudary



For Internal Use Only:
Date Received: _____

WRP no._____
DOS no._____

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM
Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's designated coastal zone, must be reviewed and assessed for their consistency with the *New York City Waterfront Revitalization Program (WRP)*. The WRP was adopted as a 197-a Plan by the Council of the City of New York on October 13, 1999, and subsequently approved by the New York State Department of State with the concurrence of the United States Department of Commerce pursuant to applicable state and federal law, including the Waterfront Revitalization of Coastal Areas and Inland Waterways Act. As a result of these approvals, state and federal discretionary actions within the city's coastal zone must be consistent to the maximum extent practicable with the WRP policies and the city must be given the opportunity to comment on all state and federal projects within its coastal zone.

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

A. APPLICANT

1. Name: Department of City Planning - Queens Office / John Young
2. Address: 120-55 Queens Boulevard, Room 201, Kew Gardens, NY 11424
3. Telephone: 718-286-3170 Fax: 718-286-3183 E-mail:_____
4. Project site owner: N/A

B. PROPOSED ACTIVITY

1. Brief description of activity:

   The proposed actions are:
   a) a change to the zoning map on 141 full and partial blocks including one (1) block in the the designated coastal zone (see attached East Elmhurst rezoning Coastal Zone Boundary).

2. Purpose of activity:

   The proposed actions would protect the neighborhood character from out-of-scale development by providing a range of proposed zones that more closely reflect established development patterns and set firm building height limits. The proposed rezoning also provides opportunities for moderate growth by allowing new mixed-used, moderate-density development along some of the area's wider streets, commercial corridors and at sites close to transit hubs.

3. Location of activity: (street address/borough or site description):

   The rezoning area is roughly bounded by the Grand Central Parkway to the north and east, 32nd Avenue on the south and an irregular stepped line beginning at 32nd avenue and 91st Street thence northward and westward to whence it ends at the intersection of the Grand Central Parkway at 80th Street.

Proposed Activity Cont'd

4. If a federal or state permit or license was issued or is required for the proposed activity, identify the permit type(s), the authorizing agency and provide the application or permit number(s), if known:

5. Is federal or state funding being used to finance the project? If so, please identify the funding source(s).

6. Will the proposed project require the preparation of an environmental impact statement?
Yes _____ No ____✔____ If yes, identify Lead Agency:

7. Identify **city** discretionary actions, such as a zoning amendment or adoption of an urban renewal plan, required for the proposed project.

The project will require a Zoning Map Amendment.

C. COASTAL ASSESSMENT

Location Questions:	**Yes**	**No**
1. Is the project site on the waterfront or at the water's edge?		✔
2. Does the proposed project require a waterfront site?		✔
3. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land underwater, or coastal waters?		✔

Policy Questions	**Yes**	**No**

The following questions represent, in a broad sense, the policies of the WRP. Numbers in parentheses after each question indicate the policy or policies addressed by the question. The new Waterfront Revitalization Program offers detailed explanations of the policies, including criteria for consistency determinations.

Check either "Yes" or "No" for each of the following questions. For all "yes" responses, provide an attachment assessing the effects of the proposed activity on the relevant policies or standards. Explain how the action would be consistent with the goals of those policies and standards.

4. Will the proposed project result in revitalization or redevelopment of a deteriorated or under-used waterfront site? (1)		✔
5. Is the project site appropriate for residential or commercial redevelopment? (1.1)	✔	
6. Will the action result in a change in scale or character of a neighborhood? (1.2)		✔

Policy Questions cont'd	Yes	No
7. Will the proposed activity require provision of new public services or infrastructure in undeveloped or sparsely populated sections of the coastal area? (1.3)		✔
8. Is the action located in one of the designated Significant Maritime and Industrial Areas (SMIA): South Bronx, Newtown Creek, Brooklyn Navy Yard, Red Hook, Sunset Park, or Staten Island? (2)		✔
9. Are there any waterfront structures, such as piers, docks, bulkheads or wharves, located on the project sites? (2)		✔
10. Would the action involve the siting or construction of a facility essential to the generation or transmission of energy, or a natural gas facility, or would it develop new energy resources? (2.1)		✔
11. Does the action involve the siting of a working waterfront use outside of a SMIA? (2.2)		✔
12. Does the proposed project involve infrastructure improvement, such as construction or repair of piers, docks, or bulkheads? (2.3, 3.2)		✔
13. Would the action involve mining, dredging, or dredge disposal, or placement of dredged or fill materials in coastal waters? (2.3, 3.1, 4, 5.3, 6.3)		✔
14. Would the action be located in a commercial or recreational boating center, such as City Island, Sheepshead Bay or Great Kills or an area devoted to water-dependent transportation? (3)		✔
15. Would the proposed project have an adverse effect upon the land or water uses within a commercial or recreation boating center or water-dependent transportation center? (3.1)		✔
16. Would the proposed project create any conflicts between commercial and recreational boating? (3.2)		✔
17. Does the proposed project involve any boating activity that would have an impact on the aquatic environment or surrounding land and water uses? (3.3)		✔
18. Is the action located in one of the designated Special Natural Waterfront Areas (SNWA): Long Island Sound- East River, Jamaica Bay, or Northwest Staten Island? (4 and 9.2)		✔
19. Is the project site in or adjacent to a Significant Coastal Fish and Wildlife Habitat? (4.1)		✔
20. Is the site located within or adjacent to a Recognized Ecological Complex: South Shore of Staten Island or Riverdale Natural Area District? (4.1and 9.2)		✔
21. Would the action involve any activity in or near a tidal or freshwater wetland? (4.2)		✔
22. Does the project site contain a rare ecological community or would the proposed project affect a vulnerable plant, fish, or wildlife species? (4.3)		✔
23. Would the action have any effects on commercial or recreational use of fish resources? (4.4)		✔
24. Would the proposed project in any way affect the water quality classification of nearby waters or be unable to be consistent with that classification? (5)		✔
25. Would the action result in any direct or indirect discharges, including toxins, hazardous substances, or other pollutants, effluent, or waste, into any waterbody? (5.1)		✔
26. Would the action result in the draining of stormwater runoff or sewer overflows into coastal waters? (5.1)		✔
27. Will any activity associated with the project generate nonpoint source pollution? (5.2)		✔
28. Would the action cause violations of the National or State air quality standards? (5.2)		✔

Policy Questions cont'd	Yes	No
29. Would the action result in significant amounts of acid rain precursors (nitrates and sulfates)? (5.2C)		✔
30. Will the project involve the excavation or placing of fill in or near navigable waters, marshes, estuaries, tidal marshes or other wetlands? (5.3)		✔
31. Would the proposed action have any effects on surface or ground water supplies? (5.4)		✔
32. Would the action result in any activities within a federally designated flood hazard area or state-designated erosion hazards area? (6)		✔
33. Would the action result in any construction activities that would lead to erosion? (6)		✔
34. Would the action involve construction or reconstruction of a flood or erosion control structure? (6.1)		✔
35. Would the action involve any new or increased activity on or near any beach, dune, barrier island, or bluff? (6.1)		✔
36. Does the proposed project involve use of public funds for flood prevention or erosion control? (6.2)		✔
37. Would the proposed project affect a non-renewable source of sand ? (6.3)		✔
38. Would the action result in shipping, handling, or storing of solid wastes, hazardous materials, or other pollutants? (7)		✔
39. Would the action affect any sites that have been used as landfills? (7.1)		✔
40. Would the action result in development of a site that may contain contamination or that has a history of underground fuel tanks, oil spills, or other form or petroleum product use or storage? (7.2)		✔
41. Will the proposed activity result in any transport, storage, treatment, or disposal of solid wastes or hazardous materials, or the siting of a solid or hazardous waste facility? (7.3)		✔
42. Would the action result in a reduction of existing or required access to or along coastal waters, public access areas, or public parks or open spaces? (8)		✔
43. Will the proposed project affect or be located in, on, or adjacent to any federal, state, or city park or other land in public ownership protected for open space preservation? (8)		✔
44. Would the action result in the provision of open space without provision for its maintenance? (8.1)		✔
45. Would the action result in any development along the shoreline but NOT include new water-enhanced or water-dependent recreational space? (8.2)		✔
46. Will the proposed project impede visual access to coastal lands, waters and open space? (8.3)		✔
47. Does the proposed project involve publicly owned or acquired land that could accommodate waterfront open space or recreation? (8.4)		✔
48. Does the project site involve lands or waters held in public trust by the state or city? (8.5)		✔
49. Would the action affect natural or built resources that contribute to the scenic quality of a coastal area? (9)		✔
50. Does the site currently include elements that degrade the area's scenic quality or block views to the water? (9.1)		✔

Policy Questions cont'd	Yes	No
51. Would the proposed action have a significant adverse impact on historic, archeological, or cultural resources? (10)		✔
52. Will the proposed activity affect or be located in, on, or adjacent to an historic resource listed on the National or State Register of Historic Places, or designated as a landmark by the City of New York? (10)		✔

D. CERTIFICATION

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

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

Applicant/Agent Name: New York City Department of City Planning - Queens Office / John Young

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Telephone 718-286-3170

Applicant/Agent Signature: _____ Date: _____